

70th Anniversary - 1936-2006



CINDERS

APRIL 2006



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Volume 67

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

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

MEETING NOTICE:

FRIDAY EVENING, APRIL 21, 2006

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

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

Our meeting on Friday evening, April 21, 2006 will feature three
vintage films from the NRHS Film Library in Philadelphia. Titles
to be screened are **1945 on the North Shore Line**, a black-and-
white, sound film screened by Charles Keevil, who worked for the
CNS&M; **Central Railroad of New Jersey: Newark Bay
Bridge/Scenes at Jersey City**, a black-and-white, silent film from
1926 covering dedication of the massive bridge – the film includes

Notice of Annual Meeting & Election

Notice is hereby given of election of Chapter
officers for the year 2006-2007, to be held at the Annual
Meeting of Philadelphia Chapter, National Railway Historical
Society on Friday evening, April 21, 2006, at the Faculty Club,
Thomas Jefferson University, 1020 Locust Street, Philadelphia,
PA 19107, beginning at 7:30 PM.

Any member in good standing who is interested in
service as President, Senior Vice President, Vice President &
Treasurer, Secretary or National Director, may be nominated
from the floor at the April 15 meeting, or by placing your name
in nomination by writing, before April 1, 2006 to: Mr. C. Bruce
Irvin, Chairman, Nominating Committee, Philadelphia
Chapter, NRHS, 116 Linden Drive, New Holland, PA 17557-
9490.

scenes of CNJ, B&O and Reading trains; **On the Track**, an
Association of American Railroads documentary from 1952,
showing many first generation diesels as well as some steam.

In addition, the Chapter expects to honor our 14 NRHS pin
recipients at a ceremony during the evening, so this will be a
special night – make plans to be present.

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, APRIL 18, 2006 to Dinner
Chairman Bill Gardiner at 215-632-7016. The menu for April
will feature a tossed garden salad, choice of chicken piccata or
blackened salmon, rice pilaf, grilled seasoned vegetables, lemon
layer cake, rolls and butter and beverage. **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.)*

Come out, celebrate Spring and enjoy some vintage films on April
21.

Lansdale – Not This June!!

Last month in *Cinders*, we informed you of possible
plans to bring the FP7's to Lansdale on June 3, 2006 for "Lansdale
Days", as well as part of a potential excursion.

This past month, SEPTA announced its plans for
shutdowns on its Mainline north of Fern Rock to allow for
completion of the Wayne Junction-to-Glenside project as well as
the Glenside-Lansdale. Shutdowns are expected to occur on the
four weekends in June, which would preclude either our
appearance at "Lansdale Days" or an FP7 excursion.

Chapter officers are currently exploring the feasibility
of another excursion to Strasburg in the fall.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

SEPTA will place an order for 104 new Silverliner V MU cars with the Japanese-South Korean consortium known as United Transit Systems. The proposed contract includes an option for 16 additional cars. More than two years after SEPTA was forced to abort a similar purchase from UTS because of irregularities in the bidding process, the SEPTA board last month approved a new \$244-million contract for the stainless-steel cars. The UTS bid was \$52 million lower than that submitted by Kawasaki Rail Car of Japan, the only other bidder. The 104 cars will replace all of the aging Budd and St. Louis Silverliners which date from the early to mid-1960's, as well as expanding the fleet by 31 cars to reduce crowding on some rush-hour trains and allow for future growth in ridership. (However, if SEPTA decides to sell its 45 push-pull coaches, that surplus would vanish unless replacement MU's are ordered in the future.) Three pilot cars are to arrive within two-and-a-half years after SEPTA gives the notice to proceed, and the entire fleet is to be delivered by 2010. Final assembly will be performed in a building leased by UTS at the former Philadelphia Naval Shipyard. SEPTA also is expected to award an \$8-million consulting contract to STV, Inc., to help oversee the engineering and construction of the new cars.

On March 20 AMTRAK began the second phase of its track replacement program on the Harrisburg mainline east of Paoli. The mechanized Track Laying System started working east from Paoli on #3 track toward Bryn Mawr, installing new welded rail and concrete ties. The TLS gang will continue on #3 to just east of Overbrook station for a total of about 15 track miles. The Paoli-Overbrook phase on #3 is expected to require ten work weeks. After that, the TLS will complete the replacement of #2 track from west of Merion (where work was suspended last December) to Overbrook. Then, rail and tie replacement will proceed east on #1 track from Overbrook to a point near Girard Avenue in Philadelphia. SEPTA's R5 weekday schedules will not immediately be affected by this activity, even though track #3 currently is out of service between Bryn Mawr and Paoli.

SEPTA and other northeastern commuter agencies are worried about the U.S. Department of Transportation imposing higher fees for their use of AMTRAK's Northeast Corridor (see February Cinders). But DOT staffers say that they are acting under a mandate to determine the correct level of access fees, as set forth in the transportation spending bill passed by Congress last

November. To date no formula for determining the fees has been announced by DOT. SEPTA already pays Amtrak about \$23 million per year to use its facilities, but the *Inquirer* quoted Chief Financial Officer Joseph Casey as saying that SEPTA has not contributed as much to capital improvements on the Corridor as have other agencies such as NJ TRANSIT. "Amtrak already has a big capital budget," said Casey, "but a lot of what's in that budget does not benefit the regional transit authorities." A spokesman for NJT, which contributes more than \$100 million per year to Amtrak, said, "We believe that we are already paying Amtrak more than our fair share under negotiated agreements, both for track usage and for capital improvements." In a February 9 letter to Transportation Secretary Norman Mineta, Governors Edward Rendell of Pennsylvania, Jon Corzine of New Jersey and Ruth Ann Minner of Delaware complained that DOT has not been "open" in explaining the added charges. "The states feel that their pocket is being picked," said Peter Peyser, Jr., an aide to Rendell.

The Regional Rail system experienced a few service hiccups and other odds events last month. At 5:55 PM on Friday, March 10, a SEPTA employee reported a suspicious package on train #557 at Market East Station. The station was evacuated and all trains in the area were halted, creating a massive service disruption during the evening rush with some trains delayed an hour or more. The Philadelphia Police Bomb Squad arrived at 6:30 and performed a sweep of the station and train, but no bomb was found. The "suspicious package" turned out to be a trumpet case containing, well, a trumpet. Train service was restored at 6:55. On March 15 R5 train #585 stopped on #4 track at Exton station, with flames coming from beneath MU 169. The pantograph was lowered, the fire extinguished and passengers bound for Downingtown and Thorndale transferred to the following train #587 on adjacent #1 track.

There were two deaths last month in SEPTA parking lots, neither of which involved SEPTA passengers. Early in the morning of March 6 a traffic altercation in the Cedarbrook section of Philadelphia resulted in a car chase which ended in the parking lot at Willow Grove station. There, the 22-year-old man who had caused the accident got out of his automobile and charged toward the pursuer, who happened to be an off-duty Philadelphia police officer. The police officer, thinking the man had a weapon, ordered him to stop, but when he did not the officer fatally shot the attacker. R2 train service was not affected but the parking lot was closed for most of the morning as an investigation was in progress. On March 10, the body of a 79-year-old man was discovered in the back of a van parked at the R5 Lansdale station. Police identified the man as a Towamencin Township resident who was a regular SEPTA rider. Parking violation tickets on the front windshield indicated that the van had been there for at least five days.

(Continued on Page 3)

PHILADELPHIA EXPRESS (Continued from Page 2)

Major construction will continue this spring and summer on SEPTA's former Reading lines north of Philadelphia. Completion of the Wayne Junction-Glenside track and signal project will require the suspension of rail service in the Jenkintown area for four weekends starting April 21-23. During these periods buses will shuttle R2 and R5 passengers between Jenkintown station and Glenside and R3 passengers between Jenkintown and Noble. Work on the R5 Mainline between Glenside and Lansdale also will get into high gear, and by late summer the R2 Warminster Line will be affected. In addition to the installation of new crossovers at Penllyn (see March *Cinders*), work on a new signal system for the Mainline north of Glenside will be underway, brushcutting work will continue through to Doylestown and some three miles of new catenary wire will be strung near Penllyn. Some midday busing will be required while brushcutting proceeds on the single-track Doylestown Line. By next year, "Dale" interlocking at Lansdale will be reconfigured to ease the flow of inbound and outbound trains in the station area.

SEPTA has revised its plans for the reissuance of Regional Rail timetables, with just three schedule folders to be printed effective April 18. These are the R1 Airport, with a new round-trip added, the R3 West Trenton and the R3 Media-Elwyn. The West Trenton weekday times will be adjusted to accommodate single-tracking between Woodbourne and Langhorne while catenary wire is replaced in that area (see below). In addition, supplements will be issued to the R5 Lansdale-Doylestown timetable due to upcoming midday construction work on that lineSEPTA's multi-year catenary replacement program thus far has seen the installation of 52 miles of new, heavier wire, or about 25 percent of all SEPTA-maintained catenary. Most of the wire being replaced is up to 75 years old, having been installed during the original Reading electrification completed between 1931 and 1933. Beginning on weekdays this month, one of the final phases of catenary replacement on the R3 West Trenton line will be underway, as six miles of new wire is strung between Neshaminy Falls and Langhorne. Catenary also will be replaced during overnight hours on track #1 across the nearly-mile-long Airport viaduct. Last summer, the wire was replaced on the #2 track. Unlike the old Reading wire, the catenary here was installed just a little over 20 years ago, for the opening of the R1 Airport Line in 1985.

The Federal Transit Administration is considering changes in its so-called New Starts grant program, which could make it more difficult to obtain Federal funding for new transit projects (NARP). One of SEPTA's New Start initiatives is the long-debated Schuylkill Valley Metro, which FTA already has rejected as not cost-effective.....The ex-Reading station building at Southampton, Bucks County, may be preserved if a lease can be worked out between SEPTA and Upper Southampton Township. Located on the out-of-service Newtown Line, the Victorian-style station was built in 1892 (*Railpace*)SEPTA is constructing a 600-foot-long, four-foot-high steel fence on the west side of its tracks at Lansdale station, adjacent to the borough's Madison parking lot. This will prevent commuters from crossing the tracks—and also restrict railfan photography!.....Stainless steel rider car #601 currently used on SEPTA's wire train was converted from NJ TRANSIT Arrow II #1237. It was one of two Arrows purchased from NJT for work train service, the other being #1236 which is

yet to be converted. The 601 replaces a former Reading Blueliner car on the wire train.

There's a bronze plaque hanging on the wall at Market East Station, near the entrance to the Reading Terminal headhouse. It recognizes a number of people—including then-Mayor Frank Rizzo—who contributed to the design and construction of the center city commuter rail tunnel which opened in November of 1984. Among those whose names are emblazoned on the plaque are the following SEPTA employees and Philadelphia Chapter members: John Calnan, Harry Garforth, John LaForce and the late Ron DeGraw.....Work continues on improvements at the R5 Fort Washington station (see February *Cinders*). Construction of the new high-level platforms is underway as are the finishing touches on the new pedestrian underpass. This busy station already boasts a greatly-expanded parking lot and a new loading area for connecting buses.



**SEPTA
TRANSIT**

A new report by a group of Philadelphia-area executives touts the possibility of private investment in public transportation projects. The *Inquirer* last month reported that the CEO Council for Growth, which comprises 55 industry executives affiliated with the Greater Philadelphia Chamber of Commerce, has released a study which proposes that the private sector contribute to needed highway, bridge and rail projects, easing the government's burden. The study, entitled "Thinking Outside the Box: Addressing Greater Philadelphia's Transportation Investment Needs Through Public-Private Partnerships," suggests that this approach could close the "regional investment gap" and help to "deliver, operate, maintain and, in some cases, even finance highway and transit infrastructure." Local transit projects which could benefit from such a plan are the moribund Schuylkill Valley Metro and the unfunded Broad Street subway extension to the Navy Yard industrial center. The council is seeking legislation in Harrisburg to help implement the strategy.

SEPTA is upgrading its infrastructure on several fronts in Philadelphia. Among these is the long-running project at the 13th Street station of the Market-Frankford Line and Juniper Street subway-surface station, and the rebuilding of the 8th Street subway station, resulting in numerous improvements including handicapped accessibility. Total cost of the two projects is around \$22 million. Design work is underway on the \$57-million renovation of the dreary City Hall station of the Broad Street subway. North Philadelphia Transportation Center and the Oregon station on the Broad Street subway are other locations where work is progressing, the latter project including a new elevator to make the station fully accessible.....SEPTA planned to operate shuttle buses on the Route 13 trolley line over four weekends last month and the first weekend in April between the 40th Street subway portal and Yeadon loop, while overhead wire replacement was in progress.....SEPTA ran single-track service on Routes 101-102 on weekends during March and early April due to rail replacement work between the Naylor's Run bridge and Lansdowne Avenue in Upper Darby.

Chapter Member Tom Collins, who retired from SEPTA in January, is still a busy man. In addition to working part time at Capital Area Transit in Harrisburg, Tom continues to serve

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as a consultant to SEPTA. But probably his favorite activity is serving as president of the Museum of Bus Transportation in Hershey, which shares space with the Antique Automobile Club of America Museum. Current hours are Wednesday-Sunday 9 AM-5 PM, with general admission \$7, \$6 for seniors and \$5 for children. Tom was honored at a dinner in Philadelphia on February 24, attended by his family and a large group of friends from SEPTA and elsewhere, including NRHS.....SEPTA's Transit Museum Store is offering a limited edition O-scale model of a single-truck Birney streetcar, decked out in PTC green livery. The price is \$39.95 each.....Three SEPTA employees were injured, one critically, when a boiler exploded inside the Southern depot on the morning of March 22. The block-long building at 20th & Johnston Streets suffered some damage, and all employees were evacuated for a time.



On March 16 AMTRAK submitted a budget request of \$1.598 billion for Fiscal Year 2007, beginning next October 1. This compares with the \$900 million figure contained in President Bush's FY 2007 Federal budget and the \$1.31 billion approved by Congress for the current fiscal year (see March *Cinders*). Amtrak also listed \$275 million in additional "strategic investment options," which include \$100 million for debt refinancing, \$100 million for state corridor matching funds and a "capital matching program of \$50 million that would augment operating incentive payments to freight railroads...targeted to network chokepoints." The aim of the latter program is to improve passenger train on-time performance. In presenting the proposed budget to a Senate appropriations subcommittee, Amtrak Chairman David Laney said that the railroad will scrutinize all of its long-distance routes this year for efficiency and could scrap, reconfigure or add lines as it tries to demonstrate to Congress and the Administration that the system is actually reforming itself. "There's nothing that's off the table," said Laney. He also told reporters that the Amtrak board probably will not name a new president (to replace David Gunn) before mid-May and may consider someone from the airline industry (NARP).

At the same March 16 hearing, Chairman Laney and Acting President and CEO David Hughes told the subcommittee that AMTRAK's successful efforts to improve operating efficiency and increase revenues were paying off. In its Fiscal Year 2007 budget proposal, Amtrak cut its request for operating subsidies to \$498 million from this year's \$540 million. Laney said that "Amtrak has reorganized, begun to rebuild the plant and equipment and has stabilized to the point where I believe we can now begun to address fundamental change in critical areas." He highlighted the railroad's progress since surviving a financial crisis four years ago, and since that time has reduced its debt by about \$300 million. However, he warned that "this year and next are truly pivotal years for Amtrak in its implementation of strategic reform—and we are aggressively ushering in change at Amtrak." (It should be noted that Laney—and the other three members of the Amtrak board—all were appointed by President Bush, but are not endorsing the Administration's proposal for only \$900 million in funding for

Amtrak in FY 2007.) The railroad's overall budget request of \$1.598 billion would be about the same as its FY 2006 funding of \$1.31 billion, except for the addition of several urgent capital projects such as replacement of the Thames River drawbridge in Connecticut. This means that Amtrak is seeking an increase of \$235 million in its capital budget for FY 2007, from \$495 million in the current fiscal year to \$730 million.

AMTRAK reportedly is planning to construct a new interlocking on its Harrisburg mainline east of Downingtown, which would allow the retirement of the existing "Downs" interlocking.....AMTRAK has revived its four-year-old plan to create a 72-room hotel on three vacant upper floors of historic Pennsylvania Station in Baltimore. No details are available and an operator for the hotel has not been selected (*Trains*).....AMTRAK has drawn up a plan to upgrade "Dock" interlocking just east of Penn Station in Newark, NJ. Located right over the Passaic River, "Dock" is one of only four manned towers remaining on the Northeast Corridor west of New York (the others are "Union" at Rahway, NJ, "Zoo" in Philadelphia and "K" tower in Washington. "Dock" controls all remote interlockings from "Hudson" west to "Lane" in Elizabeth, as well as the tracks through Newark Penn Station. The \$12-million project is scheduled for completion in 2008 (*Railpace*).

Several Democratic Senators from northeastern states are backing legislation to create a national railroad police force to protect AMTRAK and mass transit systems. Senator Joseph Biden of Delaware said the bill would authorize \$82 million annually for a 1,000-member "Federal marshal force." Currently, there are only 288 Amtrak officers for the entire nation, Biden said. Last year's bombing of a commuter train in Madrid, Spain, "should have been our wake-up call," said Senator Robert Menendez of New Jersey. "The bombings in London should have been our reminder. How much longer must we wait to secure the over 14 million Americans who use public transit to get to work?" While the government has spent \$20 billion on airline security since the September 11, 2001, attacks, Biden said that it has spent less than a half-billion on rail security since 9/11. Homeland Security Secretary Michael Chertoff responded that \$8.6 billion is available through general homeland security grants for protecting transit systems (*Trains*).

AMTRAK issued a new Keystone Corridor timetable effective March 20, for service between Philadelphia and Harrisburg. This was necessitated by the start of track construction between Bryn Mawr and Paoli (see above).....The U.S. DOT is considering new rules for passenger railroads to comply with the Americans with Disabilities Act. DOT now is considering whether the ADA requires full-length high-level platforms at stations, and whether new commuter rail cars should be required to have floor heights identical to those of AMTRAK cars serving the same areas (NARP).....AMTRAK has hired the Massachusetts-based Yankee Holidays firm to operate the "Amtrak Vacations" tour program after the previous operator went out of business. Yankee Holidays' toll-free phone number is 866-830-6372 and will continue using the www.amtrakvacations.com website.....AMTRAK Guest Rewards members now can earn one free round-trip on Acela Express or Metroliner trains for every two round-trips or four one-way trips purchased.....With jet fuel prices reaching all-time record levels, some of those bargain air fares seem to be going the way of the dodo bird. Low-cost carrier Southwest Airlines last month raised all of its fares to offset an

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estimated \$600 million in added fuel costs for the rest of this year. Most other airlines quickly followed suit, in spite of DOT's touting the low air fares in its campaign against AMTRAK (NARP).



CSX, NS, OTHER ROADS

On March 20 NORFOLK SOUTHERN placed in service a new "shoo-fly" bridge over the Route 309 Expressway at Fort Washington (see December *Cinders*). The temporary span was built by PennDOT to allow construction of a permanent bridge for the NS Morrisville Line over the 50-year-old highway, which currently is being widened and modernized (Jim Eisenhart).....NS has removed from service its Phoenixville industrial track, which extends from Perkiomen Junction on the Harrisburg Line to an industrial park at Devault. The major customer at Devault, American Sweeteners, closed about three years ago and no new customers have located there. The 11-mile spur is composed of the ex-Reading Perkiomen branch to Oaks, the ex-Pennsy Schuylkill branch to Phoenixville and the ex-Pennsy Phoenixville branch to Devault (which at one time extended through to Frazer). Whether formal abandonment will occur is unknown (Rich Werner).

CSX and the City of Philadelphia resumed negotiations in February over the long-simmering dispute concerning access to the Schuylkill River Park (see December, January *Cinders*). In October of 2004 CSX sued the City in Federal court in an effort to block the two pedestrian grade crossings leading to the park, but the City wants them to remain open. The judge has urged the parties to negotiate their differences and, according to the advocacy group Free the River Park, the City made a new proposal to CSX at the February meeting. The railroad is still considering the proposal.....*Railpace* reports that CSX is enjoying a substantial increase in freight business in the Lansdale-Hatfield-Souderton area, some of it attributed to new traffic on EAST PENN's Quakertown line which connects with CSX at Telford. CSX moves most of the Lansdale traffic via SEPTA's Mainline from Philadelphia, rather than over the Stony Creek branch from Norristown which had been rebuilt during the CONRAIL years. Operating rights on that line, also owned by SEPTA, are now split between NS and CSX, and is normally used only to move excess dimension cars.

NJ TRANSIT Executive Director George Warrington last month suggested that regular fare increases tied to the rate of inflation would help stabilize funding for NJT operations. This system would eliminate the need for large, one-shot increases such as the average 9.9-percent fare hike last July. Prior to that, NJT had raised fares only once since the early 1990's (*Weekly Rail Review*).....Ridership continues to grow on NJT's once-derided River Line between Camden and Trenton. The *Inquirer* reports that in February average weekday ridership on the diesel-powered light rail line was 6,912—nearly 1,000 more than in February 2005. Summer ridership is the strongest, with 215,537

passengers counted in July 2005 versus 199,361 in the previous July.....NJT's multi-billion-dollar plan to build a new rail tunnel under the Hudson River into New York City has passed another hurdle, with the approval last month of the New York Metropolitan Transportation Council. This is an important first step in securing Federal funding for the project (*Trains*).

The National Model Railroad Association will hold its annual convention—dubbed "Independence Junction 2006"—in Philadelphia July 2-9. Based at the Pennsylvania Convention Center, the convention will include a long list of prototype and railfan events at most of the area tourist railroads. There will be guided tours of the SEPTA, AMTRAK, PATCO and SMS RAIL shops, CSX's intermodal terminal and the NJT and CONRAIL SHARED ASSETS dispatching centers. Other field trips include tours of the Peco Energy coal-fired generating station at Eddystone, and the Perdue grain facility near Bordentown, NJ. SEPTA will have a booth at the convention center to provide NMRA members with travel information and to sell tickets and passes.....Governor Rendell's proposed Pennsylvania State budget for the 2006-2007 fiscal year includes \$10.5 million in funding for freight rail projects in the State, an increase of \$2 million over the current budget (*Weekly Rail Review*).....EAST PENN RAILWAYS has purchased the former Pennsy station at Kennett Square, PA, which will become the headquarters for its Octoraro and Wilmington & Northern operations. The building served as the office for previous operators Delaware Valley and Octoraro Railways.....Steamtown this season will resume its steam excursions between Scranton and Moscow, PA, which were suspended last year. The trips will run on 21 days from late May to early October. For information, check the Steamtown website.

The seven U.S. Class 1 railroads plan to spend more than \$8 billion this year on capital improvements, according to the Association of American Railroads. This is a 21-percent increase over 2005 and reflects a pressing need to increase capacity as a means of meeting higher demand for freight service (*Railpace*).....DOT has reported U.S. rail safety statistics for the full year of 2005. Train accidents per million miles were 3.90, down from 4.34 the previous year, with human error causing 38 percent of the accidents versus 41.1 percent in 2004. The employee on-duty casualty rate per 200,000 man-hours was 2.27, a reduction from 2.60 in the previous year. There were 25 on-duty fatalities, the same as in 2004. Highway grade-crossing accidents per million miles were 3.81, down from 3.98 in 2004, while crossing fatalities dropped from 368 to 355 (*Weekly Rail Review*).....President Bush's proposed Federal budget for Fiscal Year 2007 zeroes out funding for the Railroad Rehabilitation & Improvement Finance (RRIF) loan guarantee program for shortline and regional railroads.....The Railroad Museum of Pennsylvania has completed its expansion plans and should be breaking ground this spring. The plans includes a new lobby, covered walkways to a new visitors entrance, space for the gift shop, clock tower, theater and additional exhibit space (Harrisburg Chapter).

The Extra List will not appear in this issue of *Cinders*, but will return in the May, 2006 issue.

Who's Now Running the Reading?

Listed below are the former Reading Company lines in the Greater Philadelphia area, New Jersey and Delaware, together with the present operators of the surviving lines. Certain segments have been abandoned or are out of service, as indicated.

As will be noted, most of the Reading system in this area is still intact, the only significant abandonments occurring on parts of the Bethlehem, Wilmington & Northern and Perkiomen branches, and in the Reading Terminal area. Several minor branches and spurs have also been eliminated.

<u>Reading line 1975</u>	<u>From/To</u>	<u>Present Operator/From/To</u>
Main Line	Philadelphia (Falls)-Pottsville	NS Phila.(Falls) – Reading (Belt) RBM&N Reading (Belt) – Pottsville
Ninth Street Branch	Philadelphia (Rdg. Term.)-Tabor Jct.	A Rdg. Term.-Phila. (Brown) SEPTA Brown-Tabor Jct.
Bethlehem Branch	Philadelphia (Willow St.)-Bethlehem	A Willow Street-Tabor Jct. SEPTA Tabor Junction-Telford EPRY Telford-Quakertown OOS/A Quakertown-Bethlehem
Doylestown Branch	Lansdale-Doylestown	SEPTA Lansdale-Doylestown
Stony Creek Branch	Norristown-Lansdale	SEPTA Norristown-Lansdale
City Branch	Philadelphia (Callowhill St.)-Falls	A Callowhill St.-Park CSX Park-Falls
Richmond Branch	Philadelphia (Falls)-Port Richmond	CSX Falls-Port Richmond
Low Grade Branch	Philadelphia (Nice)-Newtown Jct.	CSX Nice-Newtown Jct.
New York Short Line	Philadelphia (Newtown Jct.)-Neshaminy	CSX Newtown Jct.-Neshaminy* SEPTA Newtown Junction-Cheltenham
New York Branch	Jenkintown-Bound Brook Jct.	SEPTA Jenkintown-Neshaminy CSX Neshaminy-Port Reading Jct. PVT Port Reading Jct.-Bound Brook A
Plymouth Branch	Conshohocken-Oreland	SEPTA Wayne-Chestnut Hill
Chestnut Hill Branch	Philadelphia (Wayne)-Chestnut Hill	SEPTA 16 th St.-Norristown
Norristown Branch	Philadelphia (16 th St.)-Norristown	SEPTA Cheltenham Jct.-Fox Chase OOS Fox Chase-Newtown
Newtown Branch	Philadelphia (Cheltenham Jct.)-Newtown	SEPTA Glenside-Johnsville NH&I Johnsville-Ivyland
New Hope Branch	Glenside-Ivyland	CSX Fairless Jct.-CR Connection A CR Connection-Morrisville
Morrisville Branch	Fairless Jct.-Morrisville	CSX Nice-Wayne CR Eastwick-60 th Street SEPTA 60 th Street-90 th Street CR 90 th St.-Marcus Hook
Blue Line Connecting Br. Chester Branch	Philadelphia (Nice)-Wayne Philadelphia (Eastwick)-Marcus Hook	EPRY Bridgeport-Henderson A Henderson-Downingtown A Reading-Blandon NS Blandon-Allentown NS Reading-Harrisburg A Birdsboro-Coatesville ISG Coatesville-Modena EPRY Modena-Elsmere Jct. A Elsmere-Wilmington
Chester Valley Branch	Bridgeport-Downingtown	NS Birdsboro-Blandon NS Perkiomen Jct.-Oaks A Oaks-Pennsburg EPRY Pennsburg-Emmaus
East Penn Branch	Reading-Allentown	A
Lebanon Valley Branch	Reading-Harrisburg	A
Wilmington & Northern Br.	Birdsboro-Wilmington	A
Reading Belt Branch	Birdsboro-Blandon	
Perkiomen Branch	Perkiomen Jct.-Emmaus Jct.	
Olney Branch	Philadelphia (Erie)-Frankford Jct.	
Frankford Industrial Track	Philadelphia (Frankford Jct.-Frankford	
Trenton Industrial Track	West Trenton-Trenton	

ABBREVIATIONS

NS - Norfolk Southern

CR - Conrail

EPRY - East Penn Railways

NH&I - New Hope & Ivyland

RBM&N - Reading, Blue Mountain & Northern

A - Abandoned

OOS - Out of Service

PVT - Private Line

* -- CSX and SEPTA maintain separate single tracks between Newtown Jct. and Cheltenham Jct.

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)

(We have egg on our face again. Last month we told you that the Reading's Wall Street went into service on March 1, 1948, making two round trips Philadelphia-Jersey City. Actually, it was one, Bert Pennypacker reminds us. The Crusader was the train that made the two round trips. See box elsewhere this column for consist.)

Recently seen at the Railroad Museum of Pennsylvania in Strasburg was nicely-painted black (restored?) PRR 13182, a Class G39 gondola (we called them "ore jennies"). The Class G39 and similar G38 made up a fleet of over 2,800 cars as late as 1966.....At one time, the Pennsylvania Railroad proudly notified an important shipper, Timken Roller Bearing Company, that it would shortly beginning a new lightweight Pullman sleeper named after Timken's home city of Canton, OH. Timken shot back a note to the PRR informing the railroad that it didn't much care for the honor, for it turns out that the **City of Canton** was riding on roller bearings from rival SKF!! (*Travel by Pullman*).....The brick Lincoln University, PA railroad station (currently on the East Penn Railway and ex-PRR Octoraro branch) is back on the market and was listed at \$74,900. However, the price may be negotiable for a railroad enthusiast willing to preserve the well-worn structure (*The Transfer Table*).....April marks the 50th anniversary (a bleak one indeed!) of East Broad Top's last common carrier operations. On April 6, 1956 the last

mainline narrow gauge freight was operated with 2-8-2 #17. On April 13, a crew with standard gauge 0-6-0 #3 moved cars to the Panny interchange at Mount Union, PA (Friends of EBT).

The Bellefonte Central Historical Railroad is expected to resume operations this year with its ex-Reading Budd RDC-1 #9153 over the Nittany & Bald Eagle line. Contributions from the community and the State College WalMart store have helped get BCHRR back on its feet (*Harrisburg Rail Review*).....Ross Rowland has advised fans that ex-C&O 4-8-4 #614, which rests at Port Clinton on the Reading & Northern, could be put back into service after inspection and retrofit. It would cost somewhere between \$500,000 and \$700,000, depending on what's found when disassembly is completed. Anyone want to step forward? (*The Orderboard*).....The Knox & Kane Railroad in Clarion County, PA, has "embargoed" itself for safety reasons. This unusual step was taken because of unsafe track. If money is secured to replace rail, roadbed and ties, the line may return to service (*The Susquehannock*).....Ex-Reading T-1 4-8-4 #2100 made it up the Tacoma (WA) hill, but from most accounts a helper diesel (ex-Amtrak F40) was doing most of the work. Another obstacle, according to observers, will be selling a \$50 ticket for a 22-mile round-trip through urban blight (*The Colebrookdale Local*).

Improvements at Amtrak began with a "makeover" of the **Empire Builder** last summer, but David Laney, Amtrak's chairman, plans to extend changes to some other long-haul trains, while also attacking union work rules and bloated food-service expenses.

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Reading Company
The Wall Street – Train #602 – Typical Consist
(June, 1948)

<u>Number</u>	<u>Description</u>
210	Class G3 4-6-2 Pacific (Note 1)
2000	Class PBT 60-seat coach (Note 2)
2001	Class PBT 60-seat coach (Note 2)
1187	Class DCG diner-lounge (Note 3)
2002	Class PBT 60-seat coach (Note 2)
2050	Class PCC coach/club (Note 4)

Train had a total of 230 revenue seats, and operated daily except Sunday.

Note 1 – Ten Class G3 4-6-2 Pacifics were built in Reading shops, the last Pacifics constructed in the U.S. The 210 was built in May, 1948 and was scrapped in June, 1957.

Note 2 – The 2000, 2001 and 2002 were rebuilt in 1948 from Class PBM coaches 1344, 1350 and 1356 respectively. The rebuilt cars featured new Commonwealth roller bearing trucks, reclining seats with individual reading lights.

Note 3 – The 1187 was originally built by Pullman in 1927. had six-wheel roller bearing trucks, contained eight tables seating four each and room for 16 in the lounge area. Complete food/beverage service was available on the train.

Note 4 – The 2050 was rebuilt in 1948 from Class PBM coach 1358, containing lounge chairs and four tables. No food or beverage service available in this. The car was retired 10/1966, sold to Panama Railroad (2050) March 13, 1967.

Sources: Bert Pennypacker, R. L. Eastwood, Jr.

All Aboard **Wall Street**

A WORTHY COMPANION TO THE "CRUSADER"



Between PHILADELPHIA
and NEW YORK via
Reading - Jersey Central Lines

Modernized, Streamlined Equipment

Commencing Monday, March 1, 1948

the first luxury coach train will go into service as the initial step of "the READING's" program for modernization of equipment on through trains. Traveling on the WALL STREET will be a thrill, a pleasure . . . Modern in every respect . . . Swift and smooth as an arrow.

IT'S SMART AND COLORFUL-
a comfortable train, too!

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

(Continued from Page 7)

"We have to demonstrate what we can do on our own before it is taken out of our hands!" The next crucial step for Amtrak is to fix some notorious customer service problems, ranging from dirty cars to unhelpful and rude on-board employees. About 30 percent of all Amtrak trains are late. The restructuring likely puts Amtrak on a collision course with its 17,000 unionized workers. Amtrak officials estimate that union restrictions cost the railroad about \$100 million per year. Certain "non-scenery" trains, starting with the **Texas Eagle** and **City of New Orleans** will be getting (here we go again!) pre-cooked meals and plastic "diningware" in order to cut the diner staff from 5 or 6 to just 3 employees (*Wall Street Journal*).....Greyhound Lines is currently testing an updated logo and new ad strategy. In a pilot program in Chicago, Design Fabrications (DFAB) will manufacture and install a new terminal concept dubbed "Metro-Hip"!! Also, in 1956 (just 50 years ago!) the new jingle "Go Greyhound and leave the driving to us!" was introduced (*Metro Magazine*).

Union Pacific says "that construction of a fourth main track from Wyoming's Powder River coalfields could begin as early as next year." The 102-mile joint BNSF-UP line is virtually all triple-track today (*The Phoebe Flash*).....We are all familiar with Union Pacific cracking down on the "fat cats" that manufacture model trains, tee shirts and coffee mugs for using the protected

logo of UP and its predecessors. Maybe BNSF should go after some of the automobile manufacturers. Hyundai Motors makes a sport utility vehicle called the "Santa Fe" while troubled Ford Motor Co. has a gigantic concept pickup truck (v-10, 250 hp) called the "Super Chief"!! Wow!! (*Time Magazine*, Roy L. Hudson).....Norfolk Southern's "Lemoine Connector" still languishes while politicians work on some of the funding. The "Connector" will allow trains to and from the Lurgan branch to access Enola yard without a roundabout trip via Harrisburg and two Susquehanna River crossings. Stay tuned!! (*Harrisburg Rail Review*).....On April 24, 1938, the Pennsylvania Railroad inaugurated the **Susquehannock** as a through train between Philadelphia's Broad Street Station and Williamsport, PA (*PRR Facts*).

Letter to the Editor in *Forbes Magazine*: "We were pleased to capture your attention in the article that compared train trips on VIA Rail Canada with those on Amtrak. That said, we were not pleased by the suggestion that taxpayers subsidize holidays on our trains...VIA is one of the most cost-effective national passenger systems in the world. As you note, VIA's budget has been sharply cut over the years. While public funding is down 60% since 1990, cost recovery is up 123% and revenues have increased 90% over that same period. In some of Canada's more remote areas, VIA remains the only transportation mode available." (*signed*) Paul Raynor, VIA Rail Canada.....The Metropolitan Transportation Authority in Los Angeles is considering installing turnstiles at subway entrances. Currently, the "honor" system is in effect but officials estimate that 6,000 people a day aren't buying tickets. The agency is facing an operating deficit of \$125 million next year (*USA Today*).

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