



# CINDERS



DECEMBER 2005

### IN THIS ISSUE

SEPTA Strike Settlement.....	1
Philadelphia Chapter News.....	2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
Extra List.....	7
ODDS AND ENDS, by Roy L. Hudson.....	8
Viaducts/Bridges Quiz.....	9

Volume 66

Number 11

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/)**

## Rendell Brokers Settlement of SEPTA Strike

Governor Rendell's intervention in the week-old SEPTA strike helped the two sides reach an agreement on the morning of Monday, November 7. The new four-year contract between SEPTA and Transport Workers Union Local 234 was announced at 5:30 AM after a marathon all-night bargaining session. For the first time, it requires TWU members to contribute one percent of their salaries for health-care premiums but gives them a three-percent pay increase in each year of the contract. The membership ratified the new contract on November 15 and the SEPTA board was expected to follow suit at its meeting two days later. Originally, a strike had been threatened when the previous contract expired in March, but the union agreed to several extensions. In September, the TWU leadership set a final deadline of October 31, and when further negotiations went nowhere the 4,600 operators, cashiers and mechanics walked off the job on Halloween morning, stranding more than 400,000 SEPTA subway, bus and trolley riders.

Seven days into the strike, Rendell convened a meeting at the Park Hyatt Bellevue Hotel on Sunday morning the 6<sup>th</sup>, a gathering which ultimately included SEPTA Chairman Pasquale Deon, Sr., TWU President Jeff Brooks and numerous other officials. Contract talks had broken off four days before, but the Governor told them that a quick end to the strike was absolutely necessary if SEPTA expected to gain any commitment from the State for permanent dedicated funding. Rendell, who is widely known for his powers of persuasion and a willingness to twist arms when necessary, made it clear to the union that in today's economy co-pays for health insurance—an issue which had deadlocked the talks for months—are a fact of life. He said the issue could be resolved by adopting a graduated scale of payments based on an employee's salary rather than a fixed percentage of the health-care costs as SEPTA had demanded.

This concept, proposed more than a week earlier by City Controller Jonathan Saidel, was refined to the point where both the union and SEPTA agreed that one percent of each worker's base salary (not overtime) would be earmarked for health insurance—and that management employees would pay the same percentage of their salaries. A very helpful suggestion offered by Deborah Willig, a veteran health benefits lawyer, was that the premiums be paid to Blue Cross in advance, which would qualify SEPTA for a six-percent discount of more than \$15 million in the first three years. The Governor then agreed to advance sufficient funding to SEPTA to allow it to take advantage of the discount.

"I tried to convince them that it wasn't SEPTA versus TWU," Rendell said. "It was TWU and SEPTA trying to convince the State legislature to help them." A long strike, he told the assembled union and management people, would undermine the effort to gain a permanent funding base for transit. SEPTA was "picking up riders," he said, "and to lose that momentum in a three-week or five-week strike would have been disastrous. We settled it just in time." The *Inquirer* reported that Philadelphia Congressman Bob Brady, who has close ties to the labor movement, also was instrumental in bringing the union back to the table. Earlier, Brooks had backed away from his long-standing position that TWU members would not agree to *any* health insurance co-pays. Instead, he acknowledged the need for such payments, but only if they were based on a sliding scale so that higher-paid employees (such as managers) contributed more than those making less money. Observing the scene at the hotel, City Councilman Michael Nutter said, "I don't know what it feels like to be held hostage by Ed Rendell, but it may not be something that anybody wants to sign up for." Still, neither side could say no to the Governor when he summoned them that Sunday morning.

Characterizing the new contract as a win-win situation, SEPTA Spokesman Richard Maloney commented that "We remained within our budget goals and yet provided our employees with excellent wages and benefits. For the first time, all 9,000 SEPTA employees will contribute to their health-care premiums." The *Daily News* quoted him as saying, "A prolonged, angry strike would have made it much more difficult to convince the powers-that-be in Harrisburg. But there were no reports of vandalism or sabotage. I am proud of the union's professionalism."

Because the settlement was not reached until 5:30 AM, it was impossible to get all of the subway trains, buses and trolleys up and running for the morning rush hour. But by 7 AM Market-Frankford and Broad Street Line trains were operating on about 15-minute headways, and some buses were able to get out on their routes after the vehicles were fueled and drivers reported for work. By mid-morning all subway-surface trolley lines except for the Route 10 were running, and by the afternoon rush service was virtually back to normal on most rail and bus lines.

Local 1594 of the United Transportation Union, which represents 320 suburban trolley and bus operators on SEPTA's

(Continued on Page 7)

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

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

**CHAPTER OFFICERS**

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

**COMMITTEE CHAIRS**

Equipment.....David R. McGuire (215) 937-7046  
Membership.....Sheila A. Dorr (610) 642-2830  
Program.....William Thomas III (215) 545-3198  
Publicity.....William C. Faltermayer (215) 591-9018  
Sales.....Dave Kopena (215) 671-0605  
Trip.....R. L. Eastwood, Jr. (215) 947-5769  
Webmaster.....John P. Almeida (215) 361-3953

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

**ANNUAL MEMBERSHIP DUES:** \$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.

*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.



*As we approach the end of another fast-paced year, the officers and directors of Philadelphia Chapter, NRHS thank you for your support of the Chapter throughout 2005, and extend to you and your families our best wishes at this joyous time of year. As we look forward to 2006, we face a world and a rail transportation industry faced with many challenges as well as opportunities. Our challenge as rail historians is to insure that the events of this and other years are recorded and preserved for future generations to learn from. Season's Greetings and a Healthy, Prosperous 2006 to each of you.*

**MEETING CANCELLATION NOTICE!**

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting day, Chapter officers will make a decision on whether to hold the meeting as scheduled. If in doubt, members should telephone 215-947-5769 after 12 Noon on the day of the meeting for a recorded advisory. Thank you.

**MEETING NOTICE:**

**FRIDAY EVENING, DECEMBER 9, 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 meeting on Friday evening, December 9, 2005 will feature a professional film night, with a selection of vintage 16mm motion picture films from the NRHS Film Library in Philadelphia. Come out, bring a friend for dinner and celebrate the beginning of the Holiday Season with Philadelphia Chapter.

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, DECEMBER 6, 2005 to Dinner Chairman Bill Gardiner at 215-632-7016.** The menu for December was unavailable because of the early deadline for this issue. **N0-shows will be responsible for payment for meals ordered!** *(Please note that meetings for the 2005-2006 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall.)*

Looking forward into the New Year, our program on Friday evening, January 20, 2006 will hopefully find Member Frank Tatnall providing a slide lecture on the Western Maryland Railway. As you acquire and mark your 2006 calendars, make sure to include this date as a meeting you'll want to attend.

**Additional Chapter News on Page 6**

**Cinders Tunnel Quiz Winner**

There were two winning entries in the Tunnel Quiz in the October issue of *Cinders*. Since there were only two (Don Morrison and Joe Boscoe), Chapter Secretary Marie Eastwood flipped a coin and Don Morrison wins a Morning Sun Book from our Chapter store. Thanks to everyone for entering.

# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



## SEPTA REGIONAL RAIL

With the exception of the horrendous service meltdown on Thursday, November 3, the Regional Rail system coped fairly well with the pressures of last month's transit strike. Every effort was made to get all available equipment out on line, as the shop count of MU cars on certain strike days dropped to seldom-seen lows. (On one day just 24 cars out of a total fleet of 304 were not running.) All eight locomotive-hauled push-pull sets were pressed into service during the weekday rush periods and, as noted here last month, extra trains were operated on several lines while other trains were extended beyond their normal end points. Crowd control at center-city stations was sometimes difficult, but ticket collection during rush hours was made easier by a requirement that all tickets be purchased in advance. To be sure, every day saw its share of delays, most of them caused by the unusually large number of passengers or the inevitable slippery rails, which continued to be a hindrance throughout the system.

SEPTA now plans to reissue most of its Regional Rail timetables effective December 11. The R5 Paoli-Thorndale line is expected to return to its normal schedules as shown in the June 19 timetable, with half-hourly off-peak service resumed west of Bryn Mawr.....Progress in the rebuilding of Suburban Station concourse became more visible last month, as many construction barriers in the center of the station were removed. This opened up a large waiting area that had not been seen for decades. The ticket windows have been moved to a new location but with their Pennsy-style illuminated signs and other items intact. Every effort has been made to reproduce the original 1930's look of the station, with such touches as Art-Deco-style overhead lighting fixtures.....The Railroad Division is working on a "rider's handbook" containing helpful information for rail passengers. It is the product of the division's "Quality Service Task Force."

No weekend service outages are planned for this month in the Wayne Junction to Glenside track and signal project. But there is a plan for a one-day shutdown of R5 Lansdale-Doylestown service north of Glenside on Sunday, January 8, to permit work on a new Route 309 Expressway overhead bridge at Fort Washington .....The Bucks County Planning Commission will spend \$44,000 for a study to determine the feasibility of converting the long-dormant Newtown rail line to a private busway. This would encompass the 15 miles between Fox Chase and Newtown (*Railpace*) ..... SEPTA is removing the third platform track at Chestnut Hill East station, but two unused yard tracks remain connected.....

SEPTA is working on an \$8-million plan to expand the R7 Croydon station in Bucks County, which will include new combination high-level and low-level platforms. Construction is expected to begin in early 2008.....WEST CHESTER RAILROAD's Alco RS18 #1803 reappeared on SEPTA work trains last month, evidently to fill in for one of SEPTA's ailing diesel switchers.

Regional Rail passengers experienced a variety of problems unrelated to the strike period. As can be expected during the fall season, there were uncounted delays caused by slippery rails—in spite of SEPTA's "herculean efforts to remove the millions of leaves which seem to fall unerringly on the railheads. But there were other problems too. During the morning rush on October 26 "Newtown Junction" interlocking north of Wayne Junction began misbehaving again (see November *Cinders*), and a long list of trains was delayed from five to 50 minutes as maintainers on the ground had to manually line the switches. That same afternoon remote control was lost for 20 minutes at "16<sup>th</sup> Street Junction," delaying several more trains. The next day was another doozy. Again "Newtown Junction" was pain central after the catenary wires came down on deadhead train #9847 as it crossed over at 6 PM, knocking out power in the area. Some 60 trains were annulled or delayed from three to 90 minutes, and R8 Fox Chase passengers were bused.

A tragedy occurred on the Doylestown Line at 12:30 PM on November 10. A 52-year-old male trespasser was struck and killed by R5 train #6535 in a wooded area near Lower State Road south of Doylestown. The death was ruled a suicide. During the two hours the line was closed, passengers were bused around the scene. A power failure on AMTRAK's Harrisburg Line in West Philadelphia delayed several R5 trains in the morning rush of October 28. An electrical extension cord dangling from a work site on the 42<sup>nd</sup> Street overhead bridge shorted out the catenary for about 20 minutes. The following day the switches failed again at "Newtown Junction" during the PM rush, delaying ten trains .....A bizarre incident occurred at West Trenton on the afternoon of November 12, when a non-English-speaking passenger refused to leave disabled train #4153 and attacked two SEPTA supervisors who were trying to remove him. The passenger was subdued with Mace by the Ewing Township police, forcibly removed from the train and taken into custody, while one supervisor was transported to a hospital.....At 6 PM on November 15 R5 train #371 got a pantograph entangled in the catenary on the #1 southbound track just south of Jenkintown station. The train was able to depart the scene with a damaged pantograph, but a broken power wire was left hanging just above the track. This caused delays throughout the evening as R2, R3 and R5 trains in both directions were forced to operate on the #2 northbound track over the four miles between "Tabor Junction" and Jenkintown.

(Continued on Page 4)

## PHILADELPHIA EXPRESS

(Continued from Page 3)

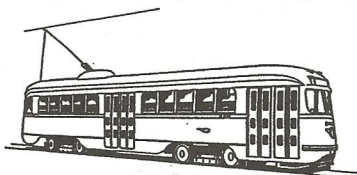


### SEPTA TRANSIT

Following the end of the strike on November 7, SEPTA resumed its pattern of weekend shutdowns on the Market Street elevated west of 52<sup>nd</sup> Street. Over the Friday night-Monday morning periods of November 11-14 and 18-21 trains turned back at 52<sup>nd</sup> Street station and passengers were bused between 69<sup>th</sup> Street Terminal and 40<sup>th</sup> Street. This allowed contractors to continue work on replacing the century-old el with an entirely new single-column structure. A total of 96 weekend outages—as well as several nine-day summer shutdowns—are included in the five-year project due for completion in 2008. All five stations on the el between 46<sup>th</sup> Street and 63<sup>rd</sup> Street also will be replaced.

SEPTA's \$600,000 "Genuine Philly" ad campaign (see November *Cinders*) entered a new phase last month as trading cards were issued to purchasers of passes or tokens. The first group of 50,000 cards features photos of SEPTA employees such as bus drivers and rail conductors along with quaint Philly-style quotes. The campaign "offers a unique sample of the language, traditions and 'ad-di-tude' that is 'Genuine Philly,'" says a SEPTA press release. And it brings out "the fact that SEPTA is the thread that binds the region together," adds Rich DiLullo, director of marketing. "We're proud of our employees and think they do a fantastic job, and want to bring them to the attention of the public" .....SEPTA planned to operate its annual "Santa Claus trains" to the Gallery on Saturday, November 26. One specially-decorated Market-Frankford train was to run from 69<sup>th</sup> Street Terminal to 11<sup>th</sup> Street while the other MFSE train came from Frankford, and a Broad Street Line train originated at Fern Rock. Two Regional Rail trains, one from Paoli and one from Chestnut Hill West, were scheduled into Market East Station for Santa's traditional ladder climb at the Gallery.

SEPTA is well into its \$34-million program to replace or overhaul all of the elevators at its rail stations. The Oregon Avenue station on the Broad Street subway has one new escalator in service and a new-type rack-and-pinion elevator in being installed, which is expected to be more reliable than the traditional hydraulic elevators. Since 2000, 14 escalators have been replaced at various rail stations, and design work is in progress for modernizing other units at Regional Rail's Suburban, Market East and 30<sup>th</sup> Street stations as well as at the Olney and Pattison stations on the Broad Street subway and at the Norristown Transportation Center .....The *Inquirer* has run several articles focusing on the recent high demand for housing in the center city area, especially for new condominiums. The condo craze is leading to several projects for new buildings and the rebuilding of old structures, such as the onetime *Daily News* headquarters at 22<sup>nd</sup> & Arch Streets. All of this activity should help boost mass transit ridership.



## AMTRAK

The AMTRAK board dropped a bombshell on November 9 when it fired President David L. Gunn. The action was taken by the Bush-appointed board which currently has only four members, two of whom, Enrique Sosa and Floyd Hall, are serving under interim appointments expiring at the end of this year. Gunn expressed his adamant opposition to the board's plan to split off the Northeast Corridor into a separate entity (see November *Cinders*) and then was asked to resign. He refused, because "if I resigned it would have looked like I abandoned" the railroad. Instead, he was "released," in the terminology normally reserved for sports figures. Saying that Amtrak needs to aggressively move ahead with such reforms, the board named Chief Engineer David Hughes as acting president & CEO and announced its intention to launch a nationwide search for a permanent replacement. Gunn, 68, who served as SEPTA's general manager from 1979 to 1984 and later ran the transit systems in New York, Washington and Toronto, came out of retirement in 2002 to revive a badly-disorganized Amtrak, which at the time was still telling Congress that it could become operationally self-sufficient.

In a prepared statement, Board Chairman David Laney tried to explain why Gunn had been fired. He said, "David Gunn has helped AMTRAK make important operational improvements over the past three years. Amtrak's future now requires a different kind of leader who will aggressively tackle the company's financial, management and operational challenges. The need to bring fundamental change to Amtrak is greater and more urgent than ever before. The board approved a strategic plan in April that provides a blueprint for a stronger and more sustainable Amtrak (and now) we need a leader with vision and experience to get the job done" (NARP).

In Congress, where Gunn enjoyed a high level of respect for his professionalism, there was widespread dismay over his dismissal. Some lawmakers saw the action as another step in the Bush Administration's attempt to break up AMTRAK, while Gunn's critics, according to an *Inquirer* report, saw him as a roadblock to overhauling the national passenger railroad. Jed Dodd, a general chairman of the Brotherhood of Maintenance of Way Employees which represents more than 2,000 Northeast Corridor workers, said, "I was never a fan of David Gunn. His hostility to the employees was well known." (A week later, Dodd's union was threatening a strike against Amtrak because, he said, the BMWWE has been trying for six years to negotiate a new contract without success. A flyer distributed by BMWWE members read, in part, "The Bush Administration, certain Congressional representatives, Amtrak CEO David Gunn and Amtrak Board Chairman David Laney want to dismantle the Amtrak system. They also refuse to deal fairly with Amtrak employees...")

But Democratic Senator Charles Schumer of New York called Gunn "a brilliant manager" and said his firing "decapitated AMTRAK." Republican Senator Trent Lott of Mississippi called the move "a step backward." A few Senators suggested that the action might be illegal because the seven-member board has three vacancies while two of the current members do not have permanent status. Republican Congressman Steven C. LaTourette

(Continued on Page 5)

## PHILADELPHIA EXPRESS

(Continued from Page 4)

of Ohio also questioned whether the board is legally constituted, and if it is not then it should be unable to conduct business. In addition to Laney, Sosa and Hall, the fourth board member is Transportation Secretary Norman Mineta, who reportedly has never attended a meeting in over four years. (One of his deputies attends.) The board will be without a quorum after Sosa and Hall are forced to step down at the end of the year. On November 15 Amtrak Chairman Laney admitted to a House subcommittee that he had held secret meetings with certain private organizations who had expressed an interest in purchasing the assets of the Northeast Corridor. But Laney denied that his board was scheming to sell off the Corridor (*Trains*, NARP).

Acting President David Hughes has a railroad background. A graduate of Harvard Business School, he served in several posts at Southern Pacific before moving to the Boston & Maine, where he became assistant to the president and later vice president of engineering. Hughes and Gunn, who in the 1970's was an operations manager at MASSACHUSETTS BAY TRANSPORTATION AUTHORITY, negotiated MBTA's purchase of the B&M commuter rail lines out of Boston. In the decade prior to arriving at AMTRAK, Hughes was a consultant on railroad infrastructure (NARP).

In mid-November, AMTRAK's appropriation for Fiscal Year 2006 was being considered by a House-Senate conference committee. The Senate had approved \$1.45 billion as part of its \$141-billion transportation spending bill while the House had gone with a lesser \$1.18 billion in its \$139-billion bill. NARP reported that a tentative compromise of \$1.31 billion had been agreed upon, but President Bush was threatening to veto the entire spending package as too expensive. In the meantime, DOT and Amtrak continued to function through a continuing resolution passed by Congress to temporarily maintain appropriations at the 2005 level. Last month the GAO (Government Accountability Office) issued a report criticizing AMTRAK's efforts to control expenses. Over the next four years, said GAO, Amtrak's annual deficit of \$1 billion is likely to grow by 40 percent, caused by rising labor costs and internal inefficiencies. "No effective corporate-wide cost-containment strategy exists," the report charged, citing Amtrak's food and beverage service as an egregious loser. David Gunn, still president at the time the GAO study was made public, responded that "There is no silver bullet to fixing Amtrak," but that he had been "building an organization that can manage the budget and control costs."

AMTRAK was making steady progress this fall in putting down new welded rail and concrete ties on the #2 track eastward from Paoli. By mid-November concrete ties had been installed to a point near Haverford station, and ballasting of the track had reached Villanova. Amtrak hopes to complete the replacement of #2 track all the way to Overbrook by December 9 when work is to be suspended for the winter, but it is uncertain if the goal can be reached by that date. The plan is to resume work next spring on the #3 track. In any event, SEPTA will be able to reinstate full midday service west of Paoli effective December 12 (see above). The SEPTA-funded "emergency repair project" on #1 and 4 tracks between Paoli and "Zoo," which has been in progress for the past year, is nearly complete. This \$1.6-million project was aimed at replacing deteriorated ties and improving drainage on the

two tracks which are used primarily by SEPTA service. But a much more ambitious plan is in the preliminary planning stage. This would upgrade the entire line between Paoli and "Zoo," including new welded rail and concrete ties on #1 and 4 as well as replacement of interlockings, a new centrally-controlled signal system and rebuilding of the electric traction infrastructure. Work could begin by the fall of 2007.

In the 22 miles between Parkesburg and milepost 66 near Lancaster where replacement of the #4 track has been completed, Amtrak has increased the maximum passenger train speed on that track from 70 or 90 mph to 110 mph (except in certain areas such as the Gap curve). In the two miles from MP 66 to "Cork" interlocking in Lancaster, the speed on #4 has been raised from 70 mph to 90 mph. When work on the #1 (normally eastbound) track is finished, speeds on that track also will be increased. To allow for replacement of catenary wire, electric locomotives and MU cars will not be permitted to operate west of Parkesburg for the next several months. At Lancaster station, only the two center "express" tracks have been rebuilt and the two 30-mph station platform tracks removed. Temporary platform extensions have been installed for passengers to reach the two center tracks. All of this work is part of the \$145-million joint PennDOT-Amtrak program to upgrade the Keystone Corridor for 90-minute service between Philadelphia and Harrisburg.

As it does every year, AMTRAK last month geared up a special Thanksgiving week service program on the Northeast Corridor. A 32-page timetable was issued for the period November 22-28, Amtrak's busiest travel period of the year. Sixty additional Corridor trains were to operate, including 29 extra Acela Express trains. Some commuter equipment was to be borrowed by Amtrak, including two push-pull sets from SEPTA. For the first time since Hurricane Wilma struck South Florida on October 24, AMTRAK was able to restore Silver Meteor and Silver Star service to and from Miami, effective November 9. Penn State students now have direct bus service between State College and 30<sup>th</sup> Street Station in Philadelphia, operated by Fullington Trailways (NARP). A smoky fire forced the evacuation of New York's Penn Station for more than an hour at the end of the evening rush on November 14. In a four-month trial, AMTRAK has contracted with Subway Restaurants to provide food service on certain of its trains between New York City and Albany. These trains had lost their food service last summer in a cost-cutting move (*Trains*).



**CSX, NS,  
OTHER ROADS**

Philadelphia City Council last month filed a motion in Common Pleas Court to force CSX officials to testify on CSX's efforts to block both pedestrian grade crossings at Schuylkill River Park. This long-running battle pits the City and a citizens group, which want the crossings left open, against the railroad which wants to close them because of safety concerns. Last month CSX boycotted a Council hearing on the subject (see November *Cinders*), explaining that the case was before a Federal judge in a suit brought by CSX. But, according to an *Inquirer* report,

(Continued on Page 6)

## PHILADELPHIA EXPRESS

(Continued from Page 5)

Councilman Michael Nutter warned a CSX lawyer, "You might want to let your chairman know there's a serious storm brewing here in Philadelphia with CSX."

Both CSX and NORFOLK SOUTHERN posted record results in the third quarter of 2005, brought on by increased demand for transportation, soaring fuel prices and capacity constraints in the rail and trucking industries. Both railroads demonstrated strong financial performances in spite of the costs of rebuilding in the wake of Hurricane Katrina along the Gulf Coast. In its rail and intermodal sectors, CSX reported net income for the period of \$361 million, up 46 percent from the year-ago quarter, on revenues of \$2.1 billion, and improved its operating ratio to 83 percent from 87 percent. NS's third-quarter net income was \$301 million, a 28-percent gain over the same period in 2004, on revenues of \$2.16 billion, and its operating ratio improved to 75.5.

PennDOT is building a temporary bridge for NS's Morrisville Line over the Route 309 Expressway at Fort Washington for the ongoing road-improvement project. This is the same project which will require the shutdown of SEPTA's Mainline next month for work on another bridge (see above). The NS line is the former Pennsy Trenton Cut-Off, which also has a bridge over the adjacent SEPTA Mainline. The original PRR through-truss bridge over the then-Reading Bethlehem branch was destroyed in a derailment in the 1950's, but was quickly replaced with a "temporary" span which lasted for more than 30 years until the present structure was installed by CONRAIL. In the 1950's accident a northbound Reading local bound for Lansdale narrowly escaped being crushed by the falling steel bridge..... NS is offering its full-color 2006 wall calendar for sale at \$10.95 each, including postage and handling. To order, call 800-264-4394 or send a check to Nyberg Fletcher & White, 2915 Whittington Avenue, Baltimore, MD 21230. The calendar photo contest is limited to NS employees, and almost every year two or three of the published photos are from NRHS members.

NJ TRANSIT's River Line light-rail service is confounding its critics with better-than-expected ridership, according to an article in the *Inquirer* by DVARP's Donald Nigro. Ridership on the Camden-Trenton route is up 29 percent over the previous year, to more than 6,000 passengers per day. NJT said the River Line carried its three-millionth passenger in September, since the service began in March 2004. This has been helped by the bargain fare of \$1.25 and numerous big events in Philadelphia and Camden. Responding to the rabble-rousing of some light-rail opponents, Nigro said that "Unsupported fears of the River Line during the 1990's have proved wrong. It is clear that trains are not running over children, tying up traffic or providing transportation for burglars".....NJT added extra trains and coaches November 10-11 on its Atlantic City Line for a teachers convention in the shore resort. Special train #4509 ran from Cherry Hill to Atlantic City in the morning and returned as #4516 in the afternoon. Cars were borrowed from other lines, including a few of the 5300-series Alstom coaches rarely seen in South Jersey (Richard Barben).

The annual Reading Terminal Holiday Railroad model train layout will be operating November 25-December 31, in the lobby of the Reading Terminal headhouse, 12<sup>th</sup> & Market Streets.

One of its sponsors is SEPTA.....The Red Caboose Motel at Strasburg, PA, is again open for business, after having been closed down at least twice for sanitary violations. A new owner has installed a temporary septic tank but eventually plans to cooperate with the nearby National Toy Train Museum in building a new disposal system. The owner, Philadelphia Restaurateur Larry DeMarco, had already planned to spend upwards of \$300,000 to remodel 40 of the ex-Pennsy N5 cabooses used as motel rooms and to revamp the kitchen (Harrisburg Chapter).....The "Tracks Ahead" TV show will begin its sixth season in January, produced by Milwaukee Public Television and underwritten by *Trains* and *Classic Trains* publisher Kalmbach. The 14 installments in the new season will be carried by most PBS stations nationwide, but if past experience is any indication, Philadelphia's Channel 12 will not. For some reason Channel 12 honchos usually have refused to carry this show, although it can be viewed on Lehigh Valley's Channel 39.



**BUCKEYE RAILS**  
**2006 NRHS Convention**  
**New Philadelphia, Ohio**  
**July 18-23, 2006**

*Registration form will be in next NRHS News, to be mailed soon.*

### 2006 Dues Bill Update (Part II)

Updating the information we provided you with in our November issue, production and delivery of the 2006 dues bills has been set back to the point where they are expected in the first week of December. Philadelphia Chapter will turn them around as quickly as possible to get them in your hands.

The implementation of the production process for the 2006 bills has been inherited by NRHS Vice President Jeff Smith, who already is overburdened by numerous other production items, including the *National Railway Bulletin*.

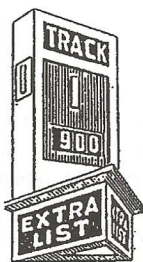
Meanwhile, more than a third of our Chapter-only members have renewed for 2006, and we thank you for that response rate.

### Greenberg Show at Fort Washington December 10-11; Volunteers Needed

Members are reminded of the Greenberg Train Show at the Fort Washington Expo Center, Virginia Drive, on Saturday and Sunday, December 10 and 11, 2005. The show hours are 10 AM to 4 PM each day.

While some volunteers have signed up, those who wish to help out are asked to call President Dave Kopena at 215-671-0605 before December 3, 2005.

Greenberg Shows has tentatively scheduled their early 2006 show at Fort Washington in March, rather than the traditional February dates they have used for years. Stay tuned.



**DECEMBER 10, 17, 2005:** Special diesel-powered excursions on Conrail's ex-PRSL Beesleys Point branch between Tuckahoe and Richland, NJ, operated by Cape May Seashore Lines. Trains leave Tuckahoe at 10 AM, 1 and 4 PM, leave Richland at 11:30 AM, 2:30 and 5 PM. Round-trip tickets: \$10 adults, \$5 children, which may be purchased on day of trip.

**DECEMBER 10-11:** Santa Claus specials on Reading & Northern Railroad from Temple to Leesport, PA and return, sponsored by Reading Company Technical & Historical Society. Fares: \$8 adults, \$4 children (2-12). Order tickets from: RCT&HS, P. O. Box 15143, Reading, PA 19612-5143, enclosing stamped, self-addressed envelope. For further information, telephone 610-929-9902 (website: [www.readingrailroad.org](http://www.readingrailroad.org)).

**DECEMBER 10-11, 17-18:** Santa Claus Specials on Lehigh Gorge Scenic Railway, Jim Thorpe, PA. Trains leave Jim Thorpe station at 11 AM, 1 and 3 PM for 15-mile round-trip through Lehigh River Gorge. Fares: \$11 adults, \$8 children. For information, telephone 570-325-8485 (website: [www.lgsry.com](http://www.lgsry.com)).

**DECEMBER 10-11:** Greenberg's Train Show at Fort Washington Expo Center, Fort Washington, PA, 10 AM-4 PM both days. Philadelphia Chapter will have a table at this show.

**DECEMBER 10, 17:** "Home for the Holidays" at Railroad Museum of Pennsylvania, Strasburg, with a nostalgic look at holiday rail travel. Santa trains will be operating on the nearby Strasburg Rail Road. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: [www.rrmuseumpa.org](http://www.rrmuseumpa.org)).

**DECEMBER 31:** New Year's Eve PCC-II Excursion, sponsored by Friends of Philadelphia Trolleys. Chartered car will leave Route 10 loop at 63<sup>rd</sup> & Malvern at 10 PM sharp, returning between 2 and 2:30 AM. Routing of charter not yet determined. Sodas and snacks will be provided. Fare: \$35 per person. To reserve a seat, send check, payable to "FPT" to: Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843.

**JANUARY 7-8, 14-15, 21-22, 2006:** Open house at Cheltenham Hills Model Railroad Club, 8000 Old York Road, Elkins Park, PA (in former Reading Ogontz station), 12 Noon-4 PM. Admission free, but donations will be accepted. For information, telephone Bruce Binder at 215-722-4542.

**JANUARY 27:** Railroad Film Festival at National Canal Museum auditorium, 30 Centre Square, Easton, PA, beginning at 7:30 PM. NRHS Media Director Mitchell Dakelman will present a program of films about streamliners and industrial railroads, some from the NRHS collection. Admission is by donation: \$5 per person. For information, telephone 610-559-6613.

**FEBRUARY 4:** Annual "Super Saturday" streetcar special over SEPTA lines, sponsored by Wilmington Chapter, NRHS. PCC-II car will be used for tour with numerous photo stops, including newly-reopened Route 15 Girard Avenue. Charter car leaves Callowhill depot, 59<sup>th</sup> & Callowhill Streets, at 10 AM, 63<sup>rd</sup> & Malvern loop at 10:10 AM. Tour will be limited to 40 passengers. Fare: \$35. Send check or money order payable to "Wilmington Chapter NRHS", c/o Steve Barry, 117 High Street,

Newton, NJ 07860. For information, telephone 973-383-3355 between 9 AM and 5 PM weekdays (website: [www.daylightimages.com/streetcar/](http://www.daylightimages.com/streetcar/)).

## SEPTA Strike (Continued from Page 1)

former Red Arrow lines, also struck on October 31. Following the lead of the TWU, its members returned to work on November 7 in spite of the fact that a final contract agreement with SEPTA had not been reached (and was still in negotiation a week later). This was in contrast to the union's previous militant statements, its president having declared on KYW Newsradio that unless Local 1594 was offered a fair contract "We'll stay out until hell freezes over—and then we'll skate on the ice!"

There were daily reports in the media of the substantial inconvenience that the strike had caused to thousands of regular riders. Many switched to carpools, bicycles or simply driving themselves to work, which resulted in predictable traffic jams on the main highways into Philadelphia and on the streets of center city. SEPTA had announced pre-strike plans to beef up Regional Rail service, which was not affected because its employees are represented by different unions with different contracts. During the strike SEPTA reported an average increase of 20 percent in daily ridership on the Regional Rail system, with many trains carrying standing loads. All went reasonably well until Thursday afternoon, November 3, when a massive service breakdown occurred which Maloney referred to as "Murphy's Law squared."

At 4:34 PM R8 train #6844, operating out of Chestnut Hill West as a temporary strike measure, became trapped under downed catenary wires near 34<sup>th</sup> Street in Amtrak's "Zoo" interlocking, less than a mile west of 30<sup>th</sup> Street Station. This caused a power outage on #1 and 2 tracks stretching back to 30<sup>th</sup> Street and Suburban Stations, which in turned created a monumental tieup in rush-hour service. The scene in center-city stations could only be described as chaotic as huge crowds of passengers—some of them displaced transit riders unfamiliar with the commuter rail system—milled about attempting to find information on their trains. Even the cellular phone networks became overloaded as thousands of people tried to call home—or for taxis—at the same time. Many passengers were delayed more than two hours as dozens of trains were either cancelled or delayed, some for extended periods. (The very worst case was that of train #4650, the Norristown-bound **Schuylkill Flyer**, whose departure was delayed for three hours and 21 minutes!) For the entire day only 26 percent of trains were reported on time, with 84 trains cancelled and 447 delayed. While the power was out on #1 and 2 tracks, some R5, R7 and R8 trains were able to operate through 30<sup>th</sup> Street on #3 and 4, with numerous delays, but all tracks were not re-energized until after 7 PM and service remained in turmoil for the rest of the evening. During the outage most R2 Wilmington-Newark and R3 Media-Elwyn trains did continue to operate but well behind schedule. These trains use the #5 and 6 tracks through 30<sup>th</sup> Street Station, which lead in the opposite direction from "Zoe." Even so, a total of 15 R1 Airport trains were annulled in both directions.

Together with the subway, bus and trolley riders who were thankful to have their service back, everyone on Regional Rail (and in SEPTA headquarters) breathed a sigh of relief when the strike ended after only seven days.

## 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 Strasburg Rail Road, at the present time, handles no freight. The once-familiar covered hoppers of plastic pellets are gone. The road is working to secure some inbound lumber business so that it can continue to be a common carrier, not just in name only. We also hear that in February, 2006, a photographers' special train will be operated with 2-10-0 #90 lettered "Great Western Railway" (Roy).....The Reading was the only American railroad to have 0-4-0 Camelback-type switch engines. Second-hand owners included the Reading Iron Company (#1155) and E. & G. Brooke Iron Company (#1187). The latter A-5 class veteran is now at Strasburg awaiting a possible rebirth (Bert Pennypacker).....According to the *Reading-Jersey Central Magazine*, the first electrically-operated semaphore signal in the world was placed in operation at Black Dan's Cut near Phillipsburg, NJ on the CNJ in 1893. It remained in service for nine years.

On December 5, 1937, "State" interlocking was placed in service at the south "east" end of Harrisburg station.....On December 8, 1937 the PRR board authorized \$10,000 for a Company exhibit at the Golden Gate International Exposition held on Treasure Island in San Francisco Bay (*PRR Stats*).....As all you Pennsylvania Railroad experts know, the largest and heaviest rail section ever used on the PRR was the 155-lb. Rail adopted in 1946. Wrong!! It was actually the third heaviest used by the PRR, with the heaviest being 174-lb., and runner-up 159-lb., both adopted in 1915. Yes, there is a catch! The latter two rails were "girder" or "streetcar" rails. P.S. - the 155-lb rail can still be seen today at Leaman Place, PA on Strasburg's run-around track (formerly PRR Track #1 (R. E. Hall, *The Transfer Table*).....The week of November 6 saw Amtrak locomotive #511, a General Electric P32-8, making at least one round-trip between Philadelphia and Harrisburg on 600-series trains. Also recently observed was Amtrak P42 #1 making round-trips between the City of Brotherly Love and the State Capital (Roy).

Many members will recall the 250 "Red Bird" subway cars of the New York City Transit Authority from the 7-Flushing line that went to the bottom of the Atlantic Ocean off Long Beach Island, NJ to form a reef for fish colonies. Divers report that today, about 400 fish are living around and in each carbody - almost as many people as during the rush hour in the Big Apple (*NJ Reef News*).....Roy recently spotted SEPTA Silverliner IV #282 and 136 coupled, with the most horrible graffiti on both cars. Hopefully, the criminals will be caught.....The Chicago Transit Authority has approved a 2006 budget that includes a 25-cent cash fare increase. The move is expected to generate \$17 million and adds another transit system to the \$2.00-and-up club (*USA Today*).....Boston & Maine Airways (Guilford Transportation System) has "temporarily" ceased service between Pease Airport (Portsmouth, NH) and Florida points, Columbus, OH and Newburgh, NY (the old Stewart Air Force Base where Roy helped fight communism!). The airline's three Boeing 727's sit on the ground while the fleet of Pan Am Railways boxcars travel the continent (*The Callboy*).

In April 1905 (100 years ago) the joint Reading-Jersey Central Dining Car Department was organized. After purchase of equipment and supplies, the service started June 12, 1905. Six café (dining) cars were assigned with four running between

Philadelphia and Jersey City and two for reserve and special trips (CRRofNJ Historical Society).....Numerous Lamoille County (VT) citizens are quite concerned about the old 9-6mile-long ex-St. Johnsbury & Lamoille County railbed and its future. A group known as VAST (Vermont Association of Snow Travelers) has already had \$5.8 million appropriated for a trail project (read "snowmobiles"), and it may possibly go to more than \$9 million, much more in excess of the cost of restoring rail service to the line.!(The Short Line).

## STOCK REPORT

So, how are the seven large North American freight railroads doing on the financial markets? Not bad!

Company	Symbol	52-Week		
		Low	Price	Annual Dividend
BN Santa Fe	BNI	\$44	\$64	\$ .80
Canadian National	CNI	\$55	\$76	\$1.00*
Canadian Pacific	CP	\$29	\$41	\$ .60*
CSX	CSX	\$37	\$47	\$ .52
Kansas City Southern	KSU	\$16	\$24	Nil
Norfolk Southern	NSC	\$30	\$42	\$ .52
Union Pacific	UNP	\$58	\$71	\$1.20

\*Canadian dollars

For the Holidays! A book bargain! Roy would like to suggest the book "*U-Boats: General Electric Diesel Locomotives*", which is an all-color, 192-page 11" x 12" album-style book with more than 150 photos, by Greg McDonnell. The original price of this book was \$50 and you can now get it by check for \$15.95 plus \$3.50 postage. It is item #5156564 from Edward R. Hamilton, Bookseller, Falls Village, CT 06031, or go on-line. Enjoy!.....Canadian Pacific has hired over 600 new train crews to help with the increase in potash, sulphur, grain, coal and intermodal traffic. General Electric is delivering new power to be numbered 8700-8759. In the past, leased Union Pacific diesels could not be used as leaders as they were often rejected by the CP crews because not "all" UP units had hot plates, as required by contract (*Leatherstocking RailTimes*).....Trolleys without poles?? For a number of years, Northern Pacific Railway operated two Budd RDC's between Duluth and Staples, MN (148 miles) where connections were made with the through Chicago-West Coast trains, the **Mainstreeter** and **North Coast Limited**. Some of the "traditional" railroaders referred to the Budds as the "Staples Streetcar"! (Mike Schafer).

There have been more records set for McCarran International Airport in Las Vegas as about 4 million passengers used the facility. That's over 8% more than last year in America's fastest-growing metro area. Amtrak continues to not serve the city (*USA Today*).....Staying out West: recently, Denver and Phoenix were compared. Denver is planning that by 2016 it will have more than 119 miles of light and commuter rail lines. Phoenix lost its Amtrak service in 1996, making it possibly the World's largest urban center without direct rail passenger service. Phoenixians made 12.7 bus trips each in 2002 compared with Denverites at 37.1 transit trips and 28.4 for the average American. Phoenix is expected to have 20 miles of light rail in place by 2008 plus another 38 to be finished by 2026. Also, Phoenix plans to add 1,328 new lane-miles to its extensive freeway system over the next 20 years (*The Economist*).....If you are impressed with RailPower Technologies Corp.'s fuel-saving hybrid switching locomotives called "Green Goats", you can join the team. The company is listed on the Toronto Stock Exchange (symbol P) and a recent price was over C\$6.00 per share (Roy).



# Cinders Viaducts/Bridge Quiz

*From the "Quizmaster" is another in his series of railroad-related quizzes, with this one covering viaducts and bridges. Any answer may be used more than once, and the QM states that there are five (5) points for every correct answer, with (again) 100% getting high praise from the Editor.*

*Actually, we're warming you up for a more difficult quiz coming soon covering old station names in the Philadelphia area. Tear off and mail this sheet to:*

**Viaduct/Bridge Quiz**  
**Philadelphia Chapter, NRHS**  
**P. O. Box 7302**  
**Philadelphia, PA 19101-7302**

***DEADLINE FOR SUBMISSION IS JANUARY 1, 2006. All 100% answer sheets will be placed in a drawing and a prize awarded.***

1. New York, New Haven & Hartford
2. Baltimore & Ohio
3. Erie Railroad
4. Delaware, Lackawanna & Western
5. Pennsylvania
6. New York Central
7. Maine Central
8. Delaware & Hudson
9. Jersey Central
10. Reading Company
11. Pennsylvania-Reading Seashore Lines
12. New York Connecting

- |                    |       |
|--------------------|-------|
| A. Kinzua          | _____ |
| B. Thomas          | _____ |
| C. Rockville       | _____ |
| D. Tunkhannock     | _____ |
| E. Alfred E. Smith | _____ |
| F. Hell Gate       | _____ |
| G. Falls           | _____ |
| H. Moodna          | _____ |
| I. Shellpot        | _____ |
| J. Harpursville    | _____ |
| K. Pequest Fill    | _____ |
| L. Frankenstein    | _____ |
| M. Crook Horn      | _____ |
| N. Starrucca       | _____ |
| O. Delair          | _____ |
| P. Brandywine      | _____ |
| Q. Newark Bay      | _____ |
| R. Canton          | _____ |
| S. Rosendale       | _____ |
| T. Poughkeepsie    | _____ |

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

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



***FIRST CLASS MAIL***

Paul G. Moore  
1957 Inverness Dr  
Scotch Plains NJ 07076-2636

