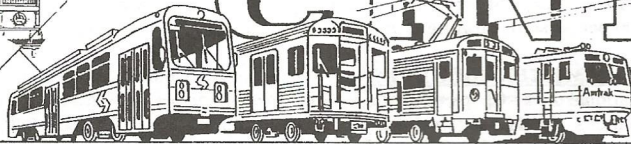


CINDERS



OCTOBER 2005

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Volume 66 Newsletter of the Number 9

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

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

SEPTA Union Sets October 31 Strike Date

Some 4,600 drivers and mechanics on SEPTA's City Transit Division will walk off their jobs on Monday, October 31, unless an agreement on a new contract is reached before that date. Jeff Brooks, president of Transport Workers Union Local 234, made that announcement at a mass meeting of union members on October 2, declaring that negotiations with SEPTA have gone nowhere since the old contract expired on March 15. By mutual agreement, that contract had been extended pending further negotiations.

It is well known that the major stumbling block to finalizing a new agreement is not a wage increase but rather SEPTA's insistence that employees begin paying a share of their health care costs. Brooks vowed that such a concession "will not happen in this lifetime," in spite of the fact that workers in many other industries now co-pay their health insurance premiums. A SEPTA spokesman denounced the union's decision to strike on October 31, when he said a walkout will cause "chaos" during the start of the holiday shopping season and disrupt the lives of SEPTA's thousands of daily commuters. "The health insurance issue is the elephant sitting at the bargaining table," said Spokesman Richard Maloney. "It's time for Mr. Brooks to look the elephant in the eye."

As was the case in past transit strikes, SEPTA will plan to increase service on the Regional Rail system whose employees are represented by different unions. If it happens this will be the first City Division strike since the summer of 1998, which lasted for a near-record 40 days.

MEETING NOTICE:

FRIDAY EVENING, OCTOBER 21, 2005

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

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

Philadelphia Chapter's meeting on Friday evening, October 21, 2005 will provide a special treat for our traction-oriented members. Chapter-only Member Richard George of Pittsburgh will screen his movies taken on the **Indiana Railroad** while it was still active. Dick had a long, productive career in the railroad industry, starting with the Pennsylvania Railroad as District Sales Manager at Harrisburg in 1964. He later served as Vice President-Traffic for the Delaware & Hudson during the Sterzing era on the Bridge Line, finally holding a position as Director, Marketing & Pricing on the Pittsburgh & Lake Erie Railroad prior to his retirement in 1986. During this period, Dick was also recording rail history on film, and we consider it a privilege to have him as our guest on October 21. Bring a friend to share this evening, too.

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, OCTOBER 18, 2005 to Dinner Chairman Bill Gardiner at 215-632-7016.** The menu for October was not known at presstime. Please call **Bill Gardiner** with your reservation. **NO-shows will be responsible for payment for meals ordered!** *(Please note that meetings for the 2005-2006 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall.)*

Meeting dates for the remainder of 2005 are November 18 and December 9. Come out and join your fellow members for an evening of Hoosier traction on Friday, October 21.

Philadelphia Chapter, NRHS

Fall, 2005 Board of Directors Meeting

Wednesday evening, October 19, 2005

NRHS Headquarters, 100 N. 17th St., Suite 1203

7:00-8:30 PM

*Members are cordially invited to attend these meetings
to become involved in the operation of our Chapter*

**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: \$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.

Chapter Board Meeting Set for October 19; Future of FP7's to be Considered

Philadelphia Chapter's Board of Directors will hold its Fall, 2005 Meeting on Wednesday evening, October 19, 2005, at 7:00 PM in the NRHS Headquarters and Library, 100 N. 17th Street, Suite 1203, downtown Philadelphia, President Dave Kopena announced during September.

While numerous items will appear on the agenda for the meeting, a large part is expected to be devoted to the future of Reading FP7's 902 and 903, owned by Lancaster and Philadelphia Chapters, respectively. To be discussed will be future home for the two locomotives, potential excursion operations and other issues.

During September, for the first time in several years, the 902 and 903 were invited to be displayed at the Wilmington Transportation Festival held at that city's Amtrak station on Saturday, September 17. After considerable negotiations between National Director Larry Eastwood, East Penn Railways, Delaware DOT, CSX Transportation, Amtrak and Wilmington & Western, a flaw was discovered in our nearly 20-year-old insurance policy. Our insurance covered damage to our own locomotive in the event of a derailment or other mishap, but severely restricted our liability coverage, something which the Chapter is now working with insurers to upgrade. As a result, the movement of our unit for display was deemed to be risky under present coverage.

Following a meeting of the joint Lancaster-Philadelphia FP7 Committee on May 29, a new five-year joint agreement for operation was approved by our Chapter, but rejected by Lancaster Chapter's Board because it contained no specific operating ventures to provide income from the units. While it is extremely difficult at the present time to work through potential excursion operations, the FP7 Committee has gone back to the drawing board to explore alternate potential opportunities. That group was expected to meet in early October.

Chapter members are welcome at the Chapter's Board of Directors meetings, and it is hoped that more people may want to become involved in our operations to spread the workload that is currently placed on too few members.

William D. Hooker, III June 1, 2005

It is with regret that we inform you of the passing of William D. Hooker, III, of Jacksonville, Florida, on June 1, 2005. Bill was 85 years of age.

A past Philadelphia Chapter President, Bill was born in Philadelphia and lived most of his life in this area. He joined NRHS in 1939 at the age of 19, and was a member of NRHS and our Chapter for 66 continuous years!

Hooker was a veteran of World War II, having been inducted into the U. S. Army in 1942, having been at Normandy on D-Day. Following his service, he returned to Philadelphia, married Helen Szemanek and operated a small manufacturing business. Bill was among a small, dedicated group of Philadelphia Chapter officers who organized a whole myriad of railroad and traction excursions during the 1940's and 1950's.

His interest in railroading included family vacations that always involved riding rail lines in the United States, Canada and Mexico. A perennial favorite was Colorado's Durango & Silverton narrow gauge steam line. He was an avid model railroader as well, and his wife would join him in this interest, doing the buildings and scenery on his HO layout.

A railroading collector, Bill also was an avid photographer, recording the many rail lines and excursions on which he rode. He had ventured to Philadelphia as recently as the year 2000 to ride Philadelphia Chapter's Reading FP7 excursion in June of that year.

Bill is survived by his daughters, Dorothy Hooker of Lafayette Hill, PA and Helen Dugan of Jacksonville, FL, four grandchildren and a great grand-daughter. We extend our condolences to Bill's family, and thank them for having shared Bill with us for many years.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



**SEPTA
TRANSIT**

The high cost of gasoline, which surged to well over \$3 per gallon after Hurricane Katrina struck the Gulf Coast in late August, has brought new riders to SEPTA and to other transit agencies. In September SEPTA reported a four-percent jump in ridership, a trend which began early this year as the price of gasoline began to climb from the level of about \$1.70 per gallon. "As people see the price at the gas pump they are recognizing the increasing value of SEPTA," said General Manager Faye Moore, noting the recent average of 10,000 additional daily trips systemwide. SEPTA carried more than 214 million passengers during Fiscal Year 2005, which ended on June 30, its highest ridership in 13 years. The largest increase has been on the City Transit Division, which is attributed both to high gasoline prices and to the healthy regional economy. The system handles an average of about 738,000 riders each weekday.

Two nine-day shutdowns of the Market Street elevated moved the ten-year, \$567.6-million project forward, but it is far from completed. In September, four Friday evening-Monday morning closures allowed contractors to install additional prefabricated spans, replacing segments of the ancient steel structure between 56th Street and the 60th Street area. (Drivers on the Schuylkill Expressway and other roads no doubt have noticed the wide-load guideway sections being moved on flatbed trailers from their fabrication site in Bethlehem.) Shuttle buses are substituted between 69th Street Terminal and the 40th Street subway station, although train service is maintained as far west as 52nd Street. In all, six nine-day outages and 96 weekend shutdowns are planned (including those in 2005), before the massive project is to be wrapped up in late 2008. The brand-new 56th Street station is scheduled to open this December.

The rebuilding effort will replace some 11,000 feet of the century-old el structure between 46th Street and Millbourne, with the new guideway supported by single-column bents that are less intrusive to the adjacent neighborhoods. As of October 1, the overall project is about 43 percent complete. As noted above, the impressive 56th Street station is taking shape, while foundation work on the new stations at 46th, 52nd and 60th Streets also is underway. The troublesome Cobbs Creek section from 63rd Street to Millbourne is expected to be rebid early next year, with a final construction contract to be awarded in April 2006. The original contract with the PKF-Mark III firm was terminated in December 2004 for what SEPTA alleged was poor performance, and the matter is currently in litigation. (Oddly enough, the same contractor is working on part of the project further east on Market Street, and reportedly is doing well).....Late on Thursday, September 22, a westbound Market-Frankford train derailed the rear truck of the third car just west of 15th Street station, with four passengers claiming minor injuries. Following trains were turned back at 5th Street (Railroad.Net Forum).

As advertised, trolley service on the revived Route 15 Girard Avenue line resumed September 4, after an absence of 13 years (see September *Cinders* and previous issues). On September 1 SEPTA staged a dedication ceremony at the Philadelphia Zoo stop, in which Board Chairman Pat Deon, General Manager Faye Moore and a PCC-load of local children participated. During the first month, however, service proved to be highly erratic, as operational bugs had to be worked out. Many of the line's 12,000 weekday riders experienced delays due to such anticipated problems as broken-down motor vehicles, illegal parking and operation of the cars' newly-installed wheelchair lifts. SEPTA distributed "It's illegal to park here" notices along the route, warning that vehicles and trucks which block trolleys are subject to a \$100 fine and may be towed. On certain days as many as nine buses had to be substituted for the PCC's, and a shortage of qualified operators sometimes occurred. (The latter problem should be alleviated when the operator rosters for Routes 10 and 15 are merged in February 2006.)

The new Route 15 timetables have proven to be popular, with copies unavailable at many timetable racks in center city. The folder displays a photo of PCC-II #2323 on the cover along with a winged logo reminiscent of the PTC emblem. SEPTA also has issued a carstop guide featuring #2326 on the cover. Reportedly, the movement of pullout cars in the contentious 59th Street area has been relatively trouble-free, with employees sometimes flagging opposing automobiles. New no-parking signs were to be installed last month on one side of 59th Street, where residents have been parking their cars. The parking controversy was the source of local opposition which delayed the startup of trolley service for nearly 15 months.

SEPTA's new ad campaign is kicking off this month, with a series of quirky TV commercials (watch for them!) But the promotion centering on the R1 Airport Line (see June *Cinders*) has been deferred, because of a disagreement with the City over the placement of advertising at the Airport.....SEPTA will award two contracts totaling about \$2.3 million as part of the 8th Street subway station accessibility project. Currently, there are 68 SEPTA rail stations which are fully accessible..... The October issue of *Trains Magazine* features an article by well-known Writer William D. Middleton entitled "Interurban triumph," which describes the history and modernization of SEPTA's former Red Arrow rail lines operating out of 69th Street Terminal..... SEPTA's page in the *Metro* newspaper was discontinued effective October 3. This action stems from a lawsuit brought by SEPTA to recover money owed under its five-year contract with the publication, which was distributed free of charge at many SEPTA locations (and elsewhere in Philadelphia). The Swedish publisher has agreed to pay SEPTA \$1.8 million to settle the lawsuit, but from now on the tabloid *Metro* will receive no special treatment at SEPTA stations. The news page, however, will continue to appear on SEPTA's website, which is www.septa.org. When the deal was first signed in 1999, it was strongly opposed by the *Inquirer* and other local papers.

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PHILADELPHIA EXPRESS

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SEPTA has exercised an option with manufacturer New Flyer to add 20 additional diesel buses to the current order for 100 40-foot buses. SEPTA plans to retire its last 96-inch-wide Neoplans, which SEPTA evidently feels will not cause a problem in operating 102-inch vehicles on narrow streets. All bus routes are now operated with accessible buses, those equipped either with wheelchair lifts or ramps. SEPTA and the City are sponsoring a study of a possible new transit corridor between the Parkside section of West Philadelphia and center city. Two community meetings were scheduled for September 26 to discuss the corridor, which originally was a part of the Schuylkill Valley Metro route when that was proposed as a light rail line. Philadelphia has been turned down on its application for \$6 million in Federal funds to install a radio communications system in center-city rail tunnels, to be used during emergencies. Instead, the *Inquirer* reported that metropolises such as Pocatello, ID, and Bismarck, ND, shared in the \$92.8 million of Justice Department funding, along with large cities such as New York and Phoenix, AZ.



SEPTA REGIONAL RAIL

As reported here in the August issue, SEPTA will be forced to curtail midday service on the R5 Paoli-Thorndale line, effective Monday, October 3. This is necessary to accommodate AMTRAK's mechanized Track Laying System, which will be working on the #2 express track between Paoli and Bryn Mawr and will require "fouling time" on the #1 eastbound commuter track. The work is part of the \$145-million program to upgrade the Keystone Corridor with continuous welded rail and concrete ties, which is to be completed by the end of 2006. On weekdays only through December, between 9:30 AM and 2:30 PM, R5 trains will operate hourly instead of half-hourly west of Bryn Mawr, with the odd trains turning back at Bryn Mawr station. Posters and flyers have been distributed showing the new schedules. After the work on #2 and #3 tracks is finished, beginning in 2007 SEPTA will fund the installation of welded rail and concrete ties on #1 and #4 tracks, as well as upgrading the signal system and replacing "Bryn Mawr" and "Paoli" interlocking plants. The projected cost to SEPTA is \$78 million, in addition to the \$1.6 million already spent for interim improvements to #1 and #4 which included installation of 2,200 wood crossties and some surfacing and alignment. Up to now, very little heavy maintenance work had been done on the former Pennsy mainline for at least 30 years.

SEPTA has placed ads in the trade press announcing a plan to sell its Bombardier push-pull trainsets and eight electric locomotives (see September *Cinders*). Deadline for expressions of

interest is October 14, although the ads say the sale would not take place until at least 2010 (after the 104 new Silverliner V MU's presumably would be in service). In the meantime SEPTA also might consider leasing some Arrow III MU cars from NJ TRANSIT. SEPTA plans to reissue most of its Regional Rail timetables effective October 31, when AMTRAK also will issue new schedules. Southbound R3 West Trenton trains are operating on the northbound #2 track between Woodbourne and Neshaminy Falls Monday-Friday during midday hours, while catenary replacement work is in progress on #1. SEPTA has announced the start of an \$11-million upgrade of the Mainline to Lansdale, which will include a new bi-directional cab signal system, installation of a new double crossover at Penllyn and reconfiguration of "Dale" interlocking in Lansdale to permit parallel train movements. The nearly-forgotten plan to restore the long-dormant Newtown Line remains on SEPTA's 2006-2017 list of capital projects, although SEPTA has never shown any great enthusiasm for the idea. The cost is estimated at \$32 million, which evidently would not include electrification of the line.

Phase 2 of the Wayne Junction to Glenside track and signal project is underway, albeit somewhat sporadically. Over the weekend of September 10-11 the work centered on "Newtown Junction" interlocking, with shuttle busing in effect for R2, R3 and R5 passengers between Wayne Junction and Glenside/Noble stations. R8 Fox Chase trains continued to operate, but with delays. Control problems at the interlocking persisted through Monday and Tuesday and over the following weekend, causing numerous train delays on several routes. As of late September, the pocket siding for Fox Chase trains at "Newtown Junction" still had not been placed in service, but the "bulge" on the northbound #2 track at the old Logan station near Wayne Junction was eliminated on October 1 and 2. Construction of the new "Jenkin South" crossovers near Jenkintown station also is proceeding as part of the \$85-million Wayne Junction-Glenside project. Another weekend outage tentatively is scheduled for mid-October. RL1 diesel #60 has returned from Brookville Equipment after receiving an electrical upgrade similar to that received earlier by sister #61. The new pedestrian underpass at Fort Washington station still had not been opened as of mid-September, meaning that the dangerous grade-level walkway remained in service. Improvement work has begun in SEPTA's Upper Level concourse at 30th Street Station, with part of the concourse blocked off for construction.

SEPTA has launched a "Keeping track—Rail riders in the know" effort to keep Regional Rail passengers informed on service changes and improvements. The information takes the form of postings in the trains, at stations and on the SEPTA website. But it's unclear if the program will include explanations of service delays, such as the following: On August 29 R3 train #9334 struck and killed an elderly trespasser at Blue Church Road in Morton. It was later determined that this was a suicide. Vandalism was blamed when R8 train #2843 struck a shopping cart on the track near Olney station on August 28, damaging lead MU #414. Several R5 and R6 trains were delayed on August 30 after AEM-7 #2305 suffered pantograph damage near the 42nd Street overhead bridge, which is undergoing repair. The wire at that site was found to be out of alignment. As reported in previous issues, ALP-46 locomotive #2308 has a long record of failures. It happened again on September 13, when Thorndale express #9571 could not get out of Roberts yard because of low oil in 2308's air compressor. Pantograph damage halted R3 train #329 at

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PHILADELPHIA EXPRESS

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Jenkintown at 8:55 AM on September 8, knocking out electrical power from there to "Newtown Junction." Many trains were delayed or even annulled as power on the #1 track was shut down for more than three hours, forcing single-track operation on the busy Mainline. Downed wires near "Zoo" interlocking at 8 AM on September 14 delayed numerous R5 trains and caused four R6 Cynwyd trains to be annulled.

The six-year, \$286.4-billion SAFETEA bill signed into law by President Bush in July contains \$250 million for SEPTA's Schuylkill Valley Metro project. It also authorizes \$120 million for NJ TRANSIT's Lackawanna Cutoff project, which would restore passenger service between New York City and Stroudsburg, PA, with a planned extension to Scranton (*Railway Age*). The law also contains \$800 million in seed money to help launch new high-speed rail corridors.....The continuing debate over rebuilding downtown Ardmore has an important element which is generally supported by all concerned: Replacing the dilapidated 1950's-era station now used by SEPTA and AMTRAK. In August the Lower Merion Board of Commissioners voted to spend \$287,000 for preliminary design and engineering studies, as well as environmental assessments, for a new Ardmore Transit Center. The Federal government already has earmarked \$6 million for the project.



AMTRAK again is operating full Acela Express service for the first time since last April, when the high-speed trains were withdrawn because of defective brakes. With the addition of one pair of trains on September 19, the total of New York-Washington weekday round-trips increased to 14, one shy of last winter's schedule. Then, on September 26 four pairs of trains were extended to and from Boston, bringing the total of weekday Boston-New York round-trips to eight. Weekend service also has been beefed up, as more trains were added on September 25 and October 2. The first Acelas were restored to service on July 11, with two weekday departures from New York and Washington. As additional trainsets received new brake rotor assemblies they were gradually returned to service, replacing conventional Metroliner equipment.....AMTRAK continues to cycle Acela trainsets through SEPTA's Frazer shop for their five-year maintenance checkup by employees of the manufacturing consortium, Bombardier and Alstom. In early September the eighth of Amtrak's 20 trainsets entered the shop for a five-week overhaul.

AMTRAK plans to transfer its two remaining Clocker round-trips to NJ TRANSIT, effective with the timetable change on October 31. This will mean the end of the historic Philadelphia-New York Clocker service long operated by the Pennsylvania Railroad, Penn Central and Amtrak, because NJT will originate and terminate the trains at Trenton. In line with a longstanding agreement, the trains now will be based out of NJT's new yard at Morrisville, PA. In recent years the Clockers have gained most of their ridership at stations in New Jersey, and under a State subsidy program NJT tickets are honored on the Amtrak trains. Last year Amtrak shifted one train to NJT, and NJT

locomotives frequently are seen on the head-end of the Philadelphia Clockers.....Effective September 20 AMTRAK began requiring reservations on Keystone trains between New York and Philadelphia, although they remain unreserved between Philadelphia and Harrisburg. This means that all Corridor trains now are reserved, except for the Clockers.

AMTRAK found itself the target of a mini rider revolt last month when it announced that it would no longer stop any trains at the Cornwells Heights station in Bucks County. This generated harsh criticism from commuters and elected officials, and within a week Amtrak had backed off from its decision. One Bucks County Congressman met personally with President David Gunn to plead the commuters' case. As a result, at least one eastbound Keystone train and two westbound Keystones will continue to stop at Cornwells Heights on weekdays, but the Clockers which also stopped there will be gone Another protest arose with last month's announcement of a general increase in AMTRAK fares, to be effective September 20. Northeast Corridor commuters were especially irate when informed that unlimited monthly "Smart Pass" tickets would go up by 30 to 50 percent, with passes between Philadelphia and New York increasing to \$1,008. (Amtrak sells an average of 1,989 monthly passes on the Northeast Corridor.) In response to the protests AMTRAK said that it would postpone the increases, but on September 27 a revised fare package was announced. Spurred by fuel cost increases of up to 40 percent, Amtrak will raise most fares by five to seven percent (seven percent on Acelas, five percent on Regionals, five percent on sleeper fares and seven percent on long-distance coach fares), effective October 4. It also will reinstate the sharp increase in commutation fares, cutting the discount off regular fares in two steps from the present 70 percent to 50 percent. The initial boost will take effect on October 16, with the full increase due next February. That's when New York-Philadelphia monthly passes will start to cost \$1,008 each. Ten-trip tickets will be adjusted to a 20-percent discount effective October 16.

AMTRAK Chairman David Laney said last month that some less-productive long-distance routes may be offered to private operators. "We will consider every conceivable solution to make it work," he said. "We're committed to hold the system together at an acceptable cost," he told a hearing of the Railroads Subcommittee of the House Transportation Committee. Amtrak expected to end Fiscal Year 2005 on September 30 with \$120 million in cash, in spite of the recent suspension of the premium Acela service. But Amtrak's operating loss for the fiscal year will exceed \$550 billion (*Trains*).....Federal support for AMTRAK was not finalized before the end of FY 2005, but Congress was expected to pass a continuing resolution to maintain the funding for Amtrak and many other agencies and departments at the current level through at least November 18 (NARP).....Earlier, during a speech at St. Louis, AMTRAK President David Gunn criticized the Department of Transportation (and by implication Secretary Norman Mineta) which, he charged, is trying to destroy Amtrak. "If Amtrak fails, intercity passenger rail will be gone in this country," he said, noting that with soaring fuel prices passenger rail is a key national transportation alternative (*Weekly Rail Review*).

Over the summer, AMTRAK renewed the southbound track on the Susquehanna River bridge at Perryville, MD, causing some minor delays due to single-track operation over the two miles between "Perry" and "Grace" interlockings (NARP) New York's Penn Station was evacuated for two hours on

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PHILADELPHIA EXPRESS

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Thursday evening, September 8, when a fire in an equipment room spread smoke through the building. Two minor injuries were reported (NARP)AMTRAK reports that "Dock" interlocking at Newark, NJ, needs to be overhauled in order to prevent a possible catastrophic breakdown of Northeast Corridor service. Much obsolete machinery is still in service at "Dock," which handles Amtrak, NJ TRANSIT and PATH trains over the movable bridge spanning the Passaic RiverThere's been a sudden outbreak of graffiti in the area around "Zoo" interlocking, with many signal cases and other equipment covered with new scrawlings, as well as the sides of the freight High LineThe October issue of *Trains* Magazine carried an interesting article on AMTRAK's Consolidated National Operations Center in Wilmington. Established in 1997, the center exercises control over train operations and crew assignments at all locations off the Northeast Corridor.



CSX,
NS,
OTHER ROADS

Both CSX and NORFOLK SOUTHERN sustained serious damage from Hurricane Katrina, which devastated the Gulf Coast around New Orleans on August 29. CSX, however, took the heavier blow, as estimates of repairs to 110 miles of its mainline between New Orleans and Mobile, AL, have come in as high as \$250 million. A tremendous storm surge stripped the track from the deck of NS's 5.2-mile trestle across Lake Pontchartrain north of New Orleans, but within ten days after the storm trains were again able to move across the bridge. NS brought in a fleet of heavy-lift cranes which fished the nearly-intact track out of the shallow lake and threaded it back onto the concrete deck, after which crews reballasted and surfaced the track! Both railroads, as well as AMTRAK, provided assistance to their employees in the distressed region.The September issue of *Railpace* contains an eight-page article on photographing Philadelphia's High Line, operated jointly by CSX and NS.....One truck on a car in CSX train Q438 derailed on the Trenton Subdivision near SEPTA's Lawndale station on September 12. SEPTA's R8 Fox Chase service was not affected but the pedestrian crosswalk at Lawndale was destroyed.....In an effort to improve its lagging operational numbers, CSX has announced that it will expand track capacity on certain of its mainlines in the Southeast and on the ex-CONRAIL River Subdivision between Selkirk, NY and North Jersey. Additional controlled passing sidings and improved signaling are among the projects listed in CSX's \$1.4-billion capital spending plan for 2006.

NS operated a special train for the Lexington Group of transportation professionals from Harrisburg to Altoona and Gallitzin on Friday, September 30. The return trip ran via the NITTANY & BALD EAGLE RAILROAD's line from Tyrone to Lock Haven, then over NS through Sunbury to Harrisburg. The seven-car, all-red "Pennsy-style" train was powered by Bennett Levin's glistening ex-Pennsy E8A locomotives #5711 and 5809.

The consist: Levin's former PRR open-platform business car Pennsylvania 120, sleeper Little Juniata Rapids, lounge Warrior Ridge, NS dining car General William Mahone, ex-CONRAIL coach New York, full-length dome Delaware (ex-Conrail) and theater inspection car Buena Vista. Levin's equipment deadheaded to Harrisburg the previous Wednesday, and returned to Philadelphia on Saturday.....NS received some good publicity in the October issue of *Trains*, with publication of an article by Fred W. Frailey entitled "Norfolk Southern—How fast can this horse run?" It pointed out the railroad's highly-successful turnaround in operations and traffic levels since shaking off the negative effects of the CONRAIL takeover in 1999NS handled a record 45.7 million tons of coal during the second quarter of this year. It was the railroad's highest coal volume since its consolidation with CONRAIL and was 3.9 percent greater than in the same period a year ago. The largest segment of this business is coal moving to utilities for electric generation (*NS Newsbreak*).

NJ TRANSIT reports that it handled a record number of passengers during Fiscal Year 2005, with average daily ridership across all services of about 800,000. This represents a five-percent increase over FY 2004, or nearly 37,000 new daily trips. In South Jersey the River Line light rail service carried an average of 6,100 daily riders. The regular River Line fare was increased from \$1.10 to a still-bargain \$1.25 effective July 1, and fares also were boosted on most other lines (see *May Cinders*).....Those 131 new bi-level commuter rail cars which NJT has ordered from Bombardier (see *August Cinders*) will have the luxury of two-and-two seating, with no uncomfortable middle seats. The price per car: \$1.57 million (DVARP).....NJT and New Jersey DOT have started a program known as the Transit Village Initiative, which recognizes and encourages the development of compact mixed-use communities centered around transit facilities. Transit-oriented developments such as the proposed "Transit Village Core District Main Street" near Princeton Junction station would have shops and residences within walking distance of the rail station. Pennsylvania has approved the Transit Revitalization Investment District Act (TRID), which authorizes State public transportation agencies to cooperate with counties, local governments, transportation authorities, AMTRAK and the private sector to create and develop such districts. The State would provide a 25-percent funding match for planning and implementation (*Railway Age*).

The new SAFETEA Act (see above) will provide Federal grants of \$165 million to \$220 million annually for improving road-rail grade crossing safety (*Railway Age*).....The freight railroads, through the Association of American Railroads, are wary of any efforts to repeal their longstanding antitrust exemption in negotiating rate and service matters. The recently-created U.S. Antitrust Modernization Commission is examining the nation's antitrust laws and antitrust immunities (*Weekly Rail Review*).....James A. Bistline, the Southern Railway and NORFOLK SOUTHERN official long known for his leadership role in the famed Southern/NS steam excursion program, died September 20 at the age of 90. Born in Newport, PA, near the Pennsy mainline, Bistline became general legal counsel for the Southern, and later was tapped by SR President W. Graham Claytor, Jr., to head the popular steam program. He retired from NS in 1987 but continued to travel and maintain his acquaintance with a wide circle of friends both within and outside the railroad industry. He was a frequent attendee at NRHS conventions and on private-car and public excursions.

(Continued on Page 7)



OCTOBER 15, 2005: "OcTrolley Fest 2005" in Darby, Yeadon and Elmwood, sponsored by Sharon Bank, 10 AM-4 PM. A SEPTA PCC-II trolley will operate between Yeadon loop and Elmwood depot via Darby. Tickets are free to the public and may be obtained at Darby Library, 1001 Main Street. Other events are being planned by Darby merchants and organizations. For information, telephone John Haigis at 610-583-0788 (website: www.darbyhistory.com).

OCTOBER 15, 22: Annual autumn leaf excursions from Port Clinton to Jim Thorpe, PA, and return, sponsored by Reading & Northern Railroad. Trains leave Port Clinton 9 AM, return about 6:30 PM, allowing passengers 3-1/2 hours in historic Jim Thorpe. Coach fare: \$39 per person. First-class space also available. Order tickets from: Reading & Northern Railroad, P. O. Box 218, Port Clinton, PA 19549-0218, attention Passenger Department. For information, telephone 610-562-2102 (website: www.rbnrr.com).

OCTOBER 19: Philadelphia Chapter, NRHS Board of Directors' Meeting, held in NRHS National headquarters, 100 N. 17th Street, Suite 1203, 7:00-8:30 PM. Members are welcome to attend.

OCTOBER 23: "Farewell to the FL9" excursion, celebrating nearly a half-century of service by these famous dual-powered locomotives on the New Haven, Penn Central, Conrail and Metro-North. Special FL9-powered train departs from Stamford, CT, Metro-North station at 9:20 AM, with connecting train leaving Grand Central Terminal, New York, at 8:07 AM. Trip will operate via Waterbury and Derby, CT, then over the former NH Maybrook line to Danbury, where a stop will be made at the Danbury Railroad Museum. The train will return to Stamford via the Danbury branch. Coach fares: \$75 adults, \$40 children (under 12), which includes box lunch, admission to the Danbury museum and a collectible souvenir timetable. For further information, telephone 212-499-4398.

OCTOBER 24: "The Pennsy in Blue" slide program by former EMD official Ed Sammler, at 7:30 PM meeting on West Jersey Chapter, NRHS, Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ (within walking distance of PATCO station). Admission free. Program will include scenes of Middle Division in PRR, Penn Central and Conrail eras. For information, telephone Dave Homer at 856-866-0361.

OCTOBER 29, 30, NOVEMBER 5, 6: Halloween specials from Temple, PA over Reading & Northern Railroad's former PRR Schuylkill branch, sponsored by Reading Company Technical & Historical Society. For information, telephone 610-929-9902 (website: www.readingrailroad.org).

NOVEMBER 5: "Eagle Canyon Express" diesel-powered excursion from Brunswick, MD to Romney, WV and return, sponsored by Hagerstown Chapter NRHS and Hagerstown Roundhouse Museum. This will include transfer to a chartered Potomac Eagle train on South Branch Valley Railroad for scenic ride through Eagle Canyon. Special MARC train leaves Brunswick 8:30 AM, Martinsburg 9:30 AM, returning to Brunswick about 6:30 PM. Fares: coach \$80 adults, \$75 seniors, \$60 children; deluxe \$85 adults; first class in Eagle Lounge cars \$110 adults. Deluxe and first-class passengers will be served

lunch on board. Order tickets from: Hagerstown Roundhouse Museum, P. O. Box 2858, Hagerstown, MD 21741, making checks payable to "HJTC." For information, telephone 301-739-4665 (website: www.roundhouse.org).

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

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.

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.



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

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

PHILADELPHIA EXPRESS (Continued from Page 6)

Rapidly rising fuel costs will mean higher freight rates for both rail and motor carrier shippers. For the past year many railroads and truck lines have added fuel surcharges to their rates, a trend that is sure to continue if the price of diesel fuel remains at a high level. What effect this will have on the overall economy remains to be seen. Some Northeast Corridor AMTRAK riders may question why higher fares are necessary in electrically-operated territory, but the answer may be that Amtrak wants to spread the pain around to all of its riders. In addition, commercially-purchased electric power most likely will rise in price as well, because some utilities rely on increasingly-costly coal and natural gas for power generation.....In July, EAST PENN RAILWAYS formally took over operation of Brandywine Valley Railroad between Modena, PA, and Elsmere Junction, DE. The purchase was approved by the Surface Transportation Board in April (see June *Cinders*). EPRY has purchased three ex-Southern Pacific B30-7 locomotives from UNION PACIFIC, #7811, 7836 and 7874, to operate the 28-mile ex-Reading line (*Railfan & Railroad*).....The Transportation Communications Union will merge into the International Association of Machinists. The 11,000 TCU members will be added to 129,000 railroad and airline workers already represented by the IAM (*Weekly Rail Review*).....The *Bull Sheet*, an informative newsletter issued monthly by former CSX Employee Allen Brougham, has ceased publication effective with the September issue.

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 the "hard to believe" department, we note that in the summer of 1928 the Pennsylvania Railroad ran a through train called the **Sea Gull** between Pittsburgh and Atlantic City. So, what's unusual about that? Not much, except the train also carried "through" sleeping cars from Cleveland, Cincinnati, Columbus, Wheeling, Louisville and Memphis via the Louisville & Nashville. Wow! Memphis was actually two nights out, but all the other points were overnight, arriving in Atlantic City at 7:40 AM. The last Pittsburgh-to-Atlantic City sleeper ran on September 1, 1958 (*Official Guide*, via Leslie J. Dean).....Sixty years ago, on September 6, 1943, the eastbound Advance section of the **Congressional** derailed at 56 mph at Frankford Junction in Philadelphia at 6:06 PM. The journal on the seventh car of the train burns off, with cars 6 to 15 derailed. The seventh and eighth cars are sliced open in collision with a signal bridge, and 79 people were killed. Main East-West trains were detoured via the Trenton Cut-Off, New York-Washington trains were detoured via Lehigh Valley-Reading and the Cresheim Branch-Trenton Cut-Off. Delair Bridge and some Clockers were rerouted to Camden (Chris Baer, PRRT&HS, Lancaster *Dispatcher*).

Miss "Southern Belle", Margaret Landry Moore, has passed away at the age of 82. Moore won a Kansas City Southern contest in 1940, earning the title to promote the Kansas City-New Orleans **Southern Belle** streamliner. She later got a contract with RKO Pictures and was in 15 feature films (*The Orderboard*)!.....Name two railroads (not related) that used "Brunswick green" color on their locomotives. Of course, everyone knows the mighty Pennsylvania Railroad was one, but the other was the original 1940 Kansas City Southern **Southern Belle** passenger train that was painted "Brunswick green", yellow and red.....The largest reinforced concrete viaduct in the world is in Pennsylvania (we knew that!). Canadian Pacific's (ex-DL&W, ex-D&H) Tunkhannock Viaduct at Nicholson holds the record, being almost 2,400 feet long 240 feet high and having 12 arches (*Guinness Book of Railroad Records*).

Due to an increase in freight traffic, Guilford Rail System is repairing 15 locomotives that had been stored at their Waterville (ME) shop. It is expected that by the end of 2005 Guilford's motive power fleet will include at least 100 operating locomotives (*The 470*).....General Electric expects continued growth at its Erie, PA locomotive plant throughout 2006. The facility projects between 825 and 850 units will be completed during 2005 with most being the new "Evolution Series". GE also makes other rail and non-rail products at Erie (*Lake Shore Timetable*).....Rail traffic for 2005 is up over last year. Recent figures show intermodal up 8% over 2004 and carload freight up about one percent (*Traffic World*).....In August, about 150 Amtrak employees at Beech Grove went to that Indiana town's city council and asked for a resolution of support for Amtrak to get the money from the Federal government for continued service. The council turned them down flat. Why? It seems that Amtrak pays no taxes to Beech Grove! (*Ties & Tracks*).....George: "Say, there's a bishop waiting to see you. He says he married you some time ago." Gracie: "Gee! I'm practically certain I never married a bishop!"

Baltimore's Canton Railroad was incorporated in May 1906 to build a switching line on Canton Company property (five miles on

the east side of the Baltimore Harbor) to connect with the Pennsy and the Baltimore & Ohio. Since then the Canton has been operated by a half dozen owners and has generally prospered, until the 1970's. In 1987 the Maryland Port Authority acquired the road. Today it operates 4.8 miles of railroad on 35.6 acres of land utilizing four EMD/GMD switchers – all hand-me-downs (*Extra 2200 South*).....A new shipper survey from Citigroup highlights the continued service problems at CSX Transportation despite the launch of its "One Plan," a campaign to schedule freight trains to improve service. Only 27% of customers saw service slightly improve over the last six months (*Traffic World*).....CSX continues to slim down, as it has just recently spun off 125 miles of line in Illinois and Indiana to the Paducah & Louisville Railway (*White Flag Extra*).

On September 5, 1936, Extra 3003 West, in charge of Conductor W. F. Moore and Engineman R. McCurdy, with 150 cars, moved Reading to Rutherford in two hours, 27 minutes, including an added layover of 34 minutes at Lebanon, waiting for Train #195 and taking water (*Reading-Jersey Central Magazine*).....The restored former Reading Tamaqua station (1874) now houses a restaurant with fine dining and a selection of local wines (*The Crusader*).....Western Maryland Scenic Railway EMD GP30 #502 caught fire this summer and suffered extensive damage. The unit was built as Reading #5507, then Reading 3607, and Conrail 2175 before making its way to the WMSR (*The Crusader*).....Who can tell Roy and his staff about the restaurant and railroad car in Lederach, PA? As part of its dining area there is a 60-foot-long wood business/private car complete with six-wheel trucks, on track. It is painted green and yellow and lettered "Reading Company" and named *Harriman*.....Near Lederach, have you seen the single truck Birney car at the Hotel Fiesole in Skippack? A self-appointed traction expert informs us that it is a Reading Transit car that once operated in the Norristown area (Roy).

In 2005 China is building the first ever train station in Lhasa, Tibet, making it the final stop of the 700-mile Qinghai-Tibet Railway. The new station will also be 2.5 miles above sea level, making it the World's highest (*Metro Magazine*).....In Qaim, Iraq, Navy Chaplain Lt. John Anderson conducts worship services and counseling in a partly-restored rail passenger car known to the troops as "Soul Train". The photo of the "chapel" indicated that it may be of European origin, as it is complete with buffers (*USA Today*).....The World's steepest railway is the Pilatus Rack Railway in Switzerland with a maximum 50% grade!! (*Guinness World Records*).....In you don't claim your belongings within 90 days, the Toronto Transit Commission will place lost property on Ebay for sale to the highest bidder. TTC estimates that about 44,000 items a year are left on trains, trolleys and buses. TTC earns about \$23,000 per year selling the stuff. Interested?? Go to www.ttc.ca and click on "TTC Auctions". Roy got a cheap pair of false teeth from the auction and they are great – as long as he doesn't use them to chew (*Metro Magazine*)!!

The Santa Fe has a new innovation that has caused much comment. On May 1st, the line will put into service a fleet of horseless cabs in Chicago and Denver to carry passengers between Santa Fe trains and their hotels or place of business. The rate will be the same as in horsedrawn carriages and the sophisticated vehicles will be manned by drivers in Santa Fe uniforms. This is believed to be the first use of horseless carriages by any American corporation (April 9, 1896 *Railway World Magazine*).

Cinders Tunnel Quiz

From our "Quizmaster" comes another in a series of railroad-related quizzes, this one dealing with railroad tunnels. Any answer may be used more than once, and the QM states that there are five (5) points for every correct answer, with 100% getting high praise from the Editor. (Actually, the Editor thinks this quiz is much too easy.) If you get 100%, tear off and mail the sheet to:

**Tunnel Quiz
Philadelphia Chapter, NRHS
P. O. Box 7302
Philadelphia, PA 19101-7302**

All correct submissions will be placed in a drawing and a prize awarded. Good Luck!

1. Boston & Maine
2. New York, Ontario & Western
3. Erie
4. Lehigh Valley
5. New York Central
6. Reading Company
7. Delaware & Hudson
8. Pennsylvania
9. Baltimore & Ohio

- A. Anthony's Nose _____
- B. Belden _____
- C. Dillinger _____
- D. Fairmount Park _____
- E. Gallitzin _____
- F. Flat Rock _____
- G. Musconetcong _____
- H. Mahanoy _____
- I. North River _____
- J. Otisville _____
- K. Sand Patch _____
- L. Spruce Creek _____
- M. Virginia Avenue _____
- N. Vosburg _____
- O. High View _____
- P. State Line _____
- Q. Hoosac _____
- R. Park Avenue _____
- S. Howard Street _____
- T. Black Rock _____

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