

CINDERS

MAY 2003



Number 5

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Volume 64

Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society

Post Office Box 7302

Philadelphia, PA 19101

PHILADELPHIA CHAPTER, NRHS WEBSITE: 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 NOTICE:

FRIDAY EVENING, MAY 16, 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, 9th Street above Locust
(\$6.00 after 6 PM), Parkway garage, also 9th above Locust
(\$5.75 after 6 PM), or Downtown Garage, Walnut Street east of
10th (\$4.00 after 6 PM)

Our May 16 meeting will feature Member Art Milks of Long Island, New York, with another vintage slide program. If you remember Art's previous program, you won't want to miss a rail ride down the nostalgic track of yesteryear!

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, MAY 13, 2003 to Dinner Chairman Bill Gardiner at 215-632-7016.** The dinner entrée choices this month are **Chicken Francaisse w/diced red peppers** or **Stuffed Flounder**, with mashed sweet potato rosette, grilled summer vegetables and Tiramisu layer cake. **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 June 20 meeting will feature Chapter Member Bill Vigrass with a slide show on his walk through the PATH tubes between Exchange Place in Jersey City and the site of the World Trade Center following the September 11, 2001 disaster. Mark your calendars for these interesting programs.

STAR SPANGLED RAILS - Baltimore 2003
Baltimore, Maryland - July 1-6, 2003

Amtrak – The Canary and the Myths

By David L. Gunn

(This article by Amtrak President David L. Gunn has appeared in several newsletters, and was dated February 25, 2003. It is reproduced here from The Bull Sheet, Allen Brougham, Editor)

Now that I've had a little more than eight months at the helm of Amtrak, I've come to think of this company as the canary in the coal mine.

Not that we're constantly endangered every day by unseen forces—that's true—but that the problems we've been forced to deal with are symptoms of a very big problem for everyone in the transportation industry and especially for freight and passenger railroads all over the country.

The problem is that the business of moving people, whether by air, rail or transit, is only marginally profitable - if at all - and as a result requires a significant public subsidy to keep its head above water. In good times, state and federal support flows pretty well to cover the needs of roads, airports, transit systems and shipping - though not intercity passenger rail. In bad times, as we have today, airlines go bankrupt and the usually flush states howl over billions in lost federal highway funds.

Amtrak, of course, has it a lot worse, as it must scramble for federal transportation funding that is otherwise guaranteed to roads and airports through the walled-off highway and aviation trust funds. Federal rules even prohibit states from spending the federal dollars they receive on intercity passenger rail. That must be changed if we're ever to meet the expectations of a public that continues to demand more passenger rail service.

In fact, greater investment in all forms of transportation - including passenger rail - is exactly what we need right now for two reasons: the payout is relatively small compared to the payback in mobility, economic activity, jobs and productivity, plus the inverse cost of not investing - as is happening today - is paid out in the cost of congestion and billions of dollars in lost productivity.

We know - for years, intercity passenger rail has been short-changed. The lack of capital investment has undermined our operational reliability and the overall level of service we provide. A service like that in the long run pretty soon runs out of customers. The same can be said of the freight railroads, where the margins are too thin and the return on investment inadequate. At some point, they will be where we are today, and that day of reckoning is coming soon. Amtrak is just the canary in the coal mine.

While I have concerns beyond this company, I run Amtrak and want to say a few words about our problems and our opportunities, and what I call the six myths of Amtrak.

The first myth is that Amtrak or passenger rail can be profitable. It can't, and others have gotten into a lot of hot water saying it can. In some regions with enough population density, some services can be profitable on an incremental basis - what railroaders call "above the rails." But it takes enormous public investment in track, signals, equipment and so on for a reliable system, which cannot be recovered from fares. Public dollars build airports and public dollars should build rail corridors, too.

The second myth is that the private sector is dying to take over Amtrak's service. This is not the case either. Remember why Amtrak was formed - because the private sector was losing millions of dollars covering passenger rail's capital and operating costs. The economics of passenger rail haven't improved in the past thirty years and won't change much in the next thirty years.

The third myth goes like this: long distance trains are the big money losers. They are like a sea anchor on the whole system. Get rid of them and the problem's solved. Wrong again. Out of our current year federal subsidy need of \$1.2 billion, only \$300 million will go to covering the operating loss of long-distance trains.

Myth number four is that Amtrak is a featherbed for labor. First, those who know me know that I'm a demanding manager. But I also know that the wage rates at Amtrak are generally defensible vis-à-vis the rest of the industry - especially the transit systems. What we do have to do - and I mean labor and Amtrak - is deal with the work rules to improve efficiency. And we'll do that through our labor negotiations, not in the popular press.

Myth five is that the Northeast Corridor can be profitable. As I said in myth one, when you total all the operating and capital costs - above and below the rails - it just doesn't work. The NEC covers its above the rails costs - barely - but requires and will always require public investment in its infrastructure. But that shouldn't surprise anyone - it is one of the biggest contiguous pieces of commercial real estate in the country and contains one of the most complex transportation operations in the world next to our taxpayer-supported national air traffic control system.

Finally, myth number six: there is a quick fix that will solve everything. This reminds me of the old adage "for every complex problem there is a simple answer and its probably wrong." People imply there is a "reform" that will solve Amtrak's problem - not so.

There are things that we can and should do to improve the service, reliability and efficiency of our operation and earn the public support and investment we need. In the short run, this means stabilizing the company, rebuilding our existing equipment and working to return the infrastructure to a state of good repair. While no single action will ever make us profitable in a true commercial sense, we can significantly improve our economics by focusing on our core business, improving our on-time performance and going after the excess. We've made a start by getting better cost-control mechanisms in place, streamlining and downsizing our management structure and getting out of the unprofitable express business. There will be a lot more that we can and will do to clean up the shop.

In the end, I think millions of people are going to continue to demand our service and support a public role for investing in passenger rail. Our job at Amtrak is to reach a level of efficiency, reliability and good service on our own that will make it easier for everyone - from passengers to politicians - to separate fact from myth and recognize the value of passenger rail to this country. The canary will be better off...and so will the coal miner.



PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA REGIONAL RAIL



Facing a \$55-million operating deficit for Fiscal Year 2004, SEPTA last month stunned the Philadelphia region with a proposal to slash rail and bus services while at the same time increasing fares. Service cuts would reduce expenses by a hoped-for \$25 million and higher fares would bring in \$15 million. The budget gap then would be closed by an estimated \$15-million reduction in material and labor costs, with 300 jobs to be eliminated. On the Regional Rail system, service is to be discontinued entirely on the R1 Airport, R2 Warminster, R6 Cynwyd and R8 Chestnut Hill West lines, as well as eliminating R5 service on Saturdays and Sundays west of Paoli and from Lansdale to Doylestown, R6 weekend service beyond Norristown Transportation Center and R8 weekend service to Fox Chase. Nine lightly-used stations are marked for closure, including Eddystone and Lamokin (R2), Angora and Rydal (R3), Link Belt and DelVal College (R5), Eddington, Wissinoming and Wister (R7). Fares would increase by an average of five percent and parking fees would go up from 50 cents to \$1.

Not surprisingly, the budget proposal raised an outcry from SEPTA riders, advocacy groups and public officials. Some speculated that the announcement was really aimed at extracting more money from the State, since Governor Rendell's proposed 2003-2004 budget had created a \$15-million hole in subsidy payments to SEPTA (see April *Cinders*). But General Manager Faye Moore denied that political motives were involved, and Rendell responded that it would be difficult to justify additional funding from the State, which is facing its own massive deficit. Appearing before a local citizens group, the Governor insisted that a prerequisite would be for SEPTA to reduce expenses and undergo an independent audit. He said that he wanted SEPTA to "make the same type of cuts that I made in the State government." SEPTA believes that shutting down the four railroad lines for a year would save \$7.9 million, with the Warminster Line alone accounting for \$2.9 million of that amount. Questions were raised, however, about placing Warminster on the chopping block, because it is one of SEPTA's more cost-efficient rail operations. Public hearings on the FY 2004 operating budget will be held this month in all four suburban counties and in Philadelphia. The latter hearing is set for Monday, May 19, at the Pennsylvania Convention Center, beginning at 11 AM and 5 PM.

In April, the Regional Rail system continued to suffer through an unprecedented series of service disruptions, which began with the crippling shutdown of last September 9 (see October 2002 *Cinders*). About 1 AM on Wednesday, April 23,

110-car CSX train K277 moving southward on the Trenton Subdivision derailed seven cars at Neshaminy Falls station in Bucks County. One boxcar landed on SEPTA's adjacent R3 tracks, while other cars struck two electrical catenary poles. The accident apparently occurred when the CSX engineer spotted several tires placed on the track by vandals and immediately applied emergency braking ("dumping the air" in railroad parlance), which caused the cars to jackknife off the track. No one was injured in the derailment. With power wires down and both tracks blocked, SEPTA was forced to suspend its West Trenton service indefinitely, and displaced riders were urged to use the paralleling Trenton service on AMTRAK's mainline.

But this was only the start of the day's headaches for commuters on the Reading side of the system. Later that morning, at about 7 AM, inbound R2 train #211 from Warminster got its pantographs entangled in the catenary just north of Fern Rock Transportation Center, effectively shutting down all R1, R2 and R5 service south of Jenkintown. SEPTA scrambled to get a fleet of shuttle buses running between Jenkintown and Fern Rock where passengers received a free transfer to the Broad Street subway. Still, many commuters experienced delays of two hours or more. While some rush hour trains were operated through the area the following morning, full service was not restored until 8:30 AM. Adding to the misery were long delays for R7 Trenton riders Wednesday afternoon, after eastbound AMTRAK train #186 struck and killed a 50-year-old male trespasser at Bridesburg station about 3:15 PM.

With repairs continuing in the derailment area, SEPTA on Thursday morning began running a truncated R3 service from Trevoise station, 1.3 miles south of Neshaminy Falls. This was done by staging trains on the main tracks above Trevoise and using the hand-operated crossover at Bethayres. Service to and from West Trenton finally was restored on Monday morning, April 28, after major electrical work was completed at the wreck site—including replacement of two steel catenary supports. (In addition to SEPTA's overhead wires, the structures carry high-voltage PECO transmission lines.) By contrast, CSX was able to resume freight service through Neshaminy the day following the accident, as soon as the wrecked cars were removed and the non-electrified track repaired. SEPTA's effort to rescue the push-pull set and MU cars stranded in West Trenton yard never materialized, and they went into service as usual on Monday morning.

SEPTA plans to restart its \$17-million Rail Power Project May 10, after running regular service on the three previous weekends. But it will begin a new phase of the project May 12, when one track between Suburban and 30th Street Stations is removed from service around the clock to expedite work to replace the 70-year-old catenary wire along this vital "throat" of the Regional Rail system. In order to do this, new schedules effective on that date (instead of the original May 5) will require some cutbacks in service, including elimination of all R6 Cynwyd trains

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PHILADELPHIA EXPRESS

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for at least two months and the combining of certain rush-hour expresses.....SEPTA announced last month that late evening R5 trains between Thorndale and Paoli would be replaced with shuttle buses on Mondays and Fridays through May 12, after which a further service adjustment will be necessary. Trackwork on AMTRAK's Harrisburg mainline is the reason for the changes.

With the closure of "Broad" tower in Suburban Station on March 14, SEPTA now manages its entire commuter rail system from the Regional Rail Operations Center (RROC) at center city headquarters. "Broad" formerly controlled all interlockings between 30th Street Station and "Juniper," located in the tunnel east of Suburban Station.....An early spring snow surprised Philadelphia-area residents on April 7, with two inches officially recorded at International Airport and up to five inches in Bucks County. But the storm had little effect on SEPTA service.....At Philadelphia Chapter's March meeting, Guest Speaker William Schafer III, director of corporate affairs for NORFOLK SOUTHERN, fielded questions on the subject of passenger trains sharing the tracks of freight carriers. Specifically, he addressed SEPTA's proposed Schuylkill Valley Metro, which would share much of the present NS right-of-way between Norristown and Reading. He left the door open for possible negotiations, adding that experience has taught NS that 90 mph is the maximum speed for passenger trains running on the same railroad with 50 to 60-mph freight trains. High-level platforms also pose a major problem on shared tracks because of clearances needed for large freight cars. Schafer also ruled out the possibility of rebuilding the old Pennsy Atglen & Susquehanna branch as an alternate freight route, which was suggested by SEPTA officials several years ago.

SEPTA will send its unreliable Republic-built RL1's #60 and 61 to Brookville (PA) Locomotive for upgrading and rewiring. These are the diesels used on past Philadelphia Chapter excursions to supply head-end power to the trains.....SEPTA now designates its two SW1200 switchers #50 and 51 rebuilt by Brookville as model BL1500's, but #52 has yet to make the trip to Brookville for repowering.....There are still 21 Silverliner IV MU cars to go through SEPTA's interior rehab program, which is being carried out at Wayne Electric shop. The Regional Rail fleet includes 231 of the General Electric-built cars.....One of two ex-Jersey Arrow cars purchased by SEPTA, #1237, is still in Wayne shop to be converted to a control car for wire train service. It will replace ancient Blueliner #9125.....After lo these many years, the restoration of historic Overbrook station appears to be entering its final stages. Completion is promised for later this year..... NARP reports that U.S. Senator Arlen Specter attended a March 31 meeting in Quakertown to discuss the proposed restoration of rail commuter service over former Reading tracks between Quakertown, Lansdale and Norristown. This project was the subject of a consultant's report two years ago but has met with little interest from SEPTA officials, who were focusing on their much-criticized Schuylkill Valley Metro.



SEPTA TRANSIT

As noted above, SEPTA is threatening major service cuts and fare increases as a means of balancing its Fiscal Year 2004 operating budget, which takes effect July 1. In addition to

the \$15-million reduction in State and local subsidies, SEPTA says that costs for things such as healthcare for employees, negotiated labor contracts and electric power have ballooned its deficit for the coming fiscal year to \$55 million. The proposed operating budget of \$888 million represents a \$33-million increase over the FY 2003 budget. On the City Transit Division, the changes include operating Sunday service levels on Saturday, reducing midday Market-Frankford and Broad Street Line service, eliminating several routes including the Broad-Ridge subway spur, operating diesel buses on trackless trolley lines and cutting back several bus routes such as Route C on Broad Street. The Suburban Transit Division also would see some route discontinuances and frequency reductions. The \$2 cash fare would not be changed but transfers and tokens would be raised by ten cents and weekly and monthly TransPasses on City Transit would be hiked. A systemwide 1.5-percent ridership loss is projected. Following the public hearings this month, the final budget proposal must be approved by the SEPTA board at its June meeting.

Overshadowed by the operating budget controversy is SEPTA's capital spending plan for Fiscal Year 2004. Public hearings will be held on this budget May 21 in the SEPTA Board Room, 1234 Market Street, Philadelphia, beginning at 11 AM and 5 PM.....For the first nine months of FY 2003 SEPTA reported operating revenues of \$311 million, slightly under budget, and operating expenses of \$629.5 million which were better than budget. After subsidies, SEPTA enjoyed a small surplus of \$50,000..... The *Inquirer* reported last month that SEPTA has agreed to pay \$18,000 to a street musician who was arrested for playing his saxophone in a center city concourse. The musician sued SEPTA in Federal court, charging that the arrest violated his First Amendment rights. SEPTA Police Chief Richard Evans has instructed his officers henceforth to leave such harmless entertainers alone. SEPTA revealed that it has cut its annual legal costs from \$26.4 million to \$21.8 million over the past two years, partly by settling claims out of court.

As previously reported here, SEPTA plans to shut down the north end of the Frankford elevated for nine days this summer, while tracks are swung over from Frankford Avenue to the el structure leading to the new Frankford Transportation Center. The grand opening of the FTC will then take place, although work will proceed on renovating the historic Bridge-Pratt station and building a new four-level, 1,000-space adjacent parking garage. During the cutover period, Market-Frankford trains will operate only as far as the Margaret-Orthodox or Erie-Torresdale stations, with shuttle bus service provided to and from Frankford TerminalConstruction has begun on the station access project at 30th & Market Streets, a \$7-million effort to make the subway station accessible to handicapped passengers. Four elevators will be installed, one from street level to the concourse and three from the concourse to the subway and subway-surface platforms. The project should be completed by the end of next year..... *Railpace* reports that the New York City transit system has ended the use of tokens. Now a Metrocard is needed for entry to subway stations.

SEPTA has asked trolley museums and other operators of historic streetcars to bid on 13 of its remaining PCC cars, still stored at the old Luzerne depot. SEPTA reportedly wants the cars out of there so that the North Philadelphia site can be redeveloped. It would rather see their lives extended than to send them to scrap. Former Philadelphia trolleys survive in locations from Kennebunkport, ME to San Francisco (DVARP).....April 4

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PHILADELPHIA EXPRESS (Continued from Page 4)

was the last day of operation for SEPTA's Shopping Spree bus route in center city. A daily average of only 410 passengers used the service, with a cost recovery of 15 percent, SEPTA said. The colorfully-painted Spree buses, however, may still be seen operating on other routes.....Philadelphia's Phlash may be the next circulator route to be abandoned. Though operated by SEPTA, the City is threatening to withdraw funding for the tourist-oriented bus service.....One of SEPTA's two experimental diesel-electric "hybrid" buses was spotted last month running on Route 17 in center city. The vehicle, which looks pretty much like a standard SEPTA bus, is numbered 5602H.....The Federal Transit Administration, the Department of Homeland Security, the American Red Cross and the WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY have launched an emergency preparedness campaign for the transit industry. "(T)his partnership is an important next step in the industry's efforts to ensure that public transportation passengers are as prepared as they can be while riding the subways, buses and all other forms of transit," said FTA Administrator Jennifer L. Dorn. SEPTA and other transit agencies are being contacted in order to expand the program (*Railpace*).



AMTRAK last month announced a five-year capital plan to upgrade the Northeast Corridor and purchase new equipment. Among the priorities cited by President David Gunn are the installation of 162 additional miles of concrete ties, rebuilding 270 miles of track and replacing aging catenary wire. Station facilities also would be improved. On the equipment side, Gunn wants to purchase 14 self-propelled cars for the New Haven-Springfield, MA and Chicago-Milwaukee services, and to replace 75 older cars used on longer-haul trains, the Associated Press reports. "If you're going to have any service left, this is what you're going to have to do," Gunn told the Amtrak board. "When it's done, we'll have a good railroad." He said Amtrak will need \$2 billion annually in government support through at least 2008.

The Department of Transportation made its first payment to AMTRAK last month for the April-June quarter. The omnibus appropriations act approved by Congress and President Bush in February authorizes Amtrak to receive \$1.05 billion in this fiscal year, but the railroad must apply for quarterly grants from the DOT. This process is intended to increase Amtrak's accountability to DOT and the Congress (NARP).....The first hearing on AMTRAK's request for \$1.812 billion in Federal funding for Fiscal Year 2004 was before a House subcommittee on April 10, at which President David Gunn testified. He pointed out that eliminating long-distance trains—one of the favorite targets of Washington politicians—would save only \$70 million per year in avoidable costs and would take five years to save \$300 million in fully-allocated costs, a relatively small dent in Amtrak's cost structure. In passing its Fiscal 2004 budget resolution, the Senate approved the full amount requested by Amtrak, but the House resolution did not mention Amtrak. The final version agreed to by House-Senate conferees likewise does not provide a specific figure for Amtrak. Meanwhile, Congress passed (and the President reluctantly approved) a bill which gives the ailing airline industry an additional \$3.3 billion in cash and other types of assistance. Part of a larger war supplemental

appropriations bill supporting the Iraqi invasion, these payments were intended to reimburse the airlines for security-related costs incurred since September 11, 2001. But similar funding for Amtrak has failed to win approval (NARP)

Beginning in late March, AMTRAK experienced a recurrence of its woes with Acela Express equipment. Some Acelas were pulled from service, resulting in train cancellations or replacement with Metroliner equipment. Amtrak blamed Bombardier, builder of the high-speed trainsets, which also has a contract to maintain them. Reportedly, some of the problem in keeping the trains fit for service stems from a shortage of replacement parts, and not from the yaw damper brackets that sidelined the entire fleet last August. By mid-April NARP reported that only 36 of 44 regular weekday departures were operating. To allow more shop time for the trains, two New York-to-Washington Sunday trips have been eliminated with the April 28 timetable change, plus one Saturday and three Sunday runs out of Boston. Northbound, Washington-New York weekend service stays the same but two Saturday and Sunday trips no longer go to Boston. It's not known how long the shortage of serviceable equipment will persist.

AMTRAK has sharply cut its Acela Express fares between Boston and New York, effective with the April 28 schedules. Peak-period business class fares are capped at \$99, a 22-percent reduction from the former peak fare of \$127. Non-peak fares are also cut to \$85-\$92, down from the old fares of \$102 to \$119. First-class fares are now \$149 or less, compared with the former fares ranging from \$170 to \$195 (*Trains*).....NARP has explained AMTRAK's fare structure for its Acela Express and Metroliner services, which consists of three price levels: peak, shoulder and off-peak (Metroliner tickets usually cost less than Acela tickets.) Shoulder fares apply all day on Mondays and Tuesdays, also Wednesdays through Fridays for departures between 9 AM and 2 PM, after 6 PM and between 1:01 and 5:59 PM on Sundays. Off-peak fares apply all day Saturdays and at or before 1 PM and at or after 6 PM on Sundays. Peak fares apply Wednesdays-Fridays for departures at or before 8:59 AM and between 2:01 and 5:59 PM. There are certain exceptions on holidays.

AMTRAK will operate its third annual "Monster Mile Express" from New York, Trenton, Philadelphia and Wilmington to Dover, DE and return on June 1 for the Winston Cup Race at Dover International Speedway. The train will run again for another race on September 21 (NARP).....Bennett Levin will run an E8-powered AMTRAK special from 30th Street Station to Valley Forge and Reading and return on May 20 via NORFOLK SOUTHERN, for attendees at the American Short Line & Regional Railroad Association meeting being held in PhiladelphiaDVARP reports that AMTRAK is suffering from a shortage of single-level Viewliner sleeping cars, requiring periodic reductions in first-class service on East Coast trains.....The only train that AMTRAK has decided to eliminate as the result of the cutback in express service—other than the segment of the *Pennsylvanian* west of Pittsburgh—is the *Kentucky Cardinal* between Louisville, KY and Indianapolis. This should occur in early July.....Ridership on the *Pennsylvanian* is up sharply since the west end of the route was lopped off in February. The new, more convenient times between New York, Philadelphia and Pittsburgh helped account for a 98-percent increase in passengers during March (11,800 versus 6,000) and ticket revenues were up by 75 percent (NARP).....

PHILADELPHIA EXPRESS (Continued from Page 5)

The new station at Harrisburg International Airport on AMTRAK's Harrisburg line is in final design, and should be open for business by the summer of 2004. The Middletown station will then be closed (Harrisburg Chapter).



CSX, NS OTHER ROADS

CSX paid its former Chairman and CEO John Snow a lump sum of \$60.8 million when he resigned in February to become secretary of the treasury in the Bush Administration. The money represented the pension that Snow, 63, earned during his career at CSX, plus cash and stock compensation he had deferred (*Trains*)CSX has awarded a contract to Canac, Inc. for 75 more Beltpack remote control systems. This year, CSX plans to equip 190 yard locomotives at 63 locations for remote control operation, covering 300 crew assignments. CSX previously said that its ongoing experience with remote control resulted in safer operations where it has been introduced (*Railway Age*).....The Ringling Bros. and Barnum & Bailey Red Unit circus train arrived in Philadelphia on April 16 via CSX from New York. The show played at the First Union Spectrum from April 16 to 27. The same company will play at Hershey May 21-26, Trenton May 29-June 1 and Wilkes-Barre June 4-8CSX reports that it has eliminated about 3,000 jobs over the past two years, and expects to eliminate an additional 300 positions this year. CEO Michael Ward said that many of the jobs will be eliminated through attrition, because 48 percent of CSX employees are 50 and older while 25 percent are 55 and older. Crew size reductions from remote control have largely been handled through attrition and reassignment, rather than layoffs (*Railway Age*).

NORFOLK SOUTHERN and CSX are replacing the computer system used in the jointly-owned CONRAIL Shared Assets Areas. Known by the acronym TRIMS, the obsolete system is still in use where Conrail operates in New Jersey, Philadelphia and Detroit, but it will be replaced by NS's state-of-the-art computer management system in South Jersey and Detroit, while North Jersey will be converted to the CSX system (*Trains*)NS has filed a protest with the Surface Transportation Board after learning that READING, BLUE MOUNTAIN & NORTHERN had decided to shift the roads' freight car interchange from Lehigh to Penobscot, PA, 36 miles west of Lehigh on RBM&N's Lehigh Division. Under normal circumstances, both parties must concur in amending an interchange agreement.....NS's first quarter revenues increased four percent compared with the year-ago period to \$1.56 billion. Net income more than doubled to \$209 million, due largely to an accounting change. The operating ratio underwent an unfavorable increase, from 84.2 percent to 85.2 percent (*Trains*)..... The Port Authority of New York & New Jersey has announced that it will launch a rail and barge distribution network operating between its facilities and various inland points. These points include Buffalo and Pittsburgh, to be linked by CSX and NS respectively (*Traffic World*).

NJ TRANSIT has revealed that its Southern New Jersey light rail line between Camden and Trenton will not open for service until fall, possibly as late as November. The 34-mile line, much criticized for its high cost and low ridership potential, is still awaiting delivery of 11 more diesel-powered railcars from Bombardier in Germany, having received and tested only nine of the flashy white cars. Eventually, the operation may get a boost from further development plans for the Camden waterfront as announced last month.....Despite the serious deficit facing the State of New Jersey, Governor McGreevey has said that operating support for NJ TRANSIT will continue at the \$260-million level in the new fiscal year. NJT expects to balance its budget without service cuts or a fare increase—in stark contrast to SEPTA's situation on the Pennsylvania side of the river (see above).....In light of the war in Iraq, New Jersey said that police inspections of trucks were now more frequent, police presence was being increased on trains and in major rail stations, more patrols are conducted at critical bridges, tunnels and port facilities, and NJ TRANSIT employees are receiving terrorism training in an effort to increase security for 400,000 rail and bus commuters (*Railpace*).....NJT 's vice president for bus operations, Maureen Milan, was dismissed in February, after being indicted for receiving illegal gratuities from suppliers (DVARP)NJT last month conducted an aerial survey of all of its railroad rights-of-way, including the Atlantic City Line. A specially-equipped helicopter was used in the survey (*Trains*).

An exhaustive lobbying effort by the railroad industry to repeal the 4.3 cents per gallon Federal tax on diesel fuel may be paying off. Both Senate and House committees have approved the repeal in pending energy legislation. Because only railroads and barges currently pay the tax, these industries consider it to be discriminatory.....The American Association of State Highway & Transportation officials has issued a comprehensive study of the U.S. freight rail industry, which found that the railroads need to invest \$9.5 billion a year in capital improvements in order to keep up with soaring demand for freight transportation. The study also concluded that at least one fourth of those funds should come in the form of Federal and state assistanceThe once-mighty Bethlehem Steel Corp., currently in bankruptcy, was sold last month to International Steel Group for \$1.5 billion. ISG said it would revitalize the company, which has mills at Sparrows Point, MD, Steelton, PA and Burns Harbor, IN, as well as ownership of the former Lukens plants at Coatesville and Conshohocken. Bethlehem now has 11,000 employees, compared with 300,000 during World War II.....Members of the Brotherhood of Locomotive Engineers overwhelmingly favor affiliating with the Teamsters Union. According to a recent survey, more than 75 percent of BLE members would vote for the affiliation, after soundly rejecting a merger with rival United Transportation Union (*Trains*).....The Delaware River Port Authority once again is looking at the possibility of extending PATCO rail service into fast-growing areas of Gloucester and Cumberland Counties, principally along the Routes 42 and 55 corridor to Vineland and Millville. According to an *Inquirer* report, a series of public forums will be held as part of a new \$440,000 study of the proposal. Eight years ago municipal and county officials, under pressure from residents, killed a plan to build a PATCO line along the existing CONRAIL right-of-way from Camden to Glassboro.

The Railroad Museum of Pennsylvania has become a victim of the budget crisis in Harrisburg, and will absorb a ten-percent cut in funding along with most State agencies. Money

(Continued on Page 7)



MAY 31, 2003: "Subways, Railways & Stations", a mostly underground tour of Philadelphia, sponsored by Philadelphia Open House Tours. This 2-1/2 hour walking expedition will cover the history of all transit and rail lines and stations from 30th Street Station to the former Reading Terminal, including Penn Center and Center City's underground concourse system. Tour begins at 10 AM and includes ride on a SEPTA LRV. Price per person: \$35, including refreshments. For further information, contact Philadelphia Open House at 215-928-1188.

JUNE 1: Spring Dutch Train Meet at Hamburg Field House, 4th & Pine Streets. Hamburg, PA, 9AM-1 PM. Admission: \$3 per person (children under 12 free with adult). For information, telephone 610-987-3144.

JUNE 12-15: "Steam Locomotives in American Railroading" four-day seminar at University of Scranton, Scranton, PA, sponsored by Penn State Altoona. Several presentations, tours of Steamtown and Electric City Trolley Museum, films, meals and steam excursion are included. Various options are priced from \$175-\$525 per person. For descriptive brochure and registration form, contact Penn State Altoona, Continuing Education & Training, 1444 11th Avenue, Suite 2A, Altoona, PA 16601-3313 (telephone 814-949-5722 or FAX to 814-949-5314).

JUNE 15: Walk Philadelphia will sponsor "Electric Streetcar Tour" following a walking tour in Chestnut Hill. Guided tour will highlight transportation history and architecture along Germantown Avenue, as well as walking tour in Germantown. Tour is co-sponsored by the Center City District, the Chestnut Hill Community Association and Philadelphia's Historic Northwest Coalition. Cost: \$25 per person, with pre-registration required. Tour runs from 1-4 PM and organizes at the Chestnut Hill bus loop at Germantown Avenue and Bethlehem Pike. For reservations and information, telephone 215-625-9255 or 215-247-1836. Website information can be had from: www.centercityphila.org.

JUNE 21: "Blue Mountain Express" excursion from Hagerstown, MD to New Oxford, PA and return via CSX's ex-Western Maryland Dutch Line, sponsored by Hagerstown Roundhouse Museum and Hagerstown Chapter NRHS. Special diesel-powered MARC train will depart Hagerstown Roundhouse Museum at 8 AM, returning at 6 PM. Four-hour layover in New Oxford will allow passengers to enjoy an antiques market and craft show, as well as lunch. Fares: \$42 adults, \$38 seniors (65 and over), \$25 children (4-12), first class \$75. Order tickets from: HJTC, P. O. Box 4175, Hagerstown, MD 21741-4175, making checks payable to "HJTC" and adding \$2 mail order charge. For information, telephone 301-739-4665.

JUNE 22: "Blue Mountain Express" excursion from Hagerstown to Westminster, MD and return via CSX and Maryland Midland's former Western Maryland mainline, sponsored by Hagerstown Roundhouse Museum and Hagerstown Chapter, NRHS. Special diesel-powered MARC train leaves Hagerstown Roundhouse Museum at 8 AM, returning at 6 PM. For fares and ticket information, see item above.

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 the 175th anniversary of

railroading in the United States. Three major excursions, a series of seminars and the annual banquet are among the planned events. Brochure and order form were to be mailed to registrants during March. Convention headquarters will be 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.

JULY 3-6: Reading Railroad Days at Railroad Museum of Pennsylvania, Strasburg, co-sponsored by Reading Company Technical & Historical Society. Tours of Reading equipment, a huge operating model railroad and special presentations will be featured. Hours: Thursday through Saturday 9AM-5 PM, Sunday 12 Noon-5 PM. Regular museum admission charges apply. For information, telephone 717-687-8628.

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 University of Scranton. Tuition is \$550 per person and capacity is limited. Participation is restricted to students entering 9th grade in September 2003 through those completing 12th grade in June 2003. For information, contact Basic RailCamp 2003, NRHS, P.O. Box 58547, Philadelphia, PA 19102-8547 (telephone 215-557-6606).

THROUGH DECEMBER 7: "On the Road to Paradise: A History of the Strasburg Rail Road," display of photos and artifacts from America's oldest shortline, at Railroad Museum of Pennsylvania, Strasburg. Regular museum hours and admission charges apply. For information, telephone 717-687-8628.

Basic RailCamp 2003 Steamtown, Scranton, PA July 20-26, 2003

PHILADELPHIA EXPRESS

(Continued from Page 6)

from the Keystone Preservation Fund, used for maintenance at historic sites, will be reduced by 45 percent next year and funding for scheduled capital projects will likely be deferred for two years (Friends of the Railroad Museum).....Seven U.S. Senators have introduced legislation to re-regulate the railroad industry, in order to "enhance competition between rail carriers" and "to ensure efficient rail service at reasonable rates." Needless to say, the freight rail industry is vehemently opposed to this bill, arguing that its relative health is largely due to the Staggers Act of 1980 which finally gave the railroads freedom to set rates based on the competitive environment (*Trains*).....Another major segment of the Perkiomen multi-use trail was opened last month between Collegeville and Graterford, largely along the abandoned right-of-way of the Reading's Perkiomen branch. An earlier segment between Collegeville and Oaks, where it connects with the Schuylkill River Trail, was opened last June. Eventually, the Perkiomen Trail will extend for 17 miles to Green Lane, according to one of its sponsors, the Rails to Trails organization.....The WEST CHESTER RAILROAD took delivery last month of its latest Alco locomotive, ex-Indiana Hi-Rail C420 #315, after some servicing work was performed by SEPTA. The unit was built in 1966 as Louisville & Nashville 1315.

A Tale of the Quakertown & Eastern RR A Cinders Staff Report

The Quakertown & Eastern was incorporated on July 6, 1896 to operate a railroad from Quakertown to Riegelsville – a distance of 15 miles, all in Bucks County. It served the local agriculture community and the Durham Iron Furnace. By 1898 the road had reached Springtown and it crept into Riegelsville three years later. It was leased to the Pennsylvania Eastern Railroad in 1907, which operated the line briefly before it shut down. The little line connected with the Reading at Quakertown and until 1903 had used locomotives rented from them. The line had bought a 2-6-0 locomotive new from Baldwin, but it was too heavy for their light track so they sold it and bought another which became No. 1 (builders number 23256 – November 1903). It was sold in 1907.

The Quakertown & Delaware River Railroad was formed in 1911 and took over the operation of the Q&E. The line expected to make a living with farmer and milk traffic. It closed briefly in 1915, and the creditors shut it down in 1916. The Q&DR operated the railroad with two locomotives they got from the Durham furnace in 1911, an 0-4-0T built by the Reading in 1884 and an 0-6-0 of unknown parentage.

QUAKERTOWN & DELAWARE RIVER RAILROAD.	
A. W. HERBST, Secretary, Philadelphia, Pa.	
From Quakertown to Riegelsville (15 miles). Operation temporarily suspended. <i>May, 1916.</i>	
Connection.—At Quakertown—With Philadelphia & Reading Ry.	

QUAKERTOWN & BETHLEHEM RAILROAD.	
J. M. BUCKLAND, Prest and Treas., Commonwealth Bldg, Allentown, Pa.	
From Quakertown, Pa., to Durham (13 miles). Operated for freight traffic. <i>November, 1929.</i>	
Connection.—At Quakertown—With Reading Company.	

The railroad was once again reorganized in 1916 as the Quakertown & Bethlehem Railroad. It used the Q&DR locomotives until a brand-new 0-4-0T #1 was purchased from Cooke (builders number 56176) which may have arrived in December 1916 or early 1917. It was named the "B. F. Hottle". Number 1 proved unsuitable for the 15-mile run and was sold. During this time it appears that the company enjoyed traffic from on-line agriculture, Durham furnace (outbound slag from an earlier operation) and a new stone quarry that opened at Riegelsville. The Q&B bought a 4-6-0 Camelback from the Reading (that they had rebuilt in 1876!) in August 1918. With the heavy stone traffic at hand, they also bought two 0-6-0's secondhand from the Union Railroad. This time the short line was able to stay as one entity for almost 20 years until the dark business depression of the 1930's. Operations were discontinued in 1936 and the track was removed in 1939.

QUAKERTOWN & EASTERN RAILROAD.											
COL. JOHN JAMESON, President.						JAMES H. SHELLY, Treasurer.					
A. F. BAKER, General Manager.						HENRY S. FUNK, Secretary.					
General Offices—Quakertown, Pa.											
July 26, 1900.											
7	5	3	1	MIs		2	4	6	8	....
P M	A M	A M	A M	....	(P. & R. Ry.)	A M	P M	P M	P M	....
4 30	1 30	18 00	4 00	....	lve. Philadelphia arr.	8 56	2 29	6 38	9 25	....
5 52	1 15	18 40	....	....	lve. Bethlehem arr.	8 25	1 03	6 20	8 53	....
[LEAVE]						[ARRIVE]					
P M	P M	A M	A M	....	Quakertown 1	7 25	11 35	4 30	7 55	....
18 20	1 50	19 35	15 45	0	Richlandtown	7 18	11 28	4 23	7 49	....
6 27	1 57	9 45	5 52	2.2	Pullen	7 13	11 24	4 17	7 45	....
6 32	2 03	9 51	5 57	4.3	Pleasant Valley	7 07	11 15	4 07	7 38	....
6 38	2 10	10 01	6 03	5.9	Gehman	6 58	11 04	3 56	7 30	....
6 44	2 18	10 10	6 11	7.9	Springtown	6 53	11 03	3 49	7 25	....
6 49	2 25	10 18	6 16	9.4	Witte	6 47	10 55	3 43	7 20	....
6 53	2 29	10 22	6 20	10.8	Durham	6 43	10 50	3 38	7 16	....
6 58	2 34	10 27	6 25	12.4	Furnace Junction	6 38	10 45	3 35	7 13	....
7 01	2 37	10 30	6 28	13.3	Durham Furnace	6 32	10 35	3 28	7 05	....
7 04	2 40	10 33	6 31	14.7							
[ARRIVE]						[LEAVE]					
P M	P M	A M	A M	....		A M	A M	P M	P M	....

† Daily, except Sunday; a time is for Third and Berks Street station.
Eastern time.
Connection.—1 With Philadelphia & Reading Ry.

See If You Can Figure This One!

From another NRHS chapter newsletter (we won't tell you what one here), comes this interesting piece of trivia: In the year 1956, Joe Railpassenger rode a train from Camden to Philadelphia without ever crossing the Delaware River. How did he accomplish this feat?? (No cheating! Answer will be found elsewhere in this issue!)

Changes in SEPTA Dispatcher Territories

SEPTA has shifted some territories between certain of its dispatchers in the Regional Rail Operations Center (see February 2003 Cinders). During March, SEPTA closed its last active tower, "Broad" at Suburban Station, with the SEPTA 4 dispatcher now directly controlling those interlockings.

Recent territorial changes are underscored below, together with assigned AAR radio channels shown in (parentheses).

Desk 1 – Bethlehem Line (64), Doylestown Line (90), Mainline Jenkinson "Jenkin" to Lansdale "Dale" (90), Neshaminy Line (90), Stony Creek Branch (90), Warminster Line (90).

Upcoming NRHS Conventions

2004 – Minneapolis/St. Paul, MN

2005 – Portland, OR

Desk 2 – Fox Chase Line (90), CSX Trenton Sub. "CP-Newtown Jct." to "CP-Cheltenham Jct." (58), CSX Trenton Sub. Woodbourne "CP-Wood" to West Trenton "CP-Wing" (58), Mainline "CP-Newtown Jct." to Jenkinson "Jenkin" (90), Norristown Line (90). (Neshaminy Line is shifted to Desk 1.)

Desk 3 – Chestnut Hill East Line (90), Mainline "16th Street Jct." to "CP-Newtown Jct." (90). (Norristown Line is shifted to Desk 2.)

No changes to Desks 4, 5 or 6.

Explanation of SEPTA Radio Channels

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

"Take a Ride on the Reading" Quiz

by Roy L. Hudson

Every so often, Cinders readers are challenged by a railroad quiz, carefully thought up by that genius quizmaster, Roy L. Hudson. While Roy never worked for the road of "Fast, Friendly Service", he seems fascinated by its history. You are urged to match the question and clue and clip the coupon and mail it in. Correct answers in the June issue. Good luck!



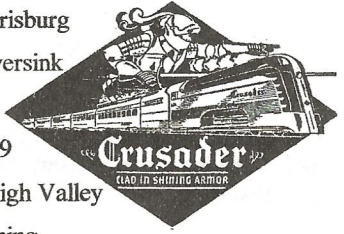
STATEMENT

1. "New" 1930's M.U. electric cars were built at...
2. A grain elevator, coal dumper and ore docks were at...
3. The T-1 "Iron Horse Rambles" started during...
4. One of the Reading's new 1600-hp diesel tugboats was the...
5. The last diesels (5) purchased new in 1973 were model...
6. It was the longest bridge on the Reading (3900 feet) and was at...
7. The 150th anniversary of the founding of Reading...
8. An important class yard (3,200 capacity) in the coal region...
9. This tidewater facility served the New York Harbor area...
10. A classic Grecian style station similar in looks to PRR's 30th Street...
11. He was in charge of the original P&R construction...
12. Nine of this class were leased to the PRR in 1956...
13. Electrification finally reached West Trenton in...
14. This anthracite area passenger train had a "snack bar"...
15. In the 1870's the P&R was the largest corporation in the...
16. This major depot also had an H&H and a Sun Ray drug store...
17. The first Baldwin locomotive built for the P&R in 1836...
18. Reading's RDC-1 #9163 was built in 1951 for the...
19. In February 1938, the Reading's stainless steel train was named...
20. This 1914 steamer was often seen at Kaighn's Point...
21. The Reading's diesel class was RS-3 but the builder's model was...
22. After World War II, Reading was the fifth largest tonnage carrier in the...
23. The last steam locomotives built by Reading Shops in 1948 were class...
24. Philadelphia & Reading reached its namesake points in...
25. He tried to create a trunk-line empire but it failed...



CLUE

- A. North Broad Street
- B. World
- C. Delaware
- D. Harrisburg
- E. Neversink
- F. G-3
- G. 1959
- H. Lehigh Valley
- I. nothing
- J. GP7
- K. Port Reading
- L. McLeod
- M. GP40-2
- N. 1983
- O. Moncure Robinson
- P. Wilmington
- Q. St. Clair
- R. 1842
- S. Reading Terminal
- T. Port Richmond
- U. T-1
- V. 1931
- W. Tamaqua
- X. United States
- Y. Schuylkill



"TAKE A RIDE ON THE READING" Quiz Answer Sheet

1. _____	7. _____	13. _____	19. _____
2. _____	8. _____	14. _____	20. _____
3. _____	9. _____	15. _____	21. _____
4. _____	10. _____	16. _____	22. _____
5. _____	11. _____	17. _____	23. _____
6. _____	12. _____	18. _____	24. _____
25. _____	YOUR NAME _____		

Please clip and mail to: READING QUIZ, PHILA. CHAPTER, NRHS, PO BOX 7302, PHILADELPHIA, PA 19101-7302

Chapter Announces Dates for 2003-2004 Meetings

Philadelphia Chapter has requested the following meeting dates from Thomas Jefferson University for the 2003-2004 meeting year, beginning this coming September:

September 19, 2003	February 20, 2004
October 17, 2003	March 19, 2004
November 21, 2003	April 16, 2004
December 12, 2003	May 21, 2004
January 16, 2004	June 18, 2004

All meetings are on the third Friday of the month in the coming meeting year, **except for December 12**, which is the second Friday.

Unless otherwise notified, all meetings are expected to be held in the Faculty Club on the second floor of the Jefferson Alumni Hall, 1020 Locust Street, Philadelphia. Sit-down dinners are expected to continue next year, beginning at 6:15 PM, following by the business and entertainment meeting at 7:30 PM.

Chapter Officers Re-elected for 2003-04

At its Annual Meeting on Friday, April 18, the incumbent Chapter officers were unanimously re-elected to another one-year term in office by the membership present.

Nominations Committee Chair C. Bruce Irvin presented the slate of David Kopena, President, William Thomas III, Senior Vice President, Richard D. Copeland, Vice President & Treasurer, Marie K. Eastwood, Secretary and Frank G. Tatnall, National Director.

President Kopena thanked the members for their vote of confidence, and immediately reappointed all the committee chairs for the 2003-04 year.

From Camden to Philadelphia??

Figure it out yet??? Did we fool you??? Joe didn't ride the Pennsylvania-Reading Seashore Lines to get from Camden to Philadelphia. No, he rode New York Central Train #71 (Utica to Massena), departing Camden, New York at 7:59 PM and arriving Philadelphia, New York at 10:18 PM, and, of course, was nowhere near the Delaware River. *(This was seen in a recent issue of Tower Topics, the newsletter of Utica & Mohawk Valley Chapter, NRHS -- now you also know why we didn't tell you what one!)*

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