

# CUNTERS

MARCH 2003



## IN THIS ISSUE

Philadelphia Chapter News.....	1-2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
Extra List.....	8
PATCO Extension Assessment Project.....	9

Volume 64

Newsletter of the

Number 3

PHILADELPHIA CHAPTER

National Railway Historical Society

Post Office Box 7302

Philadelphia, PA 19101

## B&O Museum Roundhouse Roof Collapses Under Snows; "Fair of the Iron Horse 175" Cancelled

### MEETING NOTICE:

#### FRIDAY EVENING, MARCH 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 March 21 meeting will feature G. William Schafer III,  
Director Corporate Affairs, Norfolk Southern Corporation, with a  
presentation entitled **Planning for Passenger Trains in a Freight  
Environment**. This interesting program provides the freight  
railroads perspective in trying to provide for the needs of both the  
passenger as well as freight operators. Bill is based in Philadelphia  
and is a longtime member of Potomac Chapter, NRHS.

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, MARCH 18, 2003 to Dinner  
Chairman Bill Gardiner at 215-632-7016. The dinner entrée  
choices this month are Chicken Wellington or Broiled Fresh  
Catch of the Day. Vegetables are herb-blended rice and lemon  
pepper baby asparagus, with double layer chocolate cake for  
dessert. You must specify when ordering whether you wish a  
MEAT or FISH dinner. Please call Bill Gardiner with your  
reservation. NO-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.  
Members will want to mark our April meeting on their calendars,  
which will be on **Friday, April 11, 2003**, the **second** Friday of the  
month. The program will feature West Jersey Chapter Member  
Frank Kozempel with a fine program on railroading in Camden,  
New Jersey in the 1930's. There are many "then-and-now" views  
included in this interesting program.

### Restoration Fund Established; Philadelphia Chapter Donates

During the height of the heavy snowstorm which struck  
the East Coast on February 16 and 17, nearly half of the iron  
structure of the historic Baltimore & Ohio Railroad Museum's  
historic 1884-vintage roundhouse collapsed under the weight of the  
snow and force of the wind. The 1884 Baldwin Roundhouse,  
signature building of the B&O Museum, housed many vintage  
pieces of motive power and rolling stock, some of which are  
possibly damaged beyond repair. The Museum's collection is the  
oldest, most comprehensive collection of railroad artifacts in the  
Western Hemisphere. No one was in the Museum at the time of  
the collapse.

On Friday, February 28, the Board of Directors of the  
B&O Museum announced the cancellation of the *Fair of the Iron  
Horse 175, Festival of Trains* as a result of the damage to the  
Museum. This railroading exposition was scheduled to take place  
June 28 through July 3 at the Museum and in Baltimore's Carroll  
Park to commemorate the 175<sup>th</sup> anniversary of American  
railroading. Philadelphia and Lancaster Chapter's Reading FP7  
diesel locomotives 902 and 903 had been invited and scheduled to  
participate in the July event.

"Due to the catastrophic damaged to this historic  
Roundhouse and its magnificent collection, the *Fair of the Iron  
Horse* must be cancelled," said Jim Brady, Chairman of the B&O  
Museum's Board of Directors. "Our focus now is to restore,  
rebuild and reopen this national treasure. This Herculean effort is  
already underway. It is imperative that this process be driven by  
the highest standards of historic preservation, restoration and  
museum programming. I have the greatest confidence in the team  
that has been assembled to face this challenge. We look forward to  
the rebirth of the "Birthplace of American Railroading" when this  
(national) treasure is returned to an even greater state of glory,"  
Brady added.

A press conference is scheduled to be held on  
Wednesday, March 12 at 11 AM at the B&O Museum to announce  
a projected timeline for restoration.

(Continued on Page 2)

**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*

**CHAPTER OFFICERS**

President.....David Kopena (215) 671-0605  
Senior Vice President.....William Thomas III (215) 545-3198  
Vice President & Treasurer.....Richard Copeland (215) 343-2765  
Secretary.....Marie K. Eastwood (215) 947-5769  
National Director.....Frank G. Tatnall, Jr. (610) 688-5623  
Historian.....Larry A. DeYoung (610) 293-9098  
Editor.....R. L. Eastwood, Jr. (215) 947-5769

**COMMITTEE CHAIRS**

Equipment.....Robert F. Morris (610) 543-8010  
Membership.....Sheila A. Dorr (610) 642-2830  
Program.....William Thomas III (215) 545-3198  
Publicity.....William C. Faltermayer (215) 591-9018  
Sales.....Dave Kopena (215) 671-0605  
Trip.....R. L. Eastwood, Jr. (215) 947-5769  
Webmaster.....John P. Almeida (215) 361-3953

**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.

**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.

**FP7 Restoration Work Continues**

The ongoing restoration work on FP7's 902 and 903 will continue this spring and summer, even though the units will not journey to Baltimore to participate in the **Fair of the Iron Horse**, which was cancelled on February 28 due to the extensive damage to the B&O Museum Roundhouse (see Page 1, this issue).

Work is ongoing to replace the original 1950-vintage wire on the two units, with work on one control stand nearly completed and the second well under way.

In addition to the above needs, Chapter Equipment Chair Bob Morris is always looking for volunteers for such tasks as washing and waxing the units, an annual chore. Members who are able to contribute some time should contact Bob at 610-543-8010.

**Notice of Annual Meeting & Election**

Notice is hereby given of election of Chapter officers to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday evening, April 11, 2003 at the Faculty Club, Alumni Hall, Thomas Jefferson University, 1020 Locust Street, Philadelphia, PA 19107, beginning at 7:30 PM.

Any member in good standing who is interested in service as President, Senior Vice President, Vice President & Treasurer, Secretary or National Director may be nominated from the floor at the April 11 meeting.

MARIE K. EASTWOOD  
Secretary

**B&O Railroad Museum** (Continued from Page 1)

Concurrent with this announcement, the B&O Museum informed the public of the establishment of the Roundhouse Restoration Fund, the proceeds of which will go directly to the restoration and rebuilding of the B&O Museum and its collection. At its February 21 meeting, the members of Philadelphia Chapter unanimously voted to donate \$1,000 to this Fund. Individual members who wish to contribute should send checks (no cash or credit cards) to:

The Roundhouse Restoration Fund  
c/o Mercantile Bank & Trust Company  
409 Washington Avenue, Suite 100  
Towson, MD 21204-4911

Also at the February 21 Chapter meeting, NRHS Senior Vice President Larry Eastwood informed members that a formal invitation had been received for Philadelphia and Lancaster Chapter's Reading FP7's 902 and 903 to appear at the **Fair of the Iron Horse 175's Festival of Trains**. There were to be three "parades" of locomotives scheduled each day between June 28 and July 3, and the FP7's would have been part of that event.

The joint 2003 National Railway Historical Society-Railway & Locomotive Historical Society convention, **Star Spangled Rails 2003**, scheduled to coincide with the big event at the B&O Museum, will go on as scheduled. The Washington, DC Chapter, NRHS is the host NRHS chapter for the 2003 Convention, and they have announced that the Convention will go on, although there may be some obvious need to make some adjustments to the program and schedule. For those who pre-registered, the Convention mailing had been scheduled to take place about March 15, but it could be delayed by the recent events surrounding the B&O Museum.

Members are advised to check both the B&O Museum ([www.borail.org](http://www.borail.org)) and the 2003 NRHS-R&LHS ([www.starspangledrails.org](http://www.starspangledrails.org)) websites for updated information regarding the B&O Museum and the 2003 Convention.

# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA  
REGIONAL  
RAIL



For SEPTA, February 2003 was the month from hell. It would be impossible in this space to convey the full impact that the weather and other factors had on the Regional Rail system and its 100,000-plus daily riders, not to mention other transit services, but we can highlight some of the more important events in the litany of last month's woes.

It all began on Monday the 3<sup>rd</sup>, with a rash of afternoon delays on the R3 West Trenton line. At 5:25 PM southbound train 371 was reported standing a mile south of Yardley station, after the pantographs on MU cars 209 and 232 snagged the trolley wire. At the same time, AEM-7 #2303 powering West Trenton-bound train 6374 shut down at Neshaminy Falls station. To get around the obstruction, following trains 6378 and 6380 were coupled together and ran north on the #1 southbound track from Bethayres to "CP Wood" interlocking at Woodbourne. Likewise, trains 6382 and 384 were coupled together and operated on the opposite track, while 6374 was eventually moved to West Trenton. Train 373 rescued the passengers from annulled #371. All in all, 32 trains on the line were delayed, six of them for more than an hour (#6374 for two hours and seven minutes). At one point, there were no fewer than 15 Silverliners held at Bethayres station, with many confused passengers waiting for their rides from home. Incidentally, AEM-7 #2303 was checked out and handled its regular assignment the next morning.

Four days later, on Friday the 7<sup>th</sup>, came the first snowfall of the month, a mere 7.1 inches officially in Philadelphia. Schools were closed but there were no major transportation disruptions in the area. Regional Rail reported 30-minute delays on some lines during the morning rush and 20 minutes in the afternoon. Although the temperature rose to 35 degrees, the fine snow took a toll on the General Electric Silverliner IV fleet, putting many of them out of service.

But these incidents were a mild preview of what was to come. The following Monday, February 10, demonstrated how easily the public's jitters over possible terrorism can disrupt the normal travel patterns of a large city. Around 6:30 AM a SEPTA employee spotted a suspicious briefcase on the westbound platform at Market East Station. The Philadelphia Police bomb squad was called, the station was cleared of passengers and train service halted. By 7:40 police had removed the satchel, which proved to be empty. Delays on all lines continued into the afternoon, with some trains running up to 30 minutes late. "Since we are in a state of heightened alert," intoned a SEPTA spokesman, "we are going to defer to the police" on potential threats.

The next day, Tuesday the 11<sup>th</sup>, turned out to be what one veteran SEPTA manager called "the worst day of his career." At 8:05 AM, as trains were crossing from #4 track to #3, #3 to #6 and #5 to #2 at "Schuylkill" interlocking just east of 30<sup>th</sup> Street Station, down came the catenary. Wires fell on two of the trains, knocking out all tracks except #1 at this key location. The muddle which resulted was of epic proportions, with service on all 13 RRD lines crippled. A SEPTA public relations person told the press what everyone already knew: The wires "came down at the most inopportune time." Some passengers were stranded for up to two hours in the center city tunnel, their trains illuminated by emergency lights, and other trains were halted outside of 30<sup>th</sup> Street Station. By 3 PM power was fully restored between Temple and 30<sup>th</sup> Street, but the snarl continued with many trains out of position for the afternoon rush. During the mid-afternoon hours, R2 Warminster, R3 West Trenton and R5 Lansdale-Doylestown trains were running only as far as Fern Rock, where passengers transferred to and from the Broad Street subway. R6 Norristown, R7 Chestnut Hill East and R8 Fox Chase trains were terminating at Market East, while on the "Pennsy" side of the system many trains were cancelled altogether. Some R2-Wilmington and R7 Trenton trains operated out of the Lower Level of 30<sup>th</sup> Street Station, while buses substituted for R1 trains between International Airport and center city. A very reduced rush-hour service was operated out of center city stations, and delays continued through the evening hours.

The catenary wires which broke probably dated back to the opening of 30<sup>th</sup> Street and Suburban Stations in the early 1930's, and may have been affected by the 19-degree temperature as well as their age. SEPTA's ongoing Rail Power Project is intended to replace all of the fragile catenary on the Mainline between these two stations, but it had not yet reached this location. Full service was finally restored for the Wednesday morning rush hour, but later another much less serious wire failure caused some delays on the Regional Rail system.

Finally, it was Mother Nature who delivered the *coup de grace* in this miserable month. She did not disappoint the weather people who had been predicting a major snowstorm for the Northeast, and the now-infamous "Presidents Day Blizzard" arrived as scheduled on Sunday the 16<sup>th</sup>. The entire East Coast was hammered by this powerful storm, which brought very cold temperatures and dumped more than two feet of snow in many areas from Virginia to New England. Officially, Philadelphia received "only" 18.7 inches, but that total was substantially greater in some northern suburbs and beyond (Allentown got 22 inches), Central Park in New York City was blanketed with 19.5 inches, Baltimore 26.6 inches and Washington 16.2 inches. Boston was buried under an all-time record of 27.5 inches. For the Philadelphia area it was the heaviest snowfall since January 1996, when nearly 30 inches were recorded.

(Continued on Page 4)

# PHILADELPHIA EXPRESS (Continued from Page 3)

The timing of the storm somewhat lessened its impact, because it began on Sunday and continued into Presidents Day on Monday the 17th, a national holiday when many businesses are normally closed. At least 21 deaths were blamed on the weather. Transportation, of course, was hard hit, with airports up and down the coast—including Philadelphia International—forced to close, and major highways presenting a severe challenge to state agencies such as PennDOT. Governor Rendell declared a disaster emergency in Pennsylvania, and the chief executives of other stricken states did likewise. For its part, SEPTA performed about as well as expected, but it had to work hard to maintain even a semblance of its normal rail and bus services. Regional Rail tried to operate a Sunday schedule on both Sunday and Monday. Service was run on all lines except the R6 Cynwyd, which has no scheduled weekend service. On Monday the R2 Wilmington-Newark (DE) trains did not operate south of Marcus Hook and the R5 Paoli-Thorndale service was cut back to Malvern because of restrictions imposed by AMTRAK. On Tuesday the 18<sup>th</sup>, as many SEPTA riders returned to work, a modified Saturday schedule was operated, with numerous delays.

SEPTA and other public transit operators faced a daunting task in their efforts to provide at least some service during the snow emergency, and to restore normal frequencies as quickly as possible. All through the storm, and after it ended on Monday, maintenance workers on the Railroad Division struggled to clean switches, open roadways leading into rail yards, plow station lots, clear platforms and ready equipment. Some train crews had difficulty in getting from their homes to their reporting locations, but SEPTA housed dispatchers and key headquarters personnel in center city hotels to insure their availability at the 1234 Market Street control center. On the transit side, the Broad Street subway continued to operate, having the advantage of a mostly underground route, but the Market-Frankford Line had much more difficulty because of its exposed elevated sections. Still, a reduced, sporadic service was maintained between Frankford and 69<sup>th</sup> Street on Sunday and Monday, and empty trains were run at night to keep the tracks clear. Some cars were stored in subway tunnels to keep them out of the weather. On the other hand, all three suburban light rail lines, Routes 100, 101 and 102, did not operate during the storm period, and service on both City and suburban bus routes was either non-existent or severely curtailed. The subway-surface lines were running on an erratic basis as streets were plowed.

By Tuesday morning, the situation was improved, although still far from normal. The Airport reopened about Noon and the main highways were completely plowed. SEPTA had restored most of its rail and bus services, but reduced schedules and delays were the norm. "We are still struggling with lines, switches and manpower, all of it," reported SEPTA Spokesman Richard Maloney. On the Railroad Division, equipment shortages were rampant because of the storm's effects on the MU cars. By Wednesday morning the shop count was 83 cars, forcing 44 trains to run at least one car short. ALP-44 electric locomotive #2308 was out of service for two days.

This is written on February 22, with a sense of foreboding. There were still six days left in this month of misery, and some flooding was predicted. (Editor's Note: Monday, February 24 continued the February woes. At 2:55 AM, the power dispatcher reported having lost power on the Neshaminy Line

between Bethayres and Neshaminy. By 3:35 AM, the wire train was on the scene and reported that a bridge beam had fallen off the Old Street Road bridge near Trevoise station. Passengers were advised that there would be no R3 service that morning, and repairs were made and service restored by 1:40 PM. At 5:07 PM on the same date, Amtrak lost control of Phil, Baldwin, Hook and Holly interlockings, causing disruption to R1 Airport and R2 Marcus Hook-Wilmington-Newark service. Maintainers were dispatched to restore local control. Only two trains had to be annulled.

SEPTA now plans to close its last active tower, "Broad" at Suburban Station, by the end of March. At that time the entire Regional Rail system will be directly controlled by the six dispatchers at SEPTA headquarters.....SEPTA announced that regular train service would be operated in center city on all weekends between February 14-15 and March 8-9. The original plan was to suspend work on the center city Rail Power Project only during the first two weekends in March, when the Philadelphia Flower Show will be in progress. The catenary replacement project will resume on Saturday, March 15 (see February *Cinders*).....SEPTA's Annual Service Plan for Fiscal Year 2003 proposes, among other things, to close two Regional Rail stations due to low ridership. They are Lamokin on the R2 Marcus Hook-Wilmington line and Angora on the R3 Media-Elwyn line. On weeknights, later outbound service on the R2, R3, R5 and R8 lines is also planned.....Among several letters of commendation from SEPTA riders featured in *Metro* on Tuesday, February 25 was one for Regional Rail Conductor Shawn Dustman, a Philadelphia Chapter member. Congratulations, Shawn!



## SEPTA TRANSIT

Even though the Department of Homeland Security last month raised the terrorism alert status from "condition yellow" to "condition orange," the Daily News reported that SEPTA has not yet deployed the level of police manpower that its own guidelines prescribe for an orange alert. Assistant General Manager James Jordan, who is in charge of SEPTA's safety and security functions, said that the Authority is in a "yellow-orange" mode. He said that SEPTA is "prepared to go completely orange in the event of any information that warrants it".....A Route 13 trolley struck the rear end of a Route 10 car in the Market Street subway near 30<sup>th</sup> Street station about 7:45 AM on February 18, the day after the Presidents Day snowstorm ended. Twelve passengers were taken to the hospital for treatment of minor injuries, and service was disrupted for nearly an hour on all subway-surface lines.

A group of center city business people have demanded that Mayor Street reopen Chestnut Street between 5<sup>th</sup> and 6<sup>th</sup>, which has been closed since shortly after the September 11, 2001 terrorist attacks. The National Park Service lobbied hard for the closure because of a perceived threat to Independence Hall. But, the group contends, the action has had a negative effect on shops and restaurants in the area. SEPTA also has complained about the added cost and delays resulting from the detouring of Chestnut Street buses north on 7<sup>th</sup> Street to Market, then south on 4<sup>th</sup> Street back to Chestnut.....As reported here a year ago, SEPTA is considering the use of stainless steel seats in its fleet of M4 cars

(Continued on Page 5)

## PHILADELPHIA EXPRESS

(Continued from Page 4)

on the Market-Frankford Line. It has issued a call to suppliers for a pilot program to demonstrate these seats, presumably to replace the present seats with their often-vandalized cushions ..... The Pennsylvania Public Utility Commission has canceled all of its regulations governing "street railway transportation." The commission said that the only trolleys still operating in the State are in Philadelphia and Pittsburgh, where SEPTA and PORT AUTHORITY TRANSIT are exempt from PUC jurisdiction (Harrisburg Chapter).

SEPTA reports that it is now at the midpoint of its escalator replacement program. It has installed new heavy-duty escalators at the Market-Frankford Line's Juniper-13<sup>th</sup> Street, Margaret-Orthodox and Spring Garden stations and on the Broad Street Line at Olney, Erie (two units), Cecil B. Moore and Snyder Avenue (two units). Two new escalators also are in service at Regional Rail's 30<sup>th</sup> Street Station. Numerous other installations are planned, including an escalator now under construction at City Hall station. The Frankford Transportation Center and most of the stations to be renovated as part of the Market Street Elevated Reconstruction Project also will receive new escalators. SEPTA has recently placed in service a new escalator monitoring system, giving personnel in the control center the capability of immediately detecting any malfunctions. All this came about after severe criticism was leveled against SEPTA over defective and inoperable escalators.



# AMTRAK

AMTRAK will limp along at least until October, after Congress last month approved a huge \$397-billion omnibus appropriations bill for the current fiscal year. The bill, which was signed by President Bush on February 20, provides \$1.05 billion for the railroad, plus a deferral of the \$100-million emergency loan it received in June of 2002. In effect, this gives Amtrak just \$50 million less than the \$1.2 billion it had requested for FY 2003, and will prevent another shutdown crisis such as experienced last summer. It represents a considerably higher figure than the \$521 million proposed by the Bush Administration and the \$762 million originally approved by a House committee, but slightly lower than the full \$1.2 billion voted by the Senate. Earlier, Amtrak President David Gunn had threatened to begin shutting down the system if the railroad received significantly less than the requested \$1.2 billion. "I am basically an optimist, so I think that we will succeed, but there is no guarantee," he said. "I will tell you one thing—if they push us over a cliff, they will wish to hell they hadn't before it's all over" (NARP, *Inquirer*).

The new law increases the Transportation Department's oversight of AMTRAK expenditures, and requires Amtrak to submit a grant request for each long-distance route to the Secretary of Transportation, who must approve it. But this is seen as a game of political "hot potato" since it grants the Administration a power it neither sought nor wants. Amtrak also must increase the number of financial reports it gives the DOT and Congressional committees. Amtrak reacted by noting that \$1.05 billion appropriation "only reinforces that sustaining Amtrak operations will be an ongoing challenge. Though the budget will be extremely tight, this funding level should be sufficient to operate

the national system for the remainder of the fiscal year" (NARP, *Trains*).

AMTRAK has formally submitted its funding request for Fiscal Year 2004 beginning October 1. The proposed figure of \$1.812 billion is 73 percent higher than the sum just approved for FY 2003, with \$768 million intended for operations and \$1.044 billion for capital improvements. Amtrak President Gunn made clear the need for higher capital funding, predicting that slow orders will start to plague the Northeast Corridor if work is deferred beyond 2004 on a number of vital projects. "Amtrak's practice of borrowing money and deferring capital investment to make payroll cannot be sustained," said Gunn. "We must address the deteriorated assets and, over the next several years, return our equipment and infrastructure to a state of good repair if operation is to continue." This spring, Amtrak plans to produce a detailed five-year capital spending plan outlining its long-term program for bringing the railroad to a state of "good repair." Meanwhile, the Bush Administration released its proposed \$2.23-trillion budget for Fiscal Year 2004 which includes just \$900 million for Amtrak as part of the \$53.3 billion request for the Department of Transportation. DOT's budget allocation is six percent higher than a year ago. Of the total transportation budget, \$29.3 billion would be directed to highways, \$14 billion to the Federal Aviation Administration, \$7.2 billion to the Federal Transit Administration to fund various transit initiatives including 26 "New Starts" projects, and \$14.4 billion towards transportation safety programs. (*Traffic World*, NARP, *Railpace*).

The Transportation Department said last month that major reforms at AMTRAK can no longer be delayed, and that long-distance trains should be eliminated. Amtrak admits that some of these trains lose hundreds of dollars per passenger, which is made up through Federal subsidies. "For several trains it literally would be cheaper for Amtrak to buy each passenger a plane ticket to the next destination," the Administration declared in its budget summary. Deputy Transportation Secretary Michael Jackson told Congressional budget committees that "passenger rail is an important component of our nation's transportation infrastructure. We stand ready to work with Congress and the states in the upcoming reauthorization to create an intercity passenger rail system that is driven by sound economics, fosters competition and establishes a long-term partnership between states and the Federal government to sustain an economically viable system." Since Amtrak's Federal authorization expired last September, one of the tasks facing Congress this year is to pass legislation which would reauthorize Amtrak as a corporate entity. "No passenger rail service in the world is profitable on an operating and capital basis, and Amtrak is not the exception," said Gunn. "What we can do, however, is re-establish stability and run the system more efficiently. But Federal leadership is necessary to address the future passenger rail service in this country" (Amtrak, NARP, *Railpace*).

When compared with other transportation modes, AMTRAK performed quite well during and after the Presidents Day Blizzard last month. Amtrak operated a reduced service on the Northeast Corridor throughout the storm period, when trains were the only things moving between major cities. But CSX shut down its former RF&P mainline between Washington, DC and Richmond, VA, forcing AMTRAK to cancel all of its services south of the nation's capital for more than two days. Some Amtrak trains to the South were allowed to resume on Wednesday, February 19. MARC and VIRGINIA RAILWAY EXPRESS

(Continued on Page 6)

## PHILADELPHIA EXPRESS (Continued from Page 5)

commuter services, which operate on CSX for all or part of their routes, were cancelled on Monday and Tuesday, the 17<sup>th</sup> and 18<sup>th</sup>. Even VRE's Manassas (VA) line, which runs mostly on NORFOLK SOUTHERN, was scrubbed because CSX would not allow the trains to run over its seven-mile segment between Washington and Alexandria. NS seemed to do a good job of keeping its main tracks open, and continued to run Amtrak's Philadelphia-Harrisburg-Pittsburgh trains through the period. But CSX contended that it had to shut down its lines west and south of Washington because of downed trees, switch failures and the difficulty of obtaining crews.

On the Northeast Corridor, however, the story was different. While AMTRAK had its problems, it managed to keep going even during the worst of the storm on Sunday the 16th and Monday the 17th. A number of trains were cancelled and there were many delays, but generally passengers managed to get through. This was in marked contrast to the hapless airline passengers sprawled out overnight at many northeastern airports, as hundreds of flights were cancelled. As the storm worsened on Sunday, Amtrak embargoed all freight traffic on the Corridor and "straight-railed" the interlockings to avoid crossover moves. The Presidents Day holiday on Monday probably reduced the number of passengers who would normally travel on a weekday. On Tuesday, as the cleanup continued, Amtrak cancelled Metroliner service between Washington and New York and Clocker trains between Philadelphia and New York (NJ Transit trains added extra cars to absorb the load). Normal Corridor service resumed on Wednesday the 19<sup>th</sup>.

AMTRAK and manufacturer Bombardier reportedly have agreed on a method to permanently repair the suspension system brackets on the Acela Express power units. Cracks in these so-called yaw damper brackets were discovered last summer, forcing Amtrak to sideline all 18 of its sleek Acela trainsets until temporary repairs could be made. Last month, Bombardier was to begin installing new heavier-gauge brackets on the Acelas as well as on the HHP-8 electric locomotives. The FRA has given its blessing to the plan (*Trains*).....AMTRAK now has accepted 19 of the Acela Express trainsets, but only 13 of them are in service at any one time. The widely-publicized yaw damper problem apparently has diminished the public's appetite for riding the fast luxury trains, which require an extra fare. In January the trains carried about 14,500 riders, between 4,000 and 6,000 fewer per month than last winter and spring, but Amtrak says ridership is slowly climbing back to former levels. Additional trainsets have been placed in service since last August, with just one out of the 20 in the original order still awaiting acceptance by Amtrak. The highest monthly total carried by the Acelas was 25,600 in October 2001, the month following the September 11 terrorist attacks. But after that ridership declined until it reached a low of 9,600 in August when the trains had to be pulled from service for a time due to the yaw damper scare. A drop in reliability also contributed to the loss of expense-account-type passengers. "We plan to come up with some creative ways (to gain back ridership)," an Amtrak spokesman said.

On February 11 AMTRAK embargoed all of its MHC's (material handling cars), after CSX, NORFOLK SOUTHERN and BURLINGTON NORTHERN & SANTA FE imposed 60 mph speed restrictions on the cars. The restriction had the effect of slowing any passenger trains with MHC's in the consist (NARP)

.....At a ceremony at the Beech Grove (IN) shop on January 30, AMTRAK put two rebuilt Superliner sleeping cars back into service, the first of a backlog of 105 cars awaiting repairs at Beech Grove and Bear, DE. Amtrak plans to repair 21 wreck-damaged cars over the next 18 to 24 months, using \$20 million from the current fiscal year's budget (NARP).....On February 6 officials broke ground for a new nine-story, 1,525-space parking garage just north of 30<sup>th</sup> Street Station, on space now occupied by a parking deck. The structure, to be open for business by mid-2004, will be adjacent to the site of the proposed Cira Centre office building (see February *Cinders*).

Lancaster-based Red Rose Transit Authority has decided to build a new passenger station on the Harrisburg mainline at Paradise, PA. The station will serve both AMTRAK and the STRASBURG RAIL ROAD, allowing transfer of passengers between trains as well as to and from Red Rose buses. Construction may get underway as early as this fall. A turntable for Strasburg locomotives will also be installed (Harrisburg Chapter).....The new Pennsylvanian service between New York and Pittsburgh began February 10 (see February *Cinders*). Westbound train #43 leaves New York at 7:10 AM weekdays and Philadelphia at 8:40 AM for arrival in Pittsburgh at 4 PM, while on weekends train #45 leaves New York at 7 AM with the same arrival in Pittsburgh. Eastbound #42 leaves Pittsburgh at 7:30 AM Monday-Saturday for arrival in Philadelphia at 2:50 PM and New York at 4:43 PM. On Sundays train #44 leaves Pittsburgh at 1:30 PM, arrives in Philadelphia at 8:55 PM and New York at 10:50 PM. Effective the same date, eastbound #40 Three Rivers leaves Chicago at 10:30 PM daily and Pittsburgh at 10 AM, arriving in Philadelphia 6 PM and New York at 8:04 PM. Westbound #41 retains its former schedule. The faster running times for all these trains (except #40) is due to elimination of the time-consuming express business.

AMTRAK will close its Chicago Reservations Center effective December 31, 2003. The reason given is increased use of its Internet website and voice-response-actuated phone system has reduced manual call volume. The Philadelphia and Riverside (CA) centers will remain open (NARP)..... AMTRAK has announced a spring discount program, offering a 25-percent discount on adult fares, including those for seniors, sold on the website only. Purchases must be made by March 14 for travel through August 28, 2003, with reservations made at least five days in advance.....AMTRAK and Hotels.com have signed a three-year deal that will allow Amtrak reservations agents to connect passengers asking for "discount lodging" to Hotels.com. This is similar to the existing arrangement with Hertz Rent a Car.



CSX,  
NS  
OTHER ROADS

Former CSX Chairman John Snow was sworn in February 3 as the nation's 73<sup>rd</sup> secretary of the treasury. He was confirmed by the Senate the previous week. To replace Snow, CSX elevated President Michael Ward, 52, to the position of chairman and CEO. A 25-year veteran of CSX and predecessors, Ward had previously served as executive vice president-operations for CSX Transportation and helped integrate CONRAIL into the

(Continued on Page 7)

## PHILADELPHIA EXPRESS

(Continued from Page 6)

CSX system.....CSX reported revenues for the fourth quarter of 2002 of \$2.06 billion, up 2.5 percent from the year-ago period. Net income more than doubled to \$137 million. For the entire year, revenues of \$8.15 billion were 0.5 percent higher than in 2001 and net income rose 44.7 percent to \$424 million. CSX's operating ratio in the fourth quarter improved from 86 percent to 84.5 percent.....CSX has awarded a contract to Union Switch & Signal Corp. for the design and installation of a new dispatching system at the Dufford Transportation Center in Jacksonville, FL. It will replace the present system which was installed in 1988 (*Trains*).....CSX has announced a new incentive program aimed at increasing traffic volumes with connecting regional railroads and shortlines. The program will award \$10,000 to one regional and \$2,500 to the one or two shortlines that generate the biggest percentage increase in carloads interchanged this year versus 2002 (*Weekly Rail Recap*).

NORFOLK SOUTHERN posted revenues of \$1.58 billion for the fourth quarter of 2002, up three percent from the same period of the previous year. Net income of \$129 million was 12 percent higher than the year-ago period. For the full year, revenues of \$6.27 billion were up two percent from 2001, while net income increased 23 percent to \$460 million. NS's operating ratio for the fourth quarter was 81.8 percent compared with 82 percent for the same quarter a year earlier.....Seven cars of a 45-car NS freight train derailed February 14 in Farmington, DE, on the Delmarva secondary track. About 200 local residents were evacuated because a quantity of adipic acid spilled from a covered hopper car, while five tank cars loaded with propane did not rupture (*Trains*).....NS has started using a remote-controlled GP38-2 locomotive for switching cars at Enola yard near Harrisburg. The unit is controlled from a belt pack transmitter worn by a conductor or switchman. Under an agreement with the major railroads, members of the United Transportation Union have rights to operate remote-controlled switchers (Lancaster Chapter) .....NS and UNION PACIFIC are now operating an expedited intermodal service in both directions between points in Mexico and various NS terminals, including Harrisburg and the ERail terminal at Elizabeth, NJ (*Trains*).

Freight service on both CSX and NS was drastically curtailed by the heavy snow which blanketed the area from Kentucky and Virginia to New England on February 16 and 17. While CSX shut down its operations south and west of Washington, DC, traffic on its line through Philadelphia, and its yards in this area, also were seriously affected. Reportedly, CSX detoured certain north-south trains that normally run via Philadelphia to a roundabout route through Buffalo, NY, which ironically was spared the impact of this huge winter storm. NS also suffered delays and its yard operations were greatly reduced, as were those in the CONRAIL Shared Assets areas in North and South Jersey.

NJ TRANSIT was not exempt from the effects of the Presidents Day Blizzard. Most of its rail operations continued during the storm period on February 16-17 but with numerous delays. Almost all bus service was cancelled, but bus tickets were honored on NJT trains. Full weekday rail service was restored on Wednesday the 19<sup>th</sup>. Mechanical forces were "working around the clock clearing snow from on top and under our trains, deicing the equipment and performing overall maintenance on the more than

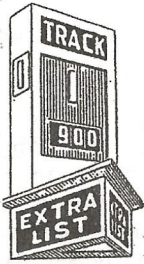
700 cars and 100 locomotives we operate during the week," said William Duggan, vice president & general manager of rail operations. Bus service began operating on a regular weekday schedule the evening of the 18<sup>th</sup>, after NJT had added four extra trains and extra cars on other trains that afternoon to accommodate "snowbird" commuters.

A major casualty of the Presidents Day storm was the historic roundhouse at the B&O Railroad Museum in Baltimore. The weight of snow caused part of the lower roof atop the 1884 circular building to collapse early on February 17. Several of the historic exhibits inside the roundhouse were damaged, although all appear to be restorable except for two 1870's-era wooden coaches which were crushed by the falling debris. While the full extent of the damage may take weeks to assess, museum officials said that the first priority will be to shore up the remaining section of roof. Fortunately, the gold cupola which stands 120 above the ground was undamaged. How long repairs will take, and what effect the tragedy will have on the upcoming Fair of the Iron Horse scheduled for this summer in Baltimore, is unknown at this time.

Former CONRAIL President Timothy O'Toole, 47, has been named managing director of the London Underground, the world's oldest subway system. After the breakup of Conrail in 1999, O'Toole continued to head the so-called "Little Conrail," which is jointly owned by CSX and NORFOLK SOUTHERN and still operates as a terminal railroad in the Philadelphia area, New Jersey and Detroit.....Thieves broke into the STRASBURG RAIL ROAD enginehouse at Strasburg last month, making off with several number plates, marker lights and classification lights. Police are investigating, and railfans are alerted to watch for such items turning up at collectibles shows .....After years of protest from the railroad industry, the Bush Administration has dropped its plan to charge the railroads millions of dollars each year in so-called safety user fees. Congress eliminated the fees in 1995 at the urging of rail advocates but since then plans had been drawn up by the Transportation Department to reinstate the charges (*Trains*).

Following the lead of AMTRAK, the Maryland Rail Commuter Service (MARC) has placed experimental "quiet cars" on two of its Penn Line trains. An instant hit with many riders, the cars offer a sanctuary from the annoying bleat of cell phones, pagers and other electronic devices, as well as loud conversations, all of which are prohibited in the cars. SEPTA last year made a survey on the subject but elected not to adopt the idea (*High Green*).....The Railway Supply Institute reports that North American railcar builders delivered 17,714 new freight cars in 2002, the lowest number in 15 years. Many observers have been concerned about the health of the domestic carbuilding industry in recent years, as railroads have cut back their purchases (*Weekly Rail Recap*).....Governor McGreevey of New Jersey will name a blue-ribbon commission to come up with ideas for improving the State's aging highways and an overcrowded mass transit system. An increase in the State gasoline tax is one suggestion for raising the needed funds, but this is considered a politically-sensitive issue (Jersey Central Chapter).

**WANTED: Looking for photos of the Reading Railroad's City Branch and subway, Willow and Noble Streets, the Philadelphia Belt Line and Port Richmond area. Contact Richard L. Foley, 2021 Wallace Street, Philadelphia, PA 19130-3221 (215-232-4926)**



**MARCH 15, 2003:** 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.

**MARCH 15:** 17<sup>th</sup> annual Harrisburg Railroad Show & Collectors Market, 9 AM-3 PM at I. W. Abel Union Hall, 200 Gibson Street, Steelton, PA, sponsored by Harrisburg Chapter NRHS. Show will feature railroadiana and model railroad items for sale, an HO train layout, movies and indoor prizes. Donation: \$4 per person (children under 12 free). For information, telephone Eric Ohstrom at 717-774-0957.

**MARCH 22:** West Jersey Chapter, NRHS meeting at Haddonfield Borough Hall, Kings Highway East, Haddonfield, NJ, 1 PM. Program will feature NRHS Media Services Director Mitchell Dakelman with a program on South Jersey railroading from the 1940's to the 1990's.

**APRIL 6:** Springtime SEPTA Trolley Tour, sponsored by Rockhill Trolley Museum. Trip will cover Media and Sharon Hill lines in a broad-striped Kawasaki LRV, to be followed by line car D-39 for photographers. Tour leaves 69<sup>th</sup> Street Terminal 10 AM, returns about four hours later. Fares: \$35.00 adults, \$27.50 children (5-12). Order tickets from: Railways to Yesterday, Inc., P. O. Box 1601, Allentown, PA 18105-1601. Reservation deadline March 29, 2003. Tickets will be held for pickup on day of trip. Additional information may be secured from Gerhard Salomon at 610-965-9028.

**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)).

**APRIL 27:** Great Stroudsburg Train Show, sponsored by Pocono Mountains Chapter NRHS will take place at Stroudsburg High School, 1100 West Main Street, Stroudsburg, PA, 8 AM-1 PM. Admission: \$3.50 per person (children under 12 free with paying adult). For information, contact John Lutz at 570-839-7465.

**APRIL 28:** West Jersey Chapter NRHS meeting at Haddonfield Borough Hall, Kings Highway East, Haddonfield, NJ, 7:30 PM. Program will be a show presented by National Director Jim Laessle featuring the late Norman Lippincott's slides of South Jersey railroad stations and the High Iron steam excursions.

**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. 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)). *(Because of extensive damage to the B&O Museum Roundhouse on February 17, it is temporarily closed. Readers are urged to contact the Museum prior to any planned visit to determine updated information on whether it is open for visitation.)*

**WANTED:** Member Joel Spivak, 616 Carpenter Street, Philadelphia, PA 19147-2908 (215-755-7717) is looking for items of interest to include in a book on Philadelphia transit to be published during the Summer of 2003.

## Steamtown National Historic Site Hosts "An Altered Perspective"

"An Altered Perspective," presented by Artist Joe Strand, is currently on display at Steamtown National Historic Site in Scranton. The collection of 14 computer-altered photographs, depicting Steamtown's historic locomotives, will remain on exhibit through the end of December 2003.

During recent visits to Steamtown, Mr. Strand renewed an early enthusiasm for trains and rail travel. Photographing equipment in a 35mm color print format, he utilized computer software to stitch seven or eight, and sometimes as many as 20 images together to complete his vision. Employing his own unique brand of computer-aided wizardry, Mr. Strand further manipulated backgrounds, foregrounds and sometimes even total environments to create what he refers to as "iconic portraits that lead the viewer to dream the rest of the journey."

Mr. Strand earned a Bachelor of Fine Arts degree from the Maryland Institute College of Arts and completed graduate work in sculpture at The Rhode Island School of Design. He has exhibited worldwide and his works are included in numerous permanent collections on the East Coast. The exhibit may be viewed during Steamtown's normal visitation hours.



## PATCO Rapid Transit Extension Assessment Under Way

The Delaware River Port Authority awarded a contract in November 2002 to a consortium of consultants led by STV, Inc. of Philadelphia to undertake a "PATCO Rapid Transit Extension Assessment." Subconsultants to STV are Hill International, Inc., Marlton, NJ; Parsons Brinckerhoff, Quade and Douglas, Philadelphia office; Booz Allen & Hamilton, Philadelphia office for technical aspects of the study. Public outreach effort will be handled by QWIC of Palmyra, NJ and Portfolio Associates of Philadelphia, both of which are Disadvantaged Business Enterprises (in this case, both female-owned).

The "assessment" is the lowest level of study under Federal guidelines, and might be termed a shallow broad-brush treatment of the subject. The purposes is to determine if further detailed study is justified and appropriate.

The scope of the study includes evaluation of several modes: PATCO heavy rail rapid transit; "modified-PATCO" rapid transit at grade, with some grade crossings; and light rail transit using low-floor diesel-electric light rail vehicles, as an extension of the Camden-Trenton Southern New Jersey Light Rail System currently being built for NJ Transit. Geographically, the corridor is defined by the Camden-Woodbury-Glassboro railroad line operated by Conrail, the Glassboro-Williamstown branch abandoned right-of-way and the highway alignment defined by Interstate 676/NJ Route 42/NJ Route 55 to a point in Cumberland County that will be determined by the study. The land between the two alignments and a two-to-four mile swath on either side will be included in the area of study.

The scope of study also includes a westward extension of the Locust Street subway, owned by the City of Philadelphia, to

30<sup>th</sup> Street Station or to a point near 34<sup>th</sup> Street in the University City area of Philadelphia.

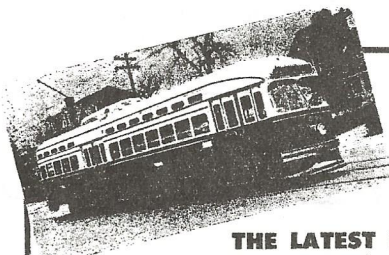
Included in the assessment is the definition and evaluation of various shuttle modes and services between the Walter Rand Transportation Center at Broadway in Camden and the Camden waterfront, as well as between 8<sup>th</sup> and Market Streets and/or the old Franklin Square station in Philadelphia and Penn's Landing along the Philadelphia waterfront.

A high level of public outreach is a significant part of this project. It is the objective of such outreach to address various objections of local residents to prior proposals, made in 1995, 1991 and 1975. The Delaware River Port Authority, PATCO and its consultant team want to develop a plan that will be acceptable to the public and which will meet Federal funding guidelines.

This new assessment will be the 17<sup>th</sup> such study of the same geography in New Jersey. A few of the previous studies considered westward extensions of the PATCO line in Philadelphia. This is the first study, however, to include the study of shuttles to the Camden and/or Philadelphia waterfronts.

It is the third study in which Philadelphia Chapter Member Bill Vigrass, who works for Hill International, Inc., has had a principal role. West Jersey Chapter Member Russ Jackson is on the STV team and will define and evaluate the vehicles.

*(Editor's Note: PATCO currently has underway a major renovation effort. In service for 33 years, the Speedline is spending some \$100 million on various projects, known as "PATCO at Work". The project includes station enhancements, concrete tie installation, embankment restoration, power cable and pole line replacement, and extension of the West Headhouse in downtown Camden to permit connection to the new Camden-Trenton light rail line. A descriptive brochure is available at PATCO stations, or on-line at [www.drpa.org/patco](http://www.drpa.org/patco).)*



### THE LATEST IN Streamliners

Last week PTC welcomed the arrival of its first postwar shipment of streamlined street cars. The new cars feature all the up-to-the-minute safety and comfort devices. One of the latest improvements is the new "standee" window which permits a standing rider to see out on the street at a glance, without crouching to peer through the regulation window. Wider aisles make for easier boarding and exit, and the exit door has been moved farther to rear of the car.

At a cost of \$2,131,000, a fleet of 100 of these fast, smooth-riding streamliners is being built for PTC. Most of them will be used to replace the conventional-type street cars now in service on Route 23, the Germantown ave. line. Route 23 is PTC's longest and most heavily traveled surface car line, carrying more than 100,000 passengers a day. It operates from 10<sup>th</sup> st. & Oregon ave. to Germantown ave. & Bethlehem Pike in Chestnut Hill, a distance of more than 12 miles.

In addition to these new cars, 110 more streamliners, 135 buses and 65 trackless trolleys are on order and scheduled for delivery this year.

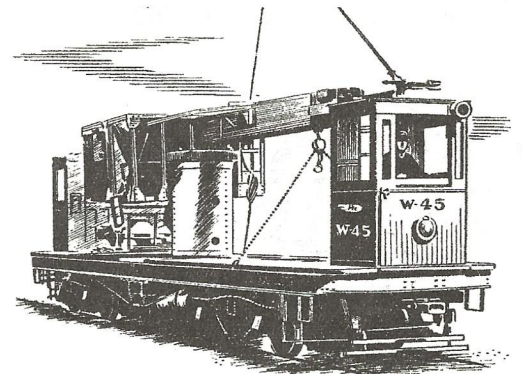
--from the

## PTC Traveler

March 14, 1947

published by

**PHILADELPHIA  
TRANSPORTATION  
COMPANY**



## W-45 Doesn't Stop for Passengers!

Crane Cars for track laying, such as W-45, are part of PTC's fleet of 394 vehicles that never carry a passenger.

Good transit service calls for many types of service vehicles. Snow Plows, Snow Sweepers and Sand Cars protect you against slippery going in snowy, icy weather. Grinding Cars smooth your ride when rails are worn; Switch and Welding Trucks also keep tracks in condition. And in 2-way Radio Cars, service supervisors cruise PTC routes ready to report trouble that might delay your riding.

These are only a few of the many vehicles employed to make your ride on PTC cars and buses safer, faster and more comfortable.

## Weather Minimizes Slide Contest Entries

Only three entrants came forward to enter the Chapter's 2003 Ray Muller Slide Contest, held on Friday evening, February 21. Attendance was down, with many members scared away by a week of horrible winter weather. Winning entries were:

**STEAM** – First Place: David Kopena (East Broad Top 2-8-0 #14 in fog at Orbisonia, PA); Second Place: Lee Schultz (Steam tripleheader on Grand Canyon Railway at 2002 NRHS Convention).

**DIESEL** – First Place: Lee Schultz (Grand Canyon Railway MLW FPA4/FPB4 ABBA lashup at 2002 NRHS Convention); Second Place: Dave Kopena (B&O GP9 6607 on run at B&O Museum); Third Place: Dan Knouse (Reading/SEPTA FP7 beginning overhaul at Landisville, PA).

**HEAVY ELECTRIC** – First Place: Dave Kopena (Amtrak Acela Express #2006 at Trenton, NJ).

**LIGHT ELECTRIC** – First Place: Dave Kopena (doubleheaded SEPTA Kawasaki LRV's 120, 111 on trestle); Second Place: Lee Schultz (Los Angeles subway).

**OTHER** – First Place: Lee Schultz (Los Angeles Union Station at Night); Second Place: Dan Knouse (Amtrak Superliner being washed at Albuquerque, NM).

**OLDIES** – First Place: Dave Kopena (WM 7163, 7173 on bridge at Harpers Ferry, WV, 1979 NRHS Convention trip); Second Place: Lee Schultz (American Freedom Train 4-8-4 #1 at Valley Forge, PA, 1976); Third Place: Dan Knouse (Amtrak upper level at 30<sup>th</sup> Street Station).

The *G. Gerrish Williams Best of Show Award* was presented to Lee Schultz for his night photo of Los Angeles Union Station, taken during the summer of 2002. Once again this year, the award was donated by Contest Manager Phil Mulligan in memory of the late Chapter Member Gerry Williams, rail enthusiast author and photographer.

Phil Mulligan and George Metz capably served as judges for the contest, and Larry Eastwood served as projectionist.

Prizes for the contest are one 36-exposure roll of slide film with processing for first place winners, one 36-exposure roll of slide film without processing for second place and one 24-exposure roll of slide film without processing for third place winners. The Chapter thanks participants for their interest, and hopes the weather will encourage wider participation in 2004!

### Upcoming NRHS Conventions

2004 – Minneapolis/St. Paul, MN  
2005 – Portland OR

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

FIRST CLASS MAIL  
U. S. Postage  
PAID  
Permit Number 12  
Huntingdon Valley, PA  
19006



**FIRST CLASS MAIL**

PAUL G. MOORE  
1957 INVERNESS DR  
SCOTCH PLAINS NJ 07076-2636

