

# CINDERS

NOVEMBER 2005



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

**PHILADELPHIA CHAPTER, NRHS WEBSITE: [www/trainweb.org/phillynrhs/](http://www/trainweb.org/phillynrhs/)**

## MEETING NOTICE:

### FRIDAY EVENING, NOVEMBER 18, 2005

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

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

Philadelphia Chapter's meeting on Friday evening, November 18,  
 2005 will feature our annual Railroadiana Auction (Second  
 Section). Because we have a potential program for our January,  
 2006 meeting, we have switched the Auction to November.  
 Registration for the auction will begin at 7:00 PM, with no  
 business meeting conducted. Rules for the Railroadiana Auction  
 will be found on Page 2 of this issue. The auctioneer's gavel  
 sounds at 7:30 PM, and the auction will continue until 9:30 PM,  
 at which time all unsold material will be returned to sellers. Cull  
 through your excess material, bring your wallet on November 18.

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, NOVEMBER 15, 2005 to Chapter  
 Secretary Marie Eastwood at 215-947-5769.** The menu for  
 November was not known at presstime. Please call Marie  
 Eastwood with your reservation. **NO-shows will be responsible  
 for payment for meals ordered!** *(Please note that meetings for  
 the 2005-2006 year are scheduled in the Faculty Club, on the  
 second floor of the Alumni Hall.)*

Our next meeting will be on Friday, December 9 (**second Friday  
 in December**) and is expected to feature some vintage 16mm films  
 from the NRHS Library in Philadelphia.

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

### DINNER CALL-IN CHANGE FOR NOVEMBER

*Bill Gardiner, who normally takes the dinner reservations for  
 our monthly meetings, will be on an extended trip during  
 November. Accordingly, it is requested that you call  
 CHAPTER SECRETARY MARIE EASTWOOD AT 215-957-  
 5769 with your dinner reservation on or before November 15.*

## Region Hit by Transit Strike

Two unions played Halloween trick-or-treat on  
 Philadelphia-area transit riders, carrying out their threat to shut  
 down SEPTA's City and Suburban Transit Divisions on Monday  
 morning, October 31. SEPTA and Transport Workers Union  
 Local 234 remained locked in disagreement over SEPTA's  
 insistence that workers begin co-paying their health care  
 premiums. A wage increase and work rule disputes also remained  
 on the table as negotiations broke off Sunday evening. Suburban  
 Division Red Arrow workers represented by another union also  
 walked off the job at the same time.

It's unknown how long these disruptive strikes will last,  
 but details of alternate service on SEPTA's Regional Rail lines  
 may be found in the "Philadelphia Express" column elsewhere in  
 this issue, or on the SEPTA website at [www.septa.org](http://www.septa.org). This is the  
 first TWU strike against SEPTA since 1998, which continued for  
 40 days.

## 2006 Dues Bill Update

Dues bills have not been received from the parent  
 Society as of November 1, and while the potential mailing date is  
 rather uncertain, it is hoped that they will be available for mailing  
 to members hands by the end of November.

As many members know, there has been a continuing  
 meltdown in the Membership Records area of NRHS since late  
 2003, due to any number of circumstances and, belatedly, efforts  
 are being undertaken to either rescue or scrap the current database.

Meanwhile, for those of you holding Chapter-only  
 memberships in Philadelphia Chapter, your 2006 dues bills are  
 enclosed, on schedule, with this issue of *Cinders*. Mail one copy  
 of the dues notice back in the pre-addressed courtesy envelope that  
 has been provided, with your remittance.

**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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## **PHILADELPHIA CHAPTER, NRHS 2005 RAILRODIANA AUCTION RULES**

This will be our 2005 Railrodiana Auction, Second Section. We presently have a program planned for our January, 2006 meeting, but it is not completed now, so the Auction for 2006 is switched.

1. Minimum bid on any one lot is \$2; increments in bidding will be in multiples of 50 cents, please.
2. Each seller will be limited to a **MAXIMUM** of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify each lot to be sold. Each item must be listed separately on the registration form. **EVERY EFFORT WILL BE MADE TO ROTATE LOTS, GIVING EQUAL EXPOSURE.**
3. Each **BUYER** will be given a **BIDDER NUMBER**. In an effort to speed the auction, payment on all items will not be made until the **END** of the auction, or until the bidder is finished bidding on lots. Settlement for items sold **SHOULD BE MADE** at the end of the evening, providing sufficient cash is on hand. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders. The Chapter retains 20% of the proceeds from each sales.

**HUCKSTERING OF RAILRODIANA ON THE SIDE IN THE AUCTION ROOM IS DISCOURAGED WHILE THE AUCTION IS IN PROGRESS.** Bidders are asked to pay attention while bidding and maintain a quick, spirited bidding pace to enable the auction to be completed, if possible.

We urge you to dig through your attics and come up with some material for sale, and fill your wallet so you can also bid! Contribution of lots to the Chapter are always welcome as a means of raising additional funds for the FP7 project.

Don't miss Philadelphia Chapter's 2005 Railrodiana Auction, Second Section, on Friday evening, November 18, 2005. Bring a friend along to enjoy this fun evening! Have fun while adding some needed items to your railrodiana collection!

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

**ANNUAL MEMBERSHIP DUES:** \$37.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Membership Chair, P. O. Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only membership.

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

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

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

### **MEETING CANCELLATION NOTICE!**

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

## **FP7 Insurance Issue Resolved**

At the Philadelphia Chapter Board of Directors' Meeting, held on Wednesday evening, October 19, the Chapter officers were informed that we were seeking quotes to update the Chapter's insurance policies.

In addition to seeking an increase from \$100,000 to \$150,000 in property insurance on the units, the Chapter also needed to fund liability insurance on any potential movement of the units, since we had discovered we did not have proper coverage to move the units to Wilmington, DE last September.

Following that meeting, National Director Larry Eastwood was successful in placing new property insurance as well as \$2,000,000 of liability insurance, through Hamman-Miller-Beauchamp-Deeble, Inc., of Long Beach, CA. HMDB is well known throughout the rail preservation and tourist railroad communities, and we were successful in securing the insurance at a price which was much more favorable than expected.

## **Two Greenberg Shows Set at Ft. Washington; Chapter Volunteers Needed to Man Tables**

Philadelphia Chapter has signed up for two Greenberg Train Shows to be held at the Fort Washington Expo Center, the first being Saturday and Sunday, December 10 and 11, 2005. As usual, the show runs from 10 AM to 4 PM each day, and President Dave Kopena needs volunteers to assist in manning our Chapter table. Members who are interested in helping out should call 215-671-0605 to sign up.

A mid-winter show, normally held around either Valentine's Day or Presidents' Day, has been tentatively scheduled for the weekend of March 11 and 12, 2006. More details will be available in the January or February issue of *Cinders*.



FRANK G. TATNALL, JR.



SEPTA  
TRANSIT

As the fateful Halloween weekend approached, all indications pointed to a strike on SEPTA's City and Suburban Transit Divisions effective at 12:01 AM on October 31. Considerable bad blood between the two sides spilled out into the media, making a settlement seem even more difficult to achieve before the deadline. Leaders of Transport Workers Union Local 234 accused SEPTA of renegeing on a promise to continue fully-paid health care for employees in return for the union's wage concessions and givebacks in past contracts. Local 234 represents about 4,600 drivers, mechanics and other workers whose contract expired last March 15, but the union had agreed to three extensions since that time.

The usual hostility between union and management has again surfaced in this round of negotiations. During the final week before the deadline, the union launched a \$70,000 television ad campaign laying out its complaints with SEPTA's bargaining position. Calling its relationship with SEPTA "a marriage gone bad," a TWU spokesman said that failure to reach an agreement soon could result in "an ugly divorce." He urged riders to telephone SEPTA headquarters demanding a fair contract for workers. Characterizing the union's public statements as "disruptive," SEPTA broke with precedent by releasing some details of its most recent counteroffer. In spite of a recent 19-percent boost in its health care costs, and increases of 15 percent in each of the previous three years, the agency said it was cutting its demand for worker co-pays from 20 percent to five percent. With regard to wages, SEPTA offered increases of 2.5 percent in the first year of a three-year contract, three percent in the second year and 3.5 percent in the third year. (Currently, the top scale for drivers is \$49,860 per year after four years of employment.) SEPTA said the five-percent health-care premium would cost employees from \$3 to \$12 per week, depending on the plan chosen and the number of dependents.

Meanwhile, 320 Suburban Division bus and trolley operators on former Red Arrow Lines have also threatened to walk off the job on October 31. They are represented by Local 1594 of the United Transportation Union, and usually follow the settlement pattern of their City Division brethren, as do the TWU workers at the Frontier District. A city and suburban-wide strike would cut off service for the nearly 400,000 people who use transit every weekday, and stymie SEPTA's ongoing campaign to build its ridership. The only services still operating would be the Regional Rail system, the Phlash and a few other contract bus routes as well as the CCT Connect service for disabled and shared ride customers. To assist transit users in finding alternate transportation, SEPTA has reissued its "Travel Tips" guide listing available services in the event of a work stoppage, with an emphasis on how to use the Regional Rail lines (see below).

The threatened strike comes just as SEPTA ridership has reached a 13-year high. The *Inquirer* reported that in September 2005 SEPTA enjoyed an increase of 15,000 to 20,000 daily customers over the ridership levels in the same month a year ago. Much of that five-percent increase—spurred by high gasoline prices—came on the buses and subways that would be halted by a strike. And a transit walkout in Harrisburg could give additional ammunition to lawmakers in Harrisburg who are already reluctant to increase State aid to SEPTA. State Senator Stewart Greenleaf, who represents Senate Republicans on the SEPTA board, said that a contract that continues to exempt SEPTA workers from contributing to their health-care premiums could undermine legislative efforts for dedicated transit funding. "There are people in Harrisburg who don't support mass transit," Greenleaf said, "and they are looking for something like that to give them a reason not to give us the funding."

Heavy work continues on the rebuilding of the Market Street elevated in West Philadelphia, as four weekend shutdowns last month allowed contractors to proceed with installation of new single columns and guideway sections. This year SEPTA has planned to replace some 1,500 feet of the 11,000 feet of el structure between 46<sup>th</sup> Street and Millbourne stations, and install 26 of the single-column bents to support the new guideway. To date, most of the work has been concentrated around 56<sup>th</sup> Street and west of 60<sup>th</sup> Street, with an entirely new 56<sup>th</sup> Street station under construction and set to open in December.

SEPTA last month introduced its new ad campaign (see June and October Cinders). Called the "Genuine Philly" campaign, it could be somewhat ill-timed if the strike actually occurs on October 31. The aim of the ads is to demonstrate that SEPTA is an integral part of the Philadelphia region, and will feature SEPTA employees delivering quirky messages such as "It's spelled Passyunk. It's pronounced 'Pashunk.' Don't ask me why." A series of television commercials will carry on the "Genuine Philly" theme, ringing in cheesesteaks, the LOVE statue and the Mummers parade. SEPTA also plans to issue a series of trading cards picturing local sports heroes, which will include money-saving coupons good at the Reading Terminal Market .....The new communications-based train control system (CBTC) in the subway-surface tunnel is still in the testing stage. It will eliminate most wayside signals and allow closer spacing of cars.

The nine-member Transportation Funding & Reform Commission, appointed last spring by Governor Rendell, is conducting an audit of SEPTA and other State transit agencies. Among its goals are to recommend ways to increase efficiency at these agencies, and to propose a means of dedicated funding for transit.....Cornelius Cassidy, a SEPTA board member from Delaware County, died in late September at the age of 52. He was a Darby Borough Republican leader, a former Darby police officer and a former fire chief in Yeadon

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## PHILADELPHIA EXPRESS (Continued from Page 3)

.....SEPTA is one of ten transit systems selected by the Transportation Security Administration for participation in TSA's National Explosives Detection Canine Team program. A group of SEPTA police officers are to attend a ten-week handler course with specially trained dogs (*Trains*).....  
 NEW YORK CITY TRANSIT went on a heightened alert October 6 after the City was notified that a "specific, credible" threat had been received of an impending terrorist bombing in the city subway system. Federal security officials, however, downplayed the credibility of the source (NARP).



## SEPTA REGIONAL RAIL

With a transit shutdown looming, SEPTA's Railroad Division ramped up preparations for handling an influx of displaced riders. SEPTA issued public notices that peak-hour tickets must be purchased *before* boarding trains, and for safety reasons passengers at center city stations would not be allowed on the platforms until their trains had arrived. Specially-attired headquarters staff people are to be assigned to handle crowd control at key stations. An updated folder was distributed containing information and instructions on how to use Regional Rail and other alternate services. In order to best utilize its available equipment and crews, SEPTA drew up a detailed contingency plan for added or modified service on all of its Regional Rail lines. While few extra cars are available over and above normal requirements, an effort was being made to minimize the "shop count" by putting every serviceable car on the road.

Here's a sampling of the changes to be effective in the event of a strike. R1 Airport: on weekdays nine northbound and nine southbound trains are extended between Temple U. and Fern Rock Transportation Center; R3 Media Elwyn: two inbound express trains will stop at Angora and 49<sup>th</sup> Street and two additional morning trains #9392 and 9394 will operate from Secane to center city, while two outbound expresses will stop at 49<sup>th</sup> Street and Angora and added train #7393 will operate from Suburban Station to Elwyn in the afternoon; R3 West Trenton: all three inbound and outbound expresses will make added stops at Elkins Park and Fern Rock; R5 Paoli-Thorndale: five inbound expresses (not limiteds) will stop at Overbrook and new morning train #9592 will run from Overbrook to Temple, while in the afternoon four expresses will stop at Overbrook; R5 Lansdale-Doylestown: all three morning expresses will stop at Melrose Park, additional train #6597 will operate from Fern Rock to 30<sup>th</sup> Street Station and morning express #518 from Thorndale will be extended from Temple to Lansdale, while all four afternoon expresses will stop at Fern Rock and Melrose Park.

Some further weekday service adjustments: On the R6 Norristown Line three inbound morning trains will stop at Allegheny station and the # 6617 Schuylkill Flyer express will also stop at Manayunk, Wissahickon and East Falls, while in the afternoon the reverse is true; the R6 Cynwyd line will see the addition of two afternoon trains in both directions between Suburban Station and Cynwyd; four R7 expresses from Trenton will make additional stops at Tacony and/or Bridesburg and the afternoon expresses will make all local stops to Trenton; R7 Chestnut Hill East: added morning train #6723 will operate from Chestnut Hill East to 30<sup>th</sup> Street and train #9722 from Trenton will extend from Temple to Chestnut Hill East; R8 Chestnut Hill West: #6844 will operate from Chestnut Hill West to Fox Chase in the afternoon instead of originating at 30<sup>th</sup> Street and new train #9891 will run from Temple to Chestnut Hill West in mid-afternoon, while all trains will stop at North Philadelphia station; R8 Fox Chase: three inbound and three outbound trains will add stops at Wayne Junction while new afternoon trains #9841 (Fox Chase to 30<sup>th</sup> Street) and 6840(30<sup>th</sup> Street to Fox Chase) are added. All Saturday trains will serve Wayne Junction and Temple. Special leaflets containing these schedules were made available.

SEPTA continues work on the \$85-million Wayne Junction to Glenside track and signal project. But lingering signal problems at the reconfigured "Newtown Junction" interlocking near Fern Rock continue to impact service on the Mainline. To allow for additional construction, a track outage was scheduled for the last weekend in October, with shuttle buses to be operated between Fern Rock and Glenside stations for R1, R2 and R5 passengers, and between Fern Rock and Noble for R3 riders. But at the last minute the outage was cancelled, and SEPTA said that the same program planned for the first three weekends this month also would be cancelled if the transit strike materialized. On certain weekends in October, train service was maintained but there were delays because of single-track operation between Wayne Junction and just north of Fern Rock. While part of the same project, the new pocket track at "Newtown Junction," intended for meets between opposing R8 Fox Chase trains, remains out of service more than four months after the cutover to single-track operation on the Fox Chase Line.

Lower Merion Township is considering an ordinance which would change the building codes near many of SEPTA's R5 and R6 stations in the township. According to a report in *Main Line Life*, the proposed Lower Merion Mixed-Use Service Transit District ordinance would allow developers to erect buildings up to seven stories high near the stations, which would cater to rail commuters.....WEST CHESTER RAILROAD's ex-CANADIAN PACIFIC RS18 #1803 was spotted last month powering a Regional Rail wire train, after two of SEPTA's own work train units broke down.....Following the normal fall ritual, SEPTA began its leaf-fighting campaign in early October. In past years "gel" trains have proven effective in reducing slippery rail problems by spraying a special gel compound on the railheads to provide better traction for MU cars, which are not equipped with sanding devices. SEPTA also employs a high-pressure washer, which sprays water at 5,000 pounds per square inch to clean off the leaves.

With the threat of a transit strike looming, SEPTA has postponed the reissuance of its Regional Rail timetables from October 31 to an undetermined date in December.....

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## PHILADELPHIA EXPRESS

(Continued from Page 4)

The new pedestrian overpass across Arch Street from the SEPTA concourse at 30<sup>th</sup> Street Station to the new Cira Centre office building opened in late September, but cosmetic improvements continue in the concourse itself.....A new high-level platform has been completed at Chalfont station on the R5 Doylestown Line, and work on a high-level platform is underway just down the line at New Britain. Cheltenham station on the R8 Fox Chase Line also will receive a new platform. Fort Washington will become the first station on the R5 Mainline between Jenkintown and Lansdale to get full high-level platforms, as part of the ongoing improvement project at that busy station. But first the new pedestrian underpass at Fort Washington must be opened for service.....SEPTA has promoted Chapter Member Elliot Engels to conductor, after two years serving as an assistant conductor.

Monday, October 24, was an especially bad day on the Railroad Division, with the occurrence of three major service interruptions as well as slippery rail conditions encountered throughout the system. About 8 AM AMTRAK's Acela Express #2100 snagged the catenary wire on #2 track in "Zoo" interlocking, knocking out power for a time all the way to SEPTA's Powelton yard. Numerous delays and annulments ensued until power was fully restored at 10:30 AM, although wire repairs were not completed until after 2 PM. Then, around 3:20 PM, a broken steady span in the catenary between #1 and #2 tracks at "Newtown Junction" caused a host of delays as all northside trains were forced to operate at 5 mph through the area. Finally, at 6:30 PM catenary power was lost on the #2 track between Jenkintown and Ambler, and a number of delays ensued as northbound trains had to operate over the #1 southbound track. One train, #582 bound for Lansdale, had to transfer its passengers to following train #584. The cause was found to be a blown circuit breaker in a substation.

In addition to the above incidents, October turned out to be a tough month for Regional Rail commuters. Recurring signal failures at "Newtown Junction" resulted in relatively short delays to many trains during the month as remote control of switches and signals was lost, forcing maintainers to manually operate the switches. And in spite of SEPTA's best efforts to keep the rails free of fallen leaves, slippery rail delays were reported on several October days including the 7th, 8th, 10th, 13th, 22<sup>nd</sup>, 24<sup>th</sup> and 25th. Another big headache was an incident on the morning of October 7 when a passenger with a suspicious backpack was reported on board train #6611 from Norristown. SEPTA police were alerted and interrogated the passenger when he got off the train at Market East Station. An explosives detection dog gave a positive reaction to the package and at 7:38 AM City police ordered all train service halted and the station evacuated. The Bomb Squad was called in, forcing many trains and thousands of riders to be held at outlying points until 9:08 when police allowed service to resume. It turned out that the backpack contained a nozzle from a camping-type propane tank. The delays were so serious that General Manager Faye Moore issued a letter of explanation to SEPTA customers, explaining that because of heightened security precautions police had no alternative but to order the temporary shutdown.

Here's a potpourri of other Regional Rail problems during October: Catenary damage on the #1 track from Overbrook to "Zoo" on the morning of October 5 created a long series of train delays until repairs were completed around Noon. On the evening

of October 8, during a storm that dumped up to six inches of rain on parts of the Delaware Valley, flooding along the Schuylkill River delayed R6 Norristown service. By the next morning several R6 trains had to be cancelled because of water over the tracks at Conshohocken and Spring Mill. On the 9<sup>th</sup> a power loss on the West Trenton line caused #4374, the last train that night, to become stranded at Neshaminy Falls station for more than two hours. A bus finally rescued the nine passengers at 3:20 AM. Early on the morning of October 18 a bizarre incident occurred in which an unoccupied train at Doylestown station broke away and coasted for more than three miles before coming to a halt near New Britain station. Reportedly, the crew of northbound train #594 was instructed to leave the handbrakes off for maintenance work, but a power outage caused the air compressor to shut down and the air eventually bled off the train. It stopped when the power was restored and the brake system recharged. No one was injured.

SEPTA staged its annual emergency drill on October 23 on the R6 line in Conshohocken. The drill simulated a collision between a passenger train and a freight train loaded with hazardous material. Conshohocken police, firefighters and other emergency responders extricated the "injured" and secured the area..... "Newtown Junction" interlocking again refused to operate properly on the morning of October 26, causing at least 50 trains to be delayed for anywhere from five to 35 minutes. One train, #822 bound for Fox Chase, was held for 50 minutes. As has frequently happened in recent weeks, the control system failed and for more than five hours maintainers were forced to manually line the switches. That same day, control was lost at "16<sup>th</sup> Street Junction" in North Philadelphia, causing delays to about a dozen mid-afternoon trains. Then, on the evening of the 27<sup>th</sup>, "Newtown Junction" surpassed its previous performances when the overhead wires came down in the interlocking, fouling both tracks. At least 65 trains were either annulled or held—many of them for more than an hour—the most glaring being #580 headed to Lansdale which was delayed for a total of 99 minutes!



The AMTRAK board last month approved a plan to split the Northeast Corridor away from Amtrak by setting up a new subsidiary to own and manage the railroad between Boston and Washington. This would be a first step in carrying out the Bush Administration's proposal to break up the passenger railroad, but it requires approval by Congress. The board is made up entirely of Bush appointees. Under the plan the Corridor would be transferred to a consortium of the Federal government and the states in the region, which would take title to the property. The rationale is that this would relieve Amtrak of the multi-billion-dollar burden of building and maintaining the tracks and other infrastructure, with the costs to be shared by the participating governments. Amtrak itself would still run the trains and—the hope is—make a profit. But the plan also would relieve Amtrak of control over Corridor operations, which senior executives said would doom high-speed service such as the Acela Express because Amtrak would no longer dispatch its own trains or those of other Corridor users such as commuter agencies and freight railroads. The vote represents a reversal of Board Chairman David Laney's statement last April that "We have concluded for now that the complexities and risks associated with such a split outweigh any benefits" (*Trains*).

## PHILADELPHIA EXPRESS

(Continued from Page 5)

Congressional critics voiced alarm over the announced scheme. Senator Frank Lautenberg of New Jersey said, "The Administration wants to hold a fire sale on AMTRAK and dump its best asset, the Northeast Corridor. (This) is the first step in President Bush's plan to destroy Amtrak and intercity rail service in America." Senator Thomas Carper of Delaware criticized the board's closed-door action by saying, "Whatever the purpose or motivation for exploring the creation of a Northeast Corridor subsidiary, this is the first step in a major structural reform that should not be attempted without the involvement of stakeholders and policymakers...Certainly, it should not be something that those of us in Congress...first learn about from the press" (*Trains*).

Former AMTRAK President and CSX Vice President Paul H. Reistrup now heads the Wilmington-based Railway Service Corp. (of which Chapter Member Bill Vigrass is a founder). In September Reistrup testified before a Congressional committee looking into the future of Amtrak, proposing a privately-financed pilot project in which a new entity would take over the operation of passenger trains in the Milwaukee-Chicago-St. Louis corridor. Under the plan, a Railway Infrastructure Trust Fund using Federal, state and local funding sources would be established to upgrade and maintain the tracks, signals and stations along the route, "similar to the administration of highway and airport infrastructure." The new private organization, to be known as Amtrak Railroad Operations, would pay track and station usage fees and dedicate a portion of its revenue to the trust fund. Initially, it would lease cars and locomotives from Amtrak until it could acquire its own fleet (*Railway Age*).

The Senate last month approved \$1.45 billion for AMTRAK in Fiscal Year 2006, which began on October 1. The House, however, approved only \$1.18 billion, so that the final appropriation must be ironed out by a conference committee. NARP warned that there still is the possibility that Amtrak's funding might be cut to help offset the huge cost to the Federal government of rebuilding the Gulf Coast after Hurricanes Katrina and Rita. Meanwhile, as has become its habit in recent years, Congress passed a continuing resolution to maintain funding for government programs through November 18, or until new appropriations bills can be approved. Last spring Amtrak requested \$1.8 billion for FY 2006, while a House committee originally had approved only \$550 million—which would have forced a shutdown of the railroad.....The next legislative priority for AMTRAK is passage of the Passenger Rail Investment & Improvement Act, cosponsored by Republican Senator Trent Lott of Mississippi and Democratic Senator Frank Lautenberg of New Jersey.

During the weekend of October 1-2, AMTRAK moved its Track Laying System to Paoli, ready to begin replacing the ten miles of #2 track from Paoli to Bryn Mawr this fall. By the end of the month the long string of machines had moved as far east as St. Davids, leaving in its wake new welded rails fastened to glistening white concrete ties. (The rail had been laid out earlier along the right-of-way.) As reported in the August and October issues, this work has forced SEPTA to curtail its weekday R5 service west of Bryn Mawr to hourly between 9:30 AM and 2:30 PM, in order to allow for fouling time on the #1 track. In addition to SEPTA's revised R5 schedules effective on October 3, Amtrak also made some adjustments to its Keystone Service effective on the same

date, to minimize delays through the work zone. The new system timetable issued October 31 shows further changes on the Harrisburg line, with new weekday train #630 added leaving Harrisburg at 4 AM and arriving at 30<sup>th</sup> Street Station at 5:40 AM. At the same time, train #610 leaving Harrisburg at 9:35 AM has been eliminated due to the ongoing trackwork. Westbound, train #613 leaving 30<sup>th</sup> Street at 12:55 PM has been replaced by train #631 running through from New York and leaving 30<sup>th</sup> Street at 1:45 PM. With the return to electric operation, the \$145-million project will allow a maximum speed of 110 mph and running times of 90 minutes over the 103 miles between Philadelphia and Harrisburg.

Now that full Acela Express service has been restored between Boston, New York and Washington, the new system timetable nearly completes the retirement of the venerable Metroliner name. The only remaining Metroliners are train #2300, leaving Washington at 10 AM Monday-Friday, arriving New York at 12:59 PM, and #2301 leaving New York at 6 PM, arriving Washington at 8:59 PM. The Acelas achieved an 89-percent on-time record in September.....AMTRAK information and reservations now may be accessed through [www.travel.com](http://www.travel.com), an important new travel industry website.

With the end of AMTRAK's Philadelphia-New York Clocker service on October 28 (see October Cinders), one of America's last private commuter car operations went into the history books. Members of the 50-year-old "200 Club"—mostly commuters between Princeton Junction and New York—lost their private Amfleet car which was attached to the end of Clockers #624 eastbound and #629 westbound. NJ TRANSIT, which has replaced the Clockers with new express trains between Trenton, Princeton Junction and New York, is unable to provide a chartered car for the 200 Club, named for an old Clocker train number in the days of the Pennsylvania Railroad.....Regional train #177 was delayed almost three hours on October 25 because of a phoned-in bomb threat. The train was stopped at Westerly, RI, and the passengers unloaded while the train was searched. No explosives were found, but five other Corridor trains were delayed from 20 minutes to two hours.

AMTRAK posted a third straight year of record ridership in Fiscal Year 2005, which ended September 30. The almost 25.4 million passengers represent a 1.3-percent increase over the previous year, in spite of five full months without the Acela Express service and hurricane disruptions in the South. Locally, the Keystone Service registered an 18.6-percent gain, and the Northeast Corridor saw an increase of one percent over FY 2004, from 9.3 million to 9.5 million passengers ..... *Trains Magazine* in its October issue carried a six-page profile of AMTRAK President David Gunn, illustrated with several photos. Writer Bob Johnston says that one project that Gunn is especially interested in is the rebuilding of the Philadelphia-Harrisburg Keystone Corridor, which he sees "as the prototype for rejuvenating rail corridors across the country" ..... We neglected to report AMTRAK's closing of "North Philadelphia" tower in July, one of the few remaining manned towers on the Northeast Corridor. Replacing it is the newly-named "Lehigh" interlocking controlled by the CETC-6 dispatcher ..... Several engineering and construction firms have agreed to repay the Federal government \$24.75 million to settle claims of overcharging on AMTRAK's New Haven-Boston electrification project. A "whistleblower" in the case was awarded \$3.9 million for tipping off the Justice Department (NARP).

(Continued on Page 7)

## PHILADELPHIA EXPRESS

(Continued from Page 6)

### Mother Nature was not kind to AMTRAK last month.

With Hurricane Wilma in the Gulf of Mexico heading for the west coast of Florida, Amtrak cancelled New York-Miami Silver Service trains #91, 92, 97 and 98 effective Friday, October 21. The Auto Trains #52 and 53 also were cancelled. CSX said it would close down all operations south of Jacksonville as of Saturday morning. The Category 3 hurricane swept across South Florida on Monday the 24<sup>th</sup>, inflicting heavy damage in the Naples-Miami-Fort Lauderdale-West Palm Beach areas. CSX reported flooding, power outages and downed trees on many of its lines, including the Miami Subdivision. Starting Tuesday the 25<sup>th</sup> the southbound Silver Service trains and the Auto Train resumed operation, but only as far as Sanford, FL, near Orlando, and at *Cinders'* presstime on October 30 service south of Sanford still had not been restored .....Heavy rains in New England on Saturday, October 15 forced the cancellation of all AMTRAK service between New Haven and Boston when eight to 12 inches of water was discovered over the rails just east of Providence, RI. Service was restored on Sunday morning but New Haven-Springfield trains remained cancelled until afternoon due to washouts at Meriden, CT, and near the Connecticut-Massachusetts state line (*Trains*).



CSX,  
NS,  
OTHER ROADS

When Philadelphia City Council convened an October 18 hearing on CSX operations in Philadelphia, no one from CSX showed up. One major topic of the hearing was CSX's ongoing attempts to close the two pedestrian grade crossings at the Schuylkill River Park, which lies between the CSX tracks and the river in center city (see September *Cinders*). CSX said it did not wish to testify because the matter is currently in litigation, but Councilman Michael Nutter threatened to issue subpoenas to force a CSX representative to appear at a future time.....CSX has decided to move about ten percent of its 340 train dispatchers away from the Jacksonville (FL) headquarters, cutting some jobs and moving others to Chicago and Indianapolis. When CSX acquired 42 percent of CONRAIL in 1999, it retained the Conrail dispatching centers at Selkirk, NY, and Indianapolis, but the rest of its 21,000-mile system is controlled from Jacksonville. This sometimes has proven to be a problem when an emergency arose at the Jacksonville center, and is in contrast to competitor NORFOLK SOUTHERN which always has handled its dispatching at the divisional level (*Trains*).....A United Parcel Service vice president told a hearing of the U.S. Surface Transportation Board in October that neither CSX nor NORFOLK SOUTHERN have yet provided the high quality of intermodal service attained by CONRAIL before the two railroads split it up in 1999 (*Traffic World*).

NS was declared "revenue adequate" in 2004 by the Surface Transportation Board, the first Class 1 railroad in five years to earn its cost of capital. NS had a return on investment of 11.6 percent, while the cost of capital for the railroad industry was estimated at 10.2 percent. CSX's ROI was just 4.4 percent in 2004

.....NS President Charles "Wick" Moorman has been given the added title of CEO. David R. Goode will retain the title of chairman until his retirement next year.....NS's Moorman and CSX Chairman & CEO Michael Ward are among the "new guard" of leaders in the rail industry who will be challenged in meeting future demands for transportation, according to a feature story in the October 10 issue of *Traffic World Magazine*. "The biggest change is that the railroads are faced with traffic growth, which hasn't been an industry driver for several generations," said Henry Posner, chairman of shortline operator Railroad Development Corp. and a member of Philadelphia Chapter. "It takes a different type of manager to deal with that, or at least a focus on different skills than in the past."

NS is working on a new digital operating system known as "Optimized Train Control," which will employ components of several state-of-the-art technologies such as satellite-based Positive Train Control. It will be tried out first on its Charleston-Columbia (SC) mainline, which currently is "dark" (unsignaled) territory (*Railway Age*).....PennDOT is building a shoo-fly bridge over the Route 309 Expressway at Fort Washington to handle NS trains on the Morrisville Line during the ongoing highway widening project. Steel supports for the bridge are already in place.....Class 1 railroads in the U.S. spent \$4.3 billion on diesel fuel in 2004, and through August fuel prices were up 42 percent from last year. CSX and NS have notified customers that the fuel surcharge of 16.8 percent on their freight rates would increase to 17.2 percent effective November 1 (*Traffic World*).....The Association of American Railroads last month began requiring all Class 1 railroads to use the same standards when reporting three key operating metrics: average train speed, terminal dwell times and cars on line (*Traffic World*).

NJ TRANSIT plans to begin weekend express train service between New York City and Atlantic City sometime in 2007. The resort casinos will put up \$4.5 million to fund the service, which would operate over AMTRAK's Northeast Corridor to Philadelphia and then via NJT's Atlantic City Line (KYW Newsradio) .....U.S. railroads reported 457 fatalities in the first six months of 2005, an increase of 5.3 percent over the same period a year ago. More than half of those killed, 244, were trespassers, a 13-percent increase, but highway grade crossing deaths dropped by 11.7 percent to 174. The number of train accidents dropped ten percent to 1,499, including 122 collisions and 1,099 derailments (*Railway Age*).....A 1950-vintage truck crane with a 100-foot boom has been donated to shortline operator SMS Rail Services at Bridgeport, NJ. The *Inquirer* reported that the Bay City Motocrane had been gathering dust in an industrial shed on Delaware Avenue, but that SMS will overhaul and repaint it for use with its fleet of Baldwin-built locomotives.

Philadelphia Chapter's website is proving popular, with more than 6,000 "hits" in September and a high of 7,700 in April, according to Webmaster John Almeida. The site may be accessed at [www.trainweb.org/phillynrhs](http://www.trainweb.org/phillynrhs).....The Newtown Square Railroad Museum officially opened last month. It is located on West Chester Pike a mile west of Newtown Square, and features the restored 1894 ex-PRR station moved out of that Delaware County community, as well as a small steam engine, a wooden boxcar and an ex-Pennsy caboos.....Former Reading T-1 steam locomotive #2100 was reported to be enroute from St. Thomas, Ont., to its new home on the Golden Pacific

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## ODDS AND ENDS.....by Roy L. Hudson

*(This column will appear from time to time to provide Cinders readers with some hopefully interesting, yet useful information which has been gathered from miscellaneous sources)*

In 1948, Lionel Electric Trains Company was such an icon in their field that when they decided to make the famous Santa Fe and New York Central EMD F3 model "O" gauge diesels they were able to get those railroads and General Motors to pony up a quarter each of the cost of the dies – about \$6,000 each (*Lionel – G&J Souter*).....A photographer in Maine will have an exhibit in 2006 of his photos of railroad car graffiti at the Art Gallery of the University of New England in Portland. Lensman Murad Sayen says "the art is sincere, whimsical, spontaneous and full of intent. It is art in the highest sense!" Roy wonders how Mr. Sayen would feel if the "art" was applied to his automobile or home?? (*The 470*).....In 1911 the Penrose Marching Club, about 650 members, left from Philadelphia to Harrisburg to attend the inauguration of Governor Tener. Two sections with 12 sleeping cars each and two baggage cars left Reading Terminal on January 16. The cars were parked for occupancy at Harrisburg on the night of the 16<sup>th</sup> and the party returned on the 17<sup>th</sup> (*The Bee Line*).....As early as 1949 a Reading T-1 4-8-4 was used to haul an excursion train from Reading to Catsauqua. The excursion was sponsored by the Reading (City of) Boosters Club and went to Wilkes-Barre via the Lehigh Valley then Pennsylvania to Harrisburg and return via the Reading (Bert Pennypacker).

August 5, 1898 – Among the men who will likely retire when the Pennsylvania Railroad's pension plan goes into effect is William Wilhelm, baggage agent at Pittsburgh since 1851. Mr. Wilhelm is 80 years old, but not withstanding his age, still holds his position (*Railway World Magazine*).....Railfan Legends Department – While "Pat" McGinnis was in charge of the New Haven Railroad, he introduced a "modern" locomotive color scheme of black, white and orange trapezoids on the NH's locomotives that at the time was said to be designed by his wife Lucille (who was a paid NH consultant), but was in reality the work of Swiss industrial designer Herber Matter (*Merging Lines – R. Saunders, Jr.*).....A group called the New Jersey Electric Railway Historical Society is raising money to acquire open trolley car #36 (9-bench, 4-wheels – Brill 1895) from Connecticut Electric Railway Association of Warehouse Point, CT. The 36 ran on the Five Mile Beach Electric Railway in Wildwood, NJ until near the end of World War II. The group, whose address is P. O. Box 1770, Rahway, NJ 07075-7770, is looking for donations.

CSX hasn't been doing what it is supposed to do in Maryland. It has alienated MARC and the public alike. To be fair, CSX lines are not maintained to the same standards as Amtrak, not do they need to be. But the perception persists that CSX track has all the strength of cooked spaghetti, and everytime the temperature gets above freezing, the railroad just can't wait to invoke "heat orders". What a way to run a railroad! (*Interchange – Walter Gay*).....Connecticut officials say rising gasoline prices have forced commuters to mass transit. Hartford, New Haven and Stamford have seen bus ridership increase between seven and ten percent. Metro-North's New Haven Line has reported an increase of four percent. (*USA Today*).....A bill has been introduced in Puerto Rico to reduce the fare on the \$2.3-billion "urban train" from \$1.50 to 75 cents. It is hoped it will encourage San Juan commuters to use the line. It has had fewer riders than expected (*USA Today*).....That's OK!! The taxpayers will give us the money. A second round-trip commuter train has begun operating

between Seattle and Everett, WA. Sound Transit hopes the additional service will boost ridership. Only about 150 commuters have been riding the train, about one-half as many as the agency expected (*USA Today*).

Many feel that Amtrak punishes its customers for its own inability to provide economical on-board snack bar service on its Albany-New York City runs. They say that Amtrak pays its Amcafe attendants approximately three times the average wage of U. S. food service workers and rather than contract out its on-board amenities to reduce costs, Amtrak bureaucrats simply opted to kill the service – now that's progressive management (*Railpace*).....An Amtrak train on the Canadian National's ex-Illinois Central mainline hit an automobile in Copiah County, MS. The driver, however, was lucky, with only two broken legs. Witnesses believe 19-year-old Alicia Vincent was on her cell phone as her car rolled onto the crossing to meet the train at 55 mph (*The Draw Bar*).....For you bus freaks, in 2005 SEPTA is #9 of the top 100 transit bus fleets in the United States and Canada with a total of 1,389 units (no trolley coaches) (*Metro Magazine*).....Recently, Roy rode in SEPTA ex-Reading Silverliner #9004 on the R5 route. Was it me, or did the car actually ride smoother than a Silverliner IV?? (Roy).

Iowa Interstate ends the Alco era—New Jersey Southern continues the tradition! There are "new" units in service on our own local New Jersey Southern Railroad. Three M420's (#800-802) have arrived at Winslow, NJ. Montreal Locomotive Works originally built the 2000-hp units for the Providence & Worcester in 1974-75 (*The 470*).....It was a dark November on the Pennsylvania Railroad. On November 5, 1958, as an economy measure, the PRR discontinued its famous complimentary wall calendars (*PRR Stats*).....The yet-to-be-finished transportation museum in Williamsport has acquired an ex-Pennsy Pullman sleeper-lounge to be displayed outside of the museum. Originally named **Colonial House**, it was changed to **Nicholas Firestone** in 1955. The exterior has been fully restored to its PRR colors and the museum hopes to restore the interior for meal service (*Harrisburg Rail Review*).

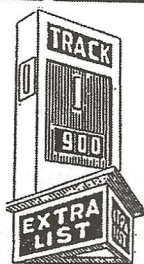
After four years of work, East Broad Top's 1914 Baldwin #15 is under steam again and was out for the Fall Spectacular this October. Now, #14 will be out of service for some time for inspection and repairs (*Danville Flyer*).....On November 12, 1831 (174 years ago), the locomotive "John Bull" was placed in service on the Camden & Amboy Railroad at Bordentown, NJ. Isaac Drips put the English locomotive together and added a pilot. New Jersey Transit's River Line passengers ride daily over this historic route (*American Railroads Chronology*).....Catching Railway Post Office mail on the fly with a mail hook from a mail crane can still be seen today in Osceola, MN at the Minnesota Transportation Museum. Does anybody know of this type of operating railroad exhibit anywhere else in the U.S.? (*MinneGazette*).

## Cinders Tunnel Quiz Answers

Listed here are the answers to the *Cinders Tunnel Quiz* contained in the October issue: A-5, B-7, C-6, D-9, E-8, F-6, G-4, H-6, I-8, J-3, K-9, L-8, M-8, N-4, O-2, P-5, Q-1, R-5, S-9 and T-6.

We have a Viaduct/Bridge Quiz ready for an upcoming issue of *Cinders*, and if these are not challenging enough, we are working on a quiz in which you will be required to match old and new railroad station names from the Philadelphia area. Stay tuned!





**NOVEMBER 12-13:** First Frost Train Meet sponsored by Allentown Train Meet Associates, at Agricultural Hall, Fairgrounds, 17<sup>th</sup> & Chew Streets, Allentown, PA. Admission: \$6 per day, children 12 and under free with adult. For information, telephone Bob House at 610-821-7886.

**NOVEMBER 12, 19, 26,**

**DECEMBER 3, 10, 17:** Special diesel-powered excursions on Conrail's ex-Beesley's Point branch between Tuckahoe and Richland, NJ, operated by Cape May Seashore Lines. Trains leave Tuckahoe at 10 AM, 1 and 4 PM, leave Richland at 11:30 AM, 2:30 and 5 PM. Round-trip tickets: \$10 adults, \$5 children, which may be purchased on day of trip.

**NOVEMBER 26-27:** Community Holiday & Model Trolley Show, sponsored by Bryn Mawr Hospital in Warden Lobby (main entrance), 10 AM-5 PM Saturday, 10 AM-4 PM Sunday. East Penn Traction Club will have operating layouts in HO and O scale. Admission: one can of food.

**NOVEMBER 26-27, 2005, JANUARY 7-8, 14-15, 21-22, 2006:** Open house at Chelton Hills Model Railroad Club, 8000 Old York Road, Elkins Park, PA (former Reading Ogontz station), 12 Noon-4 PM. Admission free, but donations will be accepted. For information, telephone Bruce Binder at 215-722-4542.

**DECEMBER 3-4:** Annual Holiday Train Show & Sale in Ocean City, NJ at the historic Museic Pier on the Boardwalk at Moorlyn Terrace. Operating displays, model trains of all gauges. Parking available. Hours: Sat., 10 AM-5PM, Sun., 11 AM-4 PM. Admission: \$3 adults, \$1 children. For additional information, telephone 609-525-9300.

**DECEMBER 3-4, 10-11:** Santa Claus specials on Reading & Northern Railroad from Temple to Leesport, PA and return, sponsored by Reading Company Technical & Historical Society. Fares: \$8 adults, \$4 children (2-12). Order tickets from: RCT&HS, P. O. Box 15143, Reading, PA 19612-5143, enclosing stamped, self-addressed envelope. For further information, telephone 610-929-9902 (website: [www.readingrailroad.org](http://www.readingrailroad.org)).

**DECEMBER 3-4, 10-11, 17-18:** Santa Claus Specials on Lehigh Gorge Scenic Railway, Jim Thorpe, PA. Trains leave Jim Thorpe station at 11 AM, 1 and 3 PM for 15-mile round-trip through Lehigh River Gorge. Fares: \$11 adults, \$8 children. For information, telephone 570-325-8485 (website: [www.lgsry.com](http://www.lgsry.com)).

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

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

**THROUGH APRIL 10, 2006:** "Catastrophe on the Rails: Train Wrecks of the Northeast United States," display at Railroad Museum of Pennsylvania, Strasburg. Photographs and artifacts are included in the exhibit. Regular admission charges apply. For information, telephone 717-687-8628.

## PHILADELPHIA EXPRESS

(Continued from Page 7)

Railroad at Tacoma, WA, where promoters hope to operate it in tourist service next year (*Trains*).....Eastman Kodak Company, which has virtually abandoned its famous Kodachrome slide film business, has been moving into digital photography in a big way. But the once-mighty company has greatly downsized itself and finds that competition in the digital camera business is stiff. Last month Kodak reported a \$1.03-billion loss in the third quarter of 2005, although sales rose five percent to \$3.55 billion in the quarter in spite of a 30-percent drop in conventional film sales this year.



### BUCKEYE RAILS

2006 NRHS Convention  
New Philadelphia, Ohio  
July 18-23, 2006

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

## Lackawanna Station Hotel Sold

Scranton's famed Lackawanna Station Hotel, part of the Radisson chain, was sold during early October for \$7 million to Calvin Investments of El Centro, CA.

In an article in the Scranton *Times-Tribune*, Nick Patel, President of the company, outlined some \$1.5-million in improvements he wishes to make to the hotel. A new marketing plan will be developed to surround the 100<sup>th</sup> anniversary of the famed Scranton landmark, built in 1908 by the Delaware, Lackawanna & Western Railroad at a cost of \$500,000.

During 2004, DanMar Hotel, Inc., the former owner of the property, offered it for sale to the University of Scranton, whose campus is adjacent to the Lackawanna Station. Earlier this year, the University, whose facilities are host to NRHS's **Basic RailCamp**, declined to purchase the property.

The *Times-Tribune* on October 13 published a "Lackawanna Station Timeline" in its editions. The building was originally five stories high, with a sixth story added in 1923. The last EL passenger train, of course, stopped in Scranton in 1970.

The Lackawanna Station was placed on the National Register of Historic Places in 1977, and as a result of that status, any renovations and changes to the structure will be subject to historic preservation guidelines. For his part, Patel has indicated he would try to balance his renovation process with historic preservation, noting that the building has several distinctive features which are noteworthy. To that end, Patel has been holding dialogues with the Lackawanna Historical Society, based nearby on the University of Scranton campus, to gather input on renovations.

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