

CINDERS

JUNE 2005



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Volume 66

Number 6

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 NOTICE:

FRIDAY EVENING, JUNE 17, 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.)*

Our meeting for Friday evening, June 17, 2005 will be a member participation slide program, with a bit of a different twist. We would ask members to pick ten (10) slides each they have taken in the 1960's, 1970's and 1980's to be screened before your fellow members. If you've got some interesting subject material that isn't enough for a program, this is your chance. Bring them from the decades from which you have them.

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, JUNE 14, 2005 to Dinner Chairman Bill Gardiner at 215-632-7016.** The menu for June was not available at presstime. Please call Bill Gardiner with your reservation. **NO-shows will be responsible for payment for meals ordered!** *(Please note that meetings for the 2004-2005 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall.)*

Our next meeting will be on Friday, September 16, 2005. Come out on June 17 and screen some slides, and then enjoy the rest of your summer.

Odds and Ends.....

will not appear in this issue of *Cinders* because of space constraints. Columnist Roy L. Hudson has provided a good of amount of material which will appear in the August issue.

No Cinders in July

Members are reminded that, as is our normal custom, there will be no *Cinders* published during the month of July. We publish 11 times a year, omitting the month of the NRHS Convention. We would expect to mail the August issue of *Cinders* during the week of August 8, 2005. The notice Page 1 regarding the annual Bill Wagner Summer Dinner on Friday, August 19 at Moonstruck Restaurant in Fox Chase is the only notice you will receive. Please make your reservations early!!

Annual Bill Wagner Summer Dinner Returns to Fox Chase on August 19

Philadelphia Chapter's annual Bill Wagner Summer Dinner will return to a familiar venue in 2005, Moonstruck Restaurant at 7955 Oxford Avenue in the Fox Chase section of Philadelphia. The date is Friday evening, August 19, 2005. The restaurant is handy to SEPTA's R8 Fox Chase station and is also served by numerous SEPTA bus routes from Philadelphia locations.

The Chapter's original intention had been to hold the event in the Station Grille Restaurant in Jenkintown station, but that facility has been closed for renovations under a new owner.

The menu for the 2005 dinner will be a garden salad, entrée choice of **stuffed breast of chicken with mushroom Madeira sauce** or **baked filet of flounder in tomato-shrimp broth with saffron**, fresh vegetables and potatoes, and choice of **tiramisu** or **mela** (baked apple tart) for dessert. Coffee and tea are included, with alcoholic beverages by individual settlement.

Cocktail hour (individual settlement) begins about 5 PM, with dinner seating at 6:30 PM. The price of the dinner is \$36.00 per person. Reservations, with remittance payable to **Philadelphia Chapter, NRHS** need to be mailed to: Bill Wagner Summer Dinner, Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. Reservations need to be mailed **no later than Monday, August 1, 2005.**

Come out and enjoy a leisurely social evening with your fellow members on Friday, August 19, 2005 at Moonstruck Restaurant in Fox Chase.

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

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

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MEETINGS: 7:30 PM, third Friday of each month (except second December), at Faculty Club, Second Floor, Thomas Jefferson University 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.

The CSX Transportation
Freight Schedules on Page
9 and 10 are designed so
that you may detach the
last two pages and take
them with you on the road.



Lehigh Gorge Excursions Begin

On Saturday, May 21, Reading & Northern Railroad began its new weekend excursion program out of Jim Thorpe, PA. The diesel-powered trains leave from the former Jersey Central station at 11 AM, 1 and 3 PM, for a 16-mile round-trip through the scenic Lehigh River Gorge, which is accessible only by rail, hikers-bikers and whitewater enthusiasts.

The trains consist of open-window coaches hauled by R&N's ex-Union Pacific SD50 locomotives, including one on the rear of the train for an easy reverse movement from the endpoint at Old Penn Haven, deep in the gorge. The trips are operated by R&N subsidiary Lehigh Gorge Scenic Railway, the successor to the Rail Tours group managed by George Hart which ran short trips on the Nesquehoning branch until last year. The excursions are routed over newly-laid track on the abandoned CNJ bridge which crosses the river and Norfolk Southern's former Lehigh Valley mainline, but use the former westbound LV main now owned by Andrew Muller's Reading & Northern.

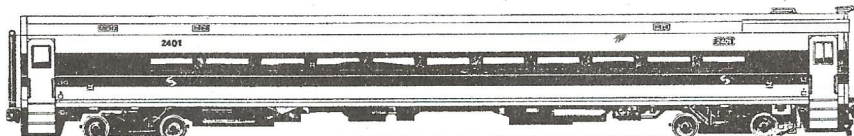
A special grand opening was scheduled for the Memorial Day weekend, when several pieces of historic equipment were expected to be on display. These included R&N's former Reading T-1 4-8-4 steam locomotive #2102 and the pair of F3 diesels owned by Anthracite Railroads Historical Society and painted in Jersey Central livery. The excursions will be operated on Saturdays, Sundays and holidays through December 18, with fares of \$11 for adults and \$8 for children 12 and under. For information, telephone the ticket office at 570-325-8485 or visit the railroad's website at www.lgsry.com.

Greenberg Shows Announces August Show at Fort Washington

Greenberg's Great Train, Toy & Hobby Shows have announced that they will hold a summer Greenberg Show at the Fort Washington Expo Center on Virginia Drive the weekend of August 6-7, 2005, according to information received by Chapter Sales Chair Dave Kopena. The hours will be the standard 10 AM to 4 PM, and Philadelphia Chapter will have tables.

When Greenberg's was holding shows at the Route 73 Expo Center in Pennsauken, NJ, there was always an August event, which Philadelphia Chapter participated in. The announcement of the Fort Washington Show fills the long time gap between Greenberg's February and December shows at the Expo Center on Virginia Drive.

Members wishing to volunteer to assist at the August show are asked to contact Dave Kopena at 215-671-0605. Greenberg has announced that it will hold future shows at Fort Washington on December 10-11, 2005 and March 18-19, 2006 (note new dates in 2006).



PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



SEPTA
TRANSIT

At SEPTA it seems to be one crisis after another. As soon as the funding crunch for this fiscal year had been resolved (see *March Cinders*), SEPTA riders found themselves faced with the prospect of a strike on both transit divisions. Transport Workers Union Local 234 threatened to walk out on March 15 but since then has twice extended its contract covering 4,600 drivers and mechanics on the City Transit Division. Now the current June 15 deadline for hammering out a new contract is looming large and is unlikely to be extended again. If history is any guide, negotiations will go down to the wire. Anyone who uses SEPTA or is concerned with the mobility of the Philadelphia region should be watching these developments closely.

Among many thorny issues on the table is the 800-pound gorilla known as health care. SEPTA is insisting that under the new contract workers must help pay for their health insurance, which is now funded entirely by SEPTA after the first two years of employment. Under the present contract, new hires co-pay for the first two years and receive no dental or prescription coverage, but after that SEPTA subsidizes the full cost except that workers pay a portion of certain charges for doctor visits and prescriptions. SEPTA says that health care coverage costs it an average of \$969 per month per employee, including dependents, and has been escalating far faster than the rate of inflation. As a result, SEPTA is seeking to have workers share in the cost of their coverage. For its part, the union is demanding that SEPTA grant sick pay at the rate of 75 percent of normal wages from the first day of illness, rather than the present 50 percent beginning after the third day of illness.

SEPTA last month held a series of public hearings on its proposed \$951.8-million operating budget for Fiscal Year 2006, which begins July 1. With no fare increases or service cuts contained in the package, there was little input from the public at the hearings. The sessions also were somewhat anticlimactic, Governor Rendell having pledged to "flex" certain State highway funds to fill the \$92.1-million deficit projected in the new budget. SEPTA expects to spend about \$32 million more in the coming year than in FY 2005, a three-percent increase which reflects anticipated higher costs for diesel fuel, health care and wages.

SEPTA's proposed capital budget for FY 2006 totals \$439.1 million, of which \$147.8 million will go toward the so-called state-of-good-repair projects on transit infrastructure, \$167 million for normal replacement of equipment, \$72.2 million for system improvement projects and \$51.1 million for expansion projects. The largest expenditures contained in the budget are \$60 million for the Market Street elevated reconstruction program, \$50 million for the Silverliner V railcar acquisition, \$47 million for vehicle overhauls, \$42.3 million for the purchase of new trackless

trolleys and \$41.5 million for debt service. The budget document also lays out SEPTA's 12-year capital program extending through the year 2017. Both the operating and capital budgets will go before the SEPTA board for approval at the June 23 meeting.

Meanwhile in Washington, Congress continues to dither over the reauthorization of the Transportation Equity Act for the 21st Century (TEA-21), which funds both highway and transit improvements. This law expired in late 2003 but has been extended several times, most recently to June 30. Last month the House passed a six-year, \$284-billion reauthorization—in line with the Bush Administration's request—but then the Senate overwhelmingly approved a bill calling for \$293.8 billion, including \$53.8 billion for transit. (The House bill authorizes \$52.4 billion for transit.) This long and tedious battle now will shift to a Senate-House conference committee to work out the differences, which may be difficult to do. The President has threatened to veto any amount higher than \$284 billion—a politically risky tactic because both Republican and Democratic lawmakers are concerned about repercussions from home state voters who are demanding more transportation improvements. A recently-released study by the Texas Transportation Institute, showing that fuel burned due to highway congestion costs shippers and motorists \$6.2 billion per year, gave further impetus to this legislation. Then there is the ongoing dispute between "donor" states (those that pay more in gas taxes than they receive in Federal transportation funding) and states such as Pennsylvania which receive more than they pay. The *Inquirer* reports that under the House bill Pennsylvania's share will rise from \$1.20 to \$1.25 for every dollar in gas taxes paid to Washington, while under the Senate bill the State's share will drop to \$1.07 by the end of the six-year period.

SEPTA's \$567-million project to rebuild the Market Street el structure will go into high gear this summer. The following schedule has been announced: May 31—56th Street station closed for demolition and replacement; el service shut down on the weekends of June 3-6, 10-13, 17-20 and 24-27, beginning at 8 PM on Friday through 5 AM on Monday; two nine-day outages July 15-25 and August 12-22, again from 8 PM Friday to 5 AM Monday. To substitute for the trains, shuttle buses will operate between the 40th Street station and 69th Street Terminal, with certain buses extended to 30th Street for disabled passengers. (It is possible, however, that the nine-day outages could be postponed until later in the summer due to delays in receipt of certain construction materials.) During the shutdowns heavy work will be underway around the clock, tearing down sections of the existing 98-year-old el structure and replacing them with new single-column supports and 45-75-foot sections of prefabricated deck. This season 26 of the new columns will be erected, 1,500 feet of guideway constructed, track and the electrical system replaced and new stations installed at 56th and 60th Street. Last month the new 56th Street station already was fabricated, and stood ready to be moved into place as soon as the old facility was demolished. The Market-Frankford Line is SEPTA's busiest, handling over 175,000 riders each weekday. (Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)

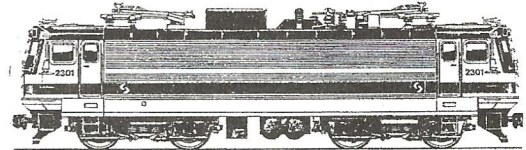
The entire project, which includes a total of 11,000 feet of new guideway and six reconstructed stations between 46th Street and Millbourne, is scheduled for completion in late 2008. All of the new stations will be handicapped accessible. Unfortunately, the project to date has been marred by acrimonious disputes with businesspeople and residents along the Market Street corridor about the noise and street blockages associated with the construction work. The project has been divided into five phases: (1) Installation of automatic train control equipment along the line, already completed; (2) Construction of new foundations and ductbanks for the elevated guideway, now largely complete; (3) Construction of the Cobbs Creek section west of 63rd Street, as well as the 63rd Street and Millbourne stations, 30-percent complete; (4) Installation of the guideway between 46th and 63rd Streets, about ten percent complete, which is the focus of this summer's work, and (5) Replacement of the 46th, 52nd, 56th and 60th Street stations, plus contiguous sections of guideway, now approximately 15 percent complete. (PKF Mark III, the original contractor for the Cobbs Creek section, was fired by SEPTA last December for alleged delays and shoddy work. While a lawsuit brought by the contractor wends its way through the courts, new interim contracts have been awarded for infrastructure, retaining wall and cleanup work. SEPTA will most likely rebid the main contract early next year.)

SEPTA will substitute buses for trolleys over most of the Route 36 subway-surface line effective with the summer schedule change on June 12. This will permit the replacement of the Lindbergh Blvd. bridge over the CSX mainline (see February *Cinders*), and installation of new welded rail on Route 36 between 49th & Woodland and 56th & Elmwood. Route 36 cars will operate only between 49th & Woodland and the Juniper station in center city. Regular light rail service should resume with the fall schedule change on September 4. Three rebuilt PCC cars were used on University City Trolley Day, Saturday, May 14, running on a loop between 40th & Market Streets over the diversion trackage to 65th & Baltimore and 49th & Woodland. The cars used were #2331, 2335 and 2337, the latter the highest numbered of the 18 PCC-II's. Ten of the cars remain stored at Callowhill depot, awaiting the eventual startup of rail service on Route 15 Girard Avenue. Buses substitute for trolleys on Route 11 during the overnight hours May 23-27, May 31 and June 1-3 on Woodland Avenue west of 58th Street. The cars are diverted via the 58th Street connecting track to Mount Moriah loop on Route 13. On the evenings of June 6-10 and June 13-16 Route 10 trolleys will be diverted over Route 15 trackage via Girard Avenue and 63rd Street, with buses operating over the regular route west of Lancaster & Girard Avenues. Both reroutings are due to street paving work.

SEPTA has begun an aggressive three-year marketing campaign aimed at retaining present riders as well as attracting new ones. The campaign's goal is to increase ridership by five percent over the next three years and beginning in August the public will see the launch of a new advertising program. (Gone and forgotten are such past slogans as "Serious about change," "We're getting there" and "You can't beat the system.") Using the theme of "Genuine Philly," the new campaign will try to create "buzz," changing the public's perception of SEPTA by giving it credit for being "part of the unique Philly way of life" like the Eagles, cheesesteaks and the Liberty Bell. The August campaign will showcase three key destinations reached by SEPTA, the

Sports Complex, the Airport and King of Prussia. The Airport promotion will focus on the R1 rail line, which will be rebranded "Air One"..... Three SEPTA employees, Bus Operator Joseph Simpson, Station Supervisor Stephen Ferzetti and Cashier John MacDonald, were honored at the April board meeting for their heroism last March in rescuing two children from a burning automobile near the Broad & Pattison subway station Attention timetable collectors: The current edition of the Route 10 timetable contains an unusual error. The cover shows an effective date of January 23, 2003 rather than 2005, which undoubtedly will be corrected with the June 12 revision.

SEPTA REGIONAL RAIL



SEPTA will reissue all of its Regional Rail timetables, effective Sunday, June 19, appearing with color covers but black type for better readability. Meanwhile, work is progressing on the \$85-million Wayne Junction-to-Glenside track and signal project, with weekend single tracking to continue through this month between Wayne Junction and Fern Rock stations. At the same time, R8 Fox Chase passengers are being bused on weekends between Fox Chase and Wayne Junction. Part of this work is the installation of a "pocket track" siding at "Newtown Junction," where the Fox Chase Line splits off from the Mainline. At the end of May work was nearly complete on a second siding between Lawndale and Cheltenham stations. These two controlled sidings, to be cut in during the weekend of June 18-19, will permit the R8 line to be operated as a single track over the 3.4 miles between "Newtown Junction" and "Cheltenham Junction," effective June 20. The present #1 SEPTA track already is signaled in both directions, which allows for the permanent separation of SEPTA traffic from the paralleling CSX freight main (see April *Cinders*). Meets will be scheduled at the sidings, with a few reverse-peak trains being held during rush hours.

Major trackwork changes between Wayne Junction and Glenside will require four weekend shutdowns of rail traffic on this segment of the Mainline. The work will include the installation of new turnouts and crossovers, the rebuilding of four existing interlockings and entirely new interlockings at "Jenkintown South" and "Carmel South" in Glenside. As part of this major effort to improve traffic flow over the busiest seven miles of the Regional Rail system, new bi-directional signaling also will be placed in service on the double-track line. The "bulge" in the #2 northbound track at the former Logan station north of Wayne Junction also is to be straightened. The first of the four Friday-night-to-Monday-morning service outages is scheduled for the weekend of July 8-10, with shuttle buses substituted between Wayne Junction and Jenkintown or Glenside.

On May 23 SEPTA changed its railroad radio system to a new format, which in some cases requires train crews and dispatchers to transmit on different frequencies. Initially, the changeover caused some difficulties in communicating with train crews. On the north lines (the former Reading lines) crews still transmit on AAR channel 90 (161.46) but receive on channel 32 (160.59). The south road channels, used on the SEPTA-owned ex-

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)

Pennsy lines, are AAR 71 (161.75) and 16 (160.35), respectively. The latter frequency formerly was used in both directions. AMTRAK channels used by SEPTA trains remain the same, AAR 54 (160.92) on the Corridor and 35 (160.635) on the Harrisburg line.....For the second year in a row, SEPTA will operate half-hourly service on the R6 Norristown Line to and from Manayunk for the annual Wachovia-sponsored championship bicycle race on Sunday, June 5. A special one-day-only timetable is to be issued.....Track upgrading work continues on the R6 Norristown Line, and probably will not be completed before the end of the year. Adjustments in midday train schedules remain in effect.

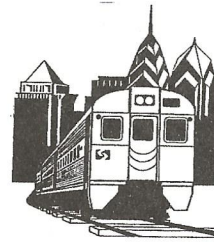
On May 22 the *Inquirer* ran an article entitled "Station project sees light at end of the tunnel," an update on SEPTA's \$63-million makeover of Suburban Station. While construction barriers are everywhere in the gloomy station concourse, the project is actually better than 75 percent completed and should be wrapped up by the third quarter of 2006. With the new headhouses on 15th and 16th Streets as well as five new or refurbished elevators in service, and much behind-the-scenes mechanical work already done, this should be the last summer that passengers and shoppers will have to endure the familiar discomforts of the 75-year-old station. A full air conditioning system is being installed, and an effort made to preserve as much of the station's historic Art Deco "look." An added feature will be a direct entrance from the concourse level into the new 57-story Comcast Center office building, now under construction at 17th & Arch Streets.....As part of SEPTA's new marketing program described above, a concerted effort to boost ridership on the R1 Airport Line was started last month. The 20th anniversary of the service was marked with a weeklong promotion offering \$1 fares between center city and the Airport, and a series of offbeat yellow posters has continued the campaign. The latest one urged potential riders to use the R1 and "Get to the Airport in plenty of time to just sit there." As previously mentioned, the plan is to nickname the service "Air One."

A 14-year-old Conshohocken high school student committed suicide at 10 PM on Sunday, May 22, by jumping in front of northbound R6 train #4630 at a grade crossing in Conshohocken. This was the third fatality on the Regional Rail system during the month, after two women were killed by deadheading train D2313 while attempting to cross the tracks at Bethayres station on May 1 (see *May Cinders*). On May 5 the *Inquirer* ran a front-page story headlined "Risky crossings," which listed the 25 Regional Rail stations which have pedestrian crosswalks without flasher lights or electronic warning systems. Several other stations have visual or audio systems, or both, at their crossings. The crosswalk at Bethayres where the two women were killed is equipped with flashing red lights to warn of approaching trains, which they either ignored or did not see.

The suicide mentioned above was one of three incidents which occurred on the Norristown Line on May 22. About four hours earlier an automobile accident on River Road near Miquon station resulted in a car fouling the track and delaying two trains. Then at 10:30 PM the crew of train #4632 reported the catenary wires down at "16th Street Junction" interlocking in North Philadelphia. This caused numerous delays to Mainline trains and forced the cancellation of all R6 service until 4:30 Monday afternoon.....An innocuous event on May 4 once

again illustrated what happens when an unattended bag is discovered at a railroad station. All service through Market East Station was halted for an hour that afternoon, until the bag was found to belong to a forgetful SEPTA employee.....

A telephone caller on the morning of April 28 told SEPTA that a bomb had been placed on Trenton-bound train #721. The train was evacuated at Bridesburg station while police investigated.



AMTRAK de-energized all tracks, delaying several trains, until the threat was found to be a hoax.....Early on May 19 AMTRAK received a bomb threat and police actually found a hand grenade in a milk carton near "Zoo," arresting a suspect. It was not reported whether it was a live grenade, but there were delays to several early morning SEPTA trains.

A major power failure at 6:25 PM on May 10 halted all SEPTA service on the "Reading" side of the system. Many trains were stranded between stations before traction and signal power were restored an hour later. The cause was traced to a fault in Peco's line feed. Five days earlier, afternoon rush-hour service was disrupted on the Mainline between Wayne Junction and Jenkintown when a catenary wire broke over the #2 northbound track near "Newtown Junction" interlocking. Some passengers on stranded trains were transferred to other trains on the #1 track, which still had power. Single-track operation to and from Jenkintown was used for the rest of the evening until the wire train was able to make repairs. Two days before that incident, on May 3, a pantograph on train #4163 became entangled in the catenary at "Grove North" interlocking at Willow Grove on the Warminster Line. Several evening trains had to be annulled north of that station.....Yet another power failure occurred at 11 PM on April 30, when several spans of catenary wire fell on the #2 northbound track near Neshaminy station on the R3 West Trenton line. Fortunately, this occurred late in the evening. Single-track operation was instituted on #1 track between Jenkintown and West Trenton until power was restored at 9:45 the next morning.

SEPTA has awarded a \$5.4-million contract to URS Corp. for engineering and design work on the proposed three-mile extension of R3 service from Elwyn to Wawa (see *May Cinders*). This is an initial part of the \$51-million project which will include construction of a park-and-ride station just off U.S. 1 at Wawa, and conversion of the Lenni training facility for possible car storage.....AMTRAK has issued a request for proposals to develop the former rail yard at Paoli, where a Superfund cleanup of toxic materials has been completed (see *February Cinders*). SEPTA also proposes to build a \$20 rail station and transportation center at the site, and the local townships have hired a consultant to assist in putting together a master plan for the area.....Work is in progress to convert the long-abandoned *Daily News* Building at 22nd & Arch Streets into 144 luxury condominium units. The building is directly alongside SEPTA's Mainline tracks between Suburban and 30th Street Stations.....CSX SW1001 diesel switcher #1127 was spotted last month at SEPTA's Overbrook maintenance shop. Now assigned to the CONRAIL SHARED ASSETS operation, the former Reading #2610 was at the shop for wheel truing, which presumably was more convenient than sending it to the nearest CSX shop at Selkirk, NY.....SEPTA is advertising for bids to overhaul the traction motors on its seven AEM-7 electric locomotives, which are nearly 20 years old.

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PHILADELPHIA EXPRESS

(Continued from Page 5)



AMTRAK

As expected, AMTRAK put a full slate of Metroliners into service between New York and Washington effective May 2, replacing the fleet of Acela trains which have been sidetracked because of cracks discovered in some of their disc brakes. AMTRAK gathered equipment from all over the system to beef up its Northeast Corridor service, giving the Metroliners a new lease on life. Amtrak's original plan was to retire the venerable Metroliner name with the April 25 timetable change, in favor of the slightly faster Acelas, but had to quickly regroup when the brake problem was discovered on April 14. The Acelas were immediately pulled out of service. Amtrak's scheduling staff had to scramble to create new Corridor schedules both for the Metroliners and Regional trains, a task which was rushed to completion in just three days as compared with the three weeks normally required for a change of that magnitude. A new timetable folder was issued on May 2 for the Corridor, with a cover page slightly reminiscent of the old Pennsy timetables with destinations shown in large letters. Metroliners now depart New York and Washington every hour on the hour from 6 AM to 6 PM on weekdays, with point-to-point running times of two hours and 59 minutes. There is also a 14th departure in the evening, as well as four Saturday and 13 Sunday Metroliner round-trips. In a series of newspaper ads Amtrak is touting its "longtime popular Metroliner trains."

Last month, a House of Representatives subcommittee held a hearing in Washington to investigate the Acela failure. AMTRAK's inspector general testified that the manufacturer of the cracked brake discs had recommended frequent inspections, but the Bombardier-Alstom consortium that built the high-speed trainsets did not pass that information along to Amtrak or to its own inspectors. He said that the hairline cracks, which appeared to be the result of metal fatigue, were discovered by a Federal Railroad Administration safety expert during a routine check. Amtrak's vice president-operations William Crosbie said that the loss of the Acelas is costing Amtrak up to \$1 million each week. Meanwhile, the consortium is looking for a new type of brake disc to be applied to the Acela trainsets (*Trains, Weekly Rail Review*).

At the same time that AMTRAK was wrestling with its Corridor problems, it was making a series of changes in schedules on the Harrisburg line to accommodate ongoing trackwork (see May Cinders). In fact, the schedules were adjusted four times in the past two months, first on March 7, then in the April 25 system timetable which were revised with a photocopied schedule issued on the same date. On May 2 the same times were printed in a timetable folder, which was again revised on May 16. Most of the changes were just a few minutes on certain trains, as trackwork forced single-track operation between Parkesburg and Lancaster. When that work is completed the heavy machinery will shift to the commuter area east of Paoli, where some welded rail has already been dropped ready for installation during the summer.

A Senate Appropriations subcommittee held a hearing last month on AMTRAK's need for a \$1.82-billion appropriation

in Fiscal Year 2006. Amtrak Chairman David Laney emphasized that all of the increase over this year's funding level of \$1.2 billion will go to capital improvements, and that the operating grant would be essentially flat. DOT Inspector General Kenneth Mead testified that the railroad currently is spending at the rate of \$1.4 billion because it ended FY 2004 with a cash surplus of \$200 million, and unless funding is increased Amtrak will not make it through the next fiscal year. This time, President David Gunn said, Amtrak "will probably limp into Fiscal 2006 with \$20 million," and would run out of money within two weeks of the end of the current fiscal year on October 1. Mead again declared that eliminating long-distance service—as demanded by some in Congress—"will not solve the problem" but would save only about \$300 million a year and those savings "would not be immediate...because of labor severance payments." He noted that Amtrak has a \$5-billion backlog of state-of-good-repair projects. "We have a system that limps along, never in a state of good repair, awash in debt and perpetually on the edge of collapse" (*NARP, Weekly Rail Review*).

The freight railroads, which host virtually all of AMTRAK's long-distance trains, are strongly opposed to both the Administration's and Amtrak's proposals to privatize some services. The proposals are part of a restructuring scheme which would include offering private operators the right to compete for certain under-performing Amtrak routes, although an Amtrak spokesman said that "we're not trying to make an ideological statement that competition is a silver bullet to Amtrak's problems." In response, the Association of American Railroads emphasized that its members are "against franchising to different private entities." This "creates patchwork of systems which we believe would not be as safe and would make it very difficult (for the freight carriers) to operate their businesses" (*Traffic World*).....The authoritative *Kiplinger Washington Letter*, meanwhile, predicts that Congress will not make any big changes at AMTRAK, giving it just enough money to keep going "but not enough for an overdue overhaul of the railway's infrastructure".....AMTRAK has discontinued all food service on Empire Service trains operating only between New York City and Albany. Amtrak said the service was lightly patronized and the discontinuance will save nearly \$1 million a year (*NARP*).

A cartoon in Business Week Magazine last month shows an AMTRAK locomotive with wings, jet engines and tail. The caption quotes an Amtrak executive as saying, "We're very confident this new look will convince Congress to give us the multibillion bailout we need".....AMTRAK and NJ TRANSIT service on the Northeast Corridor to and from Penn Station, New York, was disrupted about 8 PM on Thursday, May 12, when wood ties and timbers on a bridge over the Hackensack River caught fire. The location was at "Portal" interlocking in the New Jersey Meadows, six miles west of Penn Station. All rail traffic on the busy mainline was suspended, with passengers transferred to the PATH system between Newark and New York. NJT diverted its Midtown Direct trains to Hoboken Terminal. Limited service resumed the next morning but trains were restricted to 5 mph over the span. The bridge suffered no structural damage, but delays continued into the following week before one of the two tracks was cleared for full 70-mph operation. Amtrak said it might take a year to complete all repairs to the aging swing bridge (*Trains, Railpace*).....AMTRAK's CETC center lost all control on the Northeast Corridor between Holmesburg and Marcus Hook in the afternoon of May 13, disrupting Amtrak and SEPTA service on the line for about 35 minutes.....A broken eight-inch gas main beneath a CSX overpass at Lorton, VA, halted AMTRAK and CSX service for about four hours on May 23. (Continued on Page 7)

PHILADELPHIA EXPRESS

(Continued from Page 6)



CSX,
NS,
OTHER ROADS

CSX won a major victory last month when a Federal appeals court, in overturning a lower court ruling, rejected a Washington, DC, ban on the movement of certain hazardous materials through the City (see May Cinders). CSX, with the support of several government agencies, had sought a preliminary injunction against enforcement of the ordinance, which would have required CSX to reroute carloads of flammable chemicals and explosives away from the nation's capital. The appeals court ordered that the injunction be granted, after the railroad argued that the local law was pre-empted by the Federal government's jurisdiction over interstate commerce, and that it would cause widespread disruption to the movement of commodities vital to the economy. But this did not dissuade a few other cities, Baltimore and Cleveland included, to push ahead with their own plans for a similar restriction, which was one of the fears expressed by the railroads and shippers of chemical products. Earlier, the U.S. Conference of Mayors had requested that the Department of Transportation provide advance notice of hazardous material shipments moving through their cities. But Transportation Secretary Norman Mineta called such a plan impractical. He said that "thousands of shipments crisscross U.S. cities daily and that the specific route these shipments will follow is not always known well in advance" (*Trains, Traffic World*).

CSX, the City of Philadelphia and a citizens group known as Free Schuylkill River Park are still locked in a dispute over the railroad's insistence that pedestrian grade crossings to the park be closed. CSX filed suit against the City last fall, demanding an injunction to end the public's use of grade crossings into the park, which is sandwiched between the Schuylkill River and the CSX mainline in center city. The railroad is fenced off except at the crossings at Race Street and Locust Street, an area which is sometimes blocked by standing trains. CSX cites the safety issue but the City has agreed that it would install automatic rolling gates at the crossings. Last month both CSX and the City asked the Federal judge handling the case to help them resolve their dispute, which for the time being at least means that the crossings remain open.....CSX now is the only U.S. railroad which will continue to manage its own fleet of 45 and 48-foot trailers in intermodal service, after all other major carriers decided to exit the trailer business in favor of the more widely-used containers. Ironically, CSX will handle only containers at its South Philadelphia terminal, although several other key CSX terminals still handle trailers as well as containers (*Traffic World*).....CSX is considering a plan to build ten miles of new second track in the 25-mile section of its Trenton Subdivision between West Trenton and Port Reading Junction, NJ. Partial State funding of the project apparently is driven by the prospect of reinstating NJ TRANSIT passenger service between West Trenton and Newark, which is still the subject of an NJT study (*Railpace*).

NORFOLK SOUTHERN for the 16th consecutive year won the gold medal in the E.H. Harriman Memorial Safety Awards competition for best employee safety record among line-haul railroads whose employees worked 15 million hours or more in 2004. In the group which had fewer than four million employee hours GUILFORD RAIL SYSTEM won top honors and among switching and terminal lines CONRAIL won the second-place silver medal. Overall, the nation's railroads reported their lowest employee casualty rate in history during 2004 (*Railpace*).....The volume of low-sulfur western coal moving to eastern and southern electric utilities is causing a severe capacity crunch on NS, CSX and other railroads. "The demand for rail transportation services is extremely strong, including the demand for coal transportation," said a CSX spokesman. "We cannot afford to maintain capacity to meet all demand peaks, but we do make diligent efforts to meet our customers' needs".....A survey of hundreds of rail shippers by UBS Securities of Canada ranked NS first among U.S. railroads on the criteria of reliability, pricing and ease of doing business. But the survey also said truckers would maintain much of their present volumes because "on-time consistency remains the railroads' biggest weakness" (*Weekly Rail Review*).

NJ TRANSIT'S board last month approved \$53.2 million for the renovation and expansion of its Trenton station, and \$50.8 million for improvements at the Newark Broad Street station. The Trenton facility will be tripled in size, expanding the main building to 46,000 square feet from 19,000 square feet. The two-year project will include new waiting areas, shops, restrooms, restaurants, heating and air conditioning systems, elevators and improved access to the nearby River Line.....Between Memorial Day and Labor Day PATCO riders will be able to transfer to the River Line at the Walter Rand Transportation Center for a free ride on the River Line to the Camden waterfront, with its newly-opened Adventure Aquarium.

NS handled the Ringling Bros. Red Unit circus train from Trenton to Hershey, PA via Norristown and Reading on May 23. Ex-CONRAIL blue SD50 #5422 was on the point of the 55-car train. The train was scheduled to move from Hershey to Wilkes-Barre on May 30 via NS and CANADIAN PACIFIC.....Last month the regular switcher at NS's Abrams yard near Norristown was SW1001 #2102, which is ex-Reading #2612 and CONRAIL #9412.....This summer the Reading Company Technical & Historical Society will revive its diesel-powered passenger excursions over the former Blue Mountain & Reading line between Temple and Hamburg, PA, although not on a regular schedule. Trips this month will operate on June 4, 18 and 19. For information, telephone 610-372-5513 (Harrisburg Chapter).....Bennett Levin took his three private cars to Chicago for special "rare-mileage" trips May 28-29 over the ELGIN, JOLIET & EASTERN, INDIANA HARBOR BELT and BELT RAILWAY OF CHICAGO. The trips benefited the Ronald McDonald Houses of the Chicago area.

EAST PENN RAILWAYS in April received approval from the Surface Transportation Board to acquire three contiguous segments of railroad in southeastern Pennsylvania and Delaware. These are: (1) the former Pennsy Octoraro branch comprising 27.5 miles from Chadd's Ford Junction to the Maryland state line near Sylmar, MD, from SEPTA; (2) the former Reading Wilmington & Northern branch, 17 miles, from Modena, PA to the Delaware state line south of Cossart, PA, from ISG Railways; and (3) the remaining part of the W&N branch, 10.8 miles, from the state line

(Continued on Page 8)



JUNE 11, 2005: Hagerstown Railroad Heritage Express from Dorsey, College Park and Rockville to Hagerstown, MD and return for Railroad Heritage Days at Hagerstown Roundhouse Museum. Chartered MARC train, sponsored by the museum and Hagerstown Chapter NRHS, will operate over CSX mainline via Martinsburg, WV, and former Western Maryland trackage. Fares: \$75 adults, \$70 seniors 65 and over, children 12 and under \$40. Sidetrip from Hagerstown to Highfield, MD and return will also be operated, with fares of \$15, \$12 and \$8 respectively. Order tickets from: Hagerstown Joint Trip Committee, P. O. Box 4175, Hagerstown, MD 21741-4175. For information, telephone 301-739-4665.

JUNE 16-19: "Portraits of Railroading" annual Penn State Railroad Heritage Conference at the Altoona (PA) campus, featuring railroad paintings by more than 55 artists. Works of Ted Rose, Howard Fogg, Mitch Markovitz and many others will be on display. Tours to East Broad Top narrow-gauge railroad, Horseshoe Curve, the Rau photo collection and other interesting locations; presentations and rail-themed dinners are included. Full program fee with accommodations is \$650 per person or \$475 without accommodations. Complete registration form is available from Penn State Continuing Education, 1444 11th Avenue, Altoona, PA 16601-3313, with checks payable to "Penn State." For information, telephone 814-949-5535.

JUNE 25: Delaware, Lackawanna & Western Railroad Funfest Day, at Miller Park, East Stroudsburg, PA, from 9 AM to 6 PM, sponsored by East Stroudsburg Railroad Tower Society. Event features large model train layouts, "Miss Phoebe Snow" contest, vendor tables, tower tours and dedication for East Stroudsburg (ex-DL&W) tower. For complete information (including vendor tables--\$25 per table), contact: East Stroudsburg Railroad Tower Society, 31 Analomink St., P.O. Box 1431, East Stroudsburg, PA 18301-4731, or telephone 570-420-9989.

JULY 1-4: Steamtown National Historic Site 10th anniversary celebration at Scranton, PA. Special commemorative events, guest speakers, interpretive programs, exhibits, demonstrations, entertainment and documentary film screenings are planned. For information, telephone 570-340-5200 or visit museum website at www.nps.gov/stea.

JULY 1-10: "Railroad Heritage Days" at Railroad Museum of Pennsylvania, Strasburg, celebrating the museum's 30th anniversary. This will be a combination of the annual Pennsy and Reading Days to showcase Pennsylvania's railroad history, and feature special displays, presentations, operating model train layouts, original art, music, tours and photo opportunities. Regular museum hours and admission charges apply. For information, telephone 717-687-8628.

JULY 5-9: "Go By Train 2005" NRHS Convention, hosted by Pacific Northwest Chapter, in Portland, OR. Numerous trips and activities, with Convention headquartered at Doubletree Lloyd Center Hotel & Convention Center. For up-to-date information, check website www.nrhs2005.com.

AUGUST 19: Philadelphia Chapter's annual Bill Wagner Summer Dinner at Moonstruck Restaurant in the Fox Chase section of Philadelphia. For details, see separate article on Page 1 of this issue.

PHILADELPHIA EXPRESS (Continued from Page 7)

to Elsmere Junction, DE, from the Reading Company Estate. East Penn already was operating the Octoraro under an agreement with SEPTA, and the W&N was operated by ISG's Brandywine Valley Railroad.....The Senate last month confirmed New York State Transportation Commissioner Joseph Boardman as the new head of the Federal Railroad Administration (*Trains*).....Railroads are in a buying mood for new equipment. GE Transportation reports that it is sold out for 2005 with orders for 850 locomotives. It will be the company's second busiest year, compared with 900 units delivered in 1999. For carbuilders, heavy orders for coal hoppers and intermodal equipment drove first quarter sales to more than 17,000 cars, and analysts predict that at least 60,500 new cars will be delivered in 2005 (*Traffic World*).

U.S. infrastructure is deteriorating at an alarming rate, according to a story in *USA Today*. A study by the American Society of Civil Engineers gives the nation's infrastructure an overall grade of "D," after evaluating 12 categories including highways, railroads, bridges, water systems, schools and the power grid. Railroads received a grade of "C-." Most areas need substantial improvements, with total spending of \$1.6 trillion over the next five years required to bring the physical facilities up to proper standards. Transportation alone requires an annual investment of \$94 billion, the ASCE said.....The U.S. DOT last month announced a new National Rail Safety Action Plan to address serious safety issues on the nation's railroads. The plan cites human error as a factor in 38 percent of rail accidents over the past five years (*Trains*).....Meanwhile, the National Transportation Safety Board has been focusing on crew fatigue as a factor in a spate of recent rail accidents, most of them in the West (*Traffic World*).....U.S. railroads are looking at huge cost savings if they can go to largely one-man crews, which will be a major issue in new contract talks with the United Transportation Union (see May *Cinders*). The railroads are said to be pushing the process toward mediation, so that a Presidential Emergency Board under the presumably-friendly Republican administration could rule in their favor (*Traffic World*).

Lancaster, Philadelphia To Extend FP7 Agreement

Members of the Joint FP7 Committee of Lancaster and Philadelphia Chapters met on Sunday, May 29 at Christiana, PA to discuss the 902-903 project, its current status and future prospects.

While it has proved extremely difficult to even move the locomotives to potential operating venues, let alone find an excursion opportunity, restoration work has continued, with one of the final major upgrades, the brake system, having been virtually completed this spring. Project Coordinator Cindy Bowers said that "for the first time in the nearly 20 years people have been toiling on the units, I can say that the major restoration is completed".

Presidents Glen Kendig of Lancaster Chapter and Dave Kopena of Philadelphia Chapter agreed in principle to create a new five-year joint agreement for the maintenance and operation of the 902 and 903, subject to board approval. Some potential operating opportunities will be explored over the next month or so. More information will be available in the August issue of *Cinders*.

CSX TRANSPORTATION

Baltimore Division – Philadelphia, Harrisburg, Trenton Subdivisions THROUGH FREIGHT TRAIN SERVICE

(All trains operate daily except where noted)

(Corrected to May 1, 2005)



EASTBOUND/NORTHBOUND

TRAIN	Baltimore (Bay View)	Wilmington (Wilmington)	Feltonville (Twin Oak)	South Phila	Phila (East Side)	Phila (Belmont)	Abrams (NS)*	West Trenton	Port Rdg Jct (CR)	Kearny (NJ)	Oak Island (Newark)
Q172(A)	Lv 0945	Ps 1130	---	---	---	Ps 1245	---	Ps 1430	Ps 1500	Ps 1545	
Q174	Lv 1430	Ps 1600	---	---	Lv 1745	Ps 1800	---	Ps 1945	Ps 2015	Ps 2115	
Q190(A)				Lv 1000	---	Ps 1045	Lv 1230	Ps 1500	Ps 1530	Ar 1700	
Q216	Ps 0515	Ps 0645	Ar 0715	---	Ar 0830						
Q300				Lv 0500	---	Ps 0630	---	Ps 0830	Ps 0915	---	Ar 1100
Q406	Lv 0330	Ar 0630	---	Ar 0930							
Q410	Ps 1315	Ps 1530	---	---	---	Ps 1630	---	Ps 1830	Ps 1900	Ps 2100	
Q438	Lv 0645	Ps 0900	---	---	---	Ps 1130	---	Ps 1345	Ps 1430	Ps 1630	
K206(B)					Lv 1900	Ps 1930	---	Ps 2130	Ps 2200	---	Ar 0100
K276	Ps 2230	Ps 0001	---	---	Lv 0200	Ps 0215	---	Ps 0400	Ps 0430	Ar 0545	
K580(B)	Ps 0900	Ps 1100	---	---	Lv 1430	Ps 1530	---	Ps 1800	Ps 1900	---	Ar 2100
K650(A)	Ps 2130	Ps 2300	---	---	---	Ps 0115	---	Ps 0315	Ps 0345	---	Ps 0515
K652(B)	Ps 2130	Ps 2300	---	---	---	Ps 0115	---	Ps 0315	Ps 0345	---	Ps 0515

NOTES TO TRAIN FREQUENCIES:

(A) – Train Q172 operates Ex Mo-Tu, Q190 Ex Mo, K650 Ex Fr, Su.

(B) – Trains K206, K580 and K652 operate as required.

SOUTHBOUND/WESTBOUND

TRAIN	Oak Isl'nd (Newark)	Kearny (NJ)	Port Rdg Jct (CR)	West Trenton	Abrams (NS)*	Phila (Belmont)	Phila (East Side)	South Phila	Feltonville (Twin Oak)	Wilmington (Wilmington)	Baltimore (Bay Vw)
Q173(C)		Ps 0400	Ps 0515	Ps 0545	---	Ps 0700	Ps 0730	---	---	Ps 0845	Ar 1015
L173(C)		Ps 0230	Ps 0345	Ps 0415	---	Ps 0545	Lv 0745	---	---	Ps 0900	Ar 1015
Q191(C)		Lv 1500	Ps 1615	Ps 1645	Lv 2000	Ps 2045	---	Ar 2130			
Q217							Lv 2330	---	Lv 0100	Ps 0130	Ps 0345
Q301	Lv 1400	---	Ps 1600	Ps 1800	---	Ps 1930	---	Ar 2100			
Q373								Lv 1800	---	Ps 1930	Ar 0001
Q405								Lv 1330		Ps 1500	Ps 1730
Q409		Ps 2015	Ps 2145	Ps 2215	---	Ps 0030	---	---	---	Ps 0230	Ar 0415
Q439		Ps 1945	Ps 2130	Ps 2200	---	Ps 2345	---	---	---	Ps 0100	Ar 0330
K207(D)	Lv 1100	---	Ps 1230	Ps 1300	---	Ps 1530	Ar 1600	---	---		
K277(C)		Ps 0100	Ps 0200	Ps 0230	---	Ps 0430	Lv 0545	---	---	Ps 0645	Ps 0900
K279(C)		Ps 0045	Ps 0200	Ps 0245	---	Ps 0630	Lv 0730	---	---	Ps 0900	Ps 1200
K581(D)								Lv 1900	---	Ps 2200	Ps 2345
K651(C)	Lv 2015	---	Ps 0030	Ps 0115	---	Ps 0330	Lv 0445	---	---	Ps 0600	Ps 0800
K653(D)	Lv 2015	---	Ps 0030	Ps 0115	---	Ps 0330	Lv 0415	---	---	Ps 0515	Ps 0715

NOTES TO TRAIN FREQUENCIES:

(C) – Train Q173 operates Ex Su-Mo, L173 operates Sunday only, Q191 Ex Sa, K277 Ex Mo, K279 operates Monday only, Train K651 operates Ex Su.

(D) – Trains K207, K581 and K653 operate as required.

(Notes to Freight Schedules will be found on Page 10)

CSX TRANSPORTATION – Baltimore Division

Notes to Freight Schedules from Page 9

KEY TO TRAIN SYMBOLS

Q172	-	Jacksonville, FL to North Bergen, NJ (intermodal)
Q173/L173-	-	North Bergen, NJ to Jacksonville, FL (intermodal)
Q174	-	Jacksonville, FL to Boston, MA (intermodal)
Q190	-	South Philadelphia to Kearny, NJ (double stack)
Q191	-	Kearny, NJ to South Philadelphia (double stack)
Q216	-	Detroit to Philadelphia (autos)
Q217	-	Philadelphia to Detroit (autos)
Q300	-	South Philadelphia to Oak Island, NJ
Q301	-	Oak Island, NJ to South Philadelphia
Q405	-	South Philadelphia to Florence, SC
Q406	-	Florence, SC to South Philadelphia
Q409	-	Selkirk, NY to Waycross, GA
Q410	-	Waycross, GA to Selkirk, NY
Q438	-	Hamlet, NC to Selkirk, NY
Q439	-	Selkirk, NY to Hamlet, NC
K206	-	Philadelphia to Oak Island, NJ (empty trash)
K207	-	Oak Island, NJ to Philadelphia (trash)
K276	-	Florence, SC to Selkirk, NY (empty trash)
K277	-	Oak Point, NY to Collier, VA (trash)
K580	-	Savannah, GA to Oak Island, NJ (pipe)
K581	-	South Philadelphia, to Savannah, GA (pipe)
K650	-	Bradenton, FL to Greenville, NJ (Tropicana)
K651	-	Greenville, NJ to Tampa, FL (empty Tropicana)
K652	-	Bradenton, FL to Greenville, NJ (Tropicana)
K653	-	Greenville, NJ to Tampa, FL (Tropicana)

NOTES:

--Several K-series unit trains not shown here operate on no regular schedules.

--Foreign line trains operating on CSXT not shown.

*Q390/Q391 operate via Norfolk Southern Morrisville and Harrisburg Lines due to clearance restrictions on Trenton Line.

ABBREVIATIONS

Ar – Arrive

Lv – Leave

Ps – Pass

SOURCES

Bull Sheet, Allen Brougham, Editor

CSX Transportation

Cinders Staff

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