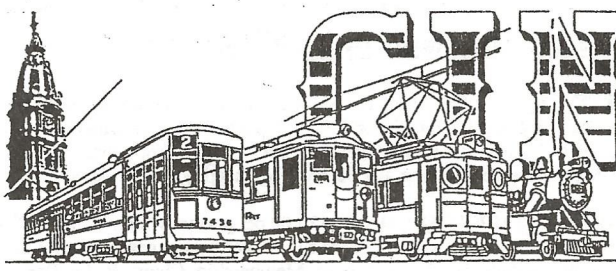

# CINDERS

**APRIL 2004**

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Volume 65 Number 4

Newsletter of the
PHILADELPHIA CHAPTER
National Railway Historical Society
Post Office Box 7302
Philadelphia, PA 19101


**PHILADELPHIA CHAPTER, NRHS WEBSITE: www.trainweb.org/phillynrhs/**

# MEETING NOTICE

**FRIDAY EVENING, APRIL 16, 2004**
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) ***(Please note that some of the above parking prices have been adjusted and we will update them for a future issue of Cinders)***

Our meeting on Friday evening, April 16, 2004, will feature retired Conrail executive Bob Watson with a program entitled **A Railfan in the Military Railway Service – Fort Eustis (VA) and Korea, 1954-1955**. Bob, who has been a guest of the Chapter previously, has slides taken at Fort Eustis and later at Pusan, Korea in the period after the cease-fire while serving with the U. S. Army's 765th Shop Battalion and the 724th Operating Battalion. Time permitting, Bob will also screen some slides taken in Korea in 1989 and 1990 while working there on the Korean High Speed Rail Project. Don't miss this unusual and interesting program!

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, APRIL 13, 2004** to **Dinner Chairman Bill Gardiner at 215-632-7016.** The menu was not available to us at presstime, but there is a choice between a meat and fish entrée. 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 2003-2004 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall.)***

Our May 21 meeting will feature Frank Tatnall with a narrated slide program on the **Delaware & Hudson Railway**. Our June 18 program is expected to feature a program on traction in the Philadelphia area, including some older PTC views. Mark your calendars now and plan to attend all of these!

## 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 16, 2004 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 16 meeting.

MARIE K. EASTWOOD
Secretary

## Chapter Elections to be Held at April 16 Meeting; Tatnall to Retire

As noted above, the Annual Meeting of Philadelphia Chapter, NRHS will be held at the beginning of our regular monthly meeting on Friday evening, April 16, 2004. The Annual Meeting traditionally features the election of officers to operate our Chapter for the 2004-2005 year.

After more than three decades of service to Philadelphia Chapter in many capacities, National Director Frank G. Tatnall has announced his wish to retire from that position.

The Chapter wishes to hear from any member interested in serving as its national director. That individual needs to effectively act as liaison between the National Railway Historical Society and our Philadelphia Chapter on matters of interest concerning both organizations. There are three NRHS board of director meetings each year, and the national director is strongly encouraged to participate to the maximum extent possible.

Anyone interested in serving should contact the Nominating Committee Chairman, C. Bruce Irvin, at 116 Linden Drive, New Holland, PA 17557-9490. Bruce's telephone number is 717-355-6713 and his E-mail address is cbrdg903@earthlink.net.

## 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*

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

**ANNUAL MEMBERSHIP DUES:** $35.00 per person, which includes Chapter and National dues. Chapter-only dues $16.00 per person per year. Membership applications should be forwarded to: Membership Chair, P. O. Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only membership.

**ADDRESS CHANGES** should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. **PLEASE INCLUDE YOUR NEW TELEPHONE NUMBER** and E-mail address so our Membership List is complete. We will notify the NRHS National Headquarters of the change.

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

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

***(After the Extra List on Page 8 was completed, CINDERS received a news release from Norfolk Southern outlining the Horseshoe Curve 150th anniversary celebration in July, which is printed below for members' information. RLEjr)***

# 150th Anniversary of Horseshoe Curve Features Major Fourth of July Tribute

With the commemoration of Horseshoe Curve's 150th anniversary this year, Altoona's Railroaders Heritage Corporation announced in early March that it was "pulling out all the stops" with a major evening spectacular on July 4, 2004. This extraordinary event will be reminiscent of the famous 1954 "Sylvania Big Shot", which featured the famous deployment of more than 6,500 Sylvania Blue Dot flash bulbs to light the Curve. This year, Osram Sylvania and Norfolk Southern will provide technology, equipment and "sizzle" for the celebration of this major transportation and engineering milestone in American history. The American Society of Civil Engineers recently recognized Horseshoe Curve as a National Historic Civil Engineering Landmark during a ceremony held in Altoona.

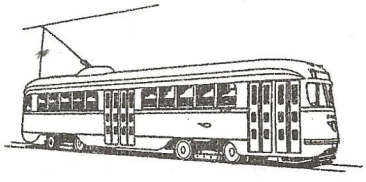
"We are excited to once again help bring notice to such an important moment in American history," said Scott Cessna, executive director of the Railroaders Memorial Museum. "In 1854, an enterprising young civil engineer named J. Edgar Thomson opened the first railway to scale the mighty Allegheny Mountains in central Pennsylvania. To avoid a sharp incline, which would have been impossible for heavy steam trains to manage, Thomson planned the right-of-way in a horseshoe shape, so the rise would be gradual. The feat was considered a major engineering masterpiece at the time and was pivotal in opening commerce across the continental United States."

"Horseshoe Curve is a vital component of Norfolk Southern's 22-state rail freight network," said David R. Goode, NS's chairman, president and chief executive officer. "The 150th year of operation of this American industrial and engineering landmark, its role in the westward expansion of the U.S. and its continuing importance to the national economy are certainly deserving of celebration." Today, an average of 60 NS freight trains and four Amtrak passenger trains operate over the Curve. This translates into more than 100 million gross tons of freight annually.

Sylvania technology continues to focus public awareness on the remarkable feat of engineering that Horseshoe Curve represents. In 1954, Sylvania and the Pennsylvania Railroad captured the imagination of children and adults alike with the illumination of Horseshoe Curve, which was the sixth in a series of 18 photographic achievements known as Big Shots. All 18 Big Shots were illuminated using Sylvania flashbulb technology. Photographs of the 1954 event may be found at www.railroadcity.com/hsc1954.

"We recognize the historical significance of the anniversary of the construction of Horseshoe Curve and are pleased to support the recreation of the spectacle of the first lighting. As we did in the past, we will be using the most innovative products available on the market today," said Charlie Jerabek, president and CEO of Osram Sylvania. "Many of the lighting products available through Osram Sylvania today were developed within the last five years."

In order to provide the safest and most comfortable atmosphere for the celebration, the event will be ticketed. Entertainment will be provided the entire day both at the Railroaders Memorial Museum in Altoona as well as Horseshoe Curve, culminating with the lighting of Horseshoe Curve and a display from Zambelli Fireworks Internationale – the "First Family of Fireworks." Ticket information is available by contacting the Railroaders Memorial Museum at 1-888-4ALTOONA.



# PHILADELPHIA EXPRESS

## FRANK G. TATNALL, JR.

## SEPTA REGIONAL RAIL

Last month's timely settlement of the contract dispute between SEPTA and Transport Workers Union Local 234 (see below) spared the Railroad Division a major headache. RRD officials had put together an extensive contingency plan to beef up service if the threatened strike on the City Transit Division had actually begun on Monday, March 15, but that plan thankfully was shelved. The last time that the railroad was forced to take up the slack for idled buses, trolleys and subway trains was in 1998, when the members of TWU 234 walked out for 40 long days.

The *Inquirer* published a major article on March 7 about the flagging fortunes of the Schuylkill Valley Metro (see February *Cinders*). Also known as MetroRail, the SVM is intended to run for 62 miles between center city Philadelphia and Reading, via Norristown, Phoenixville and Pottstown. The project has been a gleam in SEPTA's eye for nearly a decade, but its estimated cost of $2 billion-plus means that the first shovelful of earth has yet to be turned. The Federal Transit Administration earlier had turned thumbs down on the high-cost SEPTA proposal, meaning that essential aid from Washington would likely be withheld. But in January, Governor Rendell helped create a new task force to explore ways to get SVM rolling, perhaps in stages to King of Prussia, then to Phoenixville. (The latter town has based its entire urban revival plan around the arrival of MetroRail.)

Congressman James Gerlach, who represent the sections of Chester County through which MetroRail would operate, said that he was "cautiously optimistic" that the project can be revived. But Donald Nigro, president of the DVARP organization which has long been critical of SEPTA's strategy, said that "if they continue to insist on a gold-plated MetroRail plan, the economic impact on towns will be zero—because it will never get done." DVARP believes that the best and most cost-effective way to jump-start MetroRail would be to strike a deal with NORFOLK SOUTHERN to run a diesel-powered service over the ex-Reading mainline.

In a surprising development, SEPTA on March 19 canceled its controversial purchase of 104 Silverliner V commuter rail cars (see March *Cinders*). The agency received heavy criticism over the alleged rigging of contract specifications in favor of an inexperienced manufacturer, South Korea's United Transportation Systems, which submitted the low bid of $236 million. A competitor, Kawasaki Rail Car of Japan, went into court to halt the awarding of the contract to United, and obtained a temporary restraining order against SEPTA. Now, with considerable egg on its face, SEPTA will start the bidding process all over again, which obviously will delay the delivery of the much-needed cars. SEPTA Chairman Pasquale Deon, Sr. said that the reason for ending the court proceeding was that "a protracted legal challenge would cost precious money and time." But, according to an *Inquirer* story, several board members who were not consulted were angry that they learned of the cancellation from a reporter rather than from SEPTA officials. Earlier, the *Inquirer* learned that United had hired Pennsylvania Republican Chairman Alan Novak's lobbying firm at a $10,000-per-month fee to help secure the contract. It had filed the required lobbying disclosure form with SEPTA but Kawasaki did not, although Kawasaki hired Robert G. Bickhart, a former aide to Pennsylvania Senator Rick Santorum, to act as its "representative." A third contender, Sumitomo Corp. spent $20,000 for the lobbying services of onetime SEPTA Board Member Robert Wooten, while the high bidder, Bombardier Corp., said it had hired no outside lobbyist.

In addition to preparing for a possible transit strike, the Railroad Division produced a detailed plan for handling the crowds attending the Philadelphia Flower Show in center city last month. Additional cars were added to numerous trains, and on weekends all Frazer-originated trains on the R5 Paoli-Thorndale line ran with at least four cars.....The work to replace catenary wire on the Mainline between Wayne Junction and Jenkintown, which began last fall, continues on weeknights..... Silverliner IV #156 has a new "mate." The other car in this odd-couple married pair is now #383, because original mate #155 was damaged in that runaway at Suburban Station on January 27 (see February *Cinders*).

Regional Rail continues to suffer some operating woes, some of them related to winter weather. Here are some of the more disruptive incidents: On Tuesday, February 24 a switch failure in AMTRAK's "Zoo" interlocking during the afternoon rush caused delays to a long list of R5, R6, R7 and R8 trains. Two evenings later R3 train #389 from West Trenton struck an automobile that had been abandoned on the tracks at Township Line Road north of Woodbourne station. There were no injuries but that train and another had to be terminated. On the afternoon of the 27th, RL1 diesel #60 broke down while working the wire train on the West Trenton line at Langhorne, but was finally able to limp as far as Jenkintown. Eight trains were delayed. Then on March 1 a large section of a flange from a railcar wheel was found at the "North Ore" switch in Oreland. Several trains were delayed for inspections until it was determined that the flange was off a freight car wheel, possibly from a passing CSX train.

On Saturday, March 6, R3 train #4173 was held for 45 minutes north of Woodbourne when CSX freight Q191 stopped on #1 track ahead of it. The freight train had been denied permission to enter NORFOLK SOUTHERN's Morrisville Line via the Wood connecting track until after an NS train could pass. CSX told SEPTA that it originally had received clearance from NS for the movement, but that the NS dispatcher changed his mind after the SEPTA train had already left West Trenton.....Many

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## PHILADELPHIA EXPRESS

(Continued from Page 3)

delays occurred on the morning of Tuesday the 8th when a pantograph on Airport-bound train #115 snagged the catenary at "Hunt" interlocking just south of Wayne Junction, forcing the shutdown of power on the #3 track. The wire train had to be called to repair the catenary damage.....An intoxicated female passenger fell onto the #4 track in Market East Station on the night of March 11, forcing the termination of R5 train #587. Police and fire rescue were called to assist the woman and another female who collapsed on the platform. She also was found to be drunk .....On the afternoon of Monday, March 15, Budd Silverliner II #215 was the second of five cars in a crew qualifying train, when the transformer on #215 exploded near Leaman Place on AMTRAK's Harrisburg mainline. No one was injured but it took two days to clean up the chemical spill.

## SEPTA TRANSIT

As usual, last month's contract negotiations with the union representing 4,700 employees on the City Transit Division went right down to the wire. Riders suffered through a week of suspense, as they were handed a SEPTA folder entitled "Travel tips for customers in the event of a service interruption." But they were relieved to hear that SEPTA and Transport Workers Union Local 234 had reached a tentative contract agreement on Sunday evening, March 14, averting a strike threatened for the next day. It may be only a short-term fix, because instead of the usual three-year contract this one will run for just a year. Among the provisions is continuation of the current SEPTA-sponsored health plan—a major bone of contention in the talks—but there will be no wage increase. To ease the pain, each worker will receive a $1,000 lump-sum "bonus" payment. SEPTA's looming $61.5-million deficit in its operating budget for the coming fiscal year undoubtedly played a part in how the agreement was crafted, a situation that has many observers predicting a fare increase by July 1, the first increase in three years. But SEPTA may be reluctant to again propose the draconian service cuts that were part of its aborted plan to close the gap in last year's operating budget. The new contract is subject to ratification by members of the union and by the SEPTA board, and negotiators now can turn their attention to a contract renewal with Suburban Transit Division workers.

Unfortunately, the agreement with Local 234 is only a 12-month Band-Aid, which simply postpones the time when both parties must confront the nagging question of health-care costs. These costs are likely to escalate dramatically after SEPTA's existing contract with Independence Blue Cross expires next year. Then, SEPTA is certain to insist that employees begin to contribute to the cost of their health-care benefits, which currently are provided at no cost to them. At the conclusion of last month's negotiations, newspapers and TV stations ran photos of the two women in charge embracing each other—SEPTA General Manager Faye Moore and Local 234 President Jean Alexander. Mere handshakes would not do. It was the first time that women have held the top jobs in both organizations. One labor-management expert told the *Daily News* that he did not find women to be "soft" in negotiations. In fact, he said, "(S)ome of the toughest negotiators I've had in the room are women," and that they tend to stick closer to core issues while avoiding such displays as pounding on the table. The contrast was obvious with a previous union president, Steve Brookens, who liked to shout and to issue ultimatums to SEPTA negotiators. Brookens led Local 234 on the disastrous 40-day strike in 1998.

Congress has approved another extension of TEA-21, the Transportation Equity Act for the 21st Century, through April 30, while it wrangles over new legislation to fund highway and transit projects in the future. The proposed SAFETEA law (for Safe, Accountable, Flexible & Efficient Transportation Equity Act) is hung up in Congress because President Bush has threatened to veto any bill which exceeds his proposal to spend $256 billion over the next six years. The Senate has already passed a $318-billion SAFETEA bill which would authorize $255 billion for highways and $56.5 billion for transit. Now the leadership in the House of Representatives is considering a stopgap measure which would authorize $90 billion over the next two years. (The last time that Congress overrode a presidential veto of a highway bill was in 1987, after President Reagan said the cost was $10 billion more than he wanted) (NARP, *Traffic World*).

The Philadelphia region in 2003 enjoyed modest growth in employment, adding some 15,500 jobs during the year. This is not spectacular, but in a year when the nation as a whole is experiencing a so-called "jobless recovery," these Bureau of Labor Statistics figures as reported in the *Inquirer* are nothing to sneeze at. This was the ninth year in a row that jobs increased in the Philadelphia metro area, a year when such urban centers as New York, Boston, Chicago, Dallas and San Francisco actually suffered an overall decline in employment. But the good news for our region masks the continued loss of jobs in the City of Philadelphia proper, which is outweighed by growth in the suburban counties.....The ten-year-old Phlash tourist bus service in center-city Philadelphia, which was shut down last year when its funding ran out, has been revived and will operate over a new route between April 1 and November 30. Instead of being funded by the City, PennDOT and a group of tourism agencies joined forces to come up with the $800,000 needed to run the service and launch a marketing campaign. The purple trolley-style buses will run every 12 minutes between the Art Museum and Penn's Landing from 10 AM to 6 PM. Replacing SEPTA as operator is a new contractor, the 76 Carriage Company, which does business as Philadelphia Trolley Works and whose vehicles are already a common sight on city streets.....A local non-profit group has begun a campaign to spruce up Girard Avenue between the Zoo and I-95, in an effort to turn it into a trendy area similar to Manayunk. SEPTA's revived Route 15 light rail service, set to begin later this year using rebuilt PCC cars, will help bring an identity to the four-mile-long section of the street.

## AMTRAK

The terrorist bombings of four trains in Madrid, Spain last month, in which 200 persons were killed and hundreds more injured, focused new attention on the security of U.S. railroads—and AMTRAK in particular. While police stepped up their patrols of vital facilities such as stations, bridges and tunnels, and employees were urged to report any suspicious activities they see, railroads are considered particularly vulnerable to terrorist attack. Calling the Madrid bombings a "wake-up call" to the U.S., a group of Senate Democrats introduced a bill that would authorize $515 million in the coming fiscal year to improve rail security and

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## PHILADELPHIA EXPRESS

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provide grants to private railroads for security measures. To date, there have been no specific threats against U.S. railroads, and it appears impractical to implement in rail stations the level of passenger scrutiny now required at airports. While some $12 billion has been spent on aviation improvements, the Department of Homeland Security believes that the threat to rail and transit is less than the threat to air service, and accordingly has dispensed only $115 million in domestic preparedness grants to local transit agencies in the past year. But Asa Hutchinson, the DHS undersecretary for transportation, said the government knows that "al-Qaida looks to hit us and hit us hard and that mass transit is something that they have specifically referenced." Although a massive security effort is planned, Amtrak has said there are no plans to shut down New York's Penn Station in September when the Republican National Convention is held at Madison Square Garden, located just above the station (NARP).

AMTRAK and the two builders of the Acela Express equipment last month announced that they had reached an agreement to settle legal claims over the performance of the high-speed trains. As part of a $1.2-billion program begun in 1996, the consortium of Bombardier and Alstom built 20 Acela trainsets and 15 HHP-8 electric locomotives, which were delivered late and plagued with various mechanical problems. Construction of new maintenance facilities in Washington, New York and Boston also was included in the contract. In 2001 Bombardier sued Amtrak for damages under the contract and Amtrak countersued seeking compensation for lost revenue. Now the parties have agreed to drop all claims against each other and Amtrak will pay the consortium $42.5 million out of the $70 million it had withheld. In addition, Amtrak will assume maintenance responsibilities for the trains in October 2006 rather than in 2013 as previously provided. "Instead of continuing to spend unnecessary time and money on costly and attention-diverting litigation, the full focus of our efforts will now be spent on improving the performance of Acela Express and delivering the best service we know how for the passengers who enjoy and depend on it," said Amtrak President David L. Gunn.

AMTRAK has been running some colorful ads in national magazines for its Acela Express service. Reminiscent of the Art-Deco style of the 1930's, the ads show a drawing of an Acela train racing diagonally across the skylines of Boston, New York and Washington.....Our comparison of Acela and Metroliner running times between New York and Washington (see February *Cinders*) was slightly flawed, as pointed out by Washington, DC Chapter Member David Warner who was involved in the Acela testing program. AEM-7 and HHP-8 locomotives, as well as Amfleet equipment, are restricted to a top speed of 125 mph rather than 130 or 135 mph, which means that over the 22.9 miles in New Jersey where 135 mph is the maximum track speed the Acelas gain a one-minute advantage over the conventionally-equipped trains. On the 27.6 miles in Maryland where the Acelas can run at 130 mph (with lower speeds on certain curves) they are just a half-minute faster than other Amtrak trains.....With the April 26 timetable change, AMTRAK will extend weekend Harrisburg-Philadelphia train #610 to New York, relieving crowded conditions on connecting train #164 (Harrisburg Chapter).

AMTRAK last year rebuilt 37 miles of track on the Northeast Corridor, much of it on the Mid-Atlantic Division in the Philadelphia area. That work will continue through 2004. As part of President David Gunn's "state-of-good-repair" program, the railroad has a five-year, $1.6-billion plan to completely rebuild or refurbish 768 cars and return 48 more wreck-damaged cars to service. This year AMTRAK's capital budget of $532 million includes installation of 181,000 concrete and 35,000 wood ties and 101 miles of welded rail; 202 cars will get either a heavy overhaul or rebuilding while ten others will have wreck damage repaired and 64 locomotives will receive a heavy overhaul (NARP) .....Some of that trackwork got underway last month, with the rebuilding of track #1 between Newark, DE and Perryville, MD, which will restrict the movement of NORFOLK SOUTHERN freight trains through the area. AMTRAK also has been working on one mile of the #4 track between "Arsenal" and "Phil" interlockings in Philadelphia, a track used only by SEPTA's R1 Airport and R2 Wilmington-Newark trains.

AMTRAK has donated retired E60 locomotive #603 to the Railroad Museum of Pennsylvania, and the big six-axle electric was delivered to the STRASBURG RAIL ROAD in January. Built by General Electric in 1974, #603 was one of 26 E60's delivered to Amtrak—its first new electric locomotives (Harrisburg Chapter).....The *Inquirer* last month carried a report that the mass grave of 57 Irish track laborers may not be at the location generally accepted by local historians—Duffy's Cut along the AMTRAK Harrisburg line west of Malvern. The workers are believed to have died of diphtheria while working on the original Philadelphia & Columbia Railroad about 1832, and two markers have been placed at the site. A team of professors from Immaculata University who are researching the subject believe the remains actually are located at the bottom of a nearby fill.

## CSX NS OTHER ROADS

On Sunday, March 14 NJ TRANSIT launched its $1.1-billion River Line light rail service over the 34 miles between Camden and Trenton. As might be expected, the line recorded over 10,000 trips on opening day before settling down to a more normal 3,000-plus trips on Monday, consistent with the most recent prediction of 2,950 daily riders. A bargain fare of $1.10 will apply for an introductory period. From all accounts, the diesel-powered German-built cars are running well, with few problems reported. NJT has issued an undated "inaugural edition" of the River Line timetable, and has posted the schedules on a new website, www.riverline.com. In its promotions, NJT for some reason insists on capitalizing the second word, as in "River LINE" .....Governor McGreevey has promised that NJT's 750,000 daily rail and bus commuters will see no fare increases in upcoming Fiscal Year 2005, after the State agreed to add an extra $85 million to the agency's operating budget. (Contrast that action with the apparent indifference in Harrisburg over SEPTA's projected budget deficit.) New Jersey also will borrow $900 million in order to avoid massive cuts in the State DOT's $2.5 billion capital budget for highway and mass transit projects (*Railpace*, Jersey Central Chapter).

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## PHILADELPHIA EXPRESS

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CSX made a rather startling appointment last month, raiding competitor NORFOLK SOUTHERN for someone to help restore CSX's notorious service to more acceptable levels. Tony L. Ingram, a senior transportation officer at NS—a railroad long known for its efficient operations—has been named executive vice president & chief operating officer at CSX's Jacksonville (FL) headquarters. Said CSX Chairman, President & CEO Michael Ward, "Tony will bring an intense focus to our operations, which are neither as effective nor efficient as they need to be. For example, in the first quarter our expense levels remain too high and are largely offsetting revenue gains." Not mentioned was the fact that CSX has been forced to respond to a formal complaint lodged by the National Industrial Transportation League on behalf of its members, regarding poor service on the CSX system. Customers, employees and shareholders can expect some big changes once Ingram gets settled in his new job.

NS and Osram Sylvania plan to recreate the famous night photo taken on Horseshoe Curve in 1954 by flashbulb manufacturer Sylvania. To celebrate the 150th anniversary of the opening of the Curve, recreation of the 1954 "Big Shot" will take place this July 4. The original photo, which posed a Pennsy passenger train and two freights on the Curve, required an amazing 6,500 flashbulbs! Altoona Railroaders Memorial Museum is selling tickets to the July 4 event. Telephone 888-425-8666 for further information (*Trains*).....NS reports that it and UNION PACIFIC have teamed up to handle what they believe is the longest west-to-east coal movement in the nation. UP and NS are moving low-sulfur coal from Wyoming's Powder River Basin more than 2,600 miles to Conectiv Energy's generating station at Beesleys Point, NJ, served by a CONRAIL SHARED ASSETS (former PRSL) line .....NS has received permission from the Surface Transportation board to abandon 3.7 miles of the former Reading Bethlehem branch between Hellertown and South Bethlehem (see March *Cinders*). Several groups had hoped to preserve the line for future restoration of passenger service (Jersey Central Chapter) .....On March 8 a northbound CSX freight train struck an automobile stalled on the tracks at Riverdale Park, MD, pushing it forward. The auto became wedged between the CSX locomotive and southbound MARC commuter train #841. No one was injured but service on the Capital Subdivision (MARC's Camden Line) was suspended for nearly four hours (*Trains*).

United Transportation Union President Byron Boyd last month pleaded guilty to labor racketeering for extorting money and other items from attorneys doing business with the UTU. Boyd formally resigned from his job and could receive up to 20 years in prison as well as a $250,000 fine when he is sentenced in Federal court in June. He is the fourth UTU official to plead guilty in a racketeering conspiracy which the FBI has been investigating since 1999 (*Trains*).....General Electric took out a two-page ad in the March 8 issue of *Time* Magazine entitled "Want to see more pie in the sky ideas?" At the top of the ad is a picture of a new GE Evolution-series diesel locomotive.....*Railpace* reports that famed Steam Entrepreneur Ross Rowland is serving as a part-time engineer on the NEW HOPE & IVYLAND. Though something of a comedown from his legendary long-distance steam excursions of the past, the job lets him "keep his hand in the business." He also is in discussions to move his ex-Chesapeake & Ohio steam locomotive #614 from Port Clinton, PA to Altoona. The engine needs about $500,000 in work to make it operational.

READING, BLUE MOUNTAIN & NORTHERN Owner Andrew Muller has bought a half-interest in the CARBON & SCHUYLKILL RAILROAD, which is the connecting link between RBM&N's Reading and Lehigh Divisions. C&S operates 18 miles of former Jersey Central track, now owned by Carbon County, between Jim Thorpe and Haucks, PA (Rick Bates) .....*Railway Age* Magazine has named the NITTANY & BALD EAGLE as "Short Line Railroad of the Year"..... ... DELAWARE-LACKAWANNA has closed the famed ex-Erie Lackawanna "Bridge 60" tower adjacent to Steamtown in Scranton, transferring its dispatching operation to the DL offices on Wyoming Avenue (*Railpace*).....According to a colorful eight-page brochure issued by the Morris County (NJ) Department of Transportation, plans are on track for restoring rail passenger service over the 133 miles of the former Lackawanna Railroad linking Hoboken, the Pocono Mountains and Scranton. The biggest obstacle to the NJ-PA Lackawanna Cut-Off Railroad Restoration Project is the reconstruction of 28 miles of mainline between Port Morris, NJ and Slateford Junction, PA, which was abandoned and torn up by CONRAIL in 1984. Total cost of the project is expected to reach $200 million, including track replacement and upgrading, building of stations, parking lots and a storage yard in Scranton, and the purchase of five new trainsets. The Federal government has appropriated $2.5 million toward completion of a required $4.4-million environmental study, but no firm predictions on a startup of service can be made.

## Late Breaking Passenger Rail News.....

As *Cinders* was going to press, several pertinent news items regarding passenger rail were received by our staff.

On March 23, a Philadelphia *Inquirer* item reported that Amtrak would add two daily Acela Express round trips between Washington and New York effective with the April 26 time change. The northbound trains will depart Washington at 11 AM and 7 PM, while the southbound trips will leave New York at 12 Noon and 2 PM. This will provide hourly Acela departures out of New York from 6 AM through 9 PM, with the 6 PM southbound using Metroliner equipment. Northbound, hourly departures will leave from 5 AM through 8 PM, with the 10 AM train consisting of Metroliner equipment.

From *Weekly Rail Review*, published by Member Dave Mears, we learn that the project to rebuild Amtrak's Rohr Turboliners for Empire Service trains in New York will be scaled back. Original plans called for seven sets to be rebuilt and now only four sets will get the treatment at Super Steel Schenectady in Schenectady, NY. As part of the rebuilding project, being co-funded by the State of New York, an additional car will be placed in each trainset to increase seating capacity.

New Jersey Transit's Board of Directors approved construction of a commuter rail link to the Meadowlands Sports Complex in East Rutherford, NJ. Expected to cost $150 million, funding for the project will come from the Port Authority of New York and New Jersey. Construction is expected to begin next year and the line will open in 2007. At the same time, the NJT board also approved a $43.5 million link between the Hudson-Bergen Light Rail Line and a new Hudson River ferry terminal at Weehawken, NJ *(Weekly Rail Review)*.

In two separate announcements recently the Canadian government dismissed VIA Rail Canada Chairman Jean Pelletier and VIA Rail President Marc LeFrancois *(Weekly Rail Review)*.

# ODDS AND ENDS.....by Roy L. Hudson

*(This column will appear from time to time to provide Cinders readers with some hopefully interesting, yet useful information which has been gathered from miscellaneous sources)*

At the age of ten, the Eurotunnel can be considered a success. Trains whisk travelers between London and Paris in two-and-a-half hours. Financially, however, the Tunnel is in "a stable equilibrium of failure". Eurotunnel's senior debt is investment grade, but its lowest-treated debt is in the "low junk" category, and there are billions in debt below that, "most of it toxic waste". (New York *Times*).....Solved! South African Transport and unionized workers at the rail service have come up with a series of solutions to ongoing assaults against rail workers by irate commuters angered by frequent late and cancelled trains. None of the solutions, near as we can tell, include running the trains on schedule!! (*Traffic World*)....."Robert Frost once wrote a poem about a songbird who autumnal task was to tell his listeners 'what to make of a diminished thing'. As I laid my eyes on the cramped roomette (Viewliner) in which I would be spending the next 20 hours, I knew that would be my job as well". (Terry Teachout – *Wall Street Journal*).....Even today, Ringling has found that train to be the most economical way to transport the Circus as it moves between major city areas in two complete shows moving as the Red and Blue units (trains). Over 20 railroads share in the over $2 million freight revenue. Circus trains began operating in the U.S. in 1870 and in 1911 there were 32 different outfits (including Buffalo Bill's Wild West Show) moving by rail. Today there are two using rail, Ringling and Strates Carnival, a midway and amusement ride company (*Sun Coast Flyer*).

The Chestnut Hill Railroad was incorporated on April 10, 1848 to operate from a terminus of the Germantown Branch of the Philadelphia, Germantown & Norristown RR to Chestnut Hill, a distance of 4 miles. It was opened to Chestnut Hill in October, 1854, leased to the PG&N prior to 1867 and merged into the Reading on December 31, 1948. The line was acquired by SEPTA in March 1983 and operates as their Route R7 (*Railroads of Pennsylvania* – T. T. Taber, III) {***Editor's Note**: The 1983 date is not correct – from Fishers to Chestnut Hill East was conveyed from Conrail to SEPTA on May 3, 1976 and from Fishers toward Wayne Junction on March 30, 1979---RLEjr)*.....Another piece of the former Reading will soon be gone! The Surface Transportation Board has approved a plan by Norfolk Southern to abandon the northernmost 3.7 miles of the old "North Penn RR" between Hellertown and Bethlehem. This will help thwart any resumption of a future Philadelphia-Bethlehem passenger service (Jersey Central Chapter).....On March 15, 1939, Philadelphia Chapter NRHS sponsored a fan trip that started from PRR's Broad Street Station and ran over PRR freight lines in South Philadelphia and included a round-trip on the Newtown Square Branch. The fare for this all-day affair looks steep - $1.50!! (*NRHS Bulletin*).

Amtrak, which seemed on "track" to provide a coach-only service, has restored sleepers in mid-March to Trains 50-51, the **Cardinal**. The standard diner, however, is being replaced by an inferior microwave dinette and Amtrak warns riders that "coach passengers will be fed on a first come, first served basis after the sleeping car (elite)! (Huntington, WV *Herald-Dispatch*).....The new $5.9 million Saratoga, NY Amtrak rail station formally opened on March 15, 2004 (Albany, NY *Business* Review).....Thought you knew all about the Philadelphia area's railroads, right? Did you know about the Delaware & Union Railroad, incorporated in 1902 at Marcus Hook to connect Sun Oil to the Reading and Pennsylvania Railroads. It had one mile of track plus refinery trackage and one locomotive lettered for the D&U RR - #10, and 0-6-0 built by Baldwin in 1907 (construction number 32424). The company was dissolved in 1941 but various Sun Oil switchers continued to serve the facility (*Railroads of Pennsylvania* – T. T. Taber, III).....Coal from Wyoming's Powder River Basin has been making regular appearances in our area. Union Pacific moves this coal from the Antelope Mine to Chicago (Ashland Avenue). Then, NS and the "little" CR haul it to Connectiv's Palmermo, NJ generating station *(CTC Board)*.

Traffic over Pennsylvania's Lackawanna County-owned rail lines has reached record levels. Operator Delaware-Lackawanna Railroad said carloads increased 15% to 7,398 in 2003. Without this vital shortline, NS and CP (D&H) would be handling none of this business (Scranton *Times-Tribune*, via *Laurel Lines* and *Phoebe Flash*).....A new railroad, the Pennsylvania & Southern Railway has filed to operate approximately 25 miles of industrial track located in the Cumberland Valley Business Park and the Letterkenny Army Depot, both in Chambersburg, PA (*Weekly Rail Review*).....The Sayre, PA Historical Society, which owns the ex-Lehigh Valley station in that town, is getting one of the 12 GE U23B diesels built for the Lehigh Valley in 1974. The unit is to be cosmetically restored and displayed at the depot.....The world's longest stone arch railway bridge over a river carries the North Southern (owner) and Amtrak across the Susquehanna River at Rockville, PA. Rockville Bridge was built in 1902 by the Pennsylvania Railroad and is 3680 feet long (*Guiness Book of Railroad Records*).....In February, four men and a woman were driving along the railroad track (smart!) in the town of Portage, NY, when their SUV got stuck in the snow. While trying to free the vehicle an NS freight train struck the vehicle and destroyed it. All five were charged with trespassing on railroad property (WROC-TV, Rochester, NY).

After several year and hundreds of complaints, Chief of Police Bobby D. Hickman has posted signs at grade crossings in Leesville, LA that show delayed motorists the phone numbers of the Kansas City Southern area trainmaster and railroad operations people. Drivers waiting for stopped or creeping freight trains can use their cell phones to directly register complaints with the KCS (Leesville *Daily Leader*).....Burlington, IA is suing BNSF Corp. to keep its maintenance shop and workers in the city. BNSF plans to move a total of 358 jobs to Topeka, KS. The town says it made a deal in 1858 with the Missouri River RR that it could run its tracks through town as long as the railroad kept its local shops open. BNSF is a direct descendent of the MR RR (WQAD-TV, Moline, IL).....The last interlocking tower in the state of Texas was closed on February 10. Union Pacific's Tower 17 was built in 1902 and was in service at Rosenberg, TX. As many as 70 trains a day still storm through the interlocking (*Herald-Coaster News*).....When Interstate 94 opened in Wisconsin in the late 1950's, a photo was taken of Highway Department big-wigs, politicians and others at the ribbon-cutting ceremony. Also present were two official beauty queens whose honorary sashes proclaimed they were "Miss Concrete" and "Miss Blacktop". In the meantime, the Milwaukee Road was thinking about filing train-off petitions! (Historical Society of Wisconsin).....One of America's first Depression-era streamliners was the Union Pacific's yellow and brown, three-car M-10000. "Tomorrow's Train Today" came out of Pullman's shops on February 12, 1934 – some 70 years ago! (Tampa Bay Chapter).

(Continued on Page 8)

APRIL 15: "Industrial Photography: Railroads, Steel Mills & Power Plants" in the Pennsylvania-New Jersey area, presented by Professor Henry Schmidt. The program will take place in Two Rivers Landing Auditorium of the National Canal Museum, 30 Centre Square, Easton, PA, beginning at 7:30 PM. Admission is free. For further information, telephone 610-559-6613.

APRIL 17: Tour of PATCO Lindenwold maintenance facility and Center Tower dispatching center, sponsored by Delaware Valley Chapter NRHS. Cost: $10 per person. Participants should meet at 10 AM at north end of pedestrian tunnel (NJ Transit side) in Lindenwold station. Make checks payable to Delaware Valley Chapter, NRHS, P. O. Box 885 Yardley, PA 19067, or make reservation by telephoning trip coordinator at 215-295-3389.

THROUGH APRIL 19: "Pageant of Locomotives: Photographs from North American Railroad Fairs" display at Railroad Museum of Pennsylvania, Strasburg. Events shown include the 1876 Centennial Exhibition in Philadelphia to the 1948-1949 Chicago Railroad Fair. Regular museum hours and admission charges apply. For info, telephone 717-687-8628.

APRIL 24: "Eagle Canyon Express" MARC chartered train from Hagerstown, MD to Romney, WV, connecting to chartered Potomac Eagle train to Bald Eagle nesting area and the Sycamore Bridge, sponsored by Hagerstown Joint Trip Committee. Train leaves Hagerstown Roundhouse Museum at 7:30 AM, returns about 6:30 PM. Fares: $75 coach, $85 deluxe coach and meal on Potomac Eagle, and $110 first class and meal on Potomac Eagle. All accommodations on MARC train are coach. Order tickets from: Hagerstown Roundhouse Museum, P. O. Box 2858, Hagerstown, MD 21741-2858. For telephone ticket orders and information, telephone 301-739-4665 (Friday-Sunday, 1-5 PM).

APRIL 24-25: Finger Lakes Railfair, two-day railroadiana and model railroad show, sponsored by Cornell Chapter, NRHS at "The Field", 1767 East Shore Drive (NY Route 34), Lansing, NY (just northeast of Ithaca). Admission: adults $5.00, children (3-12) $2.00. For information, telephone James S. Torgeson at 716-439-2577 or visit website: www.lehighvalleyrr.com.

MAY 15: SwitchBack Gravity Railroad Foundation will lead an interpretive hike/car-avan covering four important sites along the switchback right-of-way. Event starts at the railroad station (ex-CNJ) in Jim Thorpe, PA at 10 AM. Fare: $10.00, including buffet lunch. Order tickets from: SwitchBack Gravity Railroad Foundation, P. O. Box 73, Jim Thorpe, PA 18229-0073. For additional information, telephone 570-325-8255.

MAY 29-30: Vermont Rail System excursion from Bellows Falls, VT to Whitehall, NY and return, sponsored by Mass Bay RRE over ex-Rutland and Delaware & Hudson routes. Special train leaves Bellows Falls 10 AM Saturday for Rutland, Whitehall and Rutland, arriving approximately 6:30 PM. On Sunday, train leaves Rutland 10 AM for Bellows Falls (approximate arrival 4 PM). Numerous photo opportunities. Fare: complete two-day train ride package Bellows Falls-Whitehall-Rutland-Bellows Falls with Rutland motel, $129 (per person, double occupancy). Optional bus/van connection from Boston. Order tickets from: Mass Bay RRE, P. O. Box 4245-BV, Andover, MA 01810-0814, enclosing stamped, self-addressed envelope. For information, telephone 978-470-2066 or visit website: www.MassBayRRE.org.

JUNE 5-6: Annual "Pennsy Days" at the Railroad Museum of Pennsylvania, Strasburg, co-sponsored by Philadelphia Chapter, PRRT&HS, and Friends of the Railroad Museum. Memorabilia and artifacts relating to the Pennsylvania Railroad, equipment displays and numerous special presentations will be featured. Regular museum hours and admission charges apply. For information, telephone 717-687-8628.

JUNE 19: Valley Railroad excursion sponsored by Mass Bay RRE from Old Saybrook to Haddam, CT and return, covering all Valley Railroad (ex-NYNH&H) route mileage. Train powered by American-Cooke 2-8-0 #97 leaves Essex, CT for roundtrips to Old Saybrook and Haddam, returning to Essex approximately 7:45 PM, with numerous photo stops. Shop tour begins at 4 PM. Fare: adults $39, children (12 and under) $29. Order tickets from: Mass Bay RRE, P. O. Box 4245-BV, Andover, MA 01810-0814. For further information, telephone 978-470-2066, or visit website www.MassBayRRE.org.

JUNE 27: "Connecticut Boat Train" over Providence & Worcester Railroad will be sponsored by Mystic Valley Railway Society. Train travels through the Tafts Tunnel-America's oldest, to connect with the **MV Seapony** at Norwich, CT to cruise the Thames River. Special train features reserved seat coaches, snack car and extra-fare observation car. Train leaves 75 Hammond Street, downtown Worcester, MA at 10 AM, returns 6 PM. Fare: $45 per person. Order tickets from Mystic Valley Railway Society, P. O. Box 365486, Hyde Park, MA 02136-0009. Additional information by telephoning 617-361-4445 or visiting website: www.mysticvalleyrs.org.

## ODDS AND ENDS (Continued from Page 7)

Lest We Forget! Many older members have spent time in the military to complete our obligation to Uncle Sam. Some, though, did much more – Member Ray Wetherbee, New Haven, CT was considered "missing in action" on February 14, 1945. He was last seen bailing out of a "Flying Fortress" (NRHS *Bulletin*).....One of the earliest railroads in this area was the New Castle & Frenchtown Turnpike & Railway Company. It was opened in July 1831 and ran 16 miles between its namesake towns. It was part of an early through water-rail-water route (a boat train) between Philadelphia and Baltimore. Steam power was used on it after October 1832. There are some remains to be seen today but none of the line has a currently active railroad on it (*Guiness Book of Railroad Records*).....The Baltimore & Ohio's first railroad station was the stone freight house at Ellicott's Mills, MD, completed in 1831 and now the Nation's oldest (H. H. Harwood, Jr.).....The derivation of the word "hobo" is murky. But, many etymologists trace it back to the days after the Civil War when "traveling men" carried hoes with them and hence were called "hoe-boys" (New York *Times*).....By the 1950's, the Pennsylvania Railroad's insulated hierarchy was beginning to resemble a family of European aristocrats who had intermarried a couple of times too often!! (*Main Lines* – R. Saunders, Jr.).

Transit fans listen up! Toronto Transit Commission is getting a billion dollar boost in funding which will be spread over the next five years. Details will be announced at the 50th anniversary of the opening of the Yonge Subway line on March 30, 2004 (Toronto *Star*).

# WORLD TRADE CENTER PATH STATION REOPENS

*By Kevin Feeney*

***(The first part of this article appeared in the March issue of CINDERS on Page 9. This is the continuation and finish.)***

My original plan was to exit PATH and then ride the new Hudson-Bergen Light Rail Line. Instead, I stayed on the platform and photographed the first train to Hoboken as it arrived Exchange Place. I then boarded this train, which arrived in Hoboken just after 2:30 PM. I was hoping for a brass band or something, but it was really a non-event. PATH service between Hoboken and 33rd Street in Manhattan had been unaffected by the World Trade Center disaster, and our train was just like any other to the people on the platform.

Instead of going into Hoboken Terminal, I exited on to the street in search of lunch. The area around the Terminal has been gentrified; however, there are still some tracks in the street. Shortly, I entered the Terminal and noted the retail space had been renovated since my last visit. I look for timetables, but they seemed in short supply.

I then walked toward the south end of the Terminal complex to see the new light rail line and eat my lunch. I walked up to a ticket vending machine to purchase by NJ Transit ticket from Hoboken to Penn Station via the new Secaucus Transfer, and wondered how it would work. My hunch was correct and the new service was ahead of the programming for the ticket machine. A hastily written sign said to enter code 704 to go to New York Penn. I followed the instructions and purchased a $1.80 ticket to Harmon Cove. I showed this ticket to two nearby conductors, who seemed just as puzzled as I was. Nevertheless, I boarded the 3:20 PM Bergen Line train to Waldwick, although I could have also taken the 3:25 Main Line train to Suffern.

We cleared the yard complex and went through the West End tunnel and soon were in the Meadowlands. A young assistant conductor pulled my ticket and left me a seat check. I asked him what would represent my ticket for the next train. He inquired as to where I was going, and I told him Secaucus Transfer and he walked away. He returned with the conductor, who asked where I was going. When I replied New York Penn Station, he asked why I hadn't taken PATH. My answer was that I wished to ride via Secaucus Transfer on NJT. He instructed the assistant conductor to give me back my ticket and told me to take the seat check, as well.

We arrived at Secaucus Transfer just after 3:30, and only two of us detrained, and were met by a security guard. We had arrived on Track H (four lower level tracks are numbered E, F, G and H) and the guard showed us how to take the escalator to the mezzanine level. As I arrived upstairs, I was in total awe at the size of the place. It seems, perhaps, worth every bit of the $650 million spent. The walls are decorated with railroad images, and there was an open view to the south, causing me to stop and take a picture. I also noticed a sign pointing to the bus and taxi stand. Secaucus Junction is more than just a transfer point, as you can actually ride to and from this station.

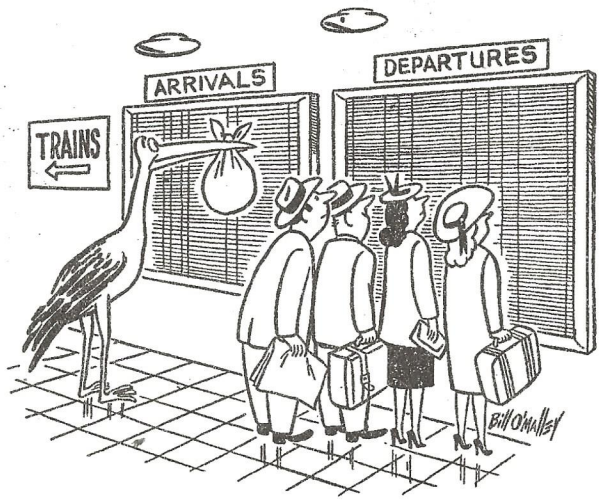
One thing I did note was that there was no parking and only a small area for drop-offs and pick-ups. Along one wall was a table full of schedules, maps, brochures, etc. It was a virtual smorgasbord and I packed a bunch away like the hungry crowd hitting an Atlantic City casino buffet food line. They weren't just NJT items, as I secured a new PATH Service Guide and a card brochure commemorating the reopening of the World Trade Center station.

I took the escalator up to the concourse level and walked out into the main rotunda. The interior is cavernous and it is laid out like the four points of a compass. There were a half dozen or so NJT service representatives standing around, and one came over to me quickly when I started to take a picture and said "no photography". I didn't press the issue and quietly put my camera away.

I walked around to check the various facilities. The newsstand was closing for the day, and at the time of this writing, the Transfer was only open on weekends. Full weekday use was scheduled to begin on December 15, with electronic gates using magnetic tickets controlling transfers among the ten lines that serve the facility. The building has some 140 electronic signs, but they were not in use in November. Instead, a black poster sign directed me to trains for New York Penn Station. I took the escalator back down to the mezzanine level, where they are four tracks (A, B, 2 and 3). I used up the film in my camera by walking to the far west end of Track 2 and shooting the setting sun and the building itself.

The Rangers game was scheduled to start at 5 PM, and from some advance planning using the NJT website, I knew there was a 4:20 Morris & Essex (Morristown Line) train into New York. It was running a few minutes late, however, and by the time I boarded there were about 25 people on the platform, many wearing Rangers' jerseys. The train was quite full and no one asked me for my ticket or seat check. One in Penn Station, it took time to exit the train and clear the platform. I wasn't quite sure of where I was going, so I followed two men wearing Rangers gear up into Madison Square Garden.

It was a good night for the Rangers, who beat the Ottawa Senators, 6-3. After the end of the game, I rode the subway to Grand Central Terminal and took Metro-North back to Connecticut. It was, indeed, a very rewarding rail day. I rode five NYCTA/PATH lines and four commuter rail lines in three states. The total cost was $26.80, and I probably covered some 125 miles. I'm glad I made the trip.




*(Carton by Bill O'Malley reproduced from **Railroad Humor** a publication of railroad cartoons issued by the St. Louis Southwestern Railway Lines (Cotton Belt Route) in 1950.)*

***(The advertisement above is taken from a Pennsylvania Railroad Form 1 system schedule from 1954, a full 50 years ago! Check the number of trains between the cities and compare with an Amtrak schedule from 2004.)***

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