



# CINDERS

MAY

2005



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Volume 66

Number 5

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

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

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

**ANNUAL MEMBERSHIP DUES:** \$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.

## MEETING NOTICE:

### FRIDAY EVENING, MAY 20, 2005

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

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

Philadelphia Chapter's program on Friday evening, May 20, 2005 will feature Chapter Member Paul Kutta with a narrated slide program, entitled **The Canadian – Part II**. This program will cover a trip Paul and several other NRHS members made across Canada in March, 2005, similar to that made in 2001. With the Philadelphia-built Budd equipment marking 50 years of service during April, this program is an appropriate way to mark the event.

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, MAY 17, 2005 to Dinner Chairman **Bill Gardiner** at 215-632-7016. The menu for March is Caesar salad, entrée choice of **stuffed flounder** or **Romano chicken**, served with diced red potatoes with red and green peppers, asparagus spears Italiano and lemon cake for dessert. You **must specify when ordering** whether you wish a **MEAT** or **FISH** dinner. Please call **Bill Gardiner** with your reservation. **No-shows will be responsible for payment for meals ordered!** *(Please note that meetings for the 2004-2005 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall.)*

Join us on Friday, May 20 as **The Canadian** marks a half century of service!

## Chapter Elects 2005/06 Officers

At its Annual Membership Meeting on Friday evening, April 15, 2005, the Chapter held its annual election of officers to serve for the 2005-2006 year. All incumbent officers were re-elected without opposition, with the exception of National Director Frank Tatnall, who expressed a desire to step aside from the position, if possible. Chapter Editor (and NRHS Senior Vice President) Larry Eastwood agreed to accept nomination for the position and was elected by the membership present.

## VIA Marks 50 Years of Service for the *Canadian*

VIA Rail Canada in April marked a half-century of service by the *Canadian*, the Budd-built stainless-steel train (see equipment summary next column) introduced to transcontinental service by Canadian Pacific Railway on April 24, 1955. On the same day, Canadian National Railway inaugurated the *Super Continental* to compete, equipped with Pullman-Standard built steel cars, virtually all of which have been retired by VIA.

The durable Budd cars, all built at the now-gone Red Lion Plant in northeast Philadelphia, were extensively overhauled by VIA in 1990, getting head-end power, showers (they work, well, too!) in the sleepers as part of the process. In 2005, VIA is giving consideration to again extending the life of the fleet by putting them through yet another overhaul.

As part of "A Vacation Trip Across Canada" promotion, a press run using some of the *Canadian* equipment was run between Philadelphia (Wayne Junction) and New Hope, PA on April 15, 1955, powered by Reading FP7's. Canadian Pacific, Budd, *Vogue* Magazine and the John Wanamaker department store all participated. The trip started with lunch in the Crystal Room at Wanamaker's at 13<sup>th</sup> & Market Streets, an electric MU ride from Reading Terminal to Wayne Junction, where the short train, complete with "Park" observation took riders to New Hope on the Reading. A fashion show was held at the Bucks County Playhouse prior to returning to Philadelphia.



# The Canadian

**Budd**

**VIA**

VIA Rail Canada

In 1976, Canadian National designated its passenger services as "VIA", with VIA Rail Canada being formed in 1977, first taking over the CN services. The CP services were integrated into VIA in 1978, and reroutings off the CP transcontinental route began to take place. During 1979, the *Canadian* began to use the former CN Central Station in Montreal, switching to the CP at Dorval through a backup move. At this time, there was a mix of former CN "blue" cars and the CP stainless. In 1989, through cars from Montreal to Vancouver were discontinued, and the *Canadian* in 1990 became the Toronto-Vancouver train it is today, routed via the CN route through Winnipeg-Edmonton-Jasper.

VIA, meanwhile, celebrated the Golden Anniversary with cake cutting ceremonies in Toronto Union Station on Saturday, April 23 and Vancouver's Pacific Central Station on Sunday, the 24<sup>th</sup>. An additional ceremony was held in Winnipeg Union Station on the 24<sup>th</sup> when both trains passed through. A special promotion was conducted by VIA, offering any passenger turning 50 in April, 2005 a one-way trip for \$50 or round-trip for \$100 on any segment of today's *Canadian*.

In an upcoming issue, we may be able to elaborate further on the last remaining streamliner train of the 1950's.

--R. L. Eastwood, Jr.

## Canadian Pacific's 173-Car Order from Budd.....Most Still Rolling

A total of 173 stainless steel cars were ordered by Canadian Pacific Railway from Budd in 1953, with 77 of them to equip seven basic sets of the *Canadian* and the remaining 96 for the *Dominion* and other secondary trains. Here's a recap of the 173 cars, all built at Red Lion in Northeast Philadelphia:

18 baggage-dormitory cars (600-617), Cars were not named and were ultimately renumbered by CP to 3000-3017.

30 60-seat coaches (100-129), seating 36 in non-smoking and 24 in smoking.

18 "Skyline" dome coach (500-517), a versatile car containing 26 passenger seats, a 17-passenger buffet section and 24 dome seats, with a small kitchen underneath the dome for meals.

29 "Chateau" sleepers (14200-14228), named Chateau Argenson, Bienville, Brule, Cadillac, Closse, Denonville, Dollard, Dollier, Iberville, Joliet, LaSalle, Latour, Lauzon, Laval, Lemoyne, Levis, Maisonneuve, Marquette, Montcalm, Papineau, Radisson, Richelieu, Rigaud, Roberval, Rouville, Salaberry, Varennes, Vercheres, Viger. Each car had 8 duplex roomettes, a drawing room, 3 double bedrooms and 4 open sections.

42 "Manor" series sleepers (14300-14341), named Abbott, Allan, Amherst, Aylmer, Bayfield, Bell, Blair, Bliss, Brant, Brock, Burton, Butler, Cabot, Cameron, Carleton, Christie, Cornwall, Craig, Dawson, Douglas, Draper, Drummond, Dufferin, Dunsmuir, Elgin, Franklin, Fraser, Grant, Hearne, Hunter, Jarvis, Laird, Lorne, Macdonald, Mackenzie, Monck, Osler, Rogers, Sherwood, Stuart, Thompson and Wolfe Manor. Each car had 4 roomettes, 5 double bedrooms, one compartment and 4 open sections.

18 48-seat dining cars (16500-16517) named for dining or lounge rooms in CP hotels: Acadian, Alexandra, Alhambra, Annapolis, Cartier, Champlain, Emerald, Empress, Fairholme, Frontenac, Imperial, Kent, Louise, Palliser, Princess, Selkirk, Wascana and York.

18 "Park" series dome observations (15500-15517), named for Canadian national and provincial parks: Algonquin, Assiniboine, Banff, Evangeline, Fundy, Glacier, Kokanee, Kootenay, Laurentide, Prince Albert, Revelstoke, Riding Mountain, Sibley, Strathcona, Tremblant, Tweedsmuir, Waterton and Yoho Park. The car had 3 double bedrooms, one drawing room, 24 dome seats, a main lounge seating 13 and the "Mural" lounge, under the dome, seating 12.

As built, numbers were not assigned to the sleepers, diners and dome-observations, but were later added by Canadian Pacific.

At the same time, 22 former "P" class heavyweight sleepers were upgraded with 14 sections accommodating 28 passengers. The cars were placed in a "U" class with names Udall, Uganda, Ullswater, Ulster, Ulysses, UMBER, Underwood, Unicorn, Unity, Universe, Unwin, Uplands, Upsala, Upton, Uranus, Urban, Uren, Urquart, Usher, Utica, Utopia and Uxbridge. They were given some fluting on the sides and painted to match the *Canadian* equipment and were operated on the front of the train, immediately behind the baggage-dormitory car.

# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



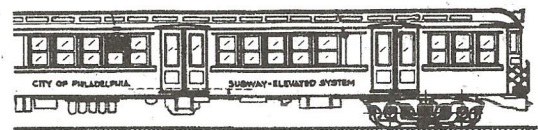
## SEPTA TRANSIT

City Transit Division riders gained another reprieve last month when the Transport Workers Union and SEPTA agreed to a further extension of the deadline for a new contract. The threat of a city-wide strike loomed on March 15, but the deadline was extended one month to April 15 and then, at the union's request, to June 15. "I expect both sides to return to the bargaining table and immediately address the difficult issues remaining, particularly the issue of health insurance premiums," said General Manager Faye Moore. "There is no reason whatsoever that a reasonable and realistic contract cannot be reached in the next 60 days. It would be a terrible disservice to our customers and all the residents of the Greater Philadelphia region to put them, once again, through the anxious preparations for a strike." TWU Local 234 represents more than 4,600 City Transit operators and mechanics and about 190 operators and mechanics at the suburban Frontier District. Governor Rendell earlier told union members that, in light of the State's recent bailout of SEPTA, a strike would send the wrong signal to legislators in Harrisburg who are being asked to create a permanent funding source for transit.

SEPTA has announced a series of hearings on its proposed operating budget for Fiscal Year 2006, which begins this July 1. The \$951.8-million budget is \$32 million higher than the FY 2005 budget, due largely to the increasing costs of employee health care and fuel. A deficit of \$92 million is projected, but this should largely be offset by the infusion of State funds as promised by Governor Rendell (see April *Cinders*). Hearings will be held in each of the five counties comprising the SEPTA region between May 10 and 16. The Philadelphia hearings will be on Monday, May 16, in the Board Room at SEPTA headquarters, 1234 Market Street, beginning at 11 AM and 5 PM. Hearings on SEPTA's \$439.1-million capital budget for FY 2006 and the 12-year capital program were scheduled for Thursday, May 5. Four hearings will be held later this month on SEPTA's annual service plan for Fiscal Year 2006, most of which involves changes to bus routes (see April *Cinders*). The Philadelphia hearing is scheduled for May 25 at 10 AM in the Board Room at SEPTA headquarters.

SEPTA figures show that during Fiscal Year 2004 its most cost-efficient rail operations were the Broad-Ridge and Market-Frankford high-speed lines. On these two routes farebox receipts plus senior citizen reimbursements paid 190 percent and 230 percent respectively of their "variable" or above-the-rail costs, while they recovered 58 percent and 67 percent respectively of their "fully allocated" costs. By contrast, the five subway-surface light rail lines collectively recovered 65 percent of their variable costs and 34 percent of their full costs during the year. City Transit Division buses recovered 71 percent of their variable costs

For several years SEPTA has been working on a state-of-the-art communications-based train control system (CBTC) for use in the subway-surface trolley tunnel. Designed to significantly increase the capacity of the 2.5-mile tunnel, CBTC will virtually eliminate the familiar wayside signals when it goes into full service in September, by which time all operators will have received the necessary training. The system will be introduced later this month but will only be in operation during late-night hours. CBTC has been spearheaded by Chapter Member John LaForce, SEPTA's point man on communications and signaling. As if to illustrate the need for a new signal system, a Route 36 trolley crashed into the rear of a standing Route 10 car at the 15<sup>th</sup> Street subway station just after 4 PM on April 6. Ten passengers received minor injuries and the line was blocked for more than an hour. Buses were substituted for Route 101 and 102 trolleys between 69<sup>th</sup> Street Terminal and Drexel Hill Junction over the weekends of April 8-10 and 15-17, beginning Friday evening through the end of service on Sunday. This was necessary for the replacement of tracks in the grade crossing at West Chester Pike and Victory Avenue, just outside of the terminal. Recent surveys reported on KYW Newsradio show that the escalating cost of gasoline is finally starting to have an effect on driving habits. Fifty-eight percent of people surveyed said the price of gas has caused them to drive less, which may prove to be an opportunity for mass transit agencies to pick up additional riders. The *Inquirer* in its April 3 edition carried an article on the revival of Chestnut Street in center city. For 25 years automobile traffic had been barred from the street during daylight hours, but abandonment of the old Transitway in 2000 is said to have sparked the growth of commercial activity along the street.



and 45 percent of full costs. On the Railroad Division during FY 2004, the recovery was 89 percent of variable costs and 45 percent of full costs. The Department of Homeland Security announced that it has approved \$130 million in grants to transit operators as part of its Fiscal Year 2005 appropriations. Of this amount, \$108 million will go to rail mass transit systems and \$22 million to bus operators (*Trains*). The Senate Finance Committee has approved a nearly 50-percent boost in tax-deductible transit benefits for employers and employees, from \$105 per month to \$150. In this area, TransitChecks are issued to employees who can redeem them to purchase passes or tickets on SEPTA, PATCO, NJ TRANSIT and other mass transit systems, up to the monthly limit. The \$150 provision has been added to the new Transportation Equity Act, which is still pending in Congress (*Weekly Rail Review*).

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# PHILADELPHIA EXPRESS

(Continued from Page 3)

## SEPTA REGIONAL RAIL



### The R1 AIRPORT TRAIN

HERE'S TO TWENTY YEARS OF SAFE  
RIDES TO AND FROM THE AIRPORT.  
SEPTA

SEPTA's \$85-million Wayne Junction to Glenside track and signal project got underway in earnest last month. Some electrical and signal equipment already has been installed, but now major trackwork requires a single-track operation between Wayne Junction and Fern Rock on certain Friday evenings and Saturday and Sunday mornings. In Phase 1, during the weekends of April 15-17 through June 24-26 (except for the May 27-29 Memorial Day weekend), bus service is being provided for riders of the R1, R2, R3 and R5 lines between Wayne Junction and Fern Rock from 10 PM Friday to the end of service and up to 9 AM on Saturdays and Sundays, while R8 passengers are being bused between Wayne Junction and Fox Chase on Friday evenings and all day on Saturdays and Sundays. This will permit construction of an improved interlocking plant at "Newtown Junction," where the Fox Chase Line joins the Mainline. Also in the plan is realignment of the two main tracks and catenary at the abandoned Logan station, where the tracks separate at the old center platform. SEPTA has issued a handy folder showing the details of these service changes. Later phases of the project, to begin this summer, include installation of a bi-directional signal system over the seven miles between Wayne Junction and Glenside, and new interlockings at Jenkintown and at "Carmel," just north of Glenside station.

The Railroad Division is in a holding pattern, awaiting further developments in the contract dispute between SEPTA and the Transport Workers Union (see above). The railroad plans some enhanced service in areas that would be affected by a City Transit Division shutdown, with extra cars on selected trains to provide an alternative for some of the stranded riders. The torrential rains that struck the Philadelphia region on April 2 and 3 caused some of the worst flooding in half a century in many Pennsylvania and New Jersey communities along the Delaware River. But public transportation in this area fortunately was spared any serious disruptions. SEPTA during this quarter expects to issue a notice to proceed for engineering and design work on the proposed extension of R3 rail service from Elwyn to Wawa. The \$51-million project would include a new station and parking facility just off Route 1 at Wawa, on the West Chester Line.

SEPTA celebrated the 20<sup>th</sup> anniversary of its R1 Airport service with a special campaign to lure motorists to the rails. From May 1 to the 7<sup>th</sup> SEPTA even offered a special \$1 fare between center city and the Airport—\$4.50 off the regular fare. And "street teams" were handing out tongue-in-cheek gifts such as a voodoo-style doll to ward off bad luck for anyone trying to drive to the Airport. SEPTA reports that it has carried over 20 million passengers to or from the Airport since the service began in 1985.

Philadelphia is one of the few U.S. cities with a direct rail connection to its airport. The high-level platform on the outbound side at Melrose Park station has been completed and placed in service. A group known as the Morton Station Preservation Committee has begun a campaign to preserve and restore the ex-Pennsy station at Morton, on the R3 Media-Elwyn line. The committee believes that this is the only location on the SEPTA system where three historic railroad buildings survive—the 1880-vintage passenger station, the 1891 southbound passenger shelter and the 1879 freight station (now occupied by an outside business). The committee's address is: 175 Bridge Street, Morton, PA 19070.

SEPTA loaned six of its Bombardier push-pull cars to AMTRAK for use on three excursions out of Harrisburg on Saturday, April 30, celebrating the 100<sup>th</sup> anniversary of the ex-Pennsy Enola freight yard. The train, deadheading from Philadelphia behind Bennett Levin's restored PRR E8 locomotives, was chartered by East Pennsboro Township where the present NORFOLK SOUTHERN yard is located. The excursions operated from Amtrak's Harrisburg station over the Rockville bridge and through the once-vast yard, returning via the same route. NS recently restored hump operations at Enola, and equipped it with car retarders in order to speed up freight classifications.

SEPTA has not yet set a date for reissuance of its commuter rail timetables, but it is expected to be in late June. A group of Ardmore residents and business owners have filed suit in Federal court in an effort to halt the redevelopment plan for downtown Ardmore as proposed by Lower Merion Township (see February, April *Cinders*). The Save Ardmore Coalition claims that the plan, which includes the construction of a new station for SEPTA's R5 trains and an adjacent parking garage, would destroy several historic buildings and change the character of the town. The *Inquirer* ran a feature article on April 23 in which it reported the closing of Vincent's Barber Shop in Suburban Station. Once known as Roma Bros., the shop has been a fixture in the concourse almost from the time the station opened in 1930. It is closing to make way for an entrance to the new Comcast Center skyscraper under construction at 17<sup>th</sup> & Arch Streets, and because its longtime proprietor Vincent Ionata, 74, has decided to retire. SEPTA Conductor Len Friel was given a birthday party aboard his R8 train from Fox Chase on April 22, courtesy of his passengers who wanted to honor their "nice guy" conductor (*Metro*).

At least three trespassers were struck by SEPTA trains during March, one of them a fatality. At 6:08 PM on March 30, a 54-year-old Devon man was walking along the #4 track with a friend just east of Devon station when he was hit by train #7565, the Great Valley Flyer bound for Thorndale. Other SEPTA and AMTRAK trains were backed up behind the accident scene, and it took more than an hour before traffic could pass on #3 track. The scene was not entirely clear until 8:53 PM. Earlier, on March 19, train #1526 struck a deaf male at the Walnut Street crossing in North Wales, after he ducked under the lowered gates. He was medivaced to a hospital. On March 24 a person at the North Broad station was struck by train #4228, but suffered only minor injuries. Another chronic source of delays in recent weeks has been bomb threats phoned into SEPTA's Customer Service office. This occurred on March 23, March 28, April 13 and April 21. All were hoaxes and all caused minor delays to trains as police were called to the scene.

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## PHILADELPHIA EXPRESS (Continued from Page 4)

On April 19 SEPTA made a special move from Wayne Electric yard to the WEST CHESTER RAILROAD at Glen Mills, to deliver ex-CANADIAN PACIFIC C424 locomotive #4230 and a former Pennsy stainless steel lounge car. With SW1200 #52 on the point, the special encountered numerous delays, striking the overhead wire at several locations including "16<sup>th</sup> Street Junction" and in the center city tunnel (where the wire was de-energized). Another problem was #52 itself. Despite his best efforts, Engineer and Chapter Member Vince Jakubowski could not coax the unit to run at more than 15 mph for most of the 25-mile trip! On the same day, the SEPTA crew moved ex-Louisville & Nashville C420 #1315 from the WCRR enroute to a new owner in Tennessee. The lounge car is the same one that was stored at Paoli for many years, and transferred to Wayne Junction before the remediation of Paoli yard began (see October 2004 *Cinders*). It was purchased by a group of Reading Company T&HS members but the car never made it to the club's museum site at Leesport, PA, and later was traded to the WCRR.

Another recurring headache for SEPTA is the flock of irresponsible motorists who continually crash through the gate arms at the County Line Road grade crossing, near the R2 Warminster station. In recent months this has become almost a weekly occurrence, inevitably resulting in train delays..... On April 20 CSX train Q300 derailed one car at "Cheltenham Junction" on the Fox Chase Line, causing delays to seven northbound R8 trains until the car was rerailed six hours later.....The pantographs on train #566 snagged the catenary on the Doylestown Line between Link Belt and Chalfont stations at 4:30 PM on March 21, stranding the train. Service on the line was suspended until the next morning, with passengers bused.....R2 train #9231 bound for Wilmington struck a backhoe which was fouling the #4 track on AMTRAK's mainline near Darby station on April 5. The lead MU, #156, sustained some front-end damage and the train had to be annulled. Ironically, it was this car's married-pair sister, #155, that was severely damaged in the January 27, 2004 runaway at Suburban Station (see February 2004 *Cinders*).....Airport-bound train #2101 struck an unoccupied automobile fouling the track near Island Avenue in Southwest Philadelphia on April 10. Several other Airport Line trains were annulled or delayed.



# AMTRAK

April was a very exciting month for AMTRAK. On Friday the 15th came the news that cracks had been discovered in the disc brake rotors on some Acela equipment, forcing the railroad to take all 20 of the high-speed trainsets out of service. (Each Acela trainset has 72 brakes.) The day before, the Bush Administration introduced its "Passenger Rail Investment Reform Act" which would shift all operating expenses to the states and offer 50-50 matching grants for capital improvements. Then, the following week the Amtrak board finally submitted a funding request for the next fiscal year, a total of \$1.8 billion. Among the distractions during the month were several derailments and a scramble to create new schedules on the Northeast Corridor now that the Acelas are not expected to return to service until July at the earliest.

AMTRAK began to fill the void left by the ailing Acelas, beefing up Metroliner service effective with the timetable change on April 25. Then, starting May 2 Amtrak announced that it would field a full slate of Metroliner trains between New York and Washington. Metroliner departures from both endpoints are every hour on the hour weekdays from 6 AM to 6 PM, replacing 13 of the 15 scheduled Acela round-trips. Supplementing the Metroliners will be 20 weekday Regional trains departing New York and Washington, usually at five minutes past the hour. Between New York and Boston, Metroliners fill four of the 11 Acela slots, while Regional trains will continue to provide nine round-trips daily. All Metroliners will offer both business-class and first-class service, an amenity enjoyed on the Acelas, but at somewhat lower fares. Also, starting April 25, all trains on the Northeast Corridor will require reservations, with the exception of the Keystone and Clocker services. Amtrak has rounded up passenger cars from all over its system to fill out its Corridor fleet, in order to provide the maximum capacity while the Acelas are sidelined. NJ TRANSIT has agreed to use its equipment on two Clocker round-trips between Trenton and New York only, replacing Philadelphia-New York trains which were cancelled to provide extra equipment for Regional trains.

Primary responsibility for fixing the Acela problem falls on the builders, Canada's Bombardier and Alstom of France. "The trains are under warranty, and it is the responsibility of the manufacturer consortium to come up with a plan for service restoration," said William Crosbie, Amtrak's senior vice president of operations. "We will work with the consortium and Federal rail safety officials to be certain the Acela trains can be safely and reliably operated." He said that if the brake problem can be expeditiously resolved "the Acelas will gradually return to service this summer." But other sources reported that the builders will need to return to their primary suppliers to have the brake rotors remanufactured. Amtrak President David Gunn said on April 27 that he believed that Bombardier and Alstom "misjudged the life of the rotors...Their life expectancy was less than they had planned and they were caught without a supply." It was thought that the rotors would last for up to one million miles, but this was based on experience with high-speed trains in Europe which weigh far less than the Acelas. Federal safety requirements are one reason why the Acelas are substantially heavier than their European counterparts. Sadly, several national magazines, including *Time* and *Forbes* in their early May editions, still carried colorful full-page ads touting the Acela service.

Meanwhile, the Bush Administration is pushing ahead with its plan to "reform" AMTRAK by reducing its funding to zero in Fiscal Year 2006. The proposed legislation sent to Congress on April 14 would turn Amtrak into a private operating company whose sole function is to run trains, with no responsibility for maintaining its infrastructure. It would create a "Federal-state partnership" in which Uncle Sam would go 50-50 with the states in funding capital improvements, and set up a compact in which states along the Northeast Corridor would join in maintaining the heavily-used Corridor. The legislation also authorizes "targeted capital funding for the backlog of projects needed to bring the NEC back to a state of good repair." It would introduce competition, giving states the ability to select Amtrak or operators other than Amtrak, and guarantee that any passenger operator would have the same access to tracks owned by freight railroads or any other entity. (This latter provision is heatedly opposed by the freight carriers through the Association of American Railroads.) Similar legislation in 2003 died in Congress, and strong opposition is expected again this year. (Continued on Page 6)

## PHILADELPHIA EXPRESS (Continued from Page 5)

While the four-member AMTRAK board is made up exclusively of Bush appointees, the board has not signed on to the reform legislation described above. Instead, Chairman David Laney and President David Gunn submitted a proposal at a Senate Commerce Committee hearing on April 21 calling for \$1.82 billion in Federal funding for Fiscal Year 2006 beginning this October 1. The Amtrak proposal contains its own reform plan, focusing on four main objectives: (1) retention of Amtrak ownership of the Northeast Corridor and its return to a state-of-good repair, with phased-in responsibility for capital and operating costs assumed on a proportional basis by all users including freight and commuter railroads, and acquisition of state-owned segments of the Corridor by Amtrak; (2) development of other passenger rail corridors utilizing Federal and state matching funds under the 80-20 formula common to other modes; (3) establishment of financial performance thresholds for Amtrak's 15 existing long-distance trains as well as any future long-haul services; and (4) the creation of a "level playing field" for Amtrak and any competing operators. Laney said that "Amtrak cannot continue business as usual, nor can the snail pace of passenger rail development continue to lag behind the growing need in high-demand regions of the country." He added that "Amtrak must in the long run transform itself to a competitive provider of passenger rail services (but) that in the near term it will remain the steward of the national passenger rail system it is today." During the hearing, Senator Trent Lott, Republican of Mississippi, commented on Bush's reform plan and his intention to zero-fund Amtrak in FY 2006. In questioning the Department of Transportation's general counsel, Jeffrey Rosen, Senator Lott asked, "How did the Administration come up with such a ridiculous proposal?" Despite the difference between Amtrak's plan and the Administration's, DOT Secretary Norman Mineta quickly declared victory. "After some 34 years and \$29 billion of taxpayers' money," he said, "Amtrak is now acknowledging that its current business model is unsustainable and in need of serious reform" (*Weekly Rail Review*, Amtrak, NARP).

AMTRAK experienced a number of operating problems last month. On Sunday, April 3, train #27, the Portland section of the **Empire Builder**, derailed its consist of P42 locomotive #163 and four cars on BNSF trackage in the Columbia River gorge near Home Valley, WA. The cars tipped at an angle and 25 people were injured. On the same day, Empire Service train #287 derailed three of its six cars on CSX track near Lyons, NY. The cars remained upright and no one was reported injured. Also on that Sunday, Amtrak's New Haven-Springfield service was suspended during the morning hours due to flooding on the Connecticut River. On the morning of April 5 Amtrak and MARC service between Baltimore and Washington was halted for about two hours due to a break in the overhead catenary a mile north of Washington Union Station. About 20 trains were cancelled before power was restored. Then on Monday the 11<sup>th</sup> a power failure near the Newark (NJ) station delayed 32 NJ TRANSIT commuter trains and 23 Amtrak trains, some for up to three hours. Diesel locomotives came to the rescue of some trains, but passengers on other trains simply had to wait. Finally, in the early morning of April 13 train #91 **Silver Star** derailed one unoccupied car on CSX's "S" line near Estill, SC. The derailment damaged two following cars but only one passenger was slightly injured. The three cars were cut away and the train proceeded on to Miami (*Trains*).

AMTRAK issued its new National timetable effective April 25, which does not reflect the changes in Northeast Corridor service resulting from the Acela problem. A new Corridor folder was expected to be issued on May 2. In addition, several changes were made in Philadelphia-Harrisburg schedules contained in the timetable because of trackwork associated with the \$145-million Keystone Corridor improvement project, which is funded jointly by PennDOT and Amtrak. A special two-page notice containing the revised train times was made available. About half the trains, including the newly-renamed **Pennsylvanian**, have had minor adjustments made to their schedules in the range of ten or 15 minutes. This is intended to avoid delays when single-tracking is in effect as the current rail, tie and catenary replacement continues on track #4 between Parkesburg and Lancaster. Later in the season the work will shift to #2 track between Paoli and "Zoo," in the area where long strings of welded rail has been dropped along the right-of-way and intertrack fencing has been removed at many stations. Amtrak reports that Keystone Service ridership is up 13 percent in the first six months of Fiscal Year 2005, which began last October 1, as compared with the year-ago period (514,000 passengers versus 454,000).

The 132-page AMTRAK system timetable effective last month has a stunning photo on the cover, which is identified as the eastbound **Cardinal** traveling through Virginia's Shenandoah Valley. Presumably this is on the line recently leased by CSX—over Amtrak's objections—to the shortline **BUCKINGHAM BRANCH RAILROAD**. Three locomotives are pictured on the front of the train, a bit unusual for train #50 which normally draws just one unit. Among the changes shown are a one-hour later departure from New York for #97 **Silver Meteor** at 3:15 PM and #49 **Lake Shore Limited** at 3:50 PM, changed times for #43-42 **Pennsylvanian** which now departs 30<sup>th</sup> Street Station westbound at 11:40 AM and arrives eastbound at 2:50 PM (Sundays #44 at 8:50 PM), and the westbound #29 **Capitol Limited** which leaves Washington 85 minutes later at 3:55 PM. The **Vermont** #54-55-56-57 has had its Thruway bus connection restored between St. Albans, VT and Montreal.

Republican Senator Rick Santorum of Pennsylvania, who over the years has not been AMTRAK's biggest supporter, wrote a letter to the *Inquirer* on March 25 in which he came out for continued Federal funding of the passenger railroad. "Keeping the rail lines open and the trains running should be one of Congress' priorities in the upcoming budget discussion," he said. "At a time when Amtrak is setting ridership records and as congestion at our airports and on the highways continues to increase, it would be a grave mistake to cut the Federal funds that keep Amtrak operating." A few days earlier, Santorum—who faces a tough re-election battle next year—had voted with the Senate majority to reject an amendment which would have added \$1.04 billion to Amtrak's current level of funding for Fiscal Year 2006 ..... The Senate last month held a hearing on President Bush's nomination of Joseph H. Boardman to head the Federal Railroad Administration. Boardman, who currently runs the New York State Department of Transportation, disavowed Bush's plan to zero-budget AMTRAK and reportedly assured Senator Charles Schumer of New York that "he would fight hard for Amtrak" (NARP)..... The House Transportation & Infrastructure Committee last month approved an AMTRAK reauthorization bill sponsored by the Republican chairman, Representative Don Young of Alaska, and the ranking Democratic member, James Oberstar of Minnesota. It authorizes (but does not appropriate) \$2 billion per year for Amtrak and provides for a Federal-state funding partnership (NARP). (Continued on Page 7)

## PHILADELPHIA EXPRESS (Continued from Page 6)

AMTRAK's Wilmington shop has begun the five-year overhaul of its 15-unit fleet of HHP-8 locomotives, which like the *Acelas* were built by the Bombardier-Alstom consortium. Units 559 and 561 have been completed, at a cost of \$550,000 each. Unfortunately, the HHP's have a rather poor service record, with only half the fleet available for service on any given day (*Railpace*).....AMTRAK is conducting its third annual "Picture Our Train" photo contest for the 2006 wall calendar. All photos submitted should show an Amtrak train in the current paint scheme. The first place winner will receive a \$1,000 travel voucher and a photo credit on the calendar. To enter, mail an original 8"x10" color photo to: Amtrak 2006 Wall Calendar contest, 60 Massachusetts Avenue NE, Washington, DC 20002. For those with access to the Internet, full entry rules may be found at [www.amtrak.com/photocontest](http://www.amtrak.com/photocontest).....The consist of the last westbound train #41 *Three Rivers* to Chicago on March 6 was: P42 #58, Amfleet II coaches #25044, 25114, 25100, Amfleet I club-dinette #48185 and material handling cars #74053, 74010 and 74039 (Harrisburg Chapter)..... AMTRAK reports that during the past two fiscal years it rebuilt 51 wrecked cars and locomotives and gave heavy overhauls to 180 passenger cars.....AMTRAK has rescinded its announced \$1,000-per-trip surcharge for private cars placed on the rear of a train. But this has been replaced by an annual \$4,000 per car service charge, retroactive to last October 1.



CSX,  
NS,  
OTHER ROADS

CSX reports strong first quarter results, with surface transportation operating income of \$351 million versus \$151 million in the year-ago period. Revenues for the quarter were \$2.1 billion, compared with \$1.9-billion in the first quarter of 2004. The operating ratio improved more than six points, to 83.3 percent.....In March CSX accepted the resignations of five top operating managers, all of them former CONRAIL officials. It appears that new Chief Operating Officer Tony L. Ingram decided to place his own people in these positions..... A Federal court last month upheld a ban imposed by the Washington (DC) City Council on certain hazardous shipments moving over CSX's mainline through the District of Columbia (see April *Cinders*). CSX and several government departments had argued that the Federal government and not local officials has final authority over interstate commerce. CSX immediately filed an appeal, and a three-judge panel of the U.S. Court of Appeals issued a stay on enforcement of the law. One of the fears expressed by chemical shippers and the railroad industry is that if the DC ban becomes law other cities will follow suit with their own restrictions, creating serious problems for the movement of certain vital materials. Already, cities such as Baltimore, Pittsburgh and Atlanta have said that they are studying similar actions.

NORFOLK SOUTHERN and CSX moved two Ringling Bros. circus trains through Philadelphia on the same day, April 18. The Red Unit arrived in South Philadelphia from State College (PA) via NS for a 12-day stay while the show played at the

Spectrum, and the Blue Unit moved over CSX enroute from Washington, DC, to Worcester, MA.....NS will be moving its local offices next month from 2001 Market Street to the Bell Atlantic Tower on Arch Street.....NS reported net income of \$194 million during the first quarter, up 23 percent from a year ago, on record operating revenues of \$1.96 billion, but \$35 million in expenses had to be charged off for the January 6 derailment at Graniteville, SC. Coal revenues were up 17 percent to \$467 million.....CSX has 138 road locomotives still painted in their CONRAIL blue livery, the most numerous model being 27 SD40-2s (*Railpace*).....NS is officially abandoning the 34-mile-long ex-Pennsy, ex-CONRAIL Atglen & Susquehanna branch between Parkesburg and Creswell, PA. The track was removed over most of the line in 1990 after Conrail discontinued service, but a long battle over conversion of the right-of-way into a recreational trail delayed the abandonment. Now Lancaster County will take over the property through the exercise of eminent domain, allowing it to proceed with its preservation (*Bull Sheet*).

NJ TRANSIT's board has approved a series of fare increases, to become effective on July 1. Commuter rail and interstate bus fares will increase an average of 9.9 percent, which is less than the 15 percent originally proposed. Local bus, Newark City subway and River Line fares will rise from \$1.10 to \$1.25. NJT's proposed capital budget for Fiscal Year 2006 totals \$1.1 billion, which includes funding to overhaul 148 Comet III and Comet IV commuter cars and to replace 230 Arrow III commuter cars, as well as money to upgrade Trenton and several other important rail stations (*Weekly Rail Review*).....After nearly four years of design and construction, NJT is ready to begin final testing of its 33 PL42AC diesel-electric locomotives. The 4,200-hp units numbered in the 4000 series bear a striking resemblance to NJT's new ALP46 electric locomotives. They were assembled by Alstom at Hornell, NY (*Railway Age*).

The *New York Times* ran a front-page feature in its April 14 editions about a multi-millionaire real estate and insurance investor named Walter O'Rourke, who works at his real love: railroading. He is a conductor on NJ TRANSIT commuter trains out of New York. His basic salary is \$52,000 a year, which he describes as "pocket change." But, he says, "it keeps me doing the one thing I enjoy doing most".....NJT last month suspended six engineers for 30 days without pay after they had run through stop signals, and is requiring all others to undergo special safety training. In the most recent incident, a Midtown Direct train went through a stop signal near Penn Station, New York, and narrowly missed colliding with another train (*Trains*)..... NJT has set up a special website, [www.goriverline.com](http://www.goriverline.com), on which business owners near the River Line can advertise their services and restaurants post their menus. The site also includes event listings and other information for riders (or potential riders) of the Camden-Trenton light rail line.....NJT has donated eight of its former Newark City subway PCC cars to the City of Bayonne, NJ. After rehabilitation, the cars will be used along a proposed 2.5-mile trolley loop serving the "Peninsula at Bayonne Harbor" on the site of a former military ocean terminal. The new line will connect with NJT's Hudson Bergen light rail system at 34<sup>th</sup> Street Station (*Railpace*).

*Railway Age Magazine* in its April issue carried an article describing how the present CONRAIL Shared Assets Areas have improved their service and reduced costs in the North Jersey, South Jersey-Philadelphia and Detroit markets. The so-called

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## PHILADELPHIA EXPRESS

(Continued from Page 7)

"Little Conrail" acts as an agent for its two parents, CSX and NORFOLK SOUTHERN, in providing local switching, yarding and classification of trains plus routine track, signal and equipment maintenance. In this respect the Conrail SAA's are like any other terminal railroad or shortline.....PennDOT recently announced more than \$3.5 million in grants to shortline railroads to repair damage caused by flooding from last fall's Hurricane Ivan. Another \$6.9 million was approved for other rail freight improvement projects, including \$2.7 million to help build a new intermodal container facility at the Bethlehem Commerce Center and \$1.2 million to clear obstructions along READING, BLUE MOUNTAIN & NORTHERN's Lehigh mainline between Dupont and Lehighton so that Air Products & Chemicals can move large shipments from its Wilkes-Barre plant to North Jersey piers for export.

A "quiz" published in the *Inquirer* on April 24 stated that the ex-Reading and SEPTA Shawmont station in Roxborough is believed to be the oldest existing railroad station in the nation. The building may date from 1834, but the editors evidently forgot about the Baltimore & Ohio's Mount Clare station in Baltimore, which was opened for service in May 1830 and today remains a part of the B&O Railroad Museum.....Have you noticed the posters advertising the STRASBURG RAIL ROAD, which have appeared at some of SEPTA's Regional Rail stations?.....Speaking of stations, the word is derived from the Latin word *stare*, meaning "to stand".....Here's an oddity. Some GUILFORD RAIL SYSTEM boxcars are now sporting the famous emblem of Pan American World Airways with "Pan Am Railways" lettering. Only the Boston & Maine reporting marks give away the cars' true identity, but the new decorations stem from Guilford's purchase of the name of the defunct airline a few years ago. For a while, Guilford operated a discount airline under the Pan Am name, but shut it down last fall in a dispute with the pilots union (*Trains*).

READING, BLUE MOUNTAIN & NORTHERN will begin tourist service out of Jim Thorpe, PA on May 21. R&N's Lehigh Gorge Scenic Railway will offer excursions from the former Jersey Central station, over the newly-reopened CNJ bridge across the Lehigh River and along the scenic ex-Lehigh Valley mainline through the gorge to Old Penn Haven and return. This 16-mile ride replaces George Hart's Rail Tours service to Nesquehoning which ended in 2004 after many years of operation. LGSR trains will leave the CNJ station at 11 AM, 1 and 3 PM on Saturdays and Sundays, with two R&N 5000-series SD50 locomotives the likely power (*Railpace*).....The NYS&W Technical & Historical Society has resumed its excursions over the BELVIDERE & DELAWARE RIVER RAILWAY out of Phillipsburg, NJ, using a BDRV diesel. The Society's 2-8-2 steam locomotive #142 is expected to return to Phillipsburg for the summer season, and two ex-METRA bi-level commuter cars built in 1951 will be added to the consist.

Now that General Motors has completed the sale of its Electro-Motive Division to the Greenbriar Equity Group and Berkshire Partners, the new owners have decided to retain the famous EMD name. Only, now it stands for Electro-Motive Diesel, Inc. The new EMD employs about 2,600 people at its LaGrange (IL) and London (Ont.) locations (*Trains*).....The Department of Homeland Security says that it will recommend

that warning placards continue to be placed on shipments of hazardous materials, in spite of a fear that such placards could give terrorists a highly-visible target. DHS Secretary Michael Chertoff said that "when you go out to confront an emergency and a hazard...you need to have the kind of warning that those placards give you" (*Weekly Rail Review*).

The 2.2-mile Radnor Trail, a multi-use recreational path built on the right-of-way of the old Philadelphia & Western Strafford branch in Delaware County, was officially dedicated on April 16 (see December 2004 *Cinders*).....New York Times Reporter Walt Bogdanich has been awarded a Pulitzer Prize in journalism for "his heavily-documented stories about the corporate cover-up of responsibility for fatal accidents at railway crossings" in the U.S. But the Association of American Railroads took issue with the award, saying on its website that "We believe that there are serious flaws in the research and reporting upon which this series is based, many of which were documented and brought to the attention of the reporter and his editors. (They) were ignored" (*Weekly Rail Review*).....Intermodal volumes on U.S. railroads surged by 8.3 percent in the first quarter of 2005 over the same period a year ago, more than three-and-a-half times the rate of increase for carload traffic, which grew 2.3 percent (*Traffic World*).....The large OxyChem vinyl manufacturing plant at Pottstown, PA has closed, putting 220 employees out of work and ending a source of traffic for NORFOLK SOUTHERN. Originally built by the Firestone Tire & Rubber Company, the plant was served via the Pottstown industrial track, a short segment of the old Pennsy Schuylkill branch. Also closed and ready for demolition is the former Morrison-Knudson plant at Mountain Top, PA, near Wilkes-Barre. This was the place that Philadelphia and Lancaster Chapters several years ago sent their FP7 locomotives for repair work (*Railpace*).

Delaware River Port Authority has awarded an \$11.3-million contract to Cubic Transportation Systems for the designing of a new "smart-card"-based automated fare collection system for PATCO. The new system, to be delivered by the end of next year, is expected to include the use of both smart cards for regular commuters and magnetically-encoded single-ride and round-trip tickets for occasional riders. Cubic also installed the existing fare-collection system in 1975 (DVARP).....The United Transportation Union has asked a Federal court to bar the railroads from demanding that the union bargain collectively on two industry demands: (1) that the crew size on trains be based on operational needs as determined by the railroads, and (2) that legislation be sought to eliminate the Federal Employers Liability Act (FELA), which allows injured rail workers to sue carriers for damages arising from unsafe working conditions. The first demand has been seen as a way for the railroads to eliminate conductors on many freight trains. At the same time, talks have stalled between the railroads and the Teamsters-led Rail Labor Bargaining Coalition, which includes seven unions representing about 85,000 rail workers (*Railway Age*).

### R3 Equipment Move Kills 2 at Bethayres

As *Cinders* was being completed on Sunday, May 1, word was received that a SEPTA deadhead move struck and killed two elderly women on the crosswalk at Bethayres on the R3 West Trenton line. The women apparently mistook equipment move D2313 for regular Train 4125 enroute to Center City, and crossed in spite of pleas from passengers waiting for 4125. The women, from Southampton and Lansdale, seemed to enroute to a show downtown when the accident occurred at 10:18 AM. The railroad was released for service at about 3:45 PM.



## 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)*

**FIRST THINGS FIRST:** A couple of months back (Vol. 66, #3 of *Cinders*), Roy asked the readers if they knew of any railroad line that had less service than the once-a-week mixed trains that operated on Santa Fe's 90-mile-plus branch between Boise City, OK and Farley, NM. While most readers remained in a trance, we did get one excellent response regarding a much closer to home operation. According to the June 1928 *Official Guide*, the Chestnut Ridge Railway operated passenger service on its two-mile Lehigh Gap Branch with a train running on the "First Monday of each month"!! A special thanks to John Willever, Historian, Lackawanna Chapter, R&LHS for this item.....What were they thinking department?? Boot Hill & Western Railroad has filed to abandon its 16-mile line between Bucklin and Wilroads, KS. No traffic has moved over the line since BH&W purchased it in December 2000 (*CTC Board*).....Just out on DVD and not to be missed by those deviate members who "love" buses: the 1934 movie *"It Happened One Night"* with Clark Gable (the newshound) and Claudette Colbert (the runaway heiress), which features a 1930's motor-in-front Greyhound coach complete with putteed driver and faux observation platform on the rear (*USA Today*).

Canadian Pacific Railway has donated \$24,000 to Vancouver's Public Library Foundation to help preserve a collection of historic CPR photographs. The library will use the funds to digitalize the 1,500-plus images from the 1880's through the mid-1900's (*Weekly Rail Review*).....In April 1975 Canadian Pacific's Dominion Atlantic subsidiary assigned a wine-red heavyweight coach to the Truro-Windsor, Nova Scotia mixed train. To quote Greg McDonnell, "Almost all of CP 1303's 82 green plush seats are empty, but after nearly a half-century of service, the elderly coach is crowded with memories!".....In 1929, John D. Rockefeller, Sr., was still accumulating more land for his estate at Pocantico Hills, NY. He was increasingly bothered by the New York Central's Putnam Division that cut through the middle of his property, which, he said "attracted hoboes and hunters, not to mention the cinders and ash that sprinkled down on his golf course". The solution: he paid \$750,000 to buy the entire 46-home village of Eastview and razed all the houses. Then, he donated land for a new railroad line to be built five miles east of the original route, which was done (*Titan*, R. Chernow).

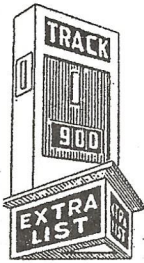
In 1936, eight special trains from various parts of the Reading System transported 3,500 Pennsylvania National Guardsmen, members of the 28<sup>th</sup> Division, to their new camp at Indiantown Gap, PA. It was located two miles west of Lickdale station on the Lebanon and Tremont branch, ten miles north of Lebanon. Three trains alone were operated from Philadelphia (August, 1936 issue *Reading-Jersey Central Magazine*).....The Strasburg Rail Road has restored a Pennsylvania Railroad Class H219 hopper car (#194796) which was built in 1916 and is one of only two left from a group that once numbered 39,000. The car is painted in PRR freight red and looks like they did from the 1930's to the 1950's (*The Dorr Post*, *PRRT&HS*).....The Pennsylvania Live Steamers, Inc. is the second oldest of its type in the United States, and will be celebrating its 60<sup>th</sup> anniversary in 2006. PLS operates four or five different gauges on an amazing large "live steam" layout on a few acres just north of the village of Rahms, PA on PA Route 29. Non-members are allowed to visit on May 28-29 and September 3-4. If you like outdoor miniature trains, you will not

be disappointed (Roy L. Hudson).....The shortest scheduled runs of any Pennsylvania Railroad passenger trains were the two-car MP54 shuttles that ran between old Broad Street Station and 30<sup>th</sup> Street Station, a distance of only 0.9 mile (Bert Pennypacker).

Thanks to the utilization of the Shellpot (Wilmington, DE) bridge and the revitalization of Enola Yard, Norfolk Southern now operates a pair of Conway-Edgemoor trains (36A/37A) with both working at Enola. Also, through Trains 30T/31T operate CP/DH Saratoga Springs, NY-NS Enola (*CTC Board*).....BNSF Railway had a volume increase of 10 percent (\$10.7 billion freight revenue) across all commodities in 2004 and was named "carrier of the year" by Wal Mart. The 32,000-route-mile carrier handles a weekly average of 183,000 railcar shipments. The annual dividend on BNSF stock is up to 64 cents per share (BNSF 2004 Annual Report).....Don Hodges, who co-manages the Hodges Investment Fund says, "The rail industry is in the driver's seat. Our favorite transportation stock is Burlington Northern Santa Fe (BNI)" (*Traffic World*).....A couple of Union Pacific employee/railfans working at the Proviso diesel ramp put together a pair of "pure" (no painted number patch) Chicago & North Western locomotives (CNW 8646 and 8575) and they spent nearly two weeks working the G2/G3 shuttle stack trains between Proviso and Rochelle, IL. As of March there were only nine pure C&NW units left on the UP (*NorthWestern Limited*).....Veterans soldier on!! The Montreal, Maine & Atlantic (ex-BAR plus other) intermodal trains have been observed on occasion to be powered by ex-Amtrak F40's #226 and 339 complete in Amtrak colors with small MM&A initials stenciled on the cab (*The 470*).

Is NJ Transit the only commuter operator with a regularly-operated "private car"? The Jersey Shore Commuters Club has about 30 members who ride in relaxed tranquility in a leased NJT car between Bay Head and New York-Penn Station five days a week. Beside the regular fare, each member pays \$1,400 per year toward the \$56,000 annual lease from NJT (*Newark Star-Ledger*).....The non-24-hour "World Class" DC Metro is adding \$1.2 million to its budget to cover extra service (RFK Stadium) for the Washington National's (former Montreal Expos) baseball team's fans. Metro has said that the Nationals would have to pay extra if the transit system had to stay open late. If the Nationals are smart, they'll build a bigger parking lot! (*USA Today*).....Fares on Connecticut DOT/Metro North are the highest in the United States but service seemingly still deteriorates. The 7:26 AM train to Grand Central Terminal from Fairfield is packed with riders wedged into the decaying vinyl seats. The uncirculated air is oxygen deprived and heavy with odors of burnt brakes and the car's lavatory. Jonathan Pear, a regular from Fairfield, said "It's just amazing that people put up with this - they drive their BMW's down to the station and then they get on a train that looks like it's straight out of Calcutta!!" (*The Callboy*).

On Friday, April 8, a "railfan" trespasser on Burlington Northern Santa Fe property near Peach Springs, AZ was standing on main Track #1 shooting (photos) of an eastbound "Z" train on Track 2 when he was run over and killed by a westbound "Q" train. Need we say any more??!! (D. Berstein, BNSF dispatcher, Fort Worth, via the Internet).....An 18-year-old trespasser was hit and killed by a passing Canadian Pacific Railway freight train as he spray painted graffiti on a boxcar in the west end of Toronto, Ontario in February. And, yes, Roy well knows what you are thinking!! (*The Transfer Table*).....What is the highest railway in North America?? If you said the Manitou & Pikes Peak Railway in Colorado, you are correct. The standard-gauge cog line is about nine miles long and reaches the summit at Windy Point at a dizzying 14,109 feet (*Guinness Rail Records*).



**MAY 14, 2005:** University City Trolley Day, sponsored by the University City District, 10 AM to 6 PM. Free rides throughout the historic University City area, using three of SEPTA's rebuilt PCC-II cars. Free tickets available at numerous sites in University City, including the UCD offices at 3940 Chestnut Street (8:30 AM-5 PM). For additional information, telephone UCD at 215-243-0555.

**MAY 14, 2005:** Enola Yard Centennial Festival, held at Adams-Ricci Park in Enola. Events include live entertainment, railroad memorabilia and train displays, food and fun for all ages. Formal dedication of caboose will take place and day ends with fireworks display. For additional details, contact Herbert Kruger, East Pennsboro Township Historical Society, 717-732-5801 or visit website [www.eastpennsboro.net](http://www.eastpennsboro.net).

**MAY 15:** Centennial Parade from East Fairview to Enola to mark Enola Yard Centennial. For additional information, contact East Pennboro Township Historical Society above.

**MAY 19:** Slide lecture on New Jersey's Delaware & Raritan Canal by Linda Barth, at National Canal Museum, Two Rivers Landing, Easton, PA, beginning at 7:30 PM. Admission is free. For information, telephone 610-559-6613.

**MAY 27-29:** Grand reopening celebration at B&O Railroad Museum, Pratt & Poppleton Streets, Baltimore, MD. Train rides, demonstrations, living history and other activities are

scheduled. Regular hours and admission charges apply. For information, telephone 410-752-2490 (website: [www.borail.org](http://www.borail.org)).

**MAY 28-29:** New York City Transit Authority's historic IRT Lo-V subway cars will operate on special excursions both days, leaving 59<sup>th</sup> Street/Columbus Circle station at 10:30 AM. Fares: \$40 adults, \$20 children under 13. Tickets will be sold only on day of trip. This is a fundraising activity for the March of Dimes and checks should be made payable to that organization. For further information, telephone 347-643-5310.

**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 11<sup>th</sup> Avenue, Altoona, PA 16601, with checks payable to "Penn State." For information, telephone 814-949-5535.

**AUGUST 19:** Philadelphia Chapter's annual Bill Wagner Summer Dinner, expected this year to return to Monnstruck Restaurant in Philadelphia's Fox Chase section. Complete information will be available in the June issue of *Cinders*.

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