

# CINDERS

APRIL 2005



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Volume 66

Number 4

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

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

## MEETING NOTICE:

### FRIDAY EVENING, APRIL 15, 2005

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

Dinner at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM  
 Parking in Wills Eye Hospital garage, 9<sup>th</sup> Street above Locust  
 (\$6.00 after 6 PM), Parkway garage, also 9<sup>th</sup> above Locust  
 (\$5.75 after 6 PM), or Downtown Garage, Walnut Street east of  
 10<sup>th</sup> (\$4.00 after 6 PM) *(Please note that some of the above  
 parking prices have been adjusted and we will update them for a  
 future issue of Cinders)*

Philadelphia Chapter's program on Friday evening, April 15, 2005  
 will feature **Cinders** Editor Larry Eastwood, presenting a narrated  
 slide program entitled **Northeastern Rail Perspective - 1980**.  
 This slide show covers some Delaware & Hudson, various New  
 England properties and Canada from Montreal east to Halifax, all  
 in the period 1975-1985. You'll be amazed at what really isn't  
 there anymore, and what changes a quarter century can make.

The evening begins with our usual optional 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 12, 2005 to Dinner  
 Chairman Bill Gardiner at 215-632-7016.** The menu for March  
 is tossed garden salad, entrée choice of herb crusted talapia or  
 crusted chicken Romano, Key West rice pilaf, lemon pepper  
 baby asparagus, and turtle cheese cake for dessert. You must  
 specify when ordering whether you wish a **MEAT or FISH**  
 dinner. Please call **Bill Gardiner** with your reservation. **NO-**  
**shows will be responsible for payment for meals ordered!**  
*(Please note that meetings for the 2004-2005 year are scheduled  
 in the Faculty Club, on the second floor of the Alumni Hall.)*

Looking ahead to our May 20 meeting, Member Paul Kutta will  
 present a narrated slide program entitled **The Canadian, Part II**,  
 and will detail a trip taken across Canada during February by  
 several NRHS members, similar to one done in 2001, by some  
 Harrisburg Chapter members and Editor Larry Eastwood.  
 Meanwhile, file your taxes and come on out April 15.

### Notice of Annual Meeting & Election

Notice is hereby given of election of Chapter  
 officers for the year 2005-2006, to be held at the Annual  
 Meeting of Philadelphia Chapter, National Railway Historical  
 Society on Friday evening, April 15, 2005, at the Faculty Club,  
 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 15 meeting, or by placing your name  
 in nomination by writing, before April 1, 2005 to: Mr. C. Bruce  
 Irvin, Chairman, Nominating Committee, Philadelphia  
 Chapter, NRHS, 116 Linden Drive, New Holland, PA 17557-  
 9490

### Railroad Museum Seeks PRR Low-Grade Info

**Cinders** has been provided information from Kurt Bell,  
 Archivist for the Railroad Museum of Pennsylvania at Strasburg,  
 seeking film footage of the Pennsylvania Railroad's Low Grade  
 line (the Atglen & Susquehanna branch), which operated through  
 Chester and Lancaster Counties from about 1906 through the  
 1990's.

The Museum seeks any private color or black-and-  
 white footage (8mm, Super 8mm, 16mm or even VHS) of trains  
 operating over this route, for a project the Museum has producing a  
 historical documentary on the line's history. Film documentation  
 of the A&S seems to be scant and thus the call for assistance.

Bell says that the Railroad Museum is willing to  
 provide credit in the program, a complimentary copy of same and  
 all films will be returned. Members are asked to contact Kurt Bell,  
 Archivist, Railroad Museum of Pennsylvania, P. O. Box 125,  
 Strasburg, PA 17579-0125 or E-mail [kubell@state.pa.us](mailto:kubell@state.pa.us).

### An Irreverent Addition.....

In our March edition, we provided you with some "Irreverent  
 Railroad Nicknames". Member Bill Polk, a native of the Midwest  
 and one-time Milwaukee Road employee, reminds us of another:

Green Bay & Western - *Grab Baggage and Walk*

**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  
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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.

## Members Receive Awards

At a special ceremony following dinner at the Chapter's March 18 meeting, four members of Philadelphia Chapter were presented membership pins and letters marking significant mileposts by NRHS Senior Vice President Larry Eastwood.

Fifty-year member Bob Slauch of Oxford, PA received his pin and letter, and 25-year members Donald E. Fenstermacher, of Sellersville, PA, and Eric Levin and Donald Wright, Sr., both of Philadelphia, received their awards.

Sixty-year member Lewis L. Hoy of Franklin, MI was unable to be present, and a letter from Lew to members of the Chapter is printed below. Other members whose awards were mailed to them include Joseph H. Gillies, of Huntingdon Valley, PA (50 years) and James E. Davies, Yuba City, CA, Gordon E. Lloyd, Lexington, KY, Walter S. Nagurny, Oak Hill, VA, Louis A. Orlowski, Mentor, OH and Nicholas and Lorraine Witkowski of Philadelphia (all 25-year members).

The Chapter, its officers and members salute each individual on this significant achievement.

### A Letter to the Members of the Chapter:

Hello to members of Philadelphia Chapter:

I very much appreciate your kind invitation to be a guest for dinner on March 18, and am grateful for the longevity that makes recognition of my 60-year membership possible. I've been a member of several chapters over those sixty years, but Philadelphia Chapter remains the one with which I retain the closest ties in terms of the number of old friends who are active members.

I was signed up as a member of the NRHS and the Lehigh Valley Chapter by (the late) Charlie Houser... (a few months in advance of the age 16!). He told me "The NRHS needs more members!" I believe (NRHS) membership then totaled about 450.

Upon entering the University of Pennsylvania in the fall of 1947, I immediately joined the Philadelphia Chapter. The reference in March *Cinders* to the fantrip operated to Rutherford Yard was my first Chapter-operated excursion. It was a great route and train-riding experience.

Any plans I may have had for extensive extra-curricular activities at Penn were sidetracked early on by the lure of the rails, spurred on by attendance at the Saturday lunchtime gathering of a core of Chapter members who would assemble at the second floor of the Horn & Hardart automat-cafeteria at 15<sup>th</sup> and Market Streets, across from the old (PRR) Broad Street Station. This meeting was the starting point for innumerable jaunts planned on the basis of "Where should we go today?" Any one of those spur-of-the-moment trips was noteworthy in retrospect, a great variety of rail-related adventures that began with the simple act of dropping a token in the farebox of a PTC (Philadelphia Transportation Company) streetcar.

Of such experiences are memories and friendships made. I could fill half a page of this letter with Chapter members' names from those years, some of whom may have been present on March 18.

Philadelphia Chapter has been the "headquarters of operations" of the NRHS for all of those years and, in my mind, remains "Milepost One" on the "NRHS System." I'll always consider Philadelphia to be my "Home Terminal". I've witnessed many fascinating events and seen many changes on my journeys as a veteran NRHS member and (professional) railroader, and consider this journey to really have begun at that starting point-Philadelphia.

It's been said that one can't pick their relatives, but can choose their friends. Being a member of the NRHS and its activities over a span of 60 years has brought the reward of acquiring a host of friends with ties that remain over many years and many miles. To old friends in the Chapter, and all those in attendance at the dinner on March 18, please extend my very best wishes and thanks for including me in this special occasion.

LEWIS L. HOY  
Franklin, MI  
March 10, 2005

# PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA  
TRANSIT

As the last issue of *Cinders* went to press, SEPTA riders finally had received some good news. After months of uncertainty they were told that their service would not be cut or their fares raised as a last-ditch means of closing a \$49-million gap in the agency's current operating budget. And it also was good news for SEPTA employees, hundreds of whom were targeted for layoffs. As previously reported, Governor Rendell on February 28 revealed that Pennsylvania had received an unexpected pot of highway money from Washington and was preparing to "flex" as much as \$412 million of that amount to transit operators across the State. This would provide sufficient funding for SEPTA and the other agencies to end their deficit woes through the end of next year. At last, "(r)iders have certainty," Rendell said.

As expected, the Delaware Valley Regional Planning Commission on March 9 approved the first stage of the Governor's program, transferring \$42.5-million from the highway account into SEPTA's depleted coffers. Thus ended the looming threat of drastic service cuts and a steep boost in fares, both of which were scheduled to take effect on March 6. But SEPTA and its customers are not yet out of the woods. The SEPTA board last month voted only to postpone the effective date of the changes to June 26, thus keeping open the possibility that fares could still go up and service be reduced if adequate State support is not forthcoming for Fiscal Year 2006. Further public hearings would not be required. As matters now stand, SEPTA is projecting a deficit of \$92 million in FY 2006, which begins July 1. "We want to leave all our options open," said Board Vice Chairman James Schwartzman. "Who knows what will happen in Harrisburg."

Unfortunately, the riders' struggle for peace of mind has just begun. SEPTA all along has said that what it really needs is a predictable source of operating subsidies, something that would require legislative action. In a prepared statement released last month, General Manager Faye Moore said that all of SEPTA's stakeholders "applaud the Governor's funding proposal, but we all recognize that this is still only a short-term fix. We remain hopeful that the General Assembly will continue their work to find a long-term funding program that meets the needs of all transit interests in Pennsylvania." But that may be easier said than done. By diverting the newfound highway money to transit, the Governor outmaneuvered the Republican leadership in the Legislature which had refused to address the funding problem. He avoided raising the gas tax and took money away from road projects dear to the heart of many GOP members, forcing them to consider a transit solution if they want to restore highway funds. According to an *Inquirer* report, "Rendell's surprising power play angered Republicans in Harrisburg and Washington who say the Governor deceived them and cannot be trusted." But his supporters regard the episode as marking "a change in the Governor, who is realizing

that he will never win peace with Republicans." The poisonous relationship between Democrat Rendell and GOP lawmakers will not make it any easier to craft a permanent funding base for transit.

The City Transit Division strike threatened for last month was postponed when SEPTA and Local 234 of the Transport Workers Union agreed to a one-month extension of the present contract. The new deadline of April 15 allows time to negotiate several issues, the thorniest of which is SEPTA's demand that workers contribute to their health care costs. At present, workers co-pay only during their first and second years of employment, with SEPTA picking up the full cost after that. If an agreement is reached, it will probably come down to the final hours as in several previous contracts, or the parties may agree to a further extension. Earlier, Governor Rendell had warned the union that calling a strike immediately after the State rescued SEPTA with a multi-million-dollar bailout could anger lawmakers, making it even more difficult to create a permanent funding source for transit.

The U.S. House of Representatives last month approved a new Transportation Equity Act, which would authorize \$284 billion in Federal funding for highways and transit over the next six years. Of this amount, \$52.3 billion would be dedicated to transit programs nationwide. The measure would replace the present TEA-21 law, which expired in 2003 but has been extended through the end of next month. The delay in passing new legislation has created some consternation in state agencies, which have been unable to proceed with the planning of future highway and transit projects because of the uncertainty of Federal funding. The Senate has yet to pass its own TEA reauthorization, although President Bush has said that he will not support anything higher than \$284 billion.....State Representative Harold James of Philadelphia has introduced a bill to add three additional mayoral appointees to the SEPTA board, raising the City's strength from two out of 15 seats to five of 18. James argues that Philadelphia provides the great majority of SEPTA's local funding and the lion's share of its ridership.

SEPTA has scheduled a public hearing on its proposed Fiscal Year 2006 capital budget and 12-year capital program. The date is Thursday, May 5 at 11 AM and 5 PM in the Board Room at SEPTA headquarters, 1234 Market Street..... SEPTA held a public meeting last month on its annual service plan for Fiscal Year 2006. Most of the proposals concern reroutings or extensions of bus routes, some of them to serve Philadelphia Park Race Track and its proposed slots parlor..... Peter Witt trolley #8042 has been transferred from the Electric City Trolley Museum collection to the Pennsylvania Trolley Museum at Arden, PA. The car was built in 1923 for Philadelphia Rapid Transit and retired by Philadelphia Transportation Company in 1957. It has been placed in PTM's new 28,000-square-foot Trolley Display Building.

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# PHILADELPHIA EXPRESS

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## SEPTA REGIONAL RAIL

SEPTA's three-year, \$58-million reconstruction of Suburban Station took another step forward last month, as the station became fully accessible with new elevator service. The newly-completed headhouse on 16<sup>th</sup> Street between Market and JFK Blvd. contains an elevator which reaches the concourse level, and other elevators connect the concourse with the platforms. An additional elevator at 17<sup>th</sup> Street should be opened for service by this summer. Construction barricades still line the concourse, as air conditioning work and cosmetic improvements continue. But much of the work in the "A" section has been completed, with a new Passenger Services office, new restrooms and a new corridor. Floors, ceilings and walls have been replaced, with new bronze fixtures designed to complement the original Art Deco style in vogue when the station was opened in 1930. A new audio-visual public address system is scheduled for completion next year

.....At *Cinders'* presstime, SEPTA had not yet determined a date for reissuance of its Regional Rail timetables. Meanwhile, the October 31 (2004) schedules remain in effect.....Weekend brush-cutting work continues on the Mainline through mid-April, affecting some northbound R5 train service due to single-tracking north of Glenside. However, work was suspended over the Easter weekend, March 26-27.

A moderate snowfall of about five inches during the afternoon and evening of February 28 caused numerous delays to Regional Rail trains. Travel also was heavy that afternoon as many center city workers left work early and crowded onto trains. The next day, March 1, weather conditions accounted for 60 percent of system delays. One problem occurred on the Warminster Line when catenary and signal power was lost for an hour beginning about 8:50AM. Signal power was lost again when a tree fell onto the signal line near Crestmont station, and delays continued for several more hours.....On March 8, rain turned to snow when the temperature dropped 30 degrees in just 12 hours. Less than two inches of snow fell but ice was also a widespread problem. Numerous train delays were reported, many of them caused by icicles forming on the catenary wires. That evening, AMTRAK experienced several power failures in "Zoo" interlocking, delaying a number of R5 Paoli-Thorndale trains and the last Cynwyd-bound R6 train. The cause was found to be icicles hanging from the 44<sup>th</sup> Street overhead bridge.

Another death on the rails occurred about 6:45 PM on March 8 when deadheading train #6748 struck and killed a male trespasser just east of Bridesburg station on AMTRAK's Northeast Corridor mainline.....SEPTA trains encountered several other problems on AMTRAK lines last month. On March 4 R7 train #9749 bound for Trenton knocked out the overhead power at "Mantua" interlocking on the east side of the Schuylkill River bridge in Philadelphia. At least 25 SEPTA trains were substantially delayed or annulled during the early evening as Amtrak was forced to go to a single-track operation between "Mantua" and "North Philadelphia." A diesel had to rescue two cars off #9749 which sustained pantograph damage. On March 9,

in the aftermath of the previous day's snow and ice storm, a backup of R5 trains was caused by a switch failure at "Bryn Mawr" interlocking. Several trains ran late and one Bryn Mawr local was annulled. The following Tuesday, March 15, R5 train #592 ran into trouble on #1 track at Malvern when a traction motor caught fire under Silverliner IV #162. The fire department had to be called and several other trains were delayed.

Electric locomotive #2308, SEPTA's one and only ALP-44, has acquired something of a reputation for unreliability. The unit failed once again on March 10 when air problems prevented it from departing Wayne Electric yard with push-pull train #9571. The train, an express for Thorndale, had to be annulled. Numerous R1 trains were delayed on March 2 when Airport-bound train #9145 stalled at 4:15 PM on the viaduct over the AMTRAK mainline near "60<sup>th</sup> Street" interlocking in Southwest Philadelphia. Low traction power appeared to be the culprit. A switch failure at "Walnut" interlocking between 30<sup>th</sup> Street and University City stations on March 7 played havoc with several R1 Airport, R2 Wilmington and R3 Media-Elwyn trains.

Lower Merion Township has applied for \$20 million in Federal funds to proceed with the design of the Ardmore Transit Center (see February *Cinders*). This would be in addition to the \$6 million already received for the project, which would include a new station for SEPTA and AMTRAK passengers. The transit center is part of a controversial plan to redevelop the Ardmore business district and build a parking garage for shoppers and transit users, although SEPTA and the township have not yet concluded a formal agreement for the center.....Track has been laid for a new siding on the R8 Fox Chase Line between the Lawndale and Cheltenham stations, but catenary wire has not yet been strung. This is part of a joint CSX-SEPTA plan to separate passenger and freight traffic over the 3.4 miles between "Newtown Junction" and "Cheltenham Junction" by establishing bi-directional operation for SEPTA on the present #1 southbound track, while giving CSX exclusive control of the #2 track .....SEPTA plans to lease its Swarthmore station to nearby Swarthmore College for use as office space, while SEPTA retains a waiting room and ticket office for R3 passengers .....SEPTA will replace the single-track bridge over Pennypack Creek on the R2 Warminster Line, in the flood-prone area south of Hatboro. No service adjustments have been announced.



# AMTRAK

AMTRAK's funding picture remains murky. On March 16 the Senate by a 52-46 vote rejected an amendment which would have added \$1.04 billion for AMTRAK to the Fiscal Year 2006 budget resolution. The proposed funding would have been in addition to the \$360 million contained in President Bush's FY 2006 budget for the continuation of commuter and freight services on the Northeast Corridor if Amtrak were to cease operations. All Senators from Pennsylvania, New Jersey and Delaware voted for the Amtrak amendment, except Republican Rick Santorum of Pennsylvania. Meanwhile, in contrast to the Administration's proposal to zero out Amtrak in FY 2006, the House of Representatives passed a budget resolution containing \$1.2 billion for Amtrak. Republican Representative John Sweeney of New York, a member of the House Transportation and

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## PHILADELPHIA EXPRESS (Continued from Page 4)

Appropriations Committees, said that he expected "a brutal, hard fight" to gain adequate funding for Amtrak. He intends to attract more party moderates by demonstrating that passenger rail is both a homeland and an economic security issue. On the Senate side, Republican Senator Trent Lott of Mississippi declared that he was "committed to trying to find...a reliable stream of funds for Amtrak so that its future is certain and does not have to depend on annual appropriations" (NARP, *Weekly Rail Review*).

NARP last month was debunking an Internet rumor that AMTRAK was preparing to post the 180-day discontinuance notices for all long-distance trains. This was said to coincide with the start of Fiscal Year 2006 on October 1, in the event that Federal funding is reduced or eliminated, but Amtrak confirmed that the rumor was false.....Democratic Senator Thomas Carper of Delaware held a pro-AMTRAK rally on March 15 at Washington Union Station. Several other lawmakers spoke, along with union and business representatives, including Tom Caramanico of the Greater Philadelphia Chamber of Commerce (NARP).....NARP pointed out last month that while the Bush Administration tries to shut down AMTRAK, crude oil prices are hitting all-time record levels. This will continue to be reflected in escalating retail gasoline prices as the summer vacation season approaches.....Oddly enough, in the midst of the Congressional battle over the future of the railroad, AMTRAK itself has not yet submitted a funding request for FY 2006 (see March *Cinders*).

Track upgrading has gotten underway on AMTRAK's deteriorated mainline between Paoli and Philadelphia. By early March new strings of welded rail had been laid alongside the #2 express track and the right-of-way fences at many commuter stations were removed to make room for the track-laying machinery. Amtrak published a new timetable folder for its Harrisburg-Philadelphia-New York Keystone Service effective from March 7 to April 24, reflecting the adjusted train schedules made necessary by the ongoing trackwork (see March *Cinders*). Presumably, the revised schedules will be shown in the new National timetable due out on April 25. Last month, an Amtrak welded rail train was seen parked on the normally unused Jersey track west of "Zoo," headed by brand-new GP15D switchers #573-574, ready to go to work along the Harrisburg line. This effort is part of a \$145-million project jointly funded by PennDOT and Amtrak to rebuild the long-neglected 102-mile Keystone Corridor, once the mainline of the Pennsylvania Railroad. The track and electrical improvements are expected to reduce the running times between Harrisburg and Philadelphia from two hours to 90 minutes.

A third Acela trainset currently is receiving its five-year overhaul in SEPTA's Frazer shop. Utilizing rented space in the building, Alstom and Bombardier employees are working on set #7, having already completed sets #5 and 6 with 15 more sets to go (see February *Cinders*). The work is part of the Alstom-Bombardier consortium's build-and-maintain contract with AMTRAK for the high-speed trainsets.....AMTRAK has introduced a special Northeast Corridor group fare which will apply through August 31. Under the plan, the first two passengers pay full fare and passengers three through six get a 90-percent discount. The fares are valid only in coaches, tickets are non-refundable and a three-day advance purchase is required (NARP) .....CSX last month began a 13-week

trackwork "blitz" on its "A" line between Richmond, VA, and Rocky Mount, NC. Several AMTRAK trains will be affected, because the railroad will be shut down during daylight hours Monday-Thursday. Passengers on trains #79-80 *Carolinian* and #89-90 *Palmetto* will be bused between the two cities on those days, and northbound train #92 *Silver Star* will operate two hours earlier north of Orlando seven days a week. Schedules of trains #52-53 *Auto Train*, #97-98 *Silver Meteor* and southbound #91 *Silver Star* will not be affected, because they pass through the area at night. This is one of several such blitzes which CSX has scheduled around its system to catch up on deferred track maintenance (NARP).



CSX,  
NS  
OTHER ROADS

The U.S. Surface Transportation Board has ruled in favor of CSX in its dispute with the Washington (DC) City Council over the routing of hazardous shipments through the nation's capital (see March *Cinders*). The STB said that the Federal government has primary authority over interstate commerce, which cannot be superseded by local regulations. The proposed ban would take effect April 11 on certain chemicals moving over CSX's Landover Subdivision, which runs within a few blocks of the U.S. Capitol and other government buildings. CSX also has gone into Federal court, asking that the DC ordinance be overturned, and is being supported there with briefs filed by the Departments of Justice, Transportation and Homeland Security. The DOT's brief included the statement that the "risk to the nation of transporting hazardous materials is minimized by permitting railroads to carry such cargo on routes where time in transit will be minimized...As a general matter, that is accomplished by using the shortest route having the best quality of track." If the DC ban were upheld, that would open the door for other cities to restrict hazardous chemicals moving by rail or truck. Already, Pittsburgh's City Council is considering similar action, and a group of 50 mayors attending a U.S. Conference of Mayors meeting in January asked that they be notified in advance when such shipments would move through their cities (*Traffic World, Weekly Rail Review*).

The Surface Transportation Board has rejected a plea from the State of Pennsylvania to extend its oversight of the CSX and NORFOLK SOUTHERN split-up of CONRAIL. The STB ended its oversight of the 1999 merger last year, saying that it was no longer necessary, but the State argued that Federal supervision should be extended for another five years because the railroads had not complied with several agreements concerning economic development and employment levels made with the Governor and with the Mayor of Philadelphia. The STB responded that the agreements "provided a general outline of the carrier's plan, not a carved-in-stone-commitment." It also said that, as economic conditions change, "railroads, like other businesses, must be able to make operational and financial adjustments, including adjustments to employment levels" (*Traffic World*).

NS President, Chairman & CEO David R. Goode has been presented with *Railway Age Magazine's "Railroader of the Year" Award for 2004.* In his acceptance speech, Goode said that 2004 was "the year that changed our transportation world...We

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## PHILADELPHIA EXPRESS (Continued from Page 5)

saw a basic demand shift to rail." He added that "public policy is even recognizing that investing in rail is good policy and good politics. What a change!".....CSX and New York State have reached an agreement ending the investigation of faulty protection at some former CONRAIL grade crossings in the State (see March *Cinders*). Under the agreement, CSX will pay New York State \$1.5 million, a third of which will fund a program to reimburse local police departments for protecting crossings which have malfunctioning warning devices. CSX also pledged to repair such malfunctioning equipment within 24 hours (*Weekly Rail Review*).....CSX now has a total of 14 locomotives named in honor of states, cities and places along its lines. The nearest connection to this area is General electric-built CW60AC #602 *Spirit of Maryland* (*Bull Sheet*).

The executive director of NJ TRANSIT, George Warrington, told the agency's board last month that he did not believe a fare increase this year would have any effect on NJT's ridership. The New York *Times* reported that, despite a fare hike three years ago that averaged ten percent, passengers took a record 225.5 million trips on NJT in 2004, a 4.4-percent increase over the previous year. Commuter rail ridership of 64 million trips represented a 5.2-percent increase over 2003. Warrington said that the current growth trend is factored into NJT's budget for Fiscal Year 2006 beginning July 1, and to fill a projected \$60.6-million deficit in that budget he is proposing an average 15-percent fare increase. But Acting Governor Richard J. Codey—who has the power to veto any increase—has said that he wants NJT to come up with a revised proposal.....In an effort to reduce overcrowding, NJT will schedule an additional express train from Trenton to New York during the morning rush, and from New York to Trenton in the afternoon, increasing the number of available seats by about 1,000 in each direction, effective with the April timetable change.....A homeless man has sued NJ TRANSIT, the City of Summit and several police officers for \$5 million, charging that they illegally kicked him out of several NJT rail stations, the *Daily News* reported. The 55-year-old man claims that his First Amendment rights were violated, the same argument that he successfully used in 1991 when a court awarded him \$230,000 for being evicted from the Morris Township Public Library.

President Bush has nominated Joseph H. Boardman to head the Federal Railroad Administration, replacing Betty Monro who had resigned after her close relationship with an industry lobbyist was made public. Boardman currently heads the New York State DOT (NARP).....The FRA again has postponed the effective date of its new rule governing the use of locomotive horns at highway grade crossings. The rule, which would allow the use of "quiet zones" where crossings are equipped with special protective devices, was scheduled to take effect April 1 but now will become effective June 24.....In 2004 the train accident ratio in the U.S. fell to 6.93 per million train-miles, a drop of 11.3 percent from the previous year, the FRA reported. The employee on-duty casualty rate totaled 2.44 accidents per 200,000 man-hours, a reduction of 10.6 percent, while trespasser fatalities totaled 480, down 4.4 percent from 2003. But grade-crossing fatalities increased to 369, up 11.5 percent from the previous year .....The FRA has released new standards for positive train control (PTC) systems, a technology which uses on-track detection devices along with Global

Positioning System satellites to locate trains and if necessary to stop them. The standards require PTC systems to be at least as safe as the wayside signal systems they would replace (*Weekly Rail Review*).

Business is so good on the nation's freight railroads that major shippers are complaining about car shortages, service delays and escalating rates. The railroads, in turn, are buying hundreds of additional locomotives, training more crews and trying to speed up service. "With rail capacity stretched to never-before-seen limits," *Traffic World* Magazine reported last month, "shippers across the U.S. and Canada said in a series of interviews that (they) are increasingly frustrated...by the lack of railcars to ship their products, and rate hikes and accessorial charges they say are accelerating out of control..."Transportation as a whole is under a lot of stress right now, and additional money from Congress to address infrastructure issues is not forthcoming," said a vice president of the National Retail Federation. "The system is really starting to crumble, and it's eventually going to find its way into consumer prices."

CANADIAN PACIFIC has announced that it will convert up to 35 switchers into "Green Goat" hybrid technology. Hybrid locomotives, pioneered by RailPower Technologies of Vancouver, BC, operate on electricity supplied by a bank of on-board batteries which are periodically recharged by a small diesel-powered generator, saving fuel and drastically cutting emissions (*Weekly Rail Review*).....The Sunday *Inquirer* on March 13 carried an article about the Pennsy's *Airway Limited*, which operated for a few years starting in 1929 as part of a rail-air service between New York and Los Angeles. The information for the article was supplied by the editor of the PRRT&HS magazine *The Keystone*.....Two U.S. Senators, Charles Schumer of New York and Lindsey Graham of South Carolina, have introduced bipartisan legislation to toughen FRA oversight of the railroad industry. Meanwhile, the DOT's inspector general issued a report suggesting that FRA place greater emphasis on penalizing railroads for safety infractions, and less on its so-called "partnership" approach (*Railway Age, Weekly Rail Review*) ..... Two commuter railroads serving New York City have released their ridership totals for 2004. METRO-NORTH reported 70.76 million trips, up slightly from the year before, while LONG ISLAND RAIL ROAD ridership dropped slightly to 79.9 million trips from 80.9 million trips in 2003 (*Weekly Rail Review*).

## Rails in Delaware Lecture April 14

For Delawareans, the railroad was once an important link to the outside world. The local depot was the center of the community, and was the place to catch a train or learn the news of the day. As tracks spread downstate, growth followed these lines.

On Thursday evening, April 14, at 6:30 PM, Historian Michael Dixon, who is associated with the Cecil County Historical Society in Maryland, will present a slide-illustrated program, *Rails in Delaware* at the Kent County Public Library, 2319 S. duPont Highway (Route 13) in Dover, just north of the intersection of Routes 10 and 13. The program is free, open to the public, and registration is requested for groups of six or more, by telephoning 302-698-6440 for additional information. The program will trace the social history of railroads in the First State, from the beginning of the railroad era to the present day. The program is sponsored by the Delaware Humanities Forum.

## 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)*

A new \$5.6 million land sale by Flagler Development to Wal-Mart is paying off for Flagler's sister company Florida East Coast Railway Company. The distribution center has been generating ten intermodal loads a day for FEC since it opened in September 2004 (*Traffic World*).....The latest list of America's Most Admired Companies is out. In the railroad department, they stack up this way: (1) Norfolk Southern, (2) Union Pacific, (3) BNSF and (4) CSXT (*Fortune Magazine*).....Most of you have read that the railroad part of BNSF Corporation (BNI on the New York Stock Exchange) will be called BNSF Railway. One wag has already asked, "What do you get if you subtract the "B" and the "F" from the name?" (*Lake Shore Timetable*).....BNSF and Union Pacific are competing to double-track their routes between Los Angeles and Chicago. BNSF has about 90 percent of the 2,100-mile route finished while UP, starting from behind, is only 30 percent complete, but the earliest either would be completed is 2008. BNSF to date has spent \$656 million to add 278 miles of second track (*Wall Street Journal*).....The full operating ratios for the year 2004 for the big seven freight lines is as follows (the lower the ratio the better): Canadian National - 66.9, Norfolk Southern - 76.7, BNSF Railway - 77.1, Canadian Pacific - 79.8, Kansas City Southern - 84.1, CSX Transportation - 86.6 and Union Pacific - 89.4 (*Loco Engineer & Trainman News*).

On Massachusetts Bay Transportation Authority, a quarter-billion dollar effort to provide new trolleys for the Green Line has collapsed in a tangle of breakdowns and recriminations, with the T halting all payments to manufacturer Breda and refusing to take delivery on 53 of the 100 vehicles ordered nearly a decade ago. MBTA's 47 Italian-made cars, even after a derailment problem was fixed, are breaking down at three times the normal rate for subway (trolley) vehicles (*The 470*).....Road construction and expensive parking in Chicago has contributed to a big increase in ridership on the South Shore commuter line. Last year more than 200,000 riders flew into and out of South Bend Airport and ride the CSS&SB line to Chicago. This represented a 17 percent increase over 2003 (*USA Today*).....New York's Metropolitan Transit Authority told "SIKH" subway motorman Kevin Harrington to wear a badge on his turban or go on non-public yard duty. His attorney, Amardeep Singh says "It's Discrimination"!! (Reuters from the Internet).....There are nearly 20 commuter rail agencies in North America. A number of them carry over 200,000 riders daily. However, the smallest may be Connecticut Department of Transportation's Shore Line East which serves nine stations between Old Saybrook and Stamford (51 miles). Six diesel locomotives and 20 cars haul 1,655 riders each day (ERA - New York Division).

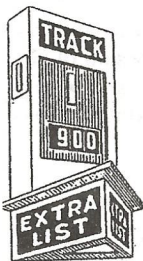
In 1930 (75 years ago), the Electric Railways Presidents' Conference Committee (PCC) was set up to develop a modern trolley that would attract riders. Five years later, the PCC car debuts to great acclaim in Brooklyn, NY (*Metro Magazine*).....It was 30 years ago (1975) this month that the Reading Company closed down the main (Outer) station in Reading, PA and concentrated passenger operations to the newer Franklin Street Station in downtown Reading. On February 22, 1978, Outer Station burned to the ground in a spectacular fire (*Harrisburg Rail Review*).....The Philadelphia, Germantown & Norristown locomotive "Old Ironsides", built by our townsman, M. W. Baldwin, has proved highly successful. The placing of the fire in the "furnace" and raising steam occupied but 20 minutes.

Then she moved with her tender from the station in beautiful style working with great ease and uniformity. She puffed on to some point beyond Union Tavern and returned to the city, a total of six miles without a halt. It had developed a speed of 28 mph. (*Philadelphia Chronicle*, November 24, 1832).....The first American locomotives (two) to be equipped with steam whistles were built in 1836 at Lowell, MA under the supervision of George Washington Whistler - the same man whose wife was immortalized by the famous artwork "Whistler's Mother", painted by their son (Association of American Railroads).

Would you agree.....that VIA Rail Canada's Trains #1 and 2, the **Canadian**, are the best regularly-schedule long-distance passenger trains in the Western Hemisphere??.....Those forces who think it is OK to subsidize airlines with multi-billions but not passenger rail have evidently prevailed on President Bush, whose team proposes to cut Amtrak's subsidy for Fiscal Year 2006 to \$360 million, much less than the \$1.2 billion it is getting for 2005. Secretary of Transportation Norman Mineta is an Amtrak board member who has never attended a board meeting, ridden an Amtrak train, and apparently does not return telephone calls from Amtrak President David Gunn. Various publications have urged members in the strongest terms to contact their Senators and Representatives by use of letters, E-mail and telephone to express their important views on the subject (miscellaneous publications).....The Union Pacific (ex Southern Pacific) still holds the record for the lowest point reached by a surface railway (non-tunnel) in the Western Hemisphere. The Sunset route near California's Salton Sea is about 200 feet below sea level (*Guinness Rail Records*).....OK, experts, what was the second transcontinental rail route in the United States?? If you said it was the Santa Fe—Deming, New Mexico—Southern Pacific completed on March 8, 1881 you were correct (David Myrick).

The Long Island Rail Road has formally deeded its Oyster Bay, NY depot to the town. The station is to be restored to the way it looked in 1902 when Teddy Roosevelt was President. His estate, "Sagamore Hill", is located just outside the village. The station will be part of a railroad museum which will include the depot, a turntable and ex-PRR/LIRR G5 4-6-0 #35 which is being restored (*Weekly Rail Review*).....Rockhill Trolley Museum, Orbisonia, PA, received a \$150,000 grant for the restoration of Johnstown trolley #355 through the Transportation Enhancement Program administered by PennDOT. While Roy is pleased by the grant, he wonders how it really enhances transportation? It certainly does enhance our transportation heritage. The 355 has also received a grant of \$2,000 from NRHS (*The Retriever*).

With railroads operating fewer and fewer cabooses, rising prices have concerned some in the small fraternity of collectors who buy old "rear end" cars. They used to sell for scrap prices and a few thousand dollars could buy a fine vintage specimen. Shrinking supply has caused an uptick with \$15,000 now a common asking price. Then....wait for the transportation bill to move it!! (*The Fast Mail*).....The Wiscasset, Waterville & Farmington Railway Museum, P. O. Box 242, Alna, ME 04535-0242, has a goal of raising \$38,000 for work on locomotive #9 and further track expansion. What makes this two-foot-gauge operation so neat is that it actually operates on the former right-of-way of the original tiny railroad (*The 470*).....Seattle Mayor Greg Nickels says, "Transportation is my #1 goal." He gives a green light to a regional light rail line and an extension of the monorail to 14 miles. Then....we hear that the city may shut down the "tourist" waterfront trolley line so the Seattle Art Museum can build a sculpture park at the north end where the maintenance barn is located. Stay tuned! (*USA Today*).



APRIL 8-10, 2005: Spring, 2005 NRHS Board of Directors' Meeting, based at Holiday Inn, Cumberland, MD, hosted by Western Maryland Chapter, NRHS. Events include Potomac Eagle excursion on South Branch Valley RR, Romney, WV, multi-media presentation of local railroading history in ballroom, CSX Cumberland Terminal tour, Western Maryland Scenic RR steam-powered lunch train, and banquet and meetings. For information, contact Tom Biery, National Director, Western Maryland Chapter, NRHS, 402 Sunset Drive, Cumberland, MD 21502-1923. Telephone number is 301-777-1544, and E-mail is [biery@biery.net](mailto:biery@biery.net).

THROUGH APRIL 10: Famous Eastern Passenger Trains of the 20<sup>th</sup> Century exhibit, including the **Black Diamond**, **Broadway Limited** and **Crusader** at the Railroad Museum of Pennsylvania, Strasburg. Regular museum hours and admission charges apply. For additional information, telephone the Museum at 717-687-8628 or website [www.rrmuseumpa.org](http://www.rrmuseumpa.org).

APRIL 16, 2005: Walking tour throughout Enola, PA as part of the Centennial Celebration of famed ex-PRR Enola Yard. Tour will visit historic sites in the town of Enola. For information, contact Herbert Kruger, East Pennsboro Township Historical Society, 717-732-5801, or visit website [www.eastpennsboro.net](http://www.eastpennsboro.net).

APRIL 30: West Jersey Chapter will hold its April meeting at the restored ex-Atlantic City Railroad/Pennsylvania Reading Seashore Lines station at Tuckahoe, NJ, beginning at 1:00 PM. Meeting includes discussion of history of railroads in that area, as well as displays of historical photographs from the PRSL era. Following the meeting, a chartered rare-mileage trip is planned over the Cape May Branch from Tuckahoe to Woodbine Junction and return, operated by current operator Cape May Seashore Lines. Tickets will be available at the meeting or prior to departure only, at \$10 for adults and \$5 for children under 16. If demand warrants, a second "railfan" trip will be run with photo runbys at no additional charge. For information,

APRIL 30, MAY 1: Tentative scheduled dates for special rail excursions from Amtrak Harrisburg station crossing the famed Rockville Bridge, through Enola yard to Lemoyne and back across the river to Harrisburg. Ticket availability uncertain at presstime, and contact should be made with East Pennsboro Township Historical Society (see above notice).

MAY 14, 2005: Enola Yard Centennial Festival, held at Adams-Ricci Park in Enola. Events include live entertainment, railroad memorabilia and train displays, food and fun for all ages. Formal dedication of caboose will take place and day ends with fireworks display. For additional details, contact East Pennsboro Township Historical Society (see previous notices).

MAY 14, 2005: Proposed date for Spring Trolley Day in the University City area from 10 AM to 6 PM, similar to last year. Full details in future issue of *Cinders*.

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