



# CINDERS

AUGUST 2005



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Newsletter of the  
**PHILADELPHIA CHAPTER**  
**NATIONAL RAILWAY HISTORICAL SOCIETY, INC.**  
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**PHILADELPHIA CHAPTER, NRHS WEBSITE: [www.trainweb.org/phillynrhs/](http://www.trainweb.org/phillynrhs/)**

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

*Founded 1936, incorporated 1973 as a 501c3 non-profit corporation*

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

**ANNUAL MEMBERSHIP DUES:** \$37.00 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.

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

## Philadelphia Chapter Is Well Represented at NRHS Convention

At least 27 members of Philadelphia Chapter traveled to the NRHS national convention in Portland, OR, July 4-9, sponsored by the Pacific Northwest Chapter.

Members noted in attendance were: Dave Ackerman, Dick Barben, Paul Baumgartner, John Bawden, Howard Bender, Bob Brewster, Lynn Burshtin, Alan Butler, Robert Caccese, Ray Cooney, Meg and Tom Coughlin, Les Dean, Sheila Dorr, John Dziobko, Burt Eisenberg, Ed Graham, Joe Heffron, Bill Hodson, Don Kehl, Bill Losse, Rob McGonigal, Jeff Mora, Jim Rich, Pete Senin, Frank Tatnall and Kurt Wegelius.

Ray Cooney, the Coughlins and Frank and Mary Tatnall arrived in Portland on board Washington, DC Chapter's private car **Dover Harbor**, which operated from Washington in the consist of Amtrak's **Cardinal**, **California Zephyr** and **Coast Starlight**, returning after the convention via the **Empire Builder** and **Capitol Limited**. Burt Eisenberg chartered Lancaster & Chester Railway's private car **J. Pinkney Henderson** for a family excursion to and from Portland, traveling west from New York in the same trains as the **Dover Harbor** but returning east via the **Empire Builder** and **Cardinal**.

Frank Tatnall served as Philadelphia Chapter's acting director, in place of National Director Larry Eastwood, who was unable to attend. At the directors meeting on July 8 a \$2 increase in annual dues was approved over the objections of our Chapter. The annual members meeting the same day ratified the adoption of new bylaws for the national organization. The national convention scheduled for July 18-23, 2006 will be based at New Philadelphia, OH, centered around the Ohio Central Railroad. It will be sponsored by the national organization rather than by an individual chapter.

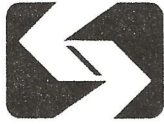
## Advance September Dinner Reservation Notice

Philadelphia Chapter's September, 2005 meeting will be held on Friday evening, September 16. Because the September issue of *Cinders* will not be mailed until September 12, here is the menu for September's dinner: Tossed garden Salad, entrée choice **Ham & Romano** **crusted chicken breast** or **stuffed flounder**, cherry cheesecake for dessert. **DINNER RESERVATIONS ARE MANDATORY** and must be made by **TUESDAY EVENING, SEPTEMBER 13, 2005** to Dinner Chairman **Bill Gardiner** at 215-632-7016.

# PHILADELPHIA



FRANK G. TATNALL, JR.



**SEPTA  
TRANSIT**

After more than a year's delay, it looks as if SEPTA finally will restore trolley service to the Route 15 Girard Avenue line. Effective with the timetable change on September 4, 18 rebuilt PCC-II cars will start to roll along the upgraded eight-mile route between 63<sup>rd</sup> & Girard in West Philadelphia and Port Richmond. As has been exhaustively reported in this column, the operation was set to begin in June 2004, but because of a parking dispute with neighbors on the formerly one-way 59<sup>th</sup> Street, the cars were unable to get out of the Callowhill depot, their base of operations. SEPTA simply sat on its hands and made no apparent effort to resolve the dispute, while no one in City government was willing to confront the residents or force them to move their illegally-parked automobiles.

Enter the Daily News. This past June a columnist known as "Urban Warrior" wrote a series of embarrassing articles on why the \$84-million project had been stalled for so long. The writer reported that certain legislators in Harrisburg might use the impasse as an example of how SEPTA allegedly is wasting taxpayers' money. The reaction in City Hall was swift. Councilman Michael Nutter, who earlier had refused to get involved, said he would help end the stalemate, and in a meeting of the Democratic City Committee the powerful ward leader in the Callowhill neighborhood agreed to back down on the parking issue. The coup de grace was Mayor Street's threat to consider sending tow trucks out to remove any illegally parked vehicles, thus allowing the trolleys and other traffic to move freely in that two-block section of 59<sup>th</sup> Street. In an apparent jab at a political rival the Mayor said, "I believe that Councilman Nutter and a handful of other people shouldn't be able to stop this important project from going forward." For its part, SEPTA promised to be a better neighbor, cleaning up and landscaping the area around Callowhill depot and trying to persuade employees not to park their private cars on residential streets. The start of service was delayed until September because of the time required under union agreements for drivers to pick their new runs.

When last we wrote this column, SEPTA and Transport Workers Union Local 234 were locked in a contract dispute, with a strike deadline set for June 15. Well, a funny thing happened on the way to a strike: The union proposed a third contract extension to September 5 covering some 4,600 drivers and mechanics on the City Transit Division, while SEPTA pushed for an extension to next January. All of this took place in the shadow of Governor Rendell's action to divert State highway funds to fill the \$92-million gap in SEPTA's \$951.8-million operating budget for Fiscal Year 2006 beginning this past July 1 (which was approved by the SEPTA board on June 23). So, as of mid-August, the buses, trolleys and subway trains continue to roll, but the dispute is unresolved as employee health care costs continue to be the

thorniest issue in contract negotiations. The Delaware Valley Regional Planning Commission in June endorsed the Governor's plan to shift a total of \$215 million in road and bridge funds to stabilize SEPTA's finances through December 2006. Included in this amount is \$65 million to be applied against SEPTA's anticipated \$130 million deficit in FY 2007, beginning next July 1.

SEPTA faced a major operational challenge in early July with the scheduling of the huge "Live 8" concert in center city during the annual "Welcome America" week. SEPTA offered \$8 one-day passes good for unlimited travel on Saturday, July 2, when the noontime "Live 8" concert on the Benjamin Franklin Parkway was to take place, and on Monday, July 4, when one of the "Welcome America" events was an Elton John concert on the Parkway. On Saturday the Regional Rail system operated on its regular schedule but extra cars were added to some trains. The Broad Street and Market-Frankford Lines ran trains every six minutes during the day and evening, while trolley routes operated cars every ten minutes. A throng estimated at upwards of 400,000 jammed the Parkway for the "Live 8" concert on Saturday, but SEPTA was criticized in the press for its failure to increase Regional Rail service to meet demand, resulting in severe delays on many lines. SEPTA said that 133,000 passenger trips were recorded that day on its commuter rail system, far exceeding the normal weekday load. "The system worked flawlessly at ultimate capacity with no breakdowns," a SEPTA spokesman claimed. "It was one of the proudest days SEPTA has ever had." On Monday the 4<sup>th</sup> all lines ran on a holiday schedule, but the subway-elevated and Regional Rail lines operated late-night service to accommodate those attending the Elton John concert and the following fireworks show.

The massive rebuilding project on the Market Street elevated is moving forward this summer (see June Cinders). A nine-day shutdown of service west of 52<sup>nd</sup> Street station from Friday evening July 15 through Monday morning July 25 allowed the contractor to remove several sections of the 1907-vintage structure to make room for the new single-column supports and prefabricated steel deck. Work on the new 56<sup>th</sup> Street station also went forward during this period. A second nine-day outage Friday evening, August 19 through Monday morning, August 29 will see the continuance of this work. (This shutdown was delayed a week due to late delivery of materials.) During the two outages, about 1,500 feet of the el guideway between 56<sup>th</sup> and 61<sup>st</sup> Streets will be replaced and 26 support columns installed, along with new track and third-rail power system. Trains operate only between 52<sup>nd</sup> Street and Frankford Transportation Center, with shuttle bus service provided between 69<sup>th</sup> Street Terminal and the 40<sup>th</sup> Street subway station. (Disabled passengers are bused to and from the 30<sup>th</sup> Street station, which is handicapped accessible.) The entire \$567-million project, replacing 11,000 feet of el structure and six stations between 46<sup>th</sup> Street and Millbourne, is scheduled to be completed in late 2008.

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## PHILADELPHIA EXPRESS (Continued from Page 2)

PennDOT's replacement of the Lindbergh Blvd. bridge over the CSX mainline in Southwest Philadelphia is taking longer than expected. As a result, Route 36 trolleys will not return to their normal route until September 18, instead of September 4 as originally announced (see June *Cinders*). SEPTA, however, has completed the installation of 7,000 feet of new welded rail and track structure for Route 36 cars on 49<sup>th</sup> Street, Grays Avenue and Lindbergh Blvd. In June the *Chestnut Hill Local* newspaper ran a front-page article headlined "Route 23 derailed," which accused SEPA of renegeing on a pledge to eventually restore rail service on the Route 23 trolley line between Chestnut Hill and South Philadelphia. Quoted in the story is Philadelphia Chapter Member Bill Faltermayer, who told the *Local* that the track on 10<sup>th</sup> Street south of York had been paved over. Member Janet Potter, a longtime transit activist in Chestnut Hill, also is cited in the article. SEPTA's capital program "wish list" for the years 2010-2017 contains a \$189-million item for the restoration of trolley service on Route 23 and on Route 56 Erie Avenue. SEPTA last month began a campaign to make the riding public aware of increased security on the transit system. A seat leaflet asks passengers to report any suspicious activity or unattended packages by contacting employees, using emergency call boxes or their cell phones to call the SEPTA police hotline at 215-580-8111. On August 12 the Department of Homeland Security lowered the terror alert for transit from orange to yellow. The alert level had been raised after the London subway and bus bombings on July 7.

Congress last month overwhelmingly approved and President Bush signed a \$286.4-billion highway and transit spending bill for the next six years. Titled the Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2005 (SAFETEA), the law replaces the old Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), which expired two years ago but was extended nine times as lawmakers wrangled over its successor legislation. The new law provides \$52.6 billion in guaranteed funding for transit projects, as well as some \$24 billion in special "earmarks" (which critics call "pork"). Among these earmarks, according to the *New York Times*, is \$4.2 million for "intermodal transportation" at the Philadelphia Zoo, which could mean establishment of a long-talked-about commuter rail station there. Pennsylvania made out quite well in the legislation, enjoying a 19-percent increase in Federal highway and transit funding as compared with the previous law—and will continue to receive more transportation money than it sends to Washington in gas taxes. Originally, the House leadership was pushing for a \$375-billion package while the President threatened to veto anything which exceeded \$256 billion, so the final bill appears to represent a compromise (*Traffic World*).

Michael T. Burns, SEPTA's former chief operations officer, has resigned as general manager of San Francisco Municipal Railway to head the Santa Clara Valley Transportation Authority in San Jose, CA. Burns left SEPTA in April 1999 and was replaced by Patrick Nowakowski, who is still in the job. By all accounts, Burns did quite well at Muni. San Francisco Mayor Gavin Newsom said that his leaving was "a huge loss for the City ... Whoever comes in next will be inheriting a transportation agency that's ten times better than when Michael Burns walked in" Frank W. Jenkins, a SEPTA board member from 1977 to 1991 and a former member of the AMTRAK board,

died in May at 78. A resident of Oreland, Jenkins also was a Montgomery County commissioner for 13 years and Republican Party leader. He even served for a time as county sheriff Chapter Member John LaForce, SEPTA's chief signal engineer and longest-serving employee (51 years), received a special achievement award at the sixth annual *Railway Age*-sponsored International Conference on Communications-Based Train Control in Washington. LaForce has overseen the installation of CBTC technology in SEPTA's subway-surface tunnel (see May *Cinders*).

Following the terrorist attacks against the London subway and bus system, transit officials in this country have stepped up police patrols and—as in New York—the random searching of packages carried by passengers. Security experts acknowledge that public transportation systems are among the most vulnerable of targets for possible terrorists. SEPTA meanwhile is moving ahead with its program to convert all subway and el stations to "smart" technology, which means the installation of digital recording cameras which transmit crystal-clear real-time images to a central control office, fire suppression equipment and other improvements. Already, 16 of the digital cameras—which can zoom onto subjects in a 360-degree range at the touch of a button at the control center—have been placed in the Cecil B. Moore station of the Broad Street subway, near the Temple University campus. Twenty-one more "smart" stations are planned by 2007, and all 60 subway, el and subway-surface stations will be equipped by 2010, said James Jordan, SEPTA's AGM for safety & security. The cost will be as much as \$100 million, to be funded through a Federal program. Presumably, the center city Regional Rail stations will be added to the program.

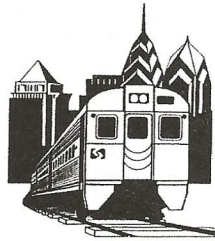
The Walnut-Locust station on the Broad Street Line has become the first center-city subway station to be fully accessible. A just-completed \$15-million rebuilding of the 1928-vintage station includes two new elevators between the concourse and platforms, a new audio-visual public address system, new arched-glass and steel headhouses at street level, new metal stairs, higher platforms, improved lighting, new tile and repainting. Low-floor bus #5592 was spotted June 22 on suburban Route 105, still sporting its fully-wrapped ad for the Ringling Bros. Circus which closed here on May 1. A *Daily News* columnist last month was critical of the SEPTA board's recent decision to begin accepting alcoholic liquor advertising on its buses and in stations. SEPTA says the contract will bring in an additional \$1.5 million a year. A SEPTA team was the overall winner at the 13<sup>th</sup> annual Rail Rodeo held in early June near Pittsburgh, sponsored by the American Public Transportation Association. In June, Governor Rendell convened the first meeting of his newly-appointed Transportation Funding & Reform Commission. The nine-member commission will be charged with conducting a performance audit of SEPTA and other transit agencies across the State, reviewing the structure of the transit agencies in order to improve their efficiency, and proposing ways to increase highway and transit funding (DVARP). The U.S. Amateur golf tournament will be played this month at the Merion Golf Club in Ardmore. In spite of extremely limited parking for spectators around the East Course, nothing has been mentioned in the announcements about using public transportation to get there—the Route 100 Ardmore Avenue station is not far away. Quite a contrast to the U.S. Open held at Merion in 1971, when SEPTA offered special service on the ex-Philadelphia & Western line for tournament-goers.

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# PHILADELPHIA EXPRESS

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## SEPTA REGIONAL RAIL



As promised, effective June 20 the R8 Fox Chase Line was converted to a single-track operation over the five miles between Fox Chase station and "Newtown Junction". A new controlled siding was placed in service between Lawndale and Cheltenham stations and a "pocket" siding installed within "Newtown Junction" interlocking plant where the Fox Chase Line joins the Mainline. But by early August this siding was still not in service, resulting in some minor delays to Fox-Chase-bound trains being held at Wayne Junction or elsewhere until their southbound counterparts cleared the single track. The former crossover from the #2 northbound track at "Cheltenham Junction" was removed and the track swung over to form the north end of the Lawndale siding, thus isolating #2 track from SEPTA trains and leaving that track for the sole use of CSX freight trains. Bidirectional cab signals are in service on the SEPTA track, and it is planned to install high-level platforms next year at the Olney, Lawndale, Cheltenham and Ryers stations. On the CSX side, "Newtown Junction" and "Cheltenham Junction" have been retired as interlockings and CSX's "NI" train dispatcher in Jacksonville, FL now controls all movements on the Trenton Subdivision between Philadelphia and "CP Wood" at Woodbourne.

Meanwhile, work continues on the \$85-million Wayne Junction to Glenside track and signal project. In Phase 1 several partial shutdowns of the Mainline between Wayne Junction and Fern Rock were carried out during spring weekends to allow for track changes at "Newtown Junction" interlocking. Phase 2 of the project began on the weekend of July 8-10 with a complete shutdown of rail service between Wayne Junction and Glenside so that crews could begin installing new switches and crossovers at Jenkintown and Glenside as well as a new bi-directional signal system. Shuttle buses were operated for R2, R3 and R5 passengers between Wayne Junction, Jenkintown, Glenside and Noble stations. The next weekend outage tentatively is scheduled for September 9-11, with shuttle busing from and to Fern Rock station.

SEPTA and all other U.S. railroads are affected by a new Federal rule requiring that train horns be sounded at all public highway grade crossings. The rule, which became effective June 24 after a series of delays, specifies that the horns must be sounded starting not more than one-quarter mile from each crossing. Exceptions are allowed only at officially-approved "quiet" crossings where special control devices are in operation. Ordinary gates and flashers do not qualify for the exemption..... A catenary wire replacement project on the viaduct near the Airport has caused some delays to R1 trains this summer because of single-tracking in the area. By the end of this year SEPTA says it will have completed 39 miles of catenary wire replacement on the West Trenton line, eight on the Main Line, three on the Doylestown Line and one on the Airport Line, for a total of 51 miles of new wire.

The revised bid package for 104 new Silverliner V cars was finally released on August 10. The original contract was withdrawn last year when Kawasaki, one of the losing bidders challenged the award in court. The rebidding undoubtedly will set back delivery of the cars by at least a year, possibly to 2008..... Effective August 15, the Monday-Friday midday schedules on the R6 Norristown Line reverted to their previous times, as ongoing trackwork shifts to a different location..... Chapter Member and SEPTA Conductor John Ciavatta was pictured in the May 31 edition of the *Metro* newspaper, after a passenger wrote to SEPTA commending him and his assistant conductor for their handling of a situation in which their train struck and killed a trespasser..... Ex-Reading Blueliner MU #9110 has been acquired by the Reading Company Technical & Historical Society from George Hart's group in Jim Thorpe, PA. The car was on the south end of the "Last Train from Reading Terminal," which was sponsored by Philadelphia Chapter to mark the closing of the historic station on November 6, 1984 (Harrisburg Chapter).

The summer months produced a bumper crop of problems for the Regional Rail system. Here is a summary of some of the more serious events. At about 6:20 PM on Wednesday, August 3, eastbound SEPTA R7 train #4749 snagged the catenary on the #1 track of AMTRAK's Northeast Corridor west of Levittown, pulling down the wires across three of the four tracks. One of two broken pantographs smashed the windshield and tore off the pantograph atop the AEM-7 locomotive heading eastbound Amtrak train #94, halting all service on the busy line. At least 20 SEPTA trains had to be completely or partially annulled that evening, westbound Amtrak trains were terminated at Trenton and eastbounds at 30<sup>th</sup> Street Station. Some shuttle bus service was provided between Trenton and Philadelphia, but hundreds of homebound passengers transferred to NJ TRANSIT's River Line for the trip from Trenton to Camden then PATCO into Philadelphia. Crews worked feverishly during the night to restring the wires, but early Amtrak and SEPTA trains the next morning were delayed or cancelled before normal service resumed just after 7 AM.

Trespasser fatalities were all too numerous during the summer. On Thursday, July 7, R8 train #849 struck and killed a male trespasser south of Lawndale station on the Fox Chase Line. It was an apparent suicide. On Sunday, July 31, R5 train #2523 ran over a 37-year-old male trespasser on AMTRAK's Harrisburg mainline just west of Overbrook station. A volunteer fireman in Narberth, he stepped in front of the train in a successful suicide attempt. Finally, on Tuesday, August 2, a body was found beside the tracks east of Bristol on the Northeast Corridor. Amtrak at first believed the trespasser had been struck by a SEPTA train, but later found that it was Washington-bound Amtrak train #179.

Another summertime problem is weather. High temperatures forced SEPTA to order 50-mph speed restrictions on several days when the temperature exceeded 90 degrees. Air conditioning failures also occurred with some frequency, but in general good A/C maintenance limited the occurrence of "hot" cars to a tolerable level. On Monday, June 6, a line of severe thunderstorms disrupted evening service on several SEPTA lines and the next day trains were delayed at "Arsenal" interlocking due to a transformer malfunction caused by the previous night's storms. SEPTA's Paoli-Thorndale service took a severe hit on Friday, July 8, when a tree fell across all four tracks of

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## PHILADELPHIA EXPRESS (Continued from Page 4)

AMTRAK's Harrisburg main at Haverford station during the morning rush. At least 25 SEPTA R5 trains were annulled before the obstruction was removed and power restored around 3 PM. Just after 5 PM on Friday, July 15, R5 service had to be suspended for about 40 minutes because of high water across all four tracks of the Harrisburg line near Overbrook station. Two days later a power failure on the Chestnut Hill West Line forced the annulment of several evening R8 trains, and heavy thunderstorms throughout the region caused a number of other train delays. Another tree in the catenary, this time just east of Overbrook station on the morning of Monday, July 18, caused train delays ranging from seven to 47 minutes. Weather-related power problems plagued the system on the evening of Wednesday, July 27, with power failures on Amtrak and on SEPTA's own lines causing delays to nearly 75 trains. Trees and branches were reported fouling the catenary in several locations. During the same afternoon and evening, sagging wires on the Norristown Line delayed up to 24 R6 trains.

It's become rare to hear of brush fires delaying trains, but that's what happened on the R5 Paoli-Thorndale line in the morning of Wednesday, July 27. A large blaze broke out along the tracks between Ardmore and Haverford stations, apparently caused by sparks from a passing diesel locomotive. Several trains were delayed up to an hour as fire crews fought the fire, which damaged a nearby building and two automobiles. Other problems included a major AMTRAK power failure at 4:45 PM on Thursday, June 16, which caused 82 SEPTA trains to be cancelled and delayed another 153 trains—some for as much as two hours. Thousands of commuters were stranded after a high-voltage power line fell near 30<sup>th</sup> Street Station, knocking out electricity to SEPTA's center-city area. Power was not fully restored until 7:25 PM. Then, on Friday evening, July 1, AMTRAK lost signal power at several points, including "Bryn Mawr" interlocking, delaying SEPTA and Amtrak trains. A week later, on Friday the 8<sup>th</sup>, catenary power was lost on the Media-Elwyn line due to a downed overhead wire, which also knocked out signal power. More than 20 R3 trains were affected. At the same time catenary power was lost on the Airport Line, delaying some 20 trains. Two more similar events occurred later in the month. On the evening of Thursday the 21<sup>st</sup> a downed catenary wire in Amtrak's "Zoo" interlocking caused delays to more than 75 SEPTA trains as well as six annulments, not to mention Amtrak's own trains. Finally, on Tuesday the 26<sup>th</sup> a power failure in SEPTA's Roberts yard led to numerous delays during the afternoon rush.

Our old friend ALP-44 locomotive #2308, which has a less-than-stellar reliability record, failed again on the afternoon of August 9. It was heading R5 push-pull limited #9555 to Thorndale when it died in Market East Station and its passengers had to be transferred to following train #9559.....The old bugaboo of suspicious packages cropped up again at Noon on Tuesday, August 2, when an unattended package was found on a platform at Market East Station. A hold was placed on all tracks for 30 minutes while police investigated, delaying 26 trains. At 8 AM on May 30 two suspicious duffel bags were spotted near the old Logan station, causing several trains to be annulled or delayed over the next hour and a half. On June 2 the SEPTA Customer Service office received a threatening phone call, claiming that a bomb had been placed at Cornwells Heights station. A police search turned up nothing.....Prior to the pantograph failure at Levittown on August 3 (see above), two other incidents

were reported involving broken pantographs. On Monday, July 18, at 8:45 AM, MU car #223 in R5 train #540 got its pan snagged in a tree branch near Overbrook station, causing some catenary damage. A host of other trains were delayed before repairs were completed three hours later. On the morning of Tuesday, July 26, both cars on R6 train #4628 lost their pans at East Falls, also causing wire damage. Ten trains were delayed as shuttle buses were pressed into service.



# AMTRAK

It now seems likely that AMTRAK will survive in more or less its present form, but it is not yet out of the woods. Last month it became apparent that Congress would not go along with President Bush's plan to force the railroad into bankruptcy, but there is still no agreement between the Senate and House as to how much money it should receive in Fiscal Year 2006 starting October 1. The full House approved \$1.176 billion—double the \$550 million proposed by its Appropriations Committee—while the Senate Appropriations Committee voted to spend \$1.45 billion on Amtrak. The final number will be decided in a conference committee which is expected to convene after the lawmakers return from their summer recess in September. Amtrak originally had requested \$1.8 billion for FY 2006.

Meanwhile, Bush's point man on AMTRAK, Transportation Secretary Norman Mineta, continues to fight a rear-guard action, whining that the House measure "enables and encourages the wasteful spending and inefficient operations that have come to define Amtrak. Handing over more than a billion dollars with no reforms attached," he said, "only gives Amtrak a blank check to continue misspending taxpayer money." He even threatened to recommend a presidential veto. Mineta trumpeted the ALASKA RAILROAD as a model for Amtrak to emulate, even though most of ARR's revenue comes from handling freight and a major part of its passenger business is under contract with the cruise lines. "It is the only passenger railroad in the country that doesn't require operating subsidies," Mineta claimed, although critics were quick to point out that ARR has received \$372 million in Federal grants over the last ten years. In spite of the vast differences in their operations, Mineta said that Amtrak should "embrace this same entrepreneurial spirit (as ARR) and find a better business model for running long-distance trains." One rail union official responded that such comparisons are "completely without merit. If Mineta wants to compare apples with apples, then I suggest he visit France or Japan where passenger rail is fully funded and supported by their respective governments." In June, Amtrak President David Gunn charged that the Administration's plan to "zero-out" the passenger railroad was designed by "policy wonks and politicians" who know nothing about how to run a railroad, and are equating Amtrak with such out-of-favor programs as National Public Radio and funding for the arts. "The ideologues do not understand what we do," he said (*Traffic World, Railway Age, Weekly Rail Review*).

In late July, the Senate Commerce, Science & Transportation Committee approved a new bill to address the AMTRAK dilemma. Entitled the "Passenger Rail Investment & Improvement Act of 2005," the bill would formally reauthorize Amtrak and set up a six-year plan for Federal funding of the

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# PHILADELPHIA EXPRESS (Continued from Page 5)

railroad at an average of \$1.9 billion annually, more of it to go for infrastructure improvements and less for operating subsidies. It also would allow Amtrak to restructure its debt and shift some pension obligations to the Federal government. It would create a grant program for states to develop new rail systems as well as giving Amtrak and the individual states the authority to issue bonds to pay for billions of dollars in equipment and infrastructure improvements. There would be increased funding for upgrading the Northeast Corridor and improving rail and tunnel security. The legislation would require Amtrak "to develop and implement a plan to improve on-board service pursuant to the metrics and standards for such service" as provided elsewhere in the bill. Gunn called the measure "a truly incisive and bipartisan approach to chart the future of passenger rail service in this country," but Mineta retorted that it "does not provide the fundamental changes Amtrak needs if it is to survive" (*Trains, Weekly Rail Review*).....Earlier, the Transportation Department's inspector general issued a report recommending wholesale cuts to the on-board amenities on long-distance trains, including sleeping, dining and lounge car service. It was immediately branded as unrealistic, resulting in less revenue and higher deficits (NARP, *Trains, Weekly Rail Review*).

### Yes, the Acela high-speed trains are back in service.

The entire fleet of 20 Bombardier-built trainsets was sidelined on April 15 after small cracks were found in 300 brake rotors (out of 1,440 in the fleet). The problem was diagnosed as metal fatigue, so new, stronger brake components were designed by Knorr, the German supplier to Bombardier. They are being installed on the trains as fast as they are received, after several non-revenue trains were run on the Corridor in June to test the new parts under actual conditions. The first Acela Expresses returned to scheduled service on Monday, July 11, with two weekday departures from both New York and Washington. A week later this was increased to four round-trips, and weekend service resumed on Saturday, July 16. On Saturday the 23rd the Acelas began running a single round-trip between New York and Boston, and on Monday the 25<sup>th</sup> New York-Washington round-trips were increased from four to six. By August 1 two more trainsets were in service and the number of Metroliner sets in service had been whittled down to seven. This allowed Amtrak to operate nine weekday Acela round-trips between New York and Washington and three weekday round-trips between New York and Boston, replacing Metroliner schedules. One new weekend round-trip was added on July 30 between Boston, New York and Washington. Some long-distance trains such as the *Crescent*, which had been using diesel locomotives out of Philadelphia due to a shortage of AEM-7's and HHP8's, again were being handled by electric units on the Corridor (NARP, *Trains*).

For the fourth time this year, AMTRAK has adjusted its Keystone Service schedules to accommodate major trackwork on the Harrisburg mainline. New schedules were issued effective June 27, with the departure times of several eastbound trains advanced by ten minutes. The \$145-million Amtrak-PennDOT project will modernize the 102-mile line with more than 80 miles of new concrete ties, new welded rail, rebuilt bridges and interlockings plus upgraded signal and electrical systems, all aimed at reducing trip times for express trains to 90 minutes between Philadelphia and Harrisburg. Currently, the fastest point-to-point running time is 110 minutes although for most trains making several stops it is two hours. Amtrak has its huge mechanized

Track Laying System working west of Parkesburg, and plans to move it east around the end of September to begin installing concrete ties and welded rail in the #2 track from Paoli to Bryn Mawr. That work should be completed by late this year, after which the machine will turn its attention to the #3 track between Bryn Mawr and Overbrook. The project will create significant problems for SEPTA's R5 Paoli-Thorndale service because of the frequent need to foul the #1 and #4 tracks used by virtually all SEPTA trains. While the work is in progress between Paoli and Bryn Mawr (rail has already been dropped along the #2 track), SEPTA may be forced to reduce midday service from half-hourly to hourly.

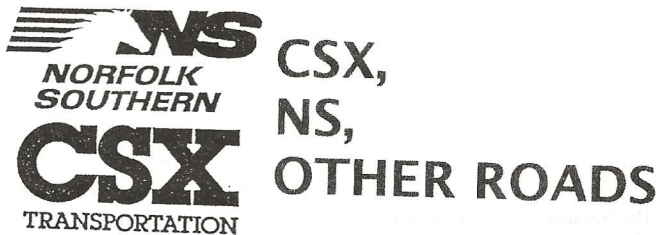
AMTRAK said last month that its has enlisted the aid of several on-line police departments—including those in New York and Philadelphia—to beef up security along the Northeast Corridor. Other departments in New Jersey, Delaware, Maryland and Washington, DC, have also agreed to participate. Officials said that no specific threats had been received against the train service, but this effort will enhance the heightened security alert on U.S. mass transit systems placed in effect after the London subway bombings on July 7. Because the Corridor connects two high-profile cities, it could be a target and Amtrak lacks a large enough police force to protect it.....New York's Penn Station was evacuated for an hour on July 24 after a passenger threw a backpack at a ticket agent and said it contained a bomb. It proved to be harmless but the 43-year-old Bronx resident was arrested and charged with making terroristic threats (NARP).....A Senate committee reported last month that the Department of Homeland Security had spent only \$711,000 of the \$10 million appropriated in Fiscal Year 2005 for protecting U.S. rail lines. The Transportation Security Administration said it had hired 56 rail security inspectors and that it expected to have 100 inspectors on the job by the end of August.

A Federal judge in Philadelphia has ruled that AMTRAK may charge a group of wheelchair users extra if they wish to ride in the same car, in order to cover the cost of removing seats. Under the Americans with Disabilities Act the railroad is required to have only one space in each car to park a wheelchair (*Trains*).....AMTRAK has taken delivery of 80 new automobile-carrying cars for the *Auto Train* to increase the train's capacity for minivans and SUV's (NARP).....Six bank executives from MBNA Corp. in Wilmington got dunked in New York's East River when their chartered helicopter crashed on June 17. Rescuers pulled the six, plus two crewman, from the chilly water. Maybe they should have taken AMTRAK home to Wilmington!.....Plans are back on track to convert New York's historic Farley Post Office building into the new Penn Station, one block west of the existing station. Construction should begin next year on the \$800-million project, although AMTRAK has said that it will not move to the newly-named Daniel P. Moynihan Station if it has to pay rent there.

Only a handful of AMTRAK's 44 P40 diesel-electric locomotives remain in active service, most of them replaced by the newer P42's. A few of the 1993-vintage units are in work train service while eight are assigned to the *Auto Train* (*Railpace*).....New York State DOT has agreed to pay Super Steel Corp. of Schenectady \$5.5 million to terminate the rebuilding of seven Rohr Turboliner trainsets for Albany-New York City service. Three of the trains were rebuilt, but AMTRAK placed them in storage saying they were unsuitable for the service (*Weekly Rail Update*).....AMTRAK has determined

# PHILADELPHIA EXPRESS (Continued from Page 6)

that the cause of the Portal bridge fire on May 12 near Newark, NJ, which shut down Northeast Corridor service for over ten hours, was a fallen catenary wire. A newly-installed circuit breaker, designed to cut off electrical power when a wire is severed, failed to operate properly, allowing a power surge to ignite the bridge timbers (*Trains*).....The joint AMTRAK and STRASBURG RAIL ROAD station to be built at Paradise, PA, on the Harrisburg line is still in the works. But the start of construction on the \$2.8-million station has been delayed until later this year (Harrisburg Chapter)..... Three Acela coaches undergoing periodic maintenance at SEPTA's Frazer shop near Malvern broke loose from the yard on July 3 and coasted west for eight miles on the #2 track before coming to a halt, according to a report on the Internet. There were no injuries ..... AMTRAK service in the South this summer has been affected by speed restrictions imposed by CSX due to high temperatures. CSX also suspended all operations in the Gulf Coast area on July 9 and 10 as Hurricane Dennis moved ashore in Florida and Alabama.



A series of 300 surveillance cameras and sensors will be installed along 7.5 miles of CSX's Landover Subdivision in Washington, DC, which has been the subject of a court battle over the City's efforts to restrict the movement of certain hazardous chemicals on the line (see June *Cinders*). The local government feared that tank cars carrying toxic chemicals could be sabotaged by terrorists as they moved along the railroad, which passes within a few city blocks of the U.S. Capitol building, but an appeals court blocked the effort because the Federal government has jurisdiction over interstate freight traffic and should be better qualified to regulate the movement of hazardous materials. The \$9.8-million surveillance project is being paid for by the Department of Homeland Security. In addition to setting off alarms if any unauthorized persons or vehicles intrude on the railroad, the system will include virtual "gates" where entering trains will be scanned by nuclear, biological and chemical sensors before being allowed to proceed (*Trains*).

Soaring traffic levels and higher freight rates in April, May and June gave both CSX and NORFOLK SOUTHERN one of the best financial quarters in memory. CSX reported net income of \$165 million on revenues of \$2.17 billion, while NS had net income of \$424 million on revenues of \$2.15 billion, a quarterly record. CSX's operating ratio improved by 7.1 percent to 81.9 and NS's by four percent to 72.5. CSX's revenues were up by eight percent over the year-ago period while NS took in 19 percent more than in the second quarter of 2004.....NS this month plans to introduce "TOP II," the second phase of its Thoroughbred Operating Plan, which has brought scheduled railroading to the NS system. TOP started in 2002 and was focused on the merchandise business, while TOP II will apply the same principles to intermodal operations (*Traffic World*) .....CSX has developed some regular backhaul business for Tropicana's insulated cars, which for the past 30 years have hauled packaged

orange juice in unit trains from Bradenton, FL, to North Jersey (and later to Cincinnati). The return business includes potatoes, alcoholic beverages and Gatorade, the sports drink which like Tropicana is owned by PepsiCo (*Bull Sheet*) ..... NS has agreed to test one of the "Green Goat" hybrid switchers built by RailPower Technologies. NS is the last of America's Class 1 railroads to test a Green Goat, which operates on batteries recharged by a small diesel engine (*Weekly Rail Update*).

An east African railroad has painted one of its locomotives in a scheme which would bring back memories to CONRAIL fans everywhere. It is the brainchild of Chapter Member Henry Posner who owns Railroad Development Corp. of Pittsburgh. RDC has invested in a number of railroads in Central and South America as well as in Africa, one of them being the Central East African Railways operating from the Port of Nacala in Mozambique to Malawi. The locomotive, #520, has a rebuilt Alco prime mover and now sports Conrail-style blue and white livery. A variation of Conrail's wheel-on-rail emblem reading "Nacala Corridor" adorns the long hoods. Color photos of the unit have been circulating on the Internet among ex-Conrail people .....A Federal judge has dismissed a lawsuit filed against several large corporations, including CSX and NS, that sought reparations for the descendants of African slaves who worked for the predecessor companies of these corporations .....Earlier this summer, CSX operations at the ex-CONRAIL Selkirk yard in New York were slowed by a labor dispute, forcing CSX to divert a number of high-priority trains over other routes. Some intermodal trains even ran over NS's mainline across Pennsylvania. Adding to the congestion at Selkirk are problems with its new "One Plan" operating scheme (Harrisburg Chapter, *Traffic World*).....Bennett Levin is working to put together and excursion this fall from Harrisburg to Gallitzin, PA, and return over the NS mainline. It would feature his two ex-Pennsy E8's and an all-tuscan-red consist. He also is working with AMTRAK to run a special train for retired military personnel from Washington to Philadelphia for the Army-Navy football game on December 3.

For the first time in 25 years NJ TRANSIT has introduced a new look to its public timetables. Effective with the July 3 issue, they are now easier to read in foldout form and feature an enlarged logo on the cover for each line. The Atlantic City Line, for instance, has a large drawing of a lighthouse at the top. The Morris & Essex Line timetable has been changed from the familiar booklet to an accordion-style foldout. Rail fares also increased as of July 1.....The NJT board has approved a proposal to bore two new tunnels under the Hudson River to Penn Station in New York. The \$6-billion project would double the track capacity for Northeast Corridor service, already seriously constrained by the two existing tunnels which were opened by the Pennsylvania Railroad in 1910. The new single-track tunnels, for use both by NJT and AMTRAK, are to be completed by 2015 and would extend NJT service to a new station under 34<sup>th</sup> Street in Manhattan. The work would be financed by the Port Authority of New York & New Jersey, both states and the Federal government, as part of the Access to the Region's Core (ARC) program.

NJT has approved a \$1.41-billion operating budget and a \$1.15-billion capital program for Fiscal Year 2006 which began July 1. The capital program includes the purchase of 131 additional bi-level rail cars from Bombardier, each with an average of 135 seats, and 289 new ADA-compliant suburban and transit

(Continued on Page 8)

## PHILADELPHIA EXPRESS (Continued from Page 7)

buses from Millennium to replace the oldest vehicles in the fleet. A total of 2,300 new parking spaces also will be built systemwide. The railcars will cost \$214 million and the buses \$94 million. NJT announced that it will establish new rules limiting platforms and certain other areas of train and bus stations to ticket-holding passengers. These "fare-paid" zones are similar to those used in cities where the honor system is in effect, and follows a lawsuit filed by a homeless person who was evicted from an NJT train station (*Railpace*). On July 14 NJT celebrated the 150th anniversary of commuter train service to Atlantic City, as an actor playing Dr. John Pitney led a delegation of guests onto train #4611 for the ride from Absecon into Atlantic City. Dr. Pitney is regarded as the father of the famed resort city.

Senator Joseph Biden of Delaware in June introduced a bill aimed at reducing the risk of handling hazardous materials by rail. According to a *Railway Age* report, the legislation would designate certain "high-risk" corridors over which the railroads would not be permitted to move shipments classified as extremely hazardous. The bill addresses the concerns expressed earlier by the Washington, DC, City Council about hazardous shipments moving over a line close to major government buildings (see item above). The Federal Railroad Administration said that it will crack down on enforcement of railroad safety rules. In announcing a "National Rail Safety Action Plan," the FRA said that it will aggressively "target the most frequent, highest-risk causes of accidents, focus Federal oversight and inspection resources, and accelerate research into new technologies" (*Railway Age*). A bitter battle appears to be on the horizon between railroads and the United Transportation Union over a push by management to greatly expand one-man train operations. A Wall Street investment firm has calculated that the carriers could save as much as \$1 billion a year by changing from two-man to one-man crews. Said a UTU spokesman, "The railroads are rushing to take advantage of a politically favorable Washington environment...Notwithstanding their record profits and exorbitant bonuses they pay executives for providing sub-standard service, they say they must reduce crew size even more" (*Traffic World*). The UTU's national president has revealed that it is looking to merge with other unions. "We want an appropriate merger partner to offset the power the Teamsters are exerting over some in rail labor," said President Paul Thompson.

Trains Magazine this year is celebrating its 65th anniversary, but the editors say they are not thinking of retirement. A group of artistic renderings produced by famed Designer Raymond Loewy for the PRR will be put up for auction on September 25 by the Barry S. Slosberg firm of Philadelphia. Most of the colorful drawings are of passenger car exteriors and interiors. Former CONRAIL CEO David LeVan is embroiled in a battle in his home town of Gettysburg, PA, over his plan to build a slots parlor within two miles of the Gettysburg battlefield. Since retiring from Conrail, LeVan, a motorcycle enthusiast, has been running one of the State's largest Harley-Davidson dealerships. The Association of Railway Museums will hold its annual conference at Strasburg October 5-9. GUILFORD RAIL SYSTEM is painting about 250 of its Boston & Maine and Maine Central box cars in a blue-and-black scheme with a "Pan Am" logo and lettering. Guilford several years ago purchased the name and emblem of defunct Pan American World Airways and has operated a discount air service using that name (*Trains*).

NEW HOPE & IVYLAND will once again host Railfan Weekend on September 24-25. Steam locomotive #4 and double-headed diesels on mixed trains are promised, plus a night photo session. For information, telephone 215-862-2332 or go to the website at [www.newhoperrailroad.com](http://www.newhoperrailroad.com). NH&I also will repeat its fall foliage runs on weekends in October, over the entire 16-miles between New Hope and the SEPTA station in Warminster. Diesel-powered trains leave Warminster at 10:30 AM and 1:15 PM, and return from New Hope at 12 Noon and 3 PM. The STRASBURG RAIL ROAD has just completed the restoration of ex-Western Maryland wood coach #814, naming it the **Warren F. Benner** after SRC's longtime treasurer. The railroad traded its ex-WM steel coach #853 to the Railroad Museum of Pennsylvania for the older car, which is unique because it is the only wood car in the SRC fleet that does not have truss rods under the body (Harrisburg Chapter). WILMINGTON & WESTERN continues cleaning up the devastation caused by the Red Clay Creek flood of September 15, 2003. Most of the track and bridge debris has been removed as design work goes forward on replacing the six destroyed wooden bridges with new steel spans. Meanwhile, passenger operations are confined to the lower 2.5 miles of undamaged track.

VIA RAIL CANADA this year is celebrating the 50th anniversary of its fleet of Budd-built passenger cars, many of which are assigned to the transcontinental Canadian. The order for 173 cars, ranging from coaches to luxury dome-observations, was delivered to the CANADIAN PACIFIC in 1954 and 1955, after being turned out by Budd's Red Lion plant in Philadelphia. The beautiful new **Canadian** made its inaugural run on April 24, 1955. Most of the cars were completely rebuilt in the 1990's and continue in operation today; in fact this writer and his wife last month completed a journey on the **Canadian** from Vancouver to Toronto. We marveled at the high quality of VIA service and the excellent performance of the equipment, regretting that AMTRAK had elected to dispose of virtually all of its Budd-built equipment. Ex-Reading 4-8-4 #2100 reportedly will resume its excursion career this year, on the Golden Pacific Railroad out of Tacoma, WA. After performing on the famed Reading "Iron Horse Rambles" in the 1960's, #2100 wound up in a Baltimore scrap yard before it was acquired and restored by Richard Kughn, who then owned the Lionel Corp. But it never had a chance to strut its stuff before going to the OHIO CENTRAL RAILROAD and in 1998 to a proposed excursion line in Canada which failed to get off the ground. From there, the Golden Pacific group acquired the big locomotive, which has been converted from coal to an oil burner (Reading *Eagle*, Larry DeYoung).

EAST PENN RAILWAYS and PENN EASTERN RAIL LINES, the operators of several shortlines in eastern Pennsylvania including the former Wilmington & Northern line out of Coatesville, is being acquired by a non-carrier holding company. Eastern Holdings, Inc. is controlled by John C. Nolan, who already ran the two shortline outfits, and another individual. The reason for the change is unclear, but it may have to do with certain tax and regulatory advantages (*Railpace*). Some of the old PRR shop buildings in Renovo, PA, have been acquired by a new carbuilding and repair firm known as Renovo Rail Cars. The Association of American Railroads has announced a voluntary agreement between major freight railroads and the Environmental Protection Agency. Known as "SmartWay," the agreement establishes incentives for fuel efficiency improvements and the reduction in greenhouse gas

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**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)*

The Reading Company Technical & Historical Society has made an arrangement with George Hart to "swap" certain rail equipment, with the RCT&HS getting, among other things, two ex-Reading wooden coaches, a wooden baggage-type "milk car" and Blueliner MU car #9110, which was the first of its class to be outshopped at Reading shop, and the last car on the "Last Train from Reading Terminal" operated by Philadelphia Chapter on November 6, 1984 (The *Crusader*).....In 1832, the Philadelphia, Germantown & Norristown Railroad was proud of its refurbished locomotive, and took space in local papers to advertise "Old Ironsides" would haul two cars every day when the weather was good, horses being reserved for rainy days and for snow. A year later to accomplished an astonishing performance when the "engine" ran a mile in 58 seconds and did 2-1/4 miles in 3 minutes, 22 seconds, either of which "was a marvel to contemplate" (S. H. Holbrook).....OK, experts, what about the Reading Company's two named diesel locomotives? On July 20, 1966, the Reading launched two new Alco C430's (complete with champagne); #5211 was "Catawissa II" and the 5212 was "Old Ironsides II". These two units were the subject of Alco double-page advertisements in the trade press (Walter Appel).

The six big North American railroads posted sizeable profits in the first quarter of 2005, but keeping that momentum going all year poses a challenge. Three of the six were able to achieve record revenues. Those were Norfolk Southern, BNSF Railway and Canadian National, while Union Pacific was the only line that was not able to grow profit in the first quarter (*Traffic World*).....Delaware-Lackawanna's business is up 35% with most of the traffic coming from Norfolk Southern at Portland, PA. The 100% Alco road (Scranton-Portland) is very popular with railfan photographers (*CTC Board*).....The Heritage Foundation says there isn't a single light rail system in America on which fares paid by the passenger cover the cost of their own ride. They estimate that the total expense for each ride on the Twin Cities' "Hiawatha" light rail line is \$19.00 per passenger - the system could lease a BMW SUV for each commuter for about the same price! (*Wall Street Journal*).....First quarter reports illustrate the flow of Powder River Basin coal moving East. Carloadings from all the major U.S. rail carriers are up over last year; shipments from Arch Coal's Black Thunder Mine, one of the largest in the world, jumped 40% to a record 23.6 million tons! (*Traffic World*).....What is the farthest point west on a railroad in the United States? Right! It is on the Alaska Railroad about 50 miles northwest of Anchorage, which is 150 degrees, 3' west (*Guinness Book of Rail Records*).

Airlines?? The airline follies continue, with Lehigh Valley "International" Airport reporting a 20 percent drop in traffic in April when Southeast Airlines abruptly went out of business. Other "strong" names such as Trans-Meridian Airlines and Lehigh Valley Air, which have just converted to "Hooters Air" will replace Southeast (*USA Today*).....Santa Fe Skyways - an all-cargo carrier began operations in May 1946 from Wichita, KS, with capital of \$100,000, provided by a large western railroad! Two World War II surplus Douglas C47's were the start-up fleet and the company made its first flight with 2,600 pounds of strawberries. The first of four "Skymasters" (C54) arrived in 1946 for Chicago-Los Angeles service. The four aircraft were named

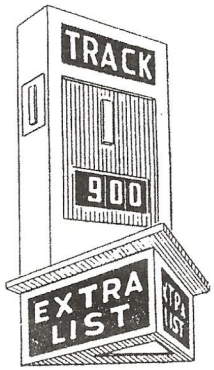
*Sky Chief Navajo, Sky Chief Apache, Sky Chief Pueblo and Sky Chief Texas.* With its route application turned down by the Civil Aeronautics Board and litigation from other airlines pending, Skyways folded in January 1948 (*Harrisburg Rail Review*).....The former Lehigh Valley Railroad tugboat *Cornell* presently is used for Chesapeake Bay cruises. Most of the tug has all of its original features. With a little paint and \$95,000, you can be part of LV's marine heritage. It's docked at Galena, MD and a call to 410-268-0021 will get you the particulars (*Interchange*).

On Sunday evening, April 27, 1952, the very last train to depart the PRR's Broad Street Station was lined up on Track 13—how significant that was! The 18-car train was hauled by GG1 #4800 and went to North Philadelphia station, a run of just 5.3 miles. Not only was it the last but it was the shortest run of any Pennsy locomotive-hauled passenger train (Bert Pennypacker).....The Interstate Commerce Commission has been requested by the Tuscarora Valley Railroad to abandon its entire 3-foot gauge line from Port Royal (PRR connection) to Blairs Mills, PA - 27 miles (*Locomotive Engineers Journal*—July, 1934).....The Bowie (MD) Train Station Museum is next to the current MARC train depot and features the 1910-vintage Pennsylvania RR station and tower, a 1922 N&W caboose, is "free" and open Wednesday through Sunday 12-4 PM—telephone 301-809-3089 (*Lancaster Dispatcher*).....On June 24, 1935, the Baltimore & Ohio's new lightweight aluminum streamlined train consist for the **Royal Blue**, was placed in service between New York and Washington on a 4-hour schedule (AAR).

A New Jersey Transit study suggests that the proposed \$5 billion Trans-Hudson Express tunnel would immediately double rail capacity for New York City and would meet NJT's needs for at least 20 years. They believe it would generate \$10 billion in new economic activity in the region (*USA Today*).....Railfan Legends Department - While Patrick B. McGinnis was president of the New Haven Railroad, he introduced the famed "modern" color scheme of black, white and orange trapezoids on NH motive power. At the time, McGinnis' wife, Lucille, was thought to have done the work, but it was actually done by Swiss industrial designer Herber Matter (*Merging Lines* - R. Saunders, Jr.).....On June 6, 1833, President Andrew Jackson was the first U.S. chief executive to ride a train. He made the 12-mile trip over the B&O from Ellicotts Mills to Baltimore (AAR).....Rail workers in Canada were amazed to find a cat in a locked and sealed rail container that arrived in Regina, Sask. in March from Chicago. The cat, now named Boxcar Betty, survived the nearly two-week 1,300-mile journey without food or water (*Traffic World*).....We wondered if the 1909 parlor car run of 54 miles between 155<sup>th</sup> Street in New York City and Brewster, NY via New York Central's Putnam Division was the shortest ever? One of our top historians in the NRHS Library in Philadelphia points out that in 1915 the parlor car **Rangeley** operated only 46 miles (Farmington & Rangeley) on the two-foot gauge Sandy River & Rangeley Lakes Railroad, not only shorter but also narrower!!

**PHILADELPHIA EXPRESS** (Continued from Page 8)

emissions from locomotives.....The American Trucking Associations reports that there are 1.3 million truck drivers on U.S. roads, 20,000 short to meet current demand. "The driver market is the tightest it has been in 20 years," said ATA President Bill Graves (*Weekly Rail Review*).



Because of the amount of news in this issue of *Cinders*, **EXTRA LIST** does not appear in this issue. This feature is being assembled for the September issue of *Cinders*, which we expect will be mailed no later than September 12.

## Corrections to CSX Train Schedules

Referring to the CSX freight schedules published in June *Cinders*, two trains were inadvertently omitted from the origin/destination list of trains on page 10 of that issue. They are:

Q373 - South Philadelphia to Cumberland, MD  
K279 - Selkirk, NY to Florence, SC (trash)

In addition, the note regarding trains operated between Philadelphia and Kearny, NJ, via Norfolk Southern's Abrams yard should refer to Q190/Q191 rather than Q390/Q391.

## A Busy Summer.....for *Cinders* Staff

This August issue of *Cinders* will be getting to you about August 22, later than we might want, but yet full of news that's been occurring over the last two months. Numerous elements have combined to create this delay, none of them, fortunately, of a serious nature.

Columnist Frank Tatnall was on an extensive five-week trip with his wife, Mary, beginning with a cross-country trip on Washington, DC Chapter's **Dover Harbor** to the 2005 NRHS Convention at Portland, OR, returning via VIA Rail Canada's **Canadian** from Vancouver to Toronto. Slide show, Frank?

Editor Larry Eastwood was busily involved in **Basic RailCamp 2005**, which saw 24 enthusiastic participants in attendance at Steamtown in Scranton. The session was highlighted by the participation of Fran Mainella, Director of the National Park Service, who presented certificates to each attendee on Friday, July 22.

Your next issue of *Cinders*, possibly somewhat abbreviated, should be mailed to you on September 12, just in advance of the September 16 meeting. That issue will contain a complete *Extra List* column, a quiz or two to get your mind stirring after this long, hot summer.

Mark your calendars for the meeting on Friday, September 16, and make your dinner reservations as indicated in the column to your left. Enjoy the rest of your summer!

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