



# CINDERS

SEPTEMBER 2005



## IN THIS ISSUE

Philadelphia Chapter News.....	1
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
ODDS AND ENDS, by Roy L. Hudson.....	6
Extra List.....	7

Volume 66

Number 8

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, SEPTEMBER 16, 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.)*

At presstime, the subject matter for the program portion of our  
 meeting on Friday evening, September 16, 2005 was not known, so  
 it will remain a surprise!!

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, SEPTEMBER 13, 2005 to Dinner  
 Chairman Bill Gardiner at 215-632-7016.** The menu for  
 September is as follows: tossed garden salad, entrée choice of  
 Ham & Romano crusted chicken breast, or stuffed flounder, with  
 cherry cheesecake for dessert. 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 October 21,  
 November 18 and December 9. Come out and join your fellow  
 members for an evening of railroading and its heritage on Friday,  
 September 16.

### An Addition.....

In the August issue of *Cinders*, we published, as we  
 usually do, a list of members who were noted in attendance at the  
 2005 NRHS Convention at Portland, OR. One of the fallacies of  
 listing attendees is that we will miss someone who was there. This  
 year proved no exception, and we've been advised that we missed  
 Member Lee Schultz. Sorry, Lee!

## E-Mail Update Requested From Members

A number of members have requested that we publish  
 an updated E-mail address directory. We published a directory  
 several years back and have not updated it since.

Members who wish their E-mail address included in the  
 directory are asked to send their name and current E-mail address  
 to [avrestower@comcast.net](mailto:avrestower@comcast.net). If you don't wish your E-mail  
 address published in *Cinders*, please **do not send it** to us.

We'll hopefully have this material assembled and can  
 publish same in the October or November issue.



## BUCKEYE RAILS

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

The pre-registration form for the 2006 NRHS Convention,  
**Buckeye Rails**, was recently mailed to every member with  
**National Railway Bulletin**, Issue #3, 2004.

This nearby convention, hosted by the NRHS Society and  
 Convention Committee, will provide numerous attractions for  
 the entire family, within a day's drive of Philadelphia.

Copies of the form will be available at the September 16  
 meeting.

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

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

#### CHAPTER OFFICERS

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

#### COMMITTEE CHAIRS

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

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

**ANNUAL MEMBERSHIP DUES:** \$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.

## *An Open Letter to the Members of Philadelphia Chapter*

On June 9, 2005, I informed the Nominating Committee of NRHS as well as the senior officers of the Society that I would not be a candidate for the position of Senior Vice President of NRHS for the year 2005-2006. Those who know me well will recognize that this decision has not come easily, and is filled with sadness and pain. The reality is that I can no longer sit on the dais at National meetings and in good conscience face a Board of Directors as the National President does his best to put a sugar-coated "spin" on information he feeds to the Board.

For more than two years, we have unnecessarily expended thousands of Society dues dollars in supporting the setup, operation (and, as of July 1, 2005, the disbanding) of a remote membership records operation when there was in place in early 2003 a solid plan to outsource dues bill preparation and its allied functions as a more efficient means of providing this service to the Society. In spite of pleadings from the majority of his senior officers, the President, in apparent deference to political correctness, failed to take the necessary action to get this operation in alignment with the needs of the Society, telling the directors that it was a "work in progress". The bottom line is that this operation is no better off in the Fall of 2005 than it was in the Fall of 2003, when we fell flat on our face in preparation of 2004 dues bills. In addition, it took until January, 2005, to provide membership cards to any new member who had joined since October, 2003.

Oversight for the membership records function was placed on the shoulders of the current President, only because the remaining senior National officers would not accept the responsibility of supervising an ill-advised operation that needed a complete revamping, in probability with a new database. Only now, in late 2005, is NRHS taking the steps to do this, some two years after recognition that "patching up" the old database was not going to work and needless dollars expended on same.

On June 27, 2005, I outlined to the NRHS Board of Directors, in a five-page letter, my reasons for not running. In that letter and my June 9 memo, I stated that I would serve out my full term of office until fall NRHS elections on November 6, 2005. The President, meanwhile, chose to cut me off from

communications, in spite of my still being a National officer, until he received the letter of June 27. However, to this date, I still am not copied on various staff matters and, in spite of 44 years of membership and more than 20 years of National service, my input is apparently unwanted and spurned by the President.

In an article in the July 2005 *NRHS News Extra*, with no by-line but obviously written by the President, he states that my June 27 letter "contained numerous factual errors and misinterpretations". Actually, the President's article contains "**misrepresentations**" on his part. As an example, he states that "the remaining officers believe Mr. Eastwood is sincere in his desire to step down from his office and significantly reduce his participation in the activities of the national organization". That assumption is absolutely **false** and has never been stated by me.

In more than four decades of service to NRHS, I have never felt more frustrated and deeply concerned about the direction in which the National organization is going. The many supportive communications I've received from fellow NRHS board members almost unanimously urged me to run against the current President in this year's election, so we might be able to move beyond the last two years of instability. Were it not for other commitments I have (including Philadelphia Chapter), I would take on that challenge, confident that I would be able to handily win that election.

I have been informed that I will also be replaced as Director, Membership Awards. I would hope to continue as Director, Basic RailCamp, now in its eighth year of successful operation, but that will depend upon the whims of this President.

Change must come at the very top of our Society. We need a president who will be a leader in disseminating **realistic, accurate** information to the Society's directors and membership. Our failure to take this step will result in a further erosion of confidence (as well as membership) in NRHS. **We can afford neither!** As Philadelphia Chapter's National Director, you may expect that I will challenge statements and decisions, which in my knowledgeable view, do not represent the best interests of NRHS.

R. L. Eastwood, Jr.,  
September 1, 2005

*(Copies of my June 27, 2005 letter to the NRHS Board of Directors is available upon request to any Chapter member.)*

# PHILADELPHIA

# EXPRESS



FRANK G. TATNALL, JR.



## SEPTA TRANSIT

It has been ominously quiet on the labor front at SEPTA ever since mid-June, when Transport Workers Union Local 234 agreed to keep working without a new contract. This avoided—or postponed—a work stoppage on the City Transit Division, the union promising not to strike during the summer. Behind-the-scenes discussions most likely are in progress, but at *Cinders'* presstime there had been no announcement as to the status of the contract negotiations. Employee contributions to health care costs remain the biggest sticking point between union and management.

The *Inquirer* reported last month that a road builders association has launched a public relations campaign opposing Governor Rendell's diversion of \$412 million in Federal highway funds to the State's mass transit systems. Almost 63 percent of that sum, \$258 million, will go to SEPTA to help plug budget deficits through the end of next year. Rendell took the action because the Republican-dominated Legislature had failed to pass a transit funding bill, which also could have included money to repair highways and bridges in rural areas. The road builders group claims that Pennsylvania is \$1 billion behind on highway funding statewide. "They're sending your highway taxes to Philadelphia so bus and subway fares there won't have to be increased," says a radio ad aimed at listeners in the central part of the State. "But your gas prices keep going up and up while their bus and subway fares stay level...Isn't it time they worried about the other Pennsylvania?" At the time of his action, the Governor said that he intended to head off fare increases, service cuts and employee layoffs at 16 transit agencies which serve 65 percent of the State's population.

As reported in last month's *Cinders*, the long-delayed trolley service on Route 15 Girard Avenue was set to begin on Sunday, September 4. By the end of August all 18 of the rebuilt POCC-II cars were ensconced in their new home at Callowhill depot, the much-discussed parking problem on 59<sup>th</sup> Street having been resolved. On the same date, subway-surface Route 10 will move to Callowhill, after 13 years of working out of Elmwood depot in Southwest Philadelphia. Operators finishing their runs on Friday and Saturday were to return their Kawasaki cars to Callowhill rather than over the long pull-in route to Elmwood. After many years as an all-bus facility, two bays at Callowhill have been refurbished for trolley operations. SEPTA issued a new timetable for Route 15, featuring a photo of PCC #2323 and a PTC-style winged logo on the front cover. The eight-mile line operates between 63<sup>rd</sup> Street & Girard Avenue in West Philadelphia and the Richmond & Westmoreland Streets loop in Port Richmond. SEPTA is reminding passengers that cars must be boarded at the platform islands along certain portions of Girard Avenue, because trolleys do not pull over to the curb as buses do!

Riders on Routes 10 and 15 also benefit from the "transit first" signalization which has been installed on both lines. This gives trolleys preference at 36 intersections along Girard Avenue and 26 intersections along the Route 10 corridor, allowing on-board control devices to clear traffic signals for approaching cars.

SEPTA contractors were working around the clock during the nine-day shutdown August 19-29, replacing a portion of the Market Street elevated structure. The entire \$567-million project will not be completed until late 2008—if all goes according to plan—and additional extended shutdowns can be expected next year.....Work should be completed by next January on the 1,000-space parking garage now under construction at the Frankford Transportation Center. The historic (1923) Bridge Street station building adjacent to the new el terminal should be fully restored by next month. Total cost of the FTC project, which began in 1999, is about \$187 million ..... Construction of the new West Chester Transportation Center in downtown West Chester is well along, after disagreements with Chester County over configuration of the building. The bus terminal will occupy the street level of a seven-story parking garage which the County is building across Market Street from the proposed Justice Center. Four SEPTA bus routes and buses of other operators will utilize the new transportation center .....SEPTA also is working on the renovation of the Broad Street subway's North Philadelphia station, to be known as the North Philadelphia Transportation Center. Numerous improvements, including new escalators, reopened entrances, new street-level headhouses, and limited work on the nearby R8 Regional Rail station, are included in the project.

Former SEPTA Board Member and Bucks County Commissioner Andrew L. Warren has resigned from PennDOT to run for Congress in the 8<sup>th</sup> Congressional District. Warren, 62, who recently switched his party affiliation from Republican to Democrat, for several years has served as PennDOT's district executive for southeastern Pennsylvania. An active transit supporter, he was a County commissioner from 1980 to 1995 and appointed himself to the SEPTA board for part of that time ..... In this space last month we pointed out that no one was advertising the benefits of using SEPTA to reach the U.S. Amateur golf tournament, which was held at Merion Golf Club in Ardmore August 22-28. Anyone driving to the tournament had to park at a remote location and ride shuttle buses to the golf course, whereas SEPTA's Route 100 Norristown High Speed Line serves Ardmore Avenue station within walking distance of the club. Finally, on Monday, August 22 (the day the tournament started), a notice to that effect appeared in the *Metro* newspaper distributed free at SEPTA locations.....Last month we also were puzzled about the \$4.2 million included in the new Federal transportation law for "intermodal transportation" at the Philadelphia Zoo. Turns out the money is for a project to include improvements for "public transportation complements" (read bus and trolley facilities), pedestrian walkways and "landscape improvements to surface parking lots." (Continued on Page 4)

## PHILADELPHIA EXPRESS

(Continued from Page 3)

## SEPTA REGIONAL RAIL



SEPTA dropped a bombshell last month when it announced that all of its push-pull equipment has been put up for sale. This would include 35 Bombardier-built coaches, ten cab cars, seven AEM-7 electric locomotives and one ALP-44 electric unit. SEPTA apparently feels that these trains are not cost-effective because they normally make only one round-trip five days a week. However, reports have surfaced that SEPTA is eyeing a deal with NJ TRANSIT, in which it would send some or all of the push-pull trains to NJT in trade for an undetermined number of NJT's Arrow III electric multiple-unit cars. NJT owns 230 of the Arrow III's, built by General Electric in 1977 and similar to SEPTA's Silverliner IV fleet of the same era. (In recent years NJT has acquired only unpowered Comet coaches rather than MU's.) The deadline for submitting proposals to SEPTA is October 14. While the future of the Bombardier trains was being debated, SEPTA is proceeding with its long-delayed plan to purchase 104 Silverliner V MU cars (see August *Cinders*). The due date for bids on this proposal is October 28.

During most of August there were relatively few serious problems on the Regional Rail system. The ones that did occur were concentrated on the R5 Paoli-Thorndale line which operates on AMTRAK's Keystone Corridor. At 6 PM on Friday, August 12, train #7565 struck a segment of welded rail which had been dropped beside the #4 track west of Berwyn station, in preparation for the track rebuilding project this fall. Somehow the rail was fouling the track but until it was moved out of the way trains had to use #3 track for the rest of the evening. Monday, August 15, was a bad day on the R5. Many trains were late that morning because of a signal failure west of Whitford, evidently caused by a severe thunderstorm the previous night. Then, just after that problem was corrected, at 11:45 AM a tree fell across the catenary over the #2, 3 and 4 tracks, a short distance west of Wynnewood station. Power was restored on #1 and 2 a few minutes later, allowing inbound service to resume, but numerous westbound trains were annulled before normal operations were restored at 2:15 PM. Then, on the morning of Friday, August 26, a truck carrying hazardous materials became wedged in the King of Prussia Road underpass at Radnor station about 7:15 AM. All SEPTA and Amtrak trains were halted for a time, with R5 trains turning back at Bryn Mawr, but by 8:30 normal service had resumed except that SEPTA trains were not stopping at Radnor station. Shuttle buses were operated between the Radnor, Villanova and St. Davids stations until the truck was removed around 3 PM.

SEPTA continues its work on the \$85-million Wayne Junction to Glenside track and signal project. R2 Warminster, R3 West Trenton and R5 Lansdale-Doylestown passengers were warned to expect delays on Saturday, August 27, when single-tracking would be in effect between "Newtown Junction" and Jenkintown. The next day, August 28, R8 riders were bused

between Wayne Junction and Fox Chase due to track and signal work. The new "pocket" siding at "Newtown Junction," designed to hold certain northbound R8 trains at the entrance to the single-track Fox Chase Line, remained out of service in late August. All track, switches and catenary were in place, but some ballasting and signal work was yet to be completed. A full weekend shutdown on the Mainline north of Fern Rock is still planned for September 9-11 (see August *Cinders*). Shuttle buses would be used in a similar pattern to the July 8-10 outage. The \$8-million parking lot expansion at Fort Washington station, including a new pedestrian underpass, was substantially completed in early August. In our report last month on SEPTA service for the July 2 "Live 8" concert in center city Philadelphia, we neglected to mention that SEPTA ran at least ten extra trains for concertgoers. These were in addition to the extra cars added to numerous regular trains. Still, SEPTA was severely criticized for the crowding and delays encountered by many riders.



## AMTRAK

Late last month AMTRAK was still running the same Acela Express schedules that took effect on August 1: Nine weekday round-trips between New York and Washington and three between New York and Boston. Reduced schedules were operated on weekends. As more trainsets are retrofitted with new brake rotors (see August *Cinders*), additional Acelas can be expected to return to service this month. AMTRAK still plans to begin rail and tie replacement between Paoli and Bryn Mawr this month or sometime later in the fall. Yet another welded rail train was spotted on August 17 in a siding near "Zoo tower," headed by P40 locomotives #817 and 832.

A CSX freight train derailed in Oak Point yard in the South Bronx at 7:15 AM on Tuesday, August 23, alongside AMTRAK's mainline from Penn Station to New Rochelle, NY. The derailment fouled the track and tore down the catenary and support structures, disrupting service on the Northeast Corridor between New York and Boston. By late the next day one track was cleared sufficiently to operate nine Regional trains to and from Boston, using diesel locomotives to pull trains past the wreck site, but Acela and Metroliner service was suspended until Friday. METRO-NORTH honored Amtrak tickets between Grand Central Terminal and New Haven (NARP, *Trains*). The week before, AMTRAK service to and from the South, as well as VIRGINIA RAILWAY EXPRESS commuter service, suffered delays due to CSX's replacement of an interlocking at Arkendale, VA, south of Quantico. On the weekend of August 13-14 some Amtrak trains were delayed four to five hours, while certain other trains were cancelled. Normal service was not restored until the following Friday, five days later than originally planned (*Trains, Weekly Rail Review*).

AMTRAK made some service curtailments as Hurricane Katrina struck the South Florida region on Thursday, August 25. Silver Service trains #91 and 97 originating in New York August 24, 25 and 26 bound for Miami were terminated at Orlando, FL, while northbound counterparts #92 and 98 originated at Orlando on the 25<sup>th</sup>, 26<sup>th</sup> and 27<sup>th</sup>. At presstime the powerful hurricane had passed into the Gulf of Mexico and was projected to

(Continued on Page 5)

## PHILADELPHIA EXPRESS (Continued from Page 4)

head north through Louisiana and into the Ohio Valley. Amtrak announced that trains #58-59 **City of New Orleans** would be turned at Memphis, TN, on August 27, 28 and 29 and #19-20 **Crescent** would terminate and originate at Atlanta. Trains #1-2 **Sunset Limited** were turned at San Antonio, TX.



CSX  
NS  
OTHER ROADS

CSX management is optimistic that the railroad's operations finally are on the mend, after six years of substandard performance following the breakup of CONRAIL. CEO Michael Ward told analysts last month that CSX will increase its annual capital spending to more than \$1.4 billion over the next two years. Much of the money will go toward increasing capacity in the Northeast and the Southeast, where a large proportion of CSX's non-Conrail lines are single track. "We believe the management team at CSX is making considerable progress in changing the operating culture of the company," said Rail Analyst Jim Valentine of Morgan Stanley. Implementation of its "One Plan" operational overhaul, has run into snags in some key locations. "CSX has been somewhat in the investment community wilderness for the last three years after making promises it wasn't able to keep at its last investor meeting in 2002," said UBS Analyst Rick Patterson. One of those promises was to get its operating ratio down to 80 percent by 2004 (it finally reached 81.9 in the second quarter of 2005). But company executives expect revenue growth of four to six percent annually over the next five years, due to increased consumer spending, a rise in imports and tight transportation supply which can help boost freight rates (*Traffic World*).....*Trains Magazine* ran a lengthy article in its September issue documenting CSX's struggles since it took over 42 percent of CONRAIL in 1999. The article concludes that CSX management has given up looking for a "silver bullet that is going to fix everything," and instead is focusing on a serious plan to turn things around in an effort to match the performance of competitor NORFOLK SOUTHERN.

Average train speed on CSX during the second week of August was 19.4 mph versus 20.2 mph in the year-ago period, while the average train speed on NS was 22.4 mph versus 22.6 mph. CANADIAN NATIONAL turned in the best performance: 26.3 mph versus 25.4 mph. Average terminal dwell time on CSX (the time the average car spends in yards not moving) was 28.9 hours versus 28.1 hours a year ago, while on NS the times were 21.9 hours versus 21.5 hours. In this category, BNSF had the lowest average dwell time: 10.3 hours versus 9.9 hours a year ago (*Weekly Rail Review*).....CSX and the City of Philadelphia are still wrangling over the railroad's announced intention to close two pedestrian grade crossings which provide access to the Schuylkill River Park in center city. CSX appeared willing to leave the Race Street crossing open but insists on closing the busier crossing at Locust Street. A lawsuit filed by CSX last fall is still in Federal court pending the outcome of further negotiations, but City Council has scheduled a hearing for October 18 to look into CSX's operations.

CSX last month was taking delivery of 12 new ES44DC locomotives from General Electric. They have been spotted passing through Philadelphia on the head end of train Q439 enroute from Selkirk, NY, to Hamlet, NC (Dick Adams).....Old Pennsy officials would be turning over in their graves if they could see what's happened to parts of their famous High Line in West Philadelphia. Now used jointly by CSX, NORFOLK SOUTHERN and CANADIAN PACIFIC (but maintained by CSX as part of its Harrisburg Subdivision), the north section of the 100-year-old elevated railroad near "Zoo" has become infested with trees, foliage and undergrowth, whose roots eventually could work their way between the stones and possibly weaken the structure. A few years ago the stones supporting one side of the equally-old Rockville bridge near Harrisburg collapsed into the Susquehanna River under the weight of a coal train.

PATCO will get \$50 million in Federal funds to help with the planned overhaul of its 121-car fleet, some of which dates from the opening of the system in 1969 (see March 2002 *Cinders*). Total cost of the renovation is estimated at more than \$160 million, which will be cheaper than buying new cars at around \$2.2 million each. Preliminary design work will take a year.....NJ TRANSIT plans to hire a private investigation company to conduct what officials are calling a "mystery shopper program," in which anonymous investigators will ride the system to monitor the conduct of frontline rail and bus employees. They also will call NJT's information hotline, send e-mails to the customer service staff, and ask for help at information counters, then submit written reports on their experiences. "It can be pretty tough out there, so we are trying to make sure our customers are being treated properly," explained one NJT official. Last year, the agency spent \$490,000 for covert monitoring of its own system and the bus routes run by 18 private companies that receive subsidies from the State (*Trains*).

An article in the August 21 *Inquirer* reported on the State of New Jersey's effort to crack down on open-air transload stations where railcars are loaded with trash for movement out of state. The SOUTHERN RAILROAD OF NEW JERSEY is currently attempting to establish a transfer facility for bulk commodities, including trash, at Elwood, on the NJT Atlantic City Line, but the State and the Pinelands Commission have filed suit in Federal court to halt the project. The attorney representing the railroad is John Fiorilla, who also serves as NRHS general counsel. Meanwhile, both of New Jersey's Senators have introduced a bill in Congress to require railroad transfer stations to meet the same environmental regulations as other garbage facilities.....The METROPOLITAN TRANSPORTATION AUTHORITY announced last month that it will install 1,000 surveillance cameras and 3,000 motion detectors in subway and commuter rail stations in New York City. A \$212-million contract has been signed with Lockheed-Martin as part of the City's counterterrorism effort, supplementing some 1,000 security cameras already in service.

The Railroad Retirement Board said last month that railroad employment in the U.S. at the end of June 2005 stood at about 234,000, up from 223,000 at the end of 2003. This was the highest rail employment figure since 2001.....Federal Railroad Administrator Jennifer Dorn will step down prior to the Senate's confirmation of her as alternate executive director at the International Bank for Reconstruction & Development. No successor has yet been named by the Bush Administration.....The FRA reports that 203 trespassers were killed by trains in the U.S. during the first five months of 2005, up 14 percent from the same period the previous year (*Weekly Rail Review*).

## 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)*

A snapshot of the Union Pacific (largest freight railroad in the Western hemisphere): operating revenue is \$12.2 billion on 33,000 route-miles in 23 states (mostly west of the Mississippi River). UP has 48,000 employees, 7,682 locomotives (average age 14.7 years) and 104,660 freight cars. The railroad dispatches almost 3,000 trains per day and its operating ratio is 89.4 percent, the highest in the last six years. The percentage of revenue from each product base is as follows: agricultural (14%), automotive (11%), chemicals (15%), energy (coal) (20%), industrial (21%) and intermodal (19%). UP's principal competitors are barge, truck and rail, with the latter mainly BNSF (*UP 2004 Annual Report*).....Even with some problems in the Powder River Basin (coal) area of Wyoming, the big six U.S. freight railroads had a very good second quarter. Statistics are shown below.

### Recent Railroad Securities Statistics

<u>Railroad</u>	<u>Recent Price</u>	<u>52-Week Low</u>	<u>Annual Dividend</u>
Burlington Northern Santa Fe	\$54	\$34	\$0.80
CSX Corporation	\$44	\$31	\$0.40
Canadian National	\$65	\$45	\$1.00 (Cd)
Canadian Pacific	\$39	\$25	\$0.60 (Cd)
Norfolk Southern	\$36	\$27	\$0.52
Union Pacific	\$69	\$55	\$1.20

Source: *The Wall Street Journal*

New York's Metropolitan Transportation Authority needs to be more economically efficient to get \$27.7 billion from the State to run the system through 2009. How will they do it? Hire the consulting firm of Booz, Allen, Hamilton to show them, for a little more than \$500,000! (*New York Times*).....Phoenix, Arizona's light rail system is now under construction. The initial route will run some 20 miles through the metro areas of Phoenix, Tempe and Mesa with total cost estimated at about \$1.5 billion. That seems within reason, but, what then about the additional \$1 billion for the "people mover" to connect to Sky Harbor Airport? (*Phoebe Flash*).....In Chicagoland, recent statistics indicate that METRA's ridership reached a new high in 2001 with 530 million rides. In 2004, there were 480 million which included a 35% increase in "reverse" trips following jobs moving to the suburbs (*The Fast Mail*). A 14-mile extension of the Seattle monorail was approved by voters in 2002. To pay for it, the monorail managers want to borrow a whopping \$9.3 billion (you read correctly - billion!), to be paid off over nearly 50 years. The Washington state treasurer is worried that this could damage the credit rating of the entire state (*The Economist*).

The Phoenix Bridge Company of Phoenixville, PA, has just completed work on 18 bridges for the Chinese Eastern Railway, a western extension of the Trans-Siberian Railway. The shipment of these bridges is now in progress via the Suez Canal to Vladivostock (*Railway World*, July 22, 1899).....The Reading's stone arch bridge at West Falls was built in 1855 and has an ascending grade of 0.25% eastbound, the beginning of the 0.8% Falls grade. Today, the venerable structure continues to carry the heaviest diesel locomotives in use.....Did you

notice?? One of the 2005 NRHS Heritage grants was to the Pennsylvania Trolley Museum, Washington, PA in the amount of \$2,500 toward the restoration of 1923 Brill-built PTC #8042 which ran on the streets of Philadelphia for years (*The Orderboard*).....Not counting the few active interlocking towers, there are a number of preserved railroad towers in the Tri-State area, and they are shown in the box below.

### Preserved Towers in the Tri-State Area

<u>City</u>	<u>State</u>	<u>Orig. RR</u>	<u>Other Information</u>
East Stroudsburg	PA	DL&W	
Harrisburg	PA	PRR	"Harris"
Huntingdon	PA	PRR	"Hunt"
Mahoningtown	PA	B&O	"UN"
Scranton	PA	DL&W	
Strasburg	PA	PRR	"Lemo" (Lemoyne)
Tobyhanna	PA	DL&W	
Harrington	DE	PRR	
Cold Spring Village	NJ	PRSL	Woodbine Junction
Tuckahoe	NJ	PRSL	(work in progress)
Waldwick	NJ	Erie	

*(Information gathered from the Bull Sheet and elsewhere)*

This columnist is sick and tired of listening to Amtrak and the commuter railroads having to beg for millions of dollars just to survive, while Boston's "Big Dig" project of tunnels and expressways has consumed some \$14.6 billion, way over the amount originally projected (*USA Today*).....A suspicious plastic bag closed the Tri-Rail commuter rail station at Delray Beach, FL for five hours. Bomb technicians from the Palm Beach County Sheriff's office disabled the bag by hitting it with a strong blast from a water cannon. By the way, the bagel inside did not explode! (*White Flag Extra*).....Earlier this year, Greyhound announced another round of service cuts. This time the axe will fall on bus service to 150 cities/towns in the Southwest. In 2004, Greyhound carried 22 million passengers compared to Amtrak's 25 million (*Arkansas Railroader*).....In a sign of the times, the downtown Pittsburgh Greyhound terminal will be demolished in September to make room for a 1,000-space parking garage (*USA Today*).

In a couple of overseas notes, Irish Mail once constituted important revenue to the Emerald Isle's rail network. On Sunday, May 9, 2005, the last mail was carried when the contract expired. The last train to carry the "Post" in Ireland was the 19:10 Dublin-Heuston-Cork (Patrick E. Purcell).....After almost four years of operation, European rail service TGV Med has captured 95% of the combined air-rail market on the Paris-Avignon line, 100% of Paris-Nimes and 62% of Paris-Marseilles. These trains operate at a top speed of 186 miles per hour (*Metro Magazine*).....The State of Alaska and Canada's Yukon Territory will jointly spend \$5 million to survey the economic and social benefits of a proposed railroad to run through Alaska and Canada. Imagine (in your dreams) through sleeping cars between Toronto and Fairbanks and even perhaps Chicago and Fairbanks! (*The Order Board*).....As mentioned earlier this year in *Cinders*, VIA Rail Canada celebrated the 50<sup>th</sup> anniversary of Canada's two famous transcontinental trains. The honored were the ex-CN **Super Continental** and the renowned ex-CP **Canadian**; the latter is still operate by VIA Rail, mostly over the route of the later **Super Continental** (VIA Rail Canada).

(Continued on Page 8)



**SEPTEMBER 10-11, 1005:** Railfan Weekend at the Lehigh Gorge Scenic Railway, Jim Thorpe, PA, featuring train rides through Lehigh Gorge State Park, vintage equipment displays and night photo session. Regular diesel-powered gorge trains will depart at 11 AM, 1 and 3 PM Saturday, 11 AM and 1 PM Sunday. In addition, a special mixed train to Old Penn Haven and return will leave Jim Thorpe at 4:30 PM Saturday, and a 46-mile round-trip special to Bridgeport (east of White Haven) and return behind ex-Reading C630 #5308 will leave at 3 PM Sunday. Regular fares apply except on mixed train (\$20 per person) and on Bridgeport trip (\$25 per person). Night photo session is \$5 per person. Tickets may be purchased on day of event. For information, telephone 570-325-8485 (website: [www.lgsry.com](http://www.lgsry.com)).

**SEPTEMBER 17:** Delaware Transportation Festival at Amtrak station, Front & French Streets, Wilmington, DE, 10 AM-5 PM, sponsored by DelDOT and Amtrak. Featured will be equipment displays (NRHS-owned FP7's #902 and 903 are expected to be there), food, public service and sales tables, plus hourly rides on SEPTA train to Marcus Hook and return. Station events are free but \$1 fare will be charged for train rides. For information, telephone 302-760-2080.

**SEPTEMBER 18:** First fantrip over SEPTA's revived Route 15 Girard Avenue trolley line since the startup of regular service, sponsored by Friends of Philadelphia Trolleys. Rebuilt PCC-II car will leave Callowhill depot, 59<sup>th</sup> & Callowhill Streets, Philadelphia, at 11 AM for four-hour excursion, stopping at 63<sup>rd</sup> & Malvern Route 10 terminal to pick up passengers. Fare: \$35 per person. Net proceeds will go toward restoration of ex-SEPTA PCC #2168 at the Baltimore Streetcar Museum. To reserve a seat, send check payable to "FPT" to: Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843.

**SEPTEMBER 23-25:** Altoona Railfest 2005 at Altoona, PA, sponsored by Railroaders Memorial Museum which is celebrating its 25<sup>th</sup> anniversary. Rare-mileage excursions are scheduled for Saturday and Sunday on both the Everett and Nittany & Bald Eagle Railroads. Excursion fare: \$20 per person, which includes admission to the museum over the weekend. A Friday evening dinner at the museum, a Saturday evening concert in downtown Altoona and other events are scheduled. For information, telephone 888-425-8666, ext. 238, or 814-946-0834.

**SEPTEMBER 24-25:** Railfan Weekend on the New Hope & Ivyland Railroad, New Hope, PA, featuring 2-8-0 #40, GP30 and C30-7 diesels on mixed trains, plus night photo session. Photo runbys and cab rides will be available. On Saturday, both steam and diesel trains will operate over entire 16 miles to Ivyland and return. Shop tours also will be offered. For ticket and schedule information, telephone 215-862-2332 (website: [www.newhoperailroad.com](http://www.newhoperailroad.com)).

**SEPTEMBER 25:** Annual Railroadiana and Model Railroad Show & Sale at Dieruff Senior High School, Irving & Washington Streets, Allentown, PA, 10 AM-4 PM, sponsored by Lehigh Valley Chapter NRHS. Admission: \$3 adults, \$5 family. For information, telephone Paul Kuehner at 610-261-0133.

**SEPTEMBER 25:** Auction featuring several original renderings by Raymond Loewy, created for the Pennsylvania Railroad in the 1930's, 40's and early 50's, at Barry S. Slosberg, Inc., 2501 East Ontario Street, Philadelphia. For information, telephone 215-425-7030.

**SEPTEMBER 26:** West Jersey Chapter, NRHS meeting, 7:30 PM, Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ, several blocks east of Haddonfield PATCO station. Program will feature a Members' Slide Night. Contact West Jersey Program Chair Dave Homer at 856-866-0361 for further information.

**OCTOBER 1:** Providence & Worcester excursion, sponsored by Massachusetts Bay Railroad Enthusiasts, Inc., covering P&W mainlines to Providence (Valley Falls), RI; Gardner, MA and Groton (Red Top), CT. Special train leaves Worcester 8:30 AM, returns 5:30 PM. Tickets: Adult coach fare \$59, children (12 and under) \$39. For "deluxe" seats, add \$20 to each coach fare. MasterCard and VISA accepted. For information and credit card orders, telephone 978-470-2066, or write: Mass Bay RRE, P. O. Box 4245-BV, Andover, MA 01810-0814. Visit website: [www.massbayrre.org](http://www.massbayrre.org) or E-mail to: [trips@massbayrre.org](mailto:trips@massbayrre.org).

**OCTOBER 8:** "Fall Festival Express" special train from Washington, DC to Thurmont, MD, and return, sponsored by Washington, DC Chapter, NRHS. Diesel-powered MARC train leaves Washington's Union Station 7:15 AM, Dorsey, MD 8:10 AM, then proceeds on CSX's former Western Maryland mainline to Glyndon, MD, and Maryland Midland Railway to Thurmont. Side trip Thurmont-Highfield, MD also will be offered. Coach fares: \$85 adults, \$69 children, side trip to Highfield \$10 per person. Order tickets from: Washington, DC Chapter NRHS, Excursion Ticket Agent, P. O. Box 251, Savage, MD 20763-0251, making checks payable to "Washington, DC Chapter NRHS" and adding \$2 for postage and handling. Visa and MasterCard are also accepted.

**OCTOBER 8, 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.rbmnrr.com](http://www.rbmnrr.com)).

**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.

## Washington Chapter, NRHS President Martin F. O'Rourke Passes Away

Washington, DC Chapter President Martin F. O'Rourke, known to many Philadelphia Chapter members who have traveled on that Chapter's **Dover Harbor** or excursion trips, passed away on June 14, 2005 at the age of 69, following a short bout with cancer.

O'Rourke (and his wife Barbara) both joined Washington Chapter in 1979. He became Chapter Secretary in 1988, serving until 1996. He became Chapter Senior Vice President in 1997, holding that office until become President in 2001. As Chapter Mechanical Officer since 1983, he traveled with the **Dover Harbor** on many of its trips around the United States.

Marty became known to this writer in 1999, when he became enthusiastically involved in RailCamp at Steamtown in Scranton. He served as counselor from 1999 to 2004, and when named "senior counselor" two or three years back, questioned whether the title had anything to do with his age, while at the same time requesting "scrambled eggs" on his RailCamp baseball cap to let all know of his status. He was the safety officer at RailCamp, also tending to minor medical needs of the RailCampers.

You had to know Marty to really appreciate him, but his Air Force and Bell Atlantic careers served him well, and in turn he served NRHS well.

A native of Keyser, WV, Marty is survived by his wife, **Barbara**, who became well known to many members when she served at the registration table for the 2003 NRHS Convention in Baltimore, MD, which was hosted by Washington Chapter.

Marty was interred in Arlington National Cemetery in Arlington, Virginia on Monday, July 18, 2005 on, fittingly, the first day of the 2005 **Basic RailCamp** session in Scranton, a calling which he so loved.

Philadelphia Chapter and its members extend our deepest condolences to Barbara and their four children, with loving appreciation for the times we had with Marty. He'll be missed.

---R. L. Eastwood, Jr.

## ODDS AND ENDS..... (Continued from Page 7)

Following newspaper reports that German Rail (DB) was looking for a new name, the magazine *Der Spiegel* asked its readers for suggestions and received more than 800 ideas. A few that we found interesting: (1) *Bundeagentur fur Personenbeforderung* (Federal Agency for the Transportation of People); (2) *LATE* (Logistics and Transport for Europe) and (3) *Pina-Punktlichkeit ist Nicht Alles* (Punctuality is not Everything) (*Modern Railways*).....Engineer: "What did your son learn at college?" Fireman: "Well, he hadn't been home too long before he showed me how to open beer bottles with a half dollar".....Many of us saw on television or read news accounts of the "Hooters" ferryboat that was sunk in August as part of New Jersey's artificial reef program. What the "media" forgot to tell us was that it was the ex-Jersey Central ferry **Elizabeth**, the last CNJ ferry still in existence.

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

FIRST CLASS MAIL  
U. S. Postage  
PAID  
Permit Number 12  
Huntingdon Valley, PA 19006



**FIRST CLASS MAIL**

Paul G. Moore  
1957 Inverness Dr  
Scotch Plains NJ 07076-2636

