

CINDERS

FEBRUARY 2005



IN THIS ISSUE

Philadelphia Chapter News.....	1, 2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
Extra List.....	7
Amtrak Trip Report, by Walter W. Zullig, Jr.....	8
ODDS AND ENDS, by Roy L. Hudson.....	9

Volume 66

Number 2

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/

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.

2005 RAY MULLER Slide Contest Rules

No entry form is required for the 2005 **Ray Muller Slide Contest**, but entrants must register in person, beginning at 7:15 PM. Registration closes at 7:30 PM, with no entries accepted after that hour. The slide contest is open to **2005 PAID-UP Philadelphia Chapter members ONLY!**

There are, as usual, six categories in the Contest, and categories (a) through (e) must contain only subject matter taken **since March 1, 1990**, and category (f) only subject matter **before March 1, 1990**. In case of uncertainty, the contest manager, Phil Mulligan, will rule on appropriate categories or will disqualify unsuitable entries. Contestant categories are:

- (a) **Steam**
- (b) **Diesel** (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
- (c) **Heavy electric** (including multiple-unit commuter rail equipment)
- (d) **Light electric**
- (e) **General** (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, unusual railfans, etc.)
- (f) **Oldies** (any subject prior to March 1, 1990)

Each contestant may exhibit a maximum of four slides in each category, or grand total of 24 in the contest. The entrant must have personally taken the slide, and it may be in color or black and white, and subject matter from anywhere in the world. The contestant's name **MUST** be on the slide. After the initial screening, entrant will select **ONE SLIDE** in each category for the projectionist to use in the **FINAL** judging. Thus, only six (6) slides are permitted in the final presentation for any entrant.

In addition to the normal film prizes, there will also be a **Best of Show** prize, awarded in memory of G. Gerrish Williams, Chapter Member, author/photographer who passed away in 1998.

MEETING NOTICE:

FRIDAY EVENING, FEBRUARY 18, 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, 9th Street above Locust
 (\$6.00 after 6 PM), Parkway garage, also 9th above Locust
 (\$5.75 after 6 PM), or Downtown Garage, Walnut Street east of
 10th (\$4.00 after 6 PM) *(Please note that some of the above
 parking prices have been adjusted and we will update them for a
 future issue of Cinders)*

Philadelphia Chapter's Friday evening, February 18, 2005 meeting will be held, as usual, in the Faculty Club of the Thomas Jefferson University Alumni Hall, 1020 Locust Street, downtown Philadelphia, beginning at 7:30 PM. The program will be the annual **Ray Muller Slide Contest**. Rules for the event, named in honor of the late Chapter member who excelled in slide photography, will be found on this page.

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, FEBRUARY 15, 2005 to Dinner Chairman Bill Gardiner at 215-632-7016.** The menu for February was not available at presstime. You must specify when ordering whether you wish a **MEAT** or **FISH** dinner. Please call **Bill Gardiner** with your reservation. **NO-shows will be responsible for payment for meals ordered!** *(Please note that all meetings in the 2004-2005 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall.)*

At this date, the program for our March 18 meeting has not been finalized. Programs are being sought for the April, May and June meetings, and members who may know of them should contact Program Chair Bill Thomas at 215-545-3198.

Select some of the best slides you've taken and share them with your fellow members at the annual **Ray Muller Slide Contest** on Friday, February 18, 2005.

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

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

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

CHAPTER OFFICERS

President.....David Kopena (215) 671-0605
Senior Vice President.....William Thomas III (215) 545-3198
Vice President & Treasurer.....Richard Copeland (215) 343-2765
Secretary.....Marie K. Eastwood (215) 947-5769
National Director.....Frank G. Tatnall, Jr. (610) 688-5623
Historian.....Larry A. DeYoung (610) 293-9098
Editor.....R. L. Eastwood, Jr. (215) 947-5769

COMMITTEE CHAIRS

Equipment.....Robert F. Morris (610) 543-8010
Membership.....Sheila A. Dorr (610) 642-2830
Program.....William Thomas III (215) 545-3198
Publicity.....William C. Faltermayer (215) 591-9018
Sales.....Dave Kopena (215) 671-0605
Trip.....R. L. Eastwood, Jr. (215) 947-5769
Webmaster.....John P. Almeida (215) 361-3953

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

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

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

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

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

Chapter Members Reach Significant Mileposts

A total of 13 Philadelphia Chapter members will reach significant membership mileposts during the year 2005, according to NRHS Senior Vice President and Director, Membership Awards R. L. Eastwood, Jr.

Member **Lewis L. Hoy** of Franklin, MI, and originally from the Pottsville area, will achieve 60 years of uninterrupted membership in the Society and Philadelphia Chapter. Members **Joseph H. Gillies** of Huntingdon Valley, PA and **Robert Slauch** of Oxford, PA will both achieve 50 years of membership, and Members **James E. Davies** (Yuba City, CA), **Donald E. Fenstermacher** (Sellersville, PA), **Eric Levin** (Philadelphia, PA), **Gordon E. Lloyd** (Lexington, KY), **Walter S. Nagurny** (Oak Hill, VA), **Louis A. Orłowski** (Mentor, OH), **James Stella** (Downers Grove, IL), **Nicholas and Lorraine Witkowski** (Philadelphia, PA) and **Donald Wright, Sr.** (Philadelphia, PA) will all reach the 25-year mark.

These members will all be recognized and honored at our March 18, 2005 meeting. The Chapter offers its congratulations to each on their devotion to rail history.

Chapter Auction Big Success

Philadelphia Chapter held its Annual Railroadiana Auction as the program portion of its meeting on January 21, 2005.

A total of 52 lots of railroadiana were offered for sale, and the Chapter realized a net from the auction of \$403.60. We wish to express our thanks to National Director Frank Tatnall, who donated 35 lots from his collection, and these lots brought a total of \$391.00 to the Chapter, as well as some really nice items, many from the Pennsylvania Railroad for the members who bid on them.

Chapter Editor Larry Eastwood served as auctioneer and Secretary Marie Eastwood served as cashier. We thank those who participated in this very successful event.

Greenberg's Train Show
Fort Washington Expo Center – February 12-13
Help Needed - Call Dave Kopena (215-671-0605)

“The Unwinged Ones”

Several years ago we reprinted satirical poet Ogden Nash's put-down of haughty airline passengers who sometimes are forced to ride trains. The train-loving Nash (1902-1971) was famed for skewering sacred cows such as college football, dieting and holiday celebrations. Here for your winter enjoyment is “The Unwinged Ones:”

I don't travel on planes.
I travel on trains.
Once in a while, on trains,
I see people who travel on planes.
Every once in a while I'm surrounded
By people whose planes have been grounded.
I'm enthralled by their air-minded snobbery,
Their exclusive hobnobbery.
They feel that they have to explain
How they happen to be on a train.
For even in Drawing Room A
They seem to feel déclassé.
So they sit with portentous faces
Clutching their attaché cases.
They grumble and fume about how
They'd have been in Miami by now.
By the time that they're passing through Rahway
They should be in Havana or Norway.
And they strongly imply that perhaps,
Since they're late, the world will collapse.
Sometimes on the train I'm surrounded
By people whose planes have been grounded.
That's the only trouble with trains;
When it fogs, when it smogs, when it rains,
You get people from planes.

Copyright 1958 by Ogden Nash

PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA
TRANSIT

As January ended, there still was no resolution to the financial crisis at SEPTA. Governor Rendell backed off from his threat to call a special session of the Legislature, after he met with several top Republicans on January 10. Legislative leaders have warned that a solution to the statewide transit crisis was unlikely before the February 27 date when SEPTA plans to impose drastic fare increases and service cuts. But they promised that increased funding for SEPTA and Port Authority Transit in Pittsburgh would be considered when lawmakers returned to Harrisburg for the regular session starting the week of January 24. The Republicans continued to blame Rendell for his failure to offer a proposal for mass transit funding during the last two budget cycles..... Later in the month, the Governor invited elected officials and business leaders in southeastern Pennsylvania to a meeting in an effort to jump-start the legislative process. As reported in the *Daily News*, Rendell told them that he had seen no "credible movement toward the kind of legislative action that must be taken in order to address the fiscal problems of mass transit".....For its part, SEPTA has been lobbying heavily for a dedicated funding base, and over the last few weeks has made presentations to three groups of key legislators. Transit union officials have also been working the Capitol in an effort to generate support for increased State subsidies.

Several proposed solutions to the crisis were floating around the Capitol last month, including a new scheme advanced by Democratic State Senator Vincent Fumo of Philadelphia. Under Fumo's plan, the State's share of the existing real estate transfer tax would be increased from one percent to 1-1/2 percent, which would raise \$200 million a year in permanent funding for mass transit. Though viewed with skepticism by some, the proposal appears to have a certain amount of bipartisan support. It has added appeal because a majority of the new revenue would come from home sales in southeastern Pennsylvania and the Pittsburgh region where the need for transit is the greatest. Another bill advanced by Representative Dwight Evans of Philadelphia, which would raise \$110 million for transit by increasing a number of automotive-related fees, has generated considerably less enthusiasm—especially among rural legislators. A third bill introduced by Representative Keith McCall of Carbon County would combine the Fumo and Evans plans, but divert the automotive fees to highway and bridge improvements. His bill also would make the recent 3.8-cent increase in the oil company franchise tax a permanent part of the gas tax, with the resulting \$280 million per year dedicated to roads and bridges. The Republican leadership has often made the point that it will be almost impossible to raise the gas tax or any other automotive tax to benefit transit unless increased funding for roads and bridges is part of the package. The Governor, however, continues to support the Evans plan, insisting that transit should be dealt with as a separate issue.

After Rendell promised in late December to give SEPTA an additional \$13.3 million, the agency's board voted to postpone the proposed service cuts and the first round of fare hikes from January 23 to February 27 (see January *Cinders*). Most of the new money came from the "flexing" of Federal highway funds, a tactic which required approval by the Delaware Valley Regional Planning Commission. The DVRPC board did so at its meeting on January 27. That action also served to reduce SEPTA's operating deficit for the current fiscal year from \$62.2 million to \$49 million. To illustrate the severity of the cash crunch, SEPTA actually ran out of money at the end of December, forcing it to defer payments to vendors in order to meet the payroll. But in early January an infusion of \$70 million in State subsidies already in the pipeline averted an immediate crisis. At the DVRPC meeting, Executive Director John Coscia said that if SEPTA does not get the necessary assistance from Harrisburg by February 23, he might call a special DVRPC board meeting to find a way to rescue the transit service. "Hopefully, the Governor and the Legislature will resolve a permanent funding source for SEPTA by then," he said. "If not, we may have to flex more highway money to keep SEPTA whole while negotiations take place."

During the last full week of January, SEPTA held a series of public hearings on its "contingency plan" to further increase fares over and above the level previously approved. Among other things, this would bring the cash fare to \$3, the highest of any transit system in the country. The additional increase was the tradeoff agreed to by the board at its December 2 meeting, in order to retain at least some level of weekend service rather than shutting down the system on weekends as originally proposed. As presently scheduled, the first increases would take effect on February 27 and the second round on March 6, but SEPTA sources let it be known that this would be difficult to accomplish. Absent any financial relief from Harrisburg, it is more likely that the entire fare package will be implemented on the same date. Tokens and other fare instruments purchased before the date of the increase will continue to be honored, but it illegal to resell them.....A hearing is scheduled for February 16 in Philadelphia Common Pleas Court on the City's suit to prevent SEPTA from raising fares and cutting service (see January *Cinders*).

Yet another near-term challenge facing SEPTA is the expiration of the current contract with Local 234 of the Transport Workers Union on March 15. SEPTA management is adamant that it will not agree to an excessive wage increase for City Transit Division workers, right on the heels of a hard-won increase in State subsidies.....SEPTA has issued a series of folders which describe its ongoing and recently-completed capital improvements in Philadelphia and in the four suburban counties. Each project is shown on a separate page or pages, with color photos of the individual worksites. The Philadelphia folder lists "projects in progress," with segments for the Market-Frankford Line (the never-popular term "Blue Line" is nowhere to be found),

(Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)

Broad Street subway projects, bus vehicle and communications equipment acquisition, other City Transit projects, paratransit improvements, Regional Rail projects, rail vehicle and equipment acquisition and rehabilitation, other infrastructure improvements and New Starts. Projects recently completed are segmented in the same fashion.....The annual Philadelphia Flower Show will be held at the Pennsylvania Convention Center March 6-13, but SEPTA has not yet announced details about its usual "Bouquet Pass."

A major winter storm dumped up to a foot of snow on the Philadelphia region over the weekend of January 22-23. Virtually all surface transit routes, both bus and rail, ran with substantial delays and in some cases reroutings. Regional Rail trains continued to operate, but SEPTA warned passengers of 45 minute to one-hour delays. The storm was so severe on Saturday afternoon that Philadelphia International Airport had to be completely shut down for five hours. On Sunday, with driving conditions still bad and parking even more difficult than usual at Lincoln Financial Field, the Broad Street subway carried some 17,000 Eagles football fans to the conference championship game—far more than the usual number of game day riders. High winds and temperatures in the teens made for brutal conditions at the game, but an army of workers managed to clear the "Linc's" 60,000-plus seats of snow and remove the cover from the playing field. In spite of the cold, the crowd left the stadium in a buoyant mood after the Eagles defeated the Atlanta Falcons to advance to the Super Bowl in Jacksonville, FL, on February 6. Unfortunately, there was a huge jam-up as thousands of homeward-bound fans all tried to enter the Pattison Avenue station at the same time.

SEPTA has issued a request for proposals to furnish 50 low-floor trackless trolleys, which would replace the present fleet of inactive 25-year-old vehicles. Presumably, the new coaches would be assigned to the three routes out of Frankford depot, where considerable work has been done to install new overhead wire as part of the massive Frankford Transportation Center project. Proposals for the 40-foot coaches are due by March 31, and would contain an option for additional units. All five of SEPTA's trackless routes currently are being operated with diesel buses..... SEPTA is asking for earlier delivery of the final group of 100 diesel buses from New Flyer. Originally scheduled for 2006, the buses should begin to arrive in August 2005.....System ridership in December was about one percent below the same period in 2003 and two percent below budget. Consolidated passenger revenues of \$25 million were one percent higher than a year ago but two percent below budget. Ridership appeared to be largely unaffected by SEPTA's ongoing budget crisis and the outpouring of negative media coverage of the financial situation.

PennDOT plans to rebuild the Lindbergh Blvd. bridge over the CSX mainline in Southwest Philadelphia, forcing an interruption to Route 36 trolley service. SEPTA will provide substitute bus service for Route 36 passengers during the project, which is expected to run from June 19 to the September schedule change. SEPTA will take advantage of this outage to install new track from 49th & Woodland to 54th & Lindbergh..... SEPTA's rebuilt PCC-II cars will be used on at least three fantrip charters this winter and spring, the first being Wilmington Chapter's annual "Super Saturday" outing on February 5. The last of the 18 rebuilt cars was delivered by Brookville Equipment on November 23, but there is still no start date for their intended

service on Route 15 Girard Avenue.....The \$2.7-million "Transit First" signal pre-emption project on bus Route 52 in West Philadelphia is currently underway, and should be completed by late summer. The system will be similar to that installed for use on trolley Routes 10 and 15, allowing transit vehicles to gain preferential passage at intersections through electrical control of the traffic signals. The project also includes additional passenger shelters, safety striping on the streets and new signage.

During the second and third weeks of May, SEPTA will hold a series of public hearings on its still-to-be-developed operating budget for Fiscal Year 2006, which begins this July 1. The dates and locations for the hearings will be announced next month.....A hearing on the FY 2006 capital budget will be held at SEPTA headquarters on May 5..... SEPTA figures show that it handled 301 million passenger trips during calendar year 2004.....As part of its cost-cutting efforts, the total headcount of SEPTA employees has been reduced from 10,492 in 1996 to 8,861 at the end of 2004.....SEPTA is making a concerted effort to upgrade stations and facilities in the Broad Street subway. Among major work currently in progress is a \$15-million project at the Walnut-Locust station, which includes the installation of elevators, the raising of platforms by three inches with tactile strips, improved signage and a new audio-visual public address system. The \$70-million project to replace the signal system in the subway with modern technology is about 60 percent complete, and new welded rail will be installed on the southbound local track between the Girard and Walnut-Locust stations. A new escalator and elevator will soon be in service at the Oregon stop.



SEPTA REGIONAL RAIL

The Parsons consulting firm submitted its report and recommendations last month on a new plan for the long-stalled Schuylkill Valley Metro project. The study was commissioned by SEPTA in May 2004 but was submitted to PennDOT's special SVM task force, on which NORFOLK SOUTHERN also is represented. SEPTA received a copy on January 18. We are told that the consultant recommends a three-phase approach to the proposed service between Philadelphia and Reading. Phase I would entail re-electrification of the Ivy Ridge Line (former Pennsy Schuylkill branch) between Cynwyd and Ivy Ridge, with a new connection built there to SEPTA's ex-Reading Norristown Line. R6 Regional Rail trains then could operate in a loop between Norristown and center city using both routes. Phase II suggests that diesel passenger service be inaugurated between 30th Street Station and Reading via the Ivy Ridge and Norristown Lines to Norristown, thence over NS's Harrisburg Line. Eventually a Phase III service could be operated directly between Reading and Philadelphia via the center city tunnel using dual-power locomotives similar to AMTRAK's P32's, but this would require the installation of 600-volt DC third rail through the tunnel—a concept that SEPTA has always opposed. The entire project is estimated to cost around \$700 million, far less than SEPTA's original \$2-billion scheme to build a dedicated electrified line (mostly on NS right-of-way) all the way to Reading.

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

The Regional Rail system managed to keep running throughout the snow emergency period on Saturday, January 22 and Sunday the 23rd, when a foot or more of snow blanketed the region. Numerous train delays and cancellations occurred on all lines. But in terms of service problems, Monday the 24th was the most stressful of all, as cascading delays affected thousands of commuters trying to get to and from work. To make matters worse, many trains ran with shortened consists, as extremely cold temperatures combined with the snowfall sent a large number of MU cars to the shop. Out of 725 scheduled trains there were 96 annulled and 450 reported late, for an on-time record of just 25 percent. The control center's operations report for that day ran an astounding 49 pages!

The worst single incident occurred at 6 PM on the 24th, when the catenary wire over northbound track #2 fell on top of R6 train #4650 near the Ivy Ridge station in Manayunk. Passengers on that train and southbound train #4155 near Miquon station were stranded for three hours until power was restored on the #1 track, and service on the Norristown Line was annulled for the rest of the evening. Thirty-minute delays on the line were the norm the next day as trains in both directions had to operate over the #1 track for seven miles between Miquon and "16th Street Junction," while repairs to the catenary were made. The next day, January 25, on-time performance improved slightly, with only half of the scheduled trains reported late and annulments were down to 25. The shop count also was extremely high, with 95 MU cars out of service. A year-long maintenance project continues on the Norristown Line, which includes tie replacement and surfacing of the entire line.

The Bombardier push-pull sets continued to cause problems during and after the holidays. On Thursday, December 30, ALP-44 unit #2308 lost power in Powelton yard, forcing express #6374 for West Trenton to use substitute MU cars. Later, while deadheading to West Trenton the train stalled near Jenkintown when cab car #2405 was unable to take power. The train was then operated from the locomotive which was in push mode. Three weeks later, during the evening rush on January 18, #2308 failed again at Suburban Station, delaying the departure of Warminster train #6246 for 23 minutes. On January 10 train #9724 out of Trenton was delayed for a half-hour at Morrisville when AEM-7 #2305 lost power. On January 25 AEM-7 #2301 got into the act, when it shut down near Wayne Junction as it was heading south with Trenton express #9745. The train was delayed for nearly an hour.

The one-inch snowfall on Wednesday, January 19 also caused a myriad of train delays. Part of the problem was the fact that hazardous road conditions prevented many crew members from reporting to work on time. And yes, there was another tieup on the R6 Norristown Line, when train #6641 at 3 PM reported six broken catenary wire hangers on #1 track at Manayunk, not far from where the wire fell at Ivy Ridge just five days later. Pantographs seem to cause their share of problems too. On January 12, the crew of R6 train #4275 reported from Manayunk (see previous item) that the pantograph on car #339 was damaged and the train could not proceed. After an hour's delay, the crippled train was hauled in by a rescue extra. On January 25 R7 train #714 collided with the bumper block on #2 track at Chestnut Hill East station, damaging both the bumper and car #422 and causing numerous

delays. This is not the first time that a train has tried to run through a bumper at this station. A sleeping passenger was found locked in push-pull train #6246 after it tied up at Warminster station on January 17. The seemingly oblivious passenger was soon freed.

Not all delays are caused by track or equipment malfunctions. A fist fight broke out among New Year's Day revelers aboard Wilmington-bound train #4227 at Suburban Station, delaying the train when police had to be called to break up the mini-riot. An all-too-common cause of delays is motorists running into grade crossing gates in their down position. This happened at midday on January 5 at the County Line crossing near Warminster station, when an auto struck the gate which in turn knocked out the signal power. Numerous trains were delayed that day and the crossing protection remained out of service for the next three days. Two days later another gate crusher knocked down the gates at the Meadowbrook Avenue just south of County Line, adding to delays for R2 passengers. A PECO electrical breakdown which cut power to switches at AMTRAK's "North Philadelphia" interlocking on January 7 halted R8 Chestnut Hill West service during the morning rush. Train #768 lost power near Wayne Junction on January 5. The crew reported that flames were shooting up from the pantograph on Silverliner #309, which was then dropped. Passengers were transferred to another train on an adjacent track. The cause was listed as a blown fuse on car #309.

After standing for 89 years, the old Paoli electric carshop is no more. It was leveled last fall as part of the Superfund cleanup of the PCB-contaminated Paoli MU storage yard (see October *Cinders*). Tredyffrin and Willistown Townships have hired the Gannett Fleming consulting firm to assist with carrying out their master plan for the Paoli area. The plan envisions the development of the decontaminated yard on the north side of AMTRAK's mainline into a new Paoli Transportation Center. This will include a 1,200-space parking garage and a new station just west of the existing 1950's-era station. SEPTA's 12-year capital program earmarks \$20 million for building the transportation center. Meanwhile, down the line in Lower Merion Township a plan to revitalize part of the Ardmore business district took a step forward last month. Congressman James Gerlach presented the township commissioners with a check for \$6 million in Federal funds to be used toward construction of a planned transportation center adjacent to Lancaster Avenue. Although it does not yet appear in SEPTA's capital program, a new rail station and parking garage are included in the project. But the redevelopment would require the demolition of a few historically-significant commercial buildings, which has sparked heated opposition in the community (see January *Cinders*).

SEPTA last month shipped its unreliable RL1 diesel locomotive #60 to Brookville Equipment at Brookville, PA, for an electrical upgrade. It will receive the same work as sister #61 did last year. SW1200 #52 remains the only one of SEPTA's five work-train diesels not to have been upgraded at Brookville. SEPTA has deferred action on its proposal to acquire 104 new Silverliner V commuter cars until after its current funding crisis is resolved. SEPTA is considering the replacement of the seats in its Silverliner IV fleet, because of high maintenance costs on the present fabric seats. SEPTA has issued a colorful brochure describing Phase 2 of the massive Suburban Station modernization project. Included is a

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)

map of the concourse level showing construction areas, elevators and the location of retail shops. Copies may be picked up in timetable racks.

Construction has begun on the 57-story Comcast Center office building at 17th & Arch Streets, adjacent to Suburban Station (see January *Cinders*). A spokesman for Mayor Street pointed out the disconnect between SEPTA's current plan to cut service and the City's economic growth as epitomized by the new building, many of whose occupants will rely on SEPTA service. "Public transportation is an incredibly important part of our efforts to attract businesses," he said.....Four SEPTA workers have been recognized for their heroism in rescuing an elderly man from the path of an approaching R5 train at the Ardmore station last September 27. A report in *Main Line Life* said that the four, who were working on the westbound platform, saw the man fall onto the track and pulled him to safety as the train was only about 100 feet away. They were to be honored at the SEPTA board's January meeting.



The big snowstorm over the weekend of January 22-23 caused much grief for AMTRAK and its passengers, especially along the Northeast Corridor. The snowfall was generally heavier from New York east to Boston than in the Philadelphia-Baltimore-Washington areas (with some added accumulation, Boston had a record 38 inches on the ground by January 26), but service all along the Corridor was affected. Amtrak even operated a few snowplow extras in New England. From Sunday through Wednesday Amtrak operated a reduced schedule between Boston, New York and Washington. Some trains were cancelled and others ran with delays of up to two hours, but some service was maintained throughout the period. On Sunday, conditions were so bad that states of emergency were declared in New Jersey, Massachusetts and Rhode Island. The situation gradually improved so that by Wednesday Keystone and Clocker services were running normally, but some delays persisted on through trains from and to New England, as well as on New York's Empire Corridor. The New York-Chicago Lake Shore Limited, trains 48/49, was cancelled on Sunday, as was its Boston-Albany connection 448/449.

It was simply a bad week for AMTRAK. Two days before the storm struck, at 9:08 AM on January 20, Regional train #132 derailed three of its seven cars just after departing from Washington Union Station, blocking two of five main tracks. The cars remained upright in the low-speed derailment and none of the 86 passengers aboard was injured. But traffic in and out of the busy station was halted until almost 2 PM, as some southbound Amtrak and MARC trains terminated at New Carrollton and others at Baltimore. Delays continued for the rest of the day. The inbound Capitol Limited from Chicago was permitted to enter the station because the diesel-powered train uses a track furthest from the derailment and did not need the overhead electric power, which had been shut down. The Crescent and Silver Meteor arriving from the South were allowed to enter the lower level of the station, but could not proceed further. The accident inconvenienced thousands of passengers, including some who were headed to President Bush's inauguration ceremonies that day. By the next morning, Amtrak's operations were fully back to normal (NARP, *Trains*).

The first Acela trainset to be overhauled at SEPTA's Frazer shop was released on January 22 (see January *Cinders*). Another set replaced it and 18 more Acelas will be cycled through the shop at six-week intervals, as part of the required five-year overhaul program to be carried out by Alstom and Bombardier under their maintenance contract with AMTRAK..... During January, AMTRAK was continuing its tie replacement program on track #1 of the Harrisburg mainline near Wayne. This is part of a \$1.6-million program funded by SEPTA to upgrade commuter tracks #1 and 4 between Paoli and Philadelphia (see August *Cinders*).....AMTRAK increased many of its rail and accommodation fares effective January 11. Long distance rail fares went up by three percent, as did the fares on Northeast Corridor Regional trains, while Acela Express fares east of New York were raised from five to ten percent. Sleeping car rates were also adjusted, some upward and some downward (NARP).

Those ten new switchers from MotivePower Industries are now being delivered to AMTRAK (see January *Cinders*). Numbered 570-579, the 1,500-hp low-profile units were initially referred to as MP15B, but Amtrak has designated them as GP15D (David Warner).....Yes, there really is a "Julie." The perky voice heard on AMTRAK's automated customer service system actually belongs to one Julie Stinneford, 41, a professional voice consultant who lives in Littleton, MA. According to an article in the *New York Times* last November, Julie's friends often pester her to repeat her famous lines of "Hi, this is Amtrak, I'm Julie," "OK, let's get started" and "Got it!" Says the editor of Mass Bay RRE's *Callboy*, Julie may be Amtrak's second-best-known employee, next to President David Gunn..... MARC has awarded AMTRAK a three-year contract extension for operating the Penn Line service between Washington, Baltimore and Perryville, MD (NARP).



CSX,
NS
OTHER ROADS

NJ TRANSIT is proposing an average 15-percent fare increase for Fiscal Year 2006, beginning this July 1. There would be no increase on intrastate monthly bus and light-rail passes. Executive Director George Warrington said that the increase was needed to fill a \$60-million gap in its \$1.42-billion operating budget for the next fiscal year. He cited an anticipated \$13-million hike in the cost of diesel fuel, a 2.9-percent increase in labor and other costs and \$40 million to be spent on providing new services. The budget assumes that the current \$278.7 million in annual State subsidies will continue, but a substantial boost in subsidies could reduce the size of the fare increase (*Railpace*).....NJ Transit had its own problems with the snowstorm of January 22-23. Northeast Corridor service over that weekend was operated hourly with express service cancelled and Midtown Express trains were diverted from New York's Penn Station to Hoboken Terminal. Cross-honoring of tickets between train, bus and light rail was instituted. Most bus service in South Jersey was suspended over the weekend because of highway conditions, and service in other areas of the State was seriously affected. On Monday morning, NJT was running its Northeast Corridor trains every 15 minutes, at a time when AMTRAK was still coping with problems. Most other rail services returned to a normal schedule, but with some inevitable delays.

(Continued on Page 7)

PHILADELPHIA EXPRESS (Continued from Page 6)

NORFOLK SOUTHERN has reported record earnings for the fourth quarter and full year of 2004. For the fourth quarter net income was \$265 million on operating revenues of \$1.9 billion, and net income for the year was \$923 million on revenues of \$7.3 billion, the latter a 13-percent increase over 2003. The full-year operating ratio of 76.7 percent was substantially improved over 2003 Bob S. Bartle has been named general manager of NS's Northern Region based in Harrisburg. He succeeds David A. Brown, who becomes vice president strategic planning at the Norfolk (VA) headquarters..... NS will lease a portion of its East End carshop in Roanoke, VA to Freight Car America, which will build cars there. This company is the former Johnstown America, which also operates a carbuilding shop in Johnstown, PA..... Three and a half years after the disastrous derailment of a CSX freight train in the Howard Street tunnel under downtown Baltimore, the National Transportation Safety Board's final report offers no specific cause for the accident on July 18, 2001. Four of the 11 derailed cars contained flammable and hazardous chemicals, which caught fire and ruptured a water main, wiping out all evidence of a probable cause. The inferno challenged efforts to fight it and forced downtown businesses to close for days. The City and CSX are continuing their court battle over the issue of liability (*Trains*).

It was reported last month that General Motors will sell its Electro-Motive Division, which has built thousands of diesel locomotives over the past 74 years. The buyers are the Greenbriar Equity Group, a \$700-million equity fund, and Berkshire Partners, a \$3.5-billion buyout firm, which jointly will pay a reported \$500 million for the LaGrange (IL)-based EMD. The locomotives, however, are built at a plant in London, Ont. "We have someone buying it who wants to build, who has a business plan and commitment," said the president of the Canadian Auto Workers union which represents a majority of EMD workers at the London plant. GM is said to have an agreement that it will receive incentives if the new owners realize higher profits than expected (NARP, CONRAIL Technical Society)..... Meanwhile, competitor General Electric said it will add 200 jobs this year at its Erie (PA) locomotive plant, which built a near-record 826 locomotives in 2004 valued in excess of \$1.5 million each (NARP).

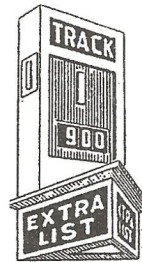
For the first time ever, PATCO last December 4 ran an eight-car passenger-carrying train. The occasion was PATCO's 13th annual Yuletide Ride from Woodcrest station to Philadelphia, featuring a decorated train with Santa Claus and other entertainers on board. The ride was free to all passengers (Bill Vigrass)..... The Federal Railroad Administration will issue its final rule on "The use of locomotive horns at highway-rail grade crossings," to become effective April 1. The rule requires trains to sound their horns on the approach to and while moving over all public grade crossings, unless the crossing is in a "quiet zone" where state or local authorities have installed approved safety measures such as four-quadrant gates (*Railway Age*)..... FRA also has published its final rule requiring railroads to place reflective material on the sides of locomotives and freight cars in order to increase grade crossing safety. The installation on locomotives must be completed within five years and on freight cars within ten years..... Under a bill signed by President Bush last October, the railroad industry finally achieved its objective of repealing the 4.3-cents-per-gallon fuel tax which only the railroads and barge lines had been paying for

deficit reduction. The new law cuts the tax to 3.3 cents on January 1 and to 1.3 cents on July 1, 2005, and will be completely phased out on January 1, 2007. AMTRAK says that it will save \$2.7 million a year with full repeal. The same bill provides \$500 million in tax credits for smaller freight railroads, which should encourage greater investment in track and infrastructure to accommodate heavier cars (NARP)..... The FRA reports that 112 people committed suicide in front of trains in the U.S. during the year 2002. This is interesting in light of the terrible train wreck in Glendale, CA, on January 26, in which 11 died and hundreds were injured. It was caused by a suicidal man driving his SUV onto the tracks where it was struck by a commuter train—after he had jumped out at the last moment. He is now facing murder charges.

Robert D. Jamison has been appointed by President Bush as acting administrator of the FRA, succeeding Betty Monro who resigned (see January *Cinders*). Jamison previously was deputy administrator of the Federal Transit Administration Seven rail unions have announced the creation of a "rail labor bargaining coalition" to coordinate their efforts in upcoming contract negotiations with major freight carriers. Unions forming the coalition represent about 85,000 workers in the rail industry..... The Delaware Valley Regional Planning Commission is sponsoring a joint study with Mercer County, New Jersey to determine the feasibility of building a residential "transit-oriented development" or TOD near SEPTA's West Trenton station. NJ TRANSIT's proposed service from West Trenton to Newark would also serve the TOD. A public meeting on the proposal was held last month December 12 was the final day for passenger excursions operated by George Hart's Rail Tours organization on an ex-Jersey Central branch out of Jim Thorpe, PA. Under an agreement with Carbon County, which along with Schuylkill County owns the branch to Haucks, PA, the READING, BLUE MOUNTAIN & NORTHERN will take over the excursion operation later this year (Harrisburg Chapter)..... WEST CHESTER RAILROAD has repainted GP9 #99 from its ersatz Pennsylvania Railroad livery into a fresh black scheme with yellow accents. The former Baltimore & Ohio #6499 has been restored, and the unit is now lettered "West Chester Railway Lines" (*Railpace*).

FEBRUARY 12-13, 2005:

Greenberg's Train Show at Fort Washington Expo Center, Virginia Drive, Fort Washington, PA, 10 AM-4 PM both days. Admission: adults \$7.00, children 11 and under FREE. Admission is good for both days. Philadelphia Chapter is expected to have a table at this show. Volunteers for the Chapter table are needed and should contact President Dave Kopena at 215-671-0605.



FEBRUARY 19, 2005: One of a series of guest speaker days at Steamtown National Historic Site, Scranton, PA. NRHS Senior Vice President and *Cinders* Editor Larry Eastwood will provide slide lectures on **A Complete Tour of British Columbia Railway, 1987** at 11 AM and **Northeastern U.S. and Maritime Canada, 1980** at 2 PM. Normal Steamtown admission charges apply.

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

CROTON-HARMON to DC and RETURN **January 2005**

by **Walter E. Zullig Jr.**

Walter E. Zullig, Jr., is Vice President, Metropolitan Region for NRHS. A retired Metro North Commuter Railroad Special Counsel, Walter writes these trip accounts from time to time and has offered to share this one with us. Thanks, Walter!

As I always do, I used Amtrak to travel between my home near the Croton-Harmon, NY, station and Washington, DC, to attend the Annual Meeting of the Transportation Research Board. This year I used Amtrak's Northeast Corridor *Regional Service* in both directions with connecting *Empire Service* trains at New York. The train

My southbound trip was on January 10, 2005. Arriving at the Croton-Harmon station about 7:50am, I observed several other train departures before my train arrived from Albany. First came a Metro-North Poughkeepsie-Grand Central [GCT] train at 7:52, with standees, followed by another Metro-North POU-GCT [this one non-stop from Beacon] at 7:56, a Metro-North semi-express to GCT at 7:59 with new M-7 electric MU cars, and Amtrak #63, "Maple Leaf" for Toronto with a 700 series Genesis pulling a regular Genesis and Amfleet II coaches at 7:59.

I rode Train 242, which pulled in a few minutes before its 8:01 departure with a 700 series Genesis, snack bar car and 5 rather full coaches. When I realized how full the train was, I just stashed my suitcase on a shelf in the food service car up front and walked about 4 cars back to get a seat. Amtrak 242 moved at a good pace. Once we passed under the George Washington Bridge I moved forward to get reunited with my suitcase. One of the conductors was seated at a table at the rear of the food service car and we got into an interesting conversation. He lives in Southern Vermont and gets up about 3:15 am to make the train's 6:20 departure from Albany. We reached NYP 4 minutes early at 8:41.

The scene was not unlike that of a commuter train with large crowds of briefcase carrying riders being discharged on to the platform. I headed to the Ticketed Waiting Room where shortly thereafter I was treated to a "ticket check" by two Amtrak police officers and a National Guardsman. That's a new one to me—as they left the area they were discussing "that Arab-looking passenger."

My Washington-bound train was #141, which originates in Springfield, MA. I slowly headed to the lower level once the incoming track number was posted. Just as I reached the gate the boarding announcement was made so I proceeded down the escalator just as a Red Cap was about to reverse it, and got comfortably seated in an overhauled Amfleet I Capstone coach. Departure came on time at 9:36, followed by an announcement that the train consists of 7 cars. The first is business class, followed by the food service car and 5 coaches. Once outside the tunnel I noted the day is a little overcast but no rain so far. I had hoped to reach WAS on time at 1 pm as I had a 1:30 meeting at the Hilton and wanted to first check in and drop off my suitcase.

Shortly before departure from NYP a Long Island Rail Road bi-level train arrived several tracks over. I don't see those very often and it still looks strange to see them in Penn Station. Naturally the

train discharged a large number of commuters. Our train was quite full out of NYP. Many of the people seated around me were headed for PHL but the train was almost as full leaving there.

Schedule: Lv. NYP 9:36 (On Time)

NWK 9:52

TRE 10:32 (10:30)

PHL 11:00/11:10 (10:57-11:10)

WIL 11:33 OT

BAL 12:18

WAS 12:55 (1:00) (5 minutes early)

While browsing the timetable, I noted 13 minutes station time at 30th Street Station, Philadelphia. Perhaps this is a holdover from the days this Springfield-originating train handled mail. I also noted that Acela #2153 is scheduled to overtake us there and depart one minute ahead of us. Sure enough, the Acela arrived 4 minutes early at 11:05, after making a one hour, 4 minute trip from NYP to PHL. I wouldn't have believed that if I hadn't seen it. The Acela departed on time at 11:09 and we followed a minute later. There was a big turnover at PHL but the train was just as crowded south of there. However as expected the load started thinning out after Wilmington. Nevertheless more boarded at BAL and BWI and we carried a good load into WAS, where arrival was 5 minutes early.

Since I had wanted to join a 1:30 session, I immediately headed for WMATA's Red Line and got a northbound train about a minute later. The timing was good and I was only slightly late for the session. My activities were finished at noon on Wednesday, January 12. After lunch with a few friends, I picked up my suitcase and then rode the Red Line Metrorail to Union Station. The WMATA train had only 4 cars and was quite full.

I reached the station at 2:32 and Train #148 to Springfield soon was ready for boarding on the lower level. It had 8 cars: 1 business class, 1 café car and 6 coaches. I rode in the 4th head car, an overhauled Amfleet I Capstone coach.

Our conductor was rather jovial and made good announcements, especially at BWI where he said, "If you really want to leave a train to go to an airport, this is your stop." Leaving WAS we soon passed the recently opened New York Ave. station on the Red Line. I would have had time to ride out to it but forgot about it. It's a modern, island platform station but useless for photos as there is an entrance at one end and some large signal boxes at the other end. Our train ran nearly on schedule. Unlike the southbound trip there was a real sensation of speed and I clocked us at 120 mph at several locations. I believe this train ran more slowly in the past when it had a mail car in the consist; that's one advantage of not having the mail.

My car had an 80% turnover at PHL and I noted a friend from the conference outside on the platform. Unfortunately I had not known he was on board or we could have traveled together. After PHL we continued running at high-speed subject, of course, to the stops at TRE, Metropark, EWR and NWK. Indeed, this train would run at close to Metroliner time were it not for the additional stops, including Aberdeen. The ride was quiet except for a young woman with a high pitched voice seated behind me who occasionally made a phone call. At PHL she was replaced by another young woman with an equally high pitched voice who made several phone calls to discuss whether she and some others should use a cab or the subway from Penn Station to their

(Continued on Page 10)

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)

U. S. freight railroads made impressive gains during 2004. Carload traffic was up 2.9% over 2003 to 17.4 million cars. Intermodal (trailers/containers) was up 10.4% and coal was up 1.8%. During 2004 intermodal surpassed coal as a top revenue generator and Union Pacific and CSX struggled to keep up with demand. Containers have been backed up for over six months at California ports. Meanwhile, the publicly-owned passenger railroads, both commuter and Amtrak, can't seem to get enough dollars from individual states and Uncle Sam (*Traffic World*).....The Powder River Coal Company's North Antelope Rochelle Mine in Wyoming produced over 80 million tons of rail-shipped coal in 2003, making it the #1 producer in the U. S. Nearby, Black Thunder Mine at Gillette is the #2 producer and it shipped its one-billionth ton of coal this past December. The 74th car of a BNSF train was placarded for this record as it headed toward a power plant in Stratton, OH. These two mines alone produce almost 20% of the total U. S. coal supply (*Interchange*).....French inventor Georges Claude patented an electric neon-filled luminescent tube 90 years ago. Some of you may remember neon tail signs on streamlined passenger trains. Roy had his best staff look into the situation and they came up with six railroads that used neon at one time or another on their trains: Illinois Central, Burlington, Great Northern, Union Pacific, Western Pacific and Rio Grande.

Pennsylvania's own General Electric Transportation Systems (GETS) at Erie, PA expects locomotive production for 2005 to total 826 units, a 57% increase over 2004 and not too far from the recent record of 911 constructed locomotives in 1999 (*Lake Shore Timetable*).....Norfolk Southern has ordered 52 SD70M locomotives from Electro Motive with delivery to begin this coming September. The units will be numbered 2649-2700 (John Krattinger).....The Susquehanna (NYS&W) recently leased several ex-Cartier Montreal Locomotive Works-built units that had been overhauled by General Electric for the Quebec railroad. After an initial road test, Susquehanna tested the on-board computer installed by GE to see if any defects had been noted – the read-out was printed beautifully, but unfortunately in French!! (*Highball*).....BNSF customer China Shipping now has the world's largest container ship. It is the "SCSL Asia" and it's 1,096 feet long and 140 feet wide (30 feet wider than the Panama Canal!) and can handle 8,500 20-foot containers or enough to fill more than 12 75-car trains! (*Gondola Gazette/Keystone*).

On May 2, 1948, Philadelphia Chapter operated a Railfan Special from Reading Terminal to Rutherford Yard, near Harrisburg. Reading G class 4-6-2 #202 was on the point of the 11-car train that carried some 500 passengers. At Reading, another Pacific, #134 was put on the train to help on the grade on the Cornwall Railroad. While at Rutherford, railfans watched and photographed Western Maryland, PRR and RDG locomotives and equipment. The 202 handled the train alone on a high-speed return trip to Philadelphia (NRHS *Bulletin*).....Last month we talked about a "mystery" wooden passenger coach on the West Chester Rail Road. We now know that the car is an 1889-vintage Jackson & Sharp product built in Wilmington not far from the Amtrak station. It was acquired by the WCRR Heritage Association from Steamtown and work is in progress for funding and restoration

(*Newstracks* and Vince Jakubowski).....When the Reading's famed fleet of Class T1 4-8-4 locomotives was built between 1945 and 1947, one was tested hauling a 200-car coal train from St. Clair, PA to Philadelphia. It got underway with a pusher, then moved non-stop down the line to West Falls. After this test run the Reading decided to give the T1's an eastbound rating of 12,000 tons, but not exceeding 150 cars (Bert Pennypacker).

Recently, the Boston *Herald* reported that the MBTA was unveiling plans to redesign the 1920's-era Mattapan trolley terminal, now called "dysfunctional" by T General Manager Richard Mulhearn. The leaky old building would be replaced with a new design which would include a police station and possible retail outlets. At the same time, the T also announced it was going to implement an automated fare collection system. It will feature a fare card known as the "Charlie Card" taken from the Kingston Trio's song about the fabled passenger who "kept riding forever" because he did not have the necessary exit fare (*Steel Wheels/Weekly Rail Review*).....In January, the Huntington, WV Electric Trolley Association proposed that an electric streetcar line be placed in the city's Fourth Avenue at an estimated cost of \$2.8 million. Trolleys ran in the city and surrounding area from the 1880's to 1937 (*USA Today*).....Governor Arnold Schwarzenegger suggested that California's High Speed Rail Authority be scrapped and its responsibilities be folded into the State's Transportation Commission. The Governor also said "Californians can't get from place to place on little fairy wings" this is a car-centered state. We need roads!!" (*Weekly Rail Review*).

Last fall (2003) the scrappers started lifting the rail of the long-abandoned (nine years) Lamoille Valley Railroad. Older members will remember Vermont's classic shortline, once named St. Johnsbury & Lamoille County, that featured General Electric 70-ton diesels, wooden passenger cars and a still-remaining covered bridge over its right-of-way (*The Shortline*).....Back in the 1960's and early 1970's Florida's Marianna & Blountstown Railroad was a pretty rickety operation. Because of this, one of the enginemen would never operate a train over the well-worn Chipola River wooden trestle. A company truck would meet the train on one side of the river – the engineer would put the diesel in the "first notch" – then he and the crew would be driven over the nearby highway bridge where the crew would then swing up on the creeping train!! (*The Drawbar*).....The Surface Transportation Board has given Norfolk Southern the green light to abandon 0.8 miles of line between milepost 18.92 and 19.72 in Downingtown, PA. The effective date was December 18, 2004. We believe that this track is the last piece of the Reading's Chester Valley Branch on the west end. There is, of course, still a short distance of active track in the Bridgeport area.....Sometime you are traveling around Lancaster County, stop and see the Lititz Caboose Museum (open Spring to Fall), that features faux Reading caboose 92984 (ex-CNJ 91530) (*The Crusader*).....Work on the new passenger station at Paradise, PA for Amtrak and the Strasburg Rail Road was reportedly begun in December 2004. Construction on the \$2.7 million depot itself could begin this spring (*Harrisburg Rail Review*).....Speaking of Amtrak, the railroad served 7.5 tons of roast turkey on its long-distance trains between November 21 and 27, 2004 (*Beaver Valley Highball*).

A recent U. S. Census study – "Journey to Work" – describes some extreme cases of commuting in the United States. The biggest reason for long commutes is the cost of housing. The further from metro areas you are, the less you pay for comparable homes (some say it's as much as \$1,000 per mile!). The classic example is

(Continued on Page 10)

ODDS AND ENDS (Continued from Page 9)

nearly 25,000 people who commute for two-plus hours from the Stroudsburg/Mt. Pocono area to Manhattan each day by auto and Martz Trailways over Interstate 80. Much of this could be potential traffic for a reborn Lackawanna Cutoff train service (*USA Today*).....The Alaska Railroad's passenger service was the big growth story for ARR in 2004. Ridership grew by 9.6%. Freight was rather flat, but barged container-on-flatcar traffic was up and local coal movement surpassed projections. There is a steady demand for Alaskan coal in South Korea (*Community Ties*).

The focal point of the 1904 St. Louis World's Fair (The Louisiana Purchase Exposition) was Festival Hall. The Auditorium held 3,500 people and boasted the world's largest organ with 10,159 pipes. After the Fair, the organ was shipped by rail to Wanamaker's Department Store in Philadelphia, where it is still considered the largest in the world, now residing at Lord & Taylor (*The Mississippi*)....."The old dim Union Station at six o'clock on a December evening....and the murky yellow cars of the Chicago, Milwaukee & St. Paul Railroad looking cheerful as Christmas itself on the tracks beside the gate" (*The Great Gatsby*).....The highest adhesion standard gauge railroad in North America was the Denver & Salt Lake RR (Moffat Road) over Rollins (Corona) Pass, Colorado that reached an altitude of 11,680 feet. Opened in 1904, it was used until Moffat Tunnel was completed in 1928. So, the question is, does the summit at Moffat Tunnel (9,242 feet) now have the record for "highest" present-day freight and passenger service?? (*Guinness Rail Records*).

AMTRAK TRIP REPORT (Continued from Page 8)

Manhattan destination. "Well, all the subways I've ever been in have had lots of stairs and we have luggage...on the other hand, it will be rush hour and a cab will take a long time." Decisions, decisions.

Our schedule:	Lv. WAS	3:05 (On Time)
	BAL	3:48 (3:47)
	WIL	4:38 (4:37)
	PHL	5:02 (5:00)
	TRE	5:31 (5:29)
	Ar. NYP	6:36 (6:25)

We did some slow running in Northern New Jersey and ended up 10 minutes late at Newark and 11 down at New York. It has been a good trip up the Corridor in a comfortable Capstone overhauled coach.

At NYP I headed for the Ticketed Waiting Area with no cops checking the tickets this time. Train #267, *Empire Service* to Albany opened on Track 6 at 6:56 so I didn't have much of a wait. This train had a 700-series Genesis followed by a snack bar car and 4 coaches. Most riders entered the two head coaches which was fine with me as I rode in the 3rd coach, which was only about 35% full. The seats were orange-red; no Capstone overhauled cars here, but the car was clean and rode well. The train made good running time and reached my home station of Croton-Harmon two minutes early at 7:51 (7:53). The conductor opened the door by pulling the little red emergency handle, remarking "it's hard to get anything to work properly around here." I said "good night" to him, headed upstairs, grabbed a cab and was home about 5 minutes later, thus ending yet another trip on the Corridor to Washington.

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

