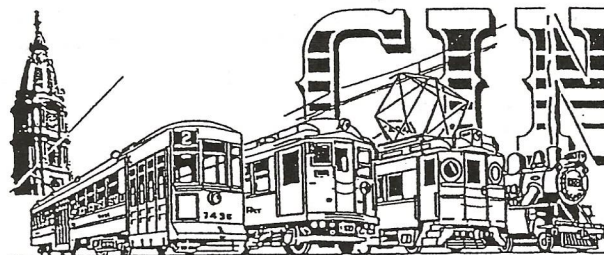


# 70<sup>th</sup> Anniversary - 1936-2006



# CINDERS

AUGUST 2006



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

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

**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.....	David R. McGuire (215) 937-7046
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.

## FP7 Trip to Strasburg on September 30 Requested

Philadelphia and Lancaster Chapters have requested an excursion from Philadelphia's 30<sup>th</sup> Street Station to East Strasburg, PA on the Strasburg Rail Road, and have set a tentative date of Saturday, September 30, 2006 for the trip. This trip would be a virtual repeat a very successful trip between the two points which was operated Saturday, September 8, 2001.

On the previous trip, FP7's 902 and 903 headed the train of five Bombardier push-pull coaches, with a SEPTA RL1 diesel providing head-end power. A total of 311 revenue passengers rode the 2001 trip, with some additional "short" trips from Christiana to Strasburg, sold by Lancaster Chapter.

In a letter sent to SEPTA's Railroad Division in early June, National Director Larry Eastwood submitted the proposal, using the transportation notice from the 2001 outing as a guide. At presstime, Philadelphia Chapter, which would handle the ticketing, was approval from SEPTA which would outline price and necessary insurance requirements.

It is hoped that an early response will be forthcoming to provide Lancaster and Philadelphia Chapters sufficient time to market the trip; notices have already appeared in various railfan magazines.

## Next Meeting Scheduled for September 15

Philadelphia Chapter's first meeting of the 2006-2007 meeting year will be held on Friday evening, September 15, 2006 at the Faculty Club, Thomas Jefferson University Alumni Hall, 1020 Locust Street, downtown Philadelphia, beginning at 7:30 PM.

# PHILADELPHIA



FRANK G. TATNALL, JR.



## SEPTA TRANSIT

The \$627-million Market Street elevated project is in high gear this summer. Heavy construction work was carried out during a July 14-24 service outage west of 46<sup>th</sup> Street and a one-day shutdown is set for Sunday, July 30. A long 16-day suspension of service is scheduled for Friday evening August 11 through Monday morning August 28. Earlier outages were in effect over three weekends in June and the second weekend in July. During the construction periods Market-Frankford trains operate only as far west as the 46<sup>th</sup> Street el station, with shuttle buses handling passengers between the 40<sup>th</sup> Street station and 69<sup>th</sup> Street Terminal. Disabled riders are shuttled from and to the 30<sup>th</sup> Street station where elevators are available. (In the last issue of *Cinders* we should have said that the 60<sup>th</sup> Street el station was closed in June for reconstruction, rather than 63<sup>rd</sup> Street. The latter station will be replaced at a future date.)

Route 15 trolley service was suspended for two weeks last month due to a water main break at 5<sup>th</sup> Street & Girard Avenue. Buses were substituted over the entire route until rail service resumed on July 12. Another PCC-II was damaged in an accident last month but previously-shopped car #2335 returned to service.....SEPTA is replacing more than 3,500 feet of rail on Woodland Avenue between 67<sup>th</sup> Street and Island Avenue in Southwest Philadelphia. The project, which is to be completed by the Labor Day weekend, requires bus substitution for Route 11 trolleys between 49<sup>th</sup> & Woodland and Darby terminal on weekdays; and between the 40<sup>th</sup> Street portal and Darby on weeknights and weekends.....On July 10 SEPTA began final testing of its new cab signal system in the 2-1/2-mile-long trolley subway. The system, known as communication-based train control (CBTC), has been in development for several years and up until now has been used during late-night hours only (see March *Cinders*). It is similar to the automatic train control (ATC) system in place on the Market-Frankford Line and the Route 100 Norristown High Speed Line. But CBTC is a new radio-based computer technology, designed to control the speed of the cars and allow closer spacing than the current wayside signals.

SEPTA has embarked on Phase 1 of its "Smart Stations" project, which will install a network of closed-circuit TV cameras in all 63 subway and subway-surface stations to be controlled from the operations center. Also included will be a new system to provide for audio-visual public announcements, emergency communications, alarms and fire-suppression equipment. Phase 1 will equip 14 subway stations on the Market-Frankford and Broad Street Lines, most subway-surface stations and the 69<sup>th</sup> Street Terminal.....SEPTA's ongoing vehicle overhaul program will include the reconditioning in Fiscal Year 2007 of a number of Broad Street subway and Market-Frankford cars, the Route 100 N5 cars, Kawasaki trolleys,

Regional Rail Silverliner IV cars and certain buses. The N5's also will be retrofitted with new LED destination signs ..... SEPTA now has only two unrebuilt PCC cars on the property, converted tower car #2194 and ex-Chestnut Hill excursion car #2785. Both are stored at Elmwood depot .....In June SEPTA began activating new crossing protection systems at ten grade crossings along the Route 101 Media trolley line. The systems include gates, signals, bells and flashing lights, paid for through a \$6.4-million grant from PennDOT's highway-rail safety program. SEPTA also is installing 5,000 new ties and surfacing five miles of track on the Media-Sharon Hill line between 69<sup>th</sup> Street Terminal and Drexel Hill Junction, as well as on the Route 102 Sharon Hill line from Drexel Hill to Clifton Heights, at a cost of \$1 million..... SEPTA is working on a \$1.7-million plan to expand its Darby terminal, which serves trolley routes 11 and 13 as well as several bus lines.

As expected, the SEPTA board in June approved both the \$991-million operating budget and the \$438-million capital budget for Fiscal Year 2007. The operating budget includes a \$50.3-million deficit which SEPTA officials hope will be closed by a new transit funding plan to be considered by the State Legislature this fall (see June *Cinders*). Absent that action, the SEPTA staff will go back to the board with a plan for increased fares and/or service reductions to take effect next year. A two-percent increase in current State funding already anticipated in the budget was signed into law by Governor Rendell last month .....SEPTA closed out Fiscal Year 2006 on June 30 with a small surplus, although actual figures were not available at presstime. June was a strong month in terms of revenue and ridership, with Regional Rail again leading the way. This may indicate a delayed reaction to high gas prices..... Public transportation ridership grew by 4.25 percent in the first quarter of 2006 compared with the same period a year earlier, the American Public Transportation Association informs us. The report shows nearly 2.5 billion trips taken on mass transit systems during the first quarter of 2006 (*Trains*).

On July 7 Homeland Security officials revealed that they had uncovered a potential terrorist plot to set off bombs in the PATH tunnels under the Hudson River between New Jersey and New York City. The ringleader, an al-Qaeda follower, was arrested in Lebanon and two other suspects were in custody. The case emphasizes the vulnerability of big cities and especially mass transit systems, as highlighted a week earlier in a *U.S. News* article on the threat of suicide bombings. Said one government official, "Al-Qaeda has made suicide terrorism the binding force of the jihad movement." In Philadelphia, Mayor Street on July 13 released a special 175-page report evaluating the City's emergency response capabilities, warning that the City was woefully unprepared for a major catastrophe. The report, prepared by former FEMA Director James Lee Witt, had more than 200 recommendations on improvements needed to meet an emergency

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## PHILADELPHIA EXPRESS

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situation. One of the recommendations is to provide radio coverage—at a cost of \$23 million—for police and fire personnel in SEPTA's center city tunnels. On the same day, the *Daily News* reported that the two suitcase-size detection devices that SEPTA purchased earlier this year for \$300,000 each (see March *Cinders*) still have not been placed in service. The 117-pound neutron-scanners were to be used to identify the contents of suspicious packages from a safe distance, but they proved too heavy for normal use. So SEPTA has traded them in for newer two-part units weighing a total of 70 pounds, but these still must be licensed by the Nuclear Regulatory Commission. Finding unattended packages on the transit system is an almost daily occurrence, and they usually turn out to be non-threatening.

SEPTA's annual service plan for Fiscal Year 2007 was approved by the board last month. It recommends several changes in bus routes but no change in rail services.....SEPTA has agreed to sell 170 of its retired Neoplan buses to Fairless Iron & Metal, presumably for scrapping.....On June 6 a passenger on a Route 127 bus in Falls Township, Bucks County, opened an emergency door and jumped to his death.....The University of Pennsylvania in June announced a nearly-\$2-billion plan to redevelop 40 acres of property along the west bank of the Schuylkill River between Chestnut Street and University Avenue. The plan includes the already-finalized \$50.6-million purchase of 24 acres north of South Street from the U.S. Postal Service, which includes the former main Post Office building. (The mail sorting operations have been relocated to a new facility near International Airport.) The Schuylkill Expressway and AMTRAK's Northeast Corridor lie between the river and the Penn parcel, while SEPTA's West Chester Line separates the western edge of the property from the main campus. The project is seen as a desirable means to better link the center city area with the educational community in West Philadelphia, which now are divided by the Expressway, the railroads and the eyesore of parking lots.



## SEPTA REGIONAL RAIL

The most noteworthy event on Regional Rail during the past two months was—unfortunately—the head-on collision of two R2 trains Saturday, July 1, on the Warminster Line near Crestmont station in Abington Township. There were no fatalities but both engineers and about 30 passengers received minor injuries and were taken to hospitals. Northbound #1134, running 15 minutes late from the Airport enroute to Warminster, reportedly had stopped midway in the two-mile section of single track between “CP-Lynn” interlocking at Roslyn and “Grove South” at Willow Grove, when at about 2:55 PM it was struck by train #1143 bound from Warminster to the Airport. At the time of the collision the weather was clear and the temperature about 80 degrees. Reports from the scene indicate that the southbound was moving at about 15 mph when it struck the other train. The 1134's consist was four

Silverliner IV's and #1143 was made up of a Silverliner III, Silverliner II and two Silverliner IV's. There was only superficial damage to #407, the lead car in the northbound train, but the first car of #1143, St. Louis-built #224, receive more damage and may be out of service for some time. Both lead cars derailed. SEPTA provided shuttle bus service while the two trains were removed and the track repaired, but normal service did resume on Monday morning. It was the most serious accident on SEPTA's rail lines since March of 1990 when a Market-Frankford subway train derailed near the 30<sup>th</sup> Street station, killing four passengers and injuring 170 others.

A preliminary investigation conducted by the National Transportation Safety Board found no mechanical or signal defects as possible causes of the crash, although its final report will not be released for several more months. SEPTA said from the beginning that it was “focusing on the possibility of human error,” and the *Inquirer* later revealed that the engineer of the southbound train had been suspended with intent to dismiss. This would appear to mean that #1143 had passed a stop signal at “Grove South,” rather than waiting in Grove siding for its meet with #1134. The *Inquirer* reporter wrote extensively about the cab signal system which is in place on certain segments on the “Reading” side of the Regional Rail system—not including the Warminster Line—and on all AMTRAK-owned lines. This system includes a speed control feature, which will automatically reduce the speed of a train to conform to the signal indication if the engineer fails to do so. Cab signal rules also are in effect on SEPTA's Airport, Chestnut Hill West, Fox Chase and West Chester Lines.

The presence of cab signals, however, does not necessarily mean that a speed control system is in service. For example, the Pennsylvania Railroad installed cab signals on its mainlines from New York to Washington and from Philadelphia to Pittsburgh and Indianapolis in the 1930's but many locomotives were not equipped with speed control devices. After the deadly collision between an AMTRAK train and three CONRAIL locomotives at Chase, MD, in 1987, the Federal government mandated that all locomotives (including freight units) and MU cars operating on the Northeast Corridor be equipped with an acceptable form of speed control. All of SEPTA's locomotives and MU's therefore are equipped with cab signals/speed control because of their need to operate in Amtrak territory. Within the next few years SEPTA plans to install a cab signal/speed control system on all of its lines which are not now equipped, removing the present wayside signals except at interlockings. The Mainline from Philadelphia to Glenside already has the cab signal technology, as do the Neshaminy and Fox Chase Lines, and by sometime next year cab signals are to be extended from Glenside to Lansdale as part of another project (see below). The Warminster, Doylestown, Chestnut Hill East and Norristown Lines eventually will receive the same protection.

SEPTA will reissue several Regional Rail timetables effective Sunday, August 6. These are the R2 Warminster, R5 Lansdale-Doylestown and Paoli-Thorndale, R6 Norristown and R8 Fox Chase issues, plus the combined Jenkintown-Glenside folder. A special R2 weekday folder will show express and local bus schedules between Jenkintown, Glenside and Warminster Line stations due to midday trackwork along the line. On the R5 the inbound **Great Valley Flyer**, train #9526, has its schedule lengthened by four minutes to reflect increased ridership and longer dwell times, and other trains are adjusted. Midday rail

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## PHILADELPHIA EXPRESS

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service on the Doylestown Line is restored after completion of trackwork, and on the R6 Norristown Line the new trailer ticket office and waiting room at Conshohocken has been opened .....The R6 Cynwyd line was bused for several weeks starting July 10 because AMTRAK crews were installing new concrete ties and welded rail along the #1 track west of "Zoo," which is used by inbound Cynwyd trains. Rail service resumed on July 31.

The last major task in SEPTA's eight-year, \$85-million Wayne Junction to Glenside track and signal improvement project was the rebuilding of "Carmel" interlocking at Glenside. It was completed over the weekend of June 23-25, when new switches and movable point frogs were installed and a new "South Carmel" interlocking near Glenside station was cut in. Some miscellaneous work on the project will continue for a few more months, including removal of the old signals, catenary structure repairs and construction of retaining walls and fencing where adjacent property owners have encroached on SEPTA's right-of-way. Track speeds remain at 60 mph, but there is the new cab signal system and so-called "Rule 261" bi-directional operation on either track. Some delays to the catenary work occurred last summer when a group of contract electrical workers was called away to help with reconstruction after Hurricane Katrina struck Louisiana and Mississippi. A future project is the construction of high-level platforms at Jenkintown station, the fourth busiest station on the Regional Rail system.

Now the focus shifts to rebuilding the 12 miles of Mainline (the former Bethlehem branch) from Glenside to Lansdale. Work is in progress on two new interlocked crossovers at Penllyn and the reconfiguration of "Dale" interlocking in Lansdale is set to begin next year. (The latter project will mean the end of the old grade crossing tower at Main Street—probably the last of its kind in the U.S.—from which a watchman manually controls the gates and warning lights.) Fort Washington station is getting high-level platforms and the same are planned for North Wales. Three miles of new catenary will be strung and a cab signal system installed, along with bi-directional operation.

The massive \$63-million reconstruction of Suburban Station is winding down, and should be complete by next month. The visual improvements have been breathtaking, with much of the concourse level restored as closely as possible to its appearance when the PRR opened the station to the public in 1930. Most of the Art Deco touches have been preserved, right down to the bronze bag racks beneath the ticket windows, and where the original bronze fixtures were not available (as with some of the overhead lighting) new ones have been made that look almost identical. Traditional wooden benches are featured in the waiting area. Creature comforts also are enhanced, such as the long-desired air conditioning, improved lighting, more retail space, refurbished restrooms, new signage, elevators to all levels, stairway enclosures, an audio-visual train information system with LED display boards and platform improvements. An open-air courtyard below street level, with concrete benches and decorative artwork, will soon be open. The crew quarters, personnel assignment office and transit police facility all have been rehabilitated.

SEPTA operated 18 extra trains on the Norristown Line Sunday, June 11, for spectators heading to the "Manayunk Wall"

to witness the International Cycling Championship race. Four-car trains ran between Norristown and 30<sup>th</sup> Street Station, carrying many hundreds of passengers to and from the Manayunk station—which is just a couple of blocks from the famous hill known as the "Wall." The special trains operated in between the regular R6 hourly service.....This summer marks the 25<sup>th</sup> anniversary of SEPTA's discontinuance of long-distance RDC service to Pottsville, Reading, Bethlehem and Newark, NJ. The last day for trains to Reading, Pottsville and Bethlehem was June 30, 1981, while the **Crusader** and **Wall Street** left Reading Terminal for the last time on July 31.....The 195 SEPTA engineers represented by the Brotherhood of Locomotive Engineers & Trainmen have been working without a contract for almost a year, and a three-member emergency board has been created under Federal law to recommend a settlement. It is possible—but unlikely—that the union could be free to strike as early as next month. According to an *Inquirer* report, the union is demanding the same three-percent pay increase each year for four years as SEPTA already has granted the members of Transport Workers Union Local 234 who operate the City Transit Division.

The *Inquirer* on June 21 published a lengthy article on the increasing interest in "transit villages," which are clusters of business and residential buildings developed around mass transit stations. Conshohocken and Ardmore are among the suburban locations under consideration, the latter through a local "MUST" ordinance (for Mixed-Use Service Transit District). Transit villages around several PATCO stations also are being studied .....The State Assembly approved a massive transit authorization bill before it left Harrisburg last month. SEPTA would receive \$897 million for numerous capital projects, including \$26 million for the extension of R5 service to Coatesville, Parkesburg and Atglen, which some in Chester County are pushing for but SEPTA has not endorsed (see January *Cinders*). It should be remembered that all of this is only an *authorization*, not an *appropriation*, and no money will be immediately forthcoming.....SEPTA will lease two parcels of land from NORFOLK SOUTHERN and two from AMTRAK in order to expand its parking lots at the busy R5 Exton station, affording space for 170 more automobiles. Evidently, the NS property is in the vacant right-of-way of the old P&T branch which parallels the Amtrak Harrisburg line.

Over the past two months the Railroad Division has been forced to cope with a host of weather-related problems and other operational snafus. Here's a rundown of the woes caused by the numerous wind and rainstorms experienced recently in the Philadelphia region: On Thursday, June 1, heavy rains caused signal power outages on the Doylestown, Neshaminy and Fox Chase Lines; the next afternoon signal power was lost on the West Chester Line between Philadelphia and Elwyn, resulting in delays to many R3 trains through the rest of the day; at 6 PM on Saturday, June 10, a tree fell into the catenary over #3 and 4 tracks on the Northeast Corridor east of Levittown, delaying several AMTRAK and SEPTA R7 trains. A non-weather event on Friday, June 23, was a minor fire (reportedly in an elevator shaft) in the SEPTA headquarters building at 1234 Market Street, which forced the train dispatchers to evacuate their office on the 19<sup>th</sup> floor about 8:30 PM. They were back in full operation by 10.

Rain fell every day from Friday, June 23, through Wednesday the 28<sup>th</sup>. On the afternoon of Saturday the 24th high water over the tracks in "Thorn" interlocking at Thorndale on the Harrisburg mainline delayed several AMTRAK and SEPTA R5

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# PHILADELPHIA EXPRESS

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trains. Around 1:25 PM on Tuesday the 27<sup>th</sup> winds blew down a tree near Wayne station on the Harrisburg line, fouling the #1 and 2 tracks and knocking out the catenary power on those tracks. R5 train #560 was halted just east of the station and its passengers had to be evacuated. Eastbound trains were reduced to hourly and shifted to the #3 track, running express from Paoli to Bryn Mawr as buses picked up passengers at intermediate stations for transfer to Paoli or Bryn Mawr. All westbound trains used #4, with several trains in both directions delayed or annulled. The #2 track finally was cleared for service at 6:20 PM. An unrelated catenary problem that same evening at "Stiles" interlocking east of Overbrook further delayed several R5 trains, four of them for an hour or more.

The torrential rains on Wednesday, June 28, wreaked havoc up and down the eastern seaboard, not only on the citizenry but on many railroads in the area. The stalled low-pressure system that brought six consecutive days of rain caused numerous rivers and creeks to rise, forcing thousands to flee their homes in places like Easton, New Hope, Yardley and Trenton when the Delaware River paid an unwelcome visit to their neighborhoods. The Schuylkill evicted many residents in Reading, the Pottstown area and other river communities, while the Brandywine Creek spilled over its banks in Downingtown, Chadds Ford, Wilmington and elsewhere. The storm dumped record amounts of rainfall on Washington, DC, and the Eastern Shore of Delaware and Maryland—over 12 inches in some places—and the New England states were hard hit. Philadelphia's official rainfall measurement was 2.5 inches on Wednesday alone. "Thorn" interlocking again was underwater on the 28th, causing R5 trains to turn back at Frazer during the morning hours, and R6 Norristown service had to be suspended between Ivy Ridge and Norristown due to high water at the usual locations in Miquon and Conshohocken. A flood on the Warminster Line at Fulmor forced a four-hour suspension of R2 service but a washout on the Doylestown Line near Colmar was repaired by 8 AM.

Then, on Tuesday, July 18, another catastrophic storm struck the region. Peco Energy called it the worst summer storm—other than a hurricane—in the history of the company. More than 400,000 customers in the area lost power, some for up to four days. All in all, SEPTA came through the storm reasonably well, although that evening it lost signal power for a time on the West Chester Line and intermittently both catenary and signal power on the entire Reading side of the system. AMTRAK also experienced similar problems between "Zoo" and Overbrook. By 8 PM most service was restored but a downed tree blocked the #1 track at "Newtown Junction" in the Olney section and SEPTA train #577 struck tree branches in the catenary near Exton on Amtrak's Harrisburg Line. Early the next morning a tree fell on the catenary over #1 Mainline track at Gwynedd Valley, and a Peco crew had to be called to disentangle one of its power lines. During the morning rush some southbound R5 trains were able to operate past the site on the #2 northbound track, but later both tracks were shut down for tree removal. Buses were substituted until 3 PM when trains began to operate with Form D permits because most grade crossing protection still was not working. Signal power continued to reset and drop out for the rest of the afternoon, causing many delays on the Mainline, Norristown Line and Warminster Line. During this time excessive heat—the official temperature reached 98 degrees at International Airport on both the 17<sup>th</sup> and 18<sup>th</sup>—also caused train delays because of mandatory speed restrictions.

Now for the non-storm-related events, which can be grouped by catenary problems, signal problems and miscellaneous. Catenary failures were all too numerous, beginning early on Thursday, June 29, when Peco wires fell on #1 track near the Airport, forcing the annulment of several R1 trains. Other trains were delayed as they could only get past on #2 track. On Sunday, July 2, Airport train #4324 snagged its pantographs in the wire, forcing another single-track operation and many delayed trains. That same evening at Haverford a tree fell across AMTRAK's Harrisburg mainline, knocking down the catenary on all four tracks. R5 service was suspended and shuttle buses ordered. By 6 o'clock Monday morning only #1 track had been restored to service, allowing hourly eastbound service while westbound trains were either annulled or running an hour late. Bryn Mawr locals were cancelled. By 11:45 AM #4 track was back in service, allowing the restoration of normal schedules. This disruption spurred Amtrak to perform emergency tree-trimming between Overbrook and Bryn Mawr, which hindered R5 service for the next several days. On Tuesday, July 4, a Time Warner cable fell across SEPTA's catenary near Queen Lane on the Chestnut Hill West Line, causing R8 train #2819 to snag the wire and delay two trains before the cable was removed. That same afternoon, a tree fell into the catenary on Amtrak's Northeast Corridor at Morrisville, delaying several R7 trains, and a fallen tree on the Chestnut Hill East Line near Wayne Junction fouled the catenary on #1 track, forcing all trains to run on #2.

On the morning of Wednesday, July 5, when most people were back from their long weekends, Bryn Mawr local #4624 got its pantographs entangled in tree branches west of Wynnewood station. Following R5 train #534 coupled to the disabled train and shoved it into town, delaying several other trains. A week later on the afternoon of July 12, R1 train #0150 damaged its pantographs at 60<sup>th</sup> Street on the Airport Line. Passengers were transferred to following train #9152 but there were numerous delays due to single-tracking. On Saturday the 15<sup>th</sup> the Chestnut Hill West Line was shut down for over four hours because of catenary damage and passengers were bused.

The ill-fated Chestnut Hill West Line also suffered a loss of signal power off and on for nine hours on Thursday, June 1, resulting in a host of relatively-minor delays. On the morning of Thursday, June 29, AMTRAK had a massive loss of signal power on the Corridor between "Zoo" and "Holmes," delaying several R7 Trenton trains. At the same time signal power again failed on the Chestnut Hill West Line, forcing SEPTA to annul all R8 CHW trains from 6 to 11 AM. A few days later, on July 5, CHW lost its signals for an hour and on the 6<sup>th</sup> the line had an intermittent loss of signal power, delaying trains for most of the day. On Thursday, June 29, Amtrak lost signal power on the Harrisburg line between Bryn Mawr and Frazer for four hours starting at 2:45 PM. A long list of delays to R5 trains ensued. Finally, on Sunday, July 2, a signal failure at "Chestnut Hill West" interlocking caused major delays to R8 trains throughout the evening.....In the "miscellaneous" category were unpleasant events such as when northbound R5 train #592 struck and killed a trespasser at the Pennbrook station near Lansdale on June 27, and a switch failure at Woodbourne on July 7 after CSX freight Q-439 had cleared, which caused the annulment of three R3 West Trenton trains and delays to eight other trains. A piece of Amtrak track equipment derailed in "Zoo" interlocking on July 10, delaying one inbound morning R5 express and two inbound Bryn Mawr locals.....

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On the morning of July 14 AMTRAK trains #129 became disabled at Bristol and SEPTA deadhead train #6748 was pressed into service to rescue the train's 220 passengers. After the transfer was made the rescue train operated non-stop to 30<sup>th</sup> Street Lower Level. Several R7 trains were delayed due to the breakdown of #129.



AMTRAK has had more than its share of weather and other troubles these past two months. During the stormy period in late June described above Amtrak suffered a series of service interruptions, not the least of which was a huge washout on CSX's ex-CONRAIL Water Level Route along the Mohawk River at three points between Amsterdam and Utica, NY. Several washouts and fallen trees blocked the tracks starting on the morning of Wednesday, June 28. Amtrak was forced to cancel the **Lake Shore Limited** and all of its Empire Service trains west of Albany-Rensselaer through July 3, when the **Lake Shore Limited** and the New York-Toronto **Maple Leaf** resumed operation. But serious delays continued through the area where CSX crews were rebuilding the railroad. One Empire Service round-trip was reinstated effective July 5 and another the next day. During the outage period a modified schedule was operated between New York City and Albany-Rensselaer, while the New York-Montreal **Adirondack** and New York-Rutland **Ethan Allen** continued on their normal schedules. In the initial outage on June 28 Amtrak tried to run some alternate bus service between Utica and Albany but even the buses had problems because a 50-mile section of the New York Thruway and part of paralleling U.S. 20 also were shut down due to flooding. After that, no alternate transportation was provided.

Further south AMTRAK had a host of problems caused by flooding. Many trains both on and off the Corridor were delayed or cancelled, with one source of disruption the high water that covered the Corridor mainline near Landover, MD, on Sunday, June 25, after several inches of rain fell on the Washington, DC, area. Limited service resumed at 6:30 the next morning, but washouts on CSX's RF&P Subdivision forced the continued cancellation of all Amtrak service south of Washington. The **Auto Train**, however, was able to operate into and out of its Lorton (VA) terminal, and the tracks were repaired in time for the southbound **Silver Meteor** to run that night to Florida. By Wednesday the 28<sup>th</sup> full service on the Corridor—including the Acelas—had been restored, but south of Washington some cancellations and delays due to congestion remained. Philadelphia-Harrisburg service was operating, although Amtrak warned of possible delays due to high water on the Susquehanna River, which evidently did not materialize. But the 600-series trains did experience other storm-related delays, including a fallen tree that hit a transmission line east of Coatesville. NORFOLK SOUTHERN issued flash flood warnings and some actual flooding occurred on the mainline between Harrisburg and Pittsburgh, which delayed both the **Pennsylvanian** and freight service (Amtrak, *Trains*).

Following the massive power failure on the Corridor between New York and Washington on May 25 (see June

*Cinders*), AMTRAK launched a full investigation to pinpoint the cause. Amtrak reportedly has narrowed the suspected facilities to the Richmond station in Philadelphia, which generates Amtrak's PRR-inherited 12,000-volt, 25-hertz, single-phase power, and to a Peco-owned conversion station in Chester. To date, a final report has not been released but is expected by the end of the year. A week later the system hiccupped again, with relatively minor power disruptions on Friday and Saturday, June 2 and 3. At the start of the afternoon rush hour on the 2<sup>nd</sup> a drop in voltage slowed or stopped many Amtrak, SEPTA and NJ TRANSIT trains between Philadelphia, Trenton and New York until the problem was corrected 45 minutes later. The glitch was traced to a storm-damaged transmission line from the Richmond generating station. The next morning a similar power drop occurred for about 30 minutes in the Philadelphia area, also attributed to storm damage. Then, on June 21 another voltage fluctuation halted morning rush service for a half-hour between Newark, NJ, and New York City. Amtrak said none of these failures was related to the widespread shutdown of May 25, but to be on the safe side it will station a rescue locomotive near the Hudson River portals to pull out any trains stranded in the tunnels due to a power failure.

AMTRAK Senior Vice President William Crosbie appeared before a New Jersey State Senate committee on June 22, saying that he could not fully explain why so many power failures had plagued Corridor service in less than a month's time, but that they all had different causes. He said that he was "very confident that it's highly unlikely that (a major failure) would happen again," pointing out that the May 25 outage was a "rare event" that had not occurred for nearly a quarter century. But NJT Executive Director George Warrington—himself a former Amtrak president—told the Senate panel that he was "deeply concerned about the Federal investment in this regional and national asset," adding that the Northeast Corridor "has been held hostage to a 30-year ideological debate" over Amtrak's intercity rail service. He concluded that "(i)n the end, it's always about money, and always about trying to offload responsibility to somebody else, in this case the states" (*Trains, Railpace, Weekly Rail Review, NARP*).

Even before this fall's planned start-up of faster all-electric service on the Philadelphia-Harrisburg Keystone Corridor, AMTRAK reports a substantial gain in ridership. In June the service carried more than 72,000 passengers, a 20-percent increase over June a year ago. In the first nine months of Amtrak's fiscal year, ridership increased 13 percent to 615,000..... Harrisburg Chapter reports that AMTRAK has been testing cab cars in Harrisburg service. These converted Metroliner cars will be used in regular service with AEM-7 electric locomotives when the new schedules are introduced, avoiding the need to turn trains at Harrisburg or Philadelphia.....The automated Track Laying System last month completed the installation of new concrete ties and welded rail on tracks #2 and 3 between Bryn Mawr and Overbrook. After that the TLS renewed track #2 east from Overbrook to near the Girard Avenue bridge, then worked east on #1 track from Overbrook, putting down concrete ties and welded rail as far as the 34<sup>th</sup> Street bridge. At the end of July the machine was on track #1 of the 36<sup>th</sup> Street Connection between "Zoo" and the approach to the Lower Level of 30<sup>th</sup> Street Station.

It was a surprise early last month to see a strange locomotive in regular service on the Harrisburg line. Apparently due to a shortage of the regular P42 diesels, P32-8 #514 with its chopped nose was spotted several times on the point of trains #613

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# PHILADELPHIA EXPRESS

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and 648, among others. This is one of the units which the fans once referred to as "Pepsi cans" due to their unusual paint scheme, which since has been replaced with standard livery.....

In response to the fallen tree incident at Haverford on July 2 (see above) AMTRAK sent a special tree-cutting crew to the area between Overbrook and Bryn Mawr. Starting on July 5, the crew took the #4 track out of service middays from Wednesday through Saturday while it chopped away at some of the trees bordering the right-of-way. Trees falling on the track or catenary have been a problem for years on rail lines in this area. The fact that the Track Laying System had #3 track out of service at the same time caused delays to westbound SEPTA and Amtrak trains, which had to run on Form D permits against the current of traffic on #2.

On July 16 the Inquirer published an exclusive interview with former AMTRAK President David Gunn, held at his ancestral home in Nova Scotia. Gunn, 69, spoke in detail about the behind-the-scenes battles among Amtrak's managers, members of Congress and Bush Administration officials who wanted to withhold all Federal subsidies in order to force a restructuring of the railroad. He said that Amtrak came close to shutting down in the spring of 2005 when vendors started demanding cash and auditors would not certify that Amtrak could continue in business. When he tried to explain the realities of Amtrak's situation to former Transportation Secretary Norman Mineta in a meeting last June, Gunn said he got little response. "It was like talking to a mannequin. He never showed any intellectual engagement in terms of dealing with the problem." In his 3-1/2 years at Amtrak, this was the only meeting Gunn had with Mineta. But "We managed our way through—it wasn't them (the Bush Administration). "They didn't do anything to help us," he said. "They did a lot to hurt us." The next day, a follow-up article was published entitled "On a new track?" which reported that some compromise on the future of Amtrak may be reached, which could include the infusion of private money into the system.

AMTRAK did get some good news last month. First, the Senate Appropriations Committee approved \$1.4 billion for Amtrak in Fiscal Year 2007 beginning this October, well over the \$900 million requested by the President and the \$1.14 billion approved by the House. The other good news was the resignation of Transportation Secretary Mineta, who was no friend of Amtrak. He is headed to the PR firm of Hill & Knowlton as vice chairman. Possible successors as DOT secretary are Deputy Secretary Maria Cino and former deputy Michael P. Jackson, now at the Department of Homeland Security.....NARP got some press last month with its letter to the Surface Transportation Board, urging that the STB try to improve the performance of Amtrak trains on the sometimes-hostile freight railroads. "Our members are increasingly alarmed at the on-time performance of many Amtrak trains operating on tracks of the freight railroads—especially CSX and UNION PACIFIC," said NARP Executive Director Ross Capon in his letter to STB Chairman Douglas Buttrey. NARP reminded Buttrey that a rarely-enforced Federal law requires that Amtrak trains be given preference over freight trains except in emergencies (*Traffic World*).....The Senate last month confirmed the nominations of Democrat R. Hunter Biden and Republican Donna R. McLean to the AMTRAK board, which now has bi-partisan representation for the first time in two years (NARP),

The British Conservative Party (the Tories) last month publicly admitted that its mid-1990's privatization of British Rail was a mistake. That admission counters the Bush Administration strategy to sever AMTRAK's infrastructure responsibilities from its train operations and to partially privatize the system. "We think," said high-ranking Party Official Chris Grayling, "with hindsight, that the complete separation of track and train into separate businesses at the time of privatization was not right for our railways. Too many people and organizations are now involved in getting things done—so nothing happens" (NARP).....Acela Express trains now can get instant authorization of credit cards in the Bistro cars through wireless technology, vastly speeding up the transaction. Amtrak plans to place the credit card readers in the Amcafe cars on all Northeast Corridor Regional trains within the next year, and then in dining cars systemwide (NARP).....AMTRAK has disconnected the power outlets on its Acela trains pending an electrical fix, after several of the outlets were short-circuited by passengers plugging in laptop computers. The power outlets on other trains are said to be working properly (NARP).

It was 25 years ago this June when Philadelphia and Lancaster Chapters operated a "Farewell to the GG1's" special via AMTRAK and CONRAIL. The 15-car Amfleet train originated in Harrisburg with freshly-painted tuscan-red GG1 #4877 on the point trailed by black #4876 (the same locomotive that crashed at Washington Union Station in January 1953!). On June 6, 1981, the special departed Harrisburg for Philadelphia, then headed south to Perryville, west on Conrail's scenic Port Road to Harrisburg and back to Philadelphia. A total of 1,029 fare-paying passengers was on board and high-speed runbys were executed at Lancaster station. The late Nelson Bowers coordinated with the railroads and Larry Eastwood served as trip chairman.....On July 22 AMTRAK again operated its annual "Rails to the Fair" excursion from Philadelphia to the Delaware State Fair at Harrington .....Dispatchers in the CETC center on the 8<sup>th</sup> floor of 30<sup>th</sup> Street Station had to evacuate the center on the morning of June 15, due to a fire alarm activation. They were back on the job in half an hour.....Senators Robert Byrd of West Virginia and Patty Murray of Washington have written to the Secretary of Transportation and AMTRAK Board Chairman David Laney to oppose reported efforts to outsource Amtrak reservations jobs to a foreign country (NARP).



**CSX, NS,  
OTHER ROADS**

Both CSX and NORFOLK SOUTHERN reported record revenues in the second quarter of 2006. Transportation revenues at CSX were \$2.4 billion, a 12-percent increase over the same period a year ago, net income was \$390 million versus \$165 million last year, and the operating ratio dropped to 78.6 percent. The CSX board of directors approved a two-for-one stock split. NS reported second quarter revenues of \$2.39 billion, up 11 percent over the year-ago period, and net income of \$375 million, down 13 percent from the second quarter of 2005 which NS blamed on the spike in fuel prices. NS's operating ratio declined to 71.7 percent, its best since the CONRAIL takeover in 1999.

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## PHILADELPHIA EXPRESS

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NS CEO Wick Moorman has been leading the charge to reduce the rail carriers' liability for carrying highly-toxic chemicals, or to remove their common-carrier obligation to carry these hazardous materials. Liability exposure running into the billions in the event of an accident has prompted the railroads to seek more protection when carrying hazmats, including those classified as "toxic by inhalation" such as chlorine which are vital for water purification or industrial uses. The chairman of the House Railroad Subcommittee said that he would explore legislative relief, since these hazmats make up less than one percent of total carloads but 50 percent of insurance costs. "For a smaller carrier, a single hazmat accident might force the company into bankruptcy," he said (*Traffic World, Trains*)..... NS is handling tank car unit trains loaded with ethanol, which move from producing points in the Midwest to Sewell, NJ, where the grain product is blended into gasoline. Ethanol is shipped in insulated tank cars because it is corrosive to pipelines (P&R Chapter).....This year NS plans to replace more of the old PRR position light signals with new color light signals on its Harrisburg-Pittsburgh mainline (*Railfan & Railroad*).

CSX and longtime customer Tropicana are working on a program to load Tropicana boxcars with southbound freight to Florida, rather than having the cars return empty as they have been doing since the "juice train" began running to North Jersey in 1970 (*Traffic World*).....CSX has launched a novel marketing campaign around the University of Delaware in Newark and other college towns, which includes the controversial slogan "Girls don't like flat guys." This refers to male trespassers being run over by trains (*Weekly Rail Review*).....NS has announced that it will purchase the kits for two RP20BD diesel "gen-set" locomotives from Railpower Technologies, and complete their conversion from conventional units at the Altoona shop. Railpower currently has a backlog of 152 locomotives, the majority of which are gen-sets rather than Railpower's well-known battery-hybrid units (*Trains*).....NS plans to retire all but 18 of its 58 GP15-1 locomotives, built by EMD for CONRAIL in 1979. These units should prove ideal for shortline use (*Railpace*).

Given that the major railroads are already strapped for capacity, the Surface Transportation Board has asked the carriers to detail their plans for handling increased traffic during the peak shipping season this fall. CSX responded that all of its operating measurements have improved and the system should be able to absorb the added traffic. NS said that with the addition of new locomotives and hundred of newly-trained engineers it should be able to handle the increased volumes (NARP).....The July issue of *Trains* had an article on the CONRAIL SHARED ASSETS organization, which is the neutral switching carrier in North and South Jersey, Philadelphia and Detroit. Many of its managers are graduates of the "Big Conrail," now overseeing 762 route-miles, 1,276 employees and 93 locomotives, which are on loan from parents CSX and NS.....The September *Trains* carries a piece about the long-running dispute between CSX and the City of Philadelphia over retaining the two pedestrian crossings of CSX tracks into Schuylkill River Park. For some time, this column has monitored the dispute in which the railroad, for safety reasons, wants the crossings closed but the City and a local advocacy group have been fighting to retain them. A recent visit to the website [www.freetheriverpark.org](http://www.freetheriverpark.org) reveals that in recent

negotiations the two sides may be nearing a compromise .....Former CONRAIL and CSX Official John Sammon has been appointed assistant administrator of the recently-created Transportation Sector Management Office in the Transportation Security Administration.

NJ TRANSIT has applied for permission to extend its late evening River Line light rail service from 36<sup>th</sup> Street in Pennsauken to the Route 73 station. North of 36<sup>th</sup> Street River Line trains use the same track as CONRAIL freight trains, and under Federal Railroad Administration rules the operation of both is not permitted during the same hours. Thus, River Line trains out of Camden cannot run beyond 36<sup>th</sup> Street between 10 PM and 6 AM when freight trains by agreement have exclusive use of the railroad. But under the NJT plan a two-mile-long "interlocking" would be created between 36<sup>th</sup> Street and Route 73 to ensure the safety of River Line trains operating after 10 PM. This would allow patrons attending late-evening events at downtown Camden venues such as the Tweeter Center to park their cars at the Route 73 lot and ride the trains to that station until after midnight. Currently, after 10 PM six days a week River Line riders must transfer to buses at 36<sup>th</sup> Street for the trip to the Route 73 station. Full River Line service runs on Saturday evenings, when freight trains do not operate.....The River Line was shut down between Bordentown and Trenton on June 29, when more than a foot of water from the flooding Delaware River surged over the track. Bus service was substituted.

In June, the NJ TRANSIT board approved a three-year demonstration project to run 18 express trains each weekend between Penn Station in New York and Atlantic City. Costs of the operation will be borne by the Casino Reinvestment Development Authority and a consortium of Atlantic City casinos. Under the agreement, NJT will acquire eight additional bi-level coaches for \$15 million to be dedicated to the service, and for power NJT will lease four dual-mode (diesel/DC) locomotives from AMTRAK. The locomotives will utilize the long-dormant DC third rail in the Hudson River tunnels, which recently was reactivated as part of Amtrak's safety improvement program. Starting late next year, the trains will operate via Frankford Junction and the Atlantic City Line, making the run in about 2-1/2 hours. About 1,100 riders are expected to take advantage of the service each weekend (NARP).

Separately, NJT is negotiating with AMTRAK to begin a new service between Philadelphia, Newark or Hoboken with stops at certain stations in Central New Jersey. The proposed service would be cheaper than Amtrak and faster than the existing NJT/SEPTA service which requires a transfer at Trenton. From what NJT Chief George Warrington has told the press, the idea is to extend 11 of the present 14 daily trips between Atlantic City and 30<sup>th</sup> Street Station to North Jersey. Warrington keyed on the proposal as a means to make visiting or working in Philadelphia more convenient for New Jersey residents, similar to the service they now enjoy to New York.....NJT and AMTRAK suffered an embarrassment in June during a test run of NJT's new bi-level commuter cars. It seems that the cars were running through one of the Hudson River tunnels into Penn Station when they knocked down two newly-installed signals hung from the tunnel ceiling. Although the new cars—231 have been ordered—conform to Amtrak's clearance envelope, the contractors who hung the signals failed to check those clearances. There was only minor damage to the cars but several signals had to be relocated

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# PHILADELPHIA EXPRESS

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..... NJT has consultants working on the elusive concept of a dual-mode diesel/high-voltage AC locomotive, which would be useful for bringing trains from non-electrified branches into Manhattan. The notion of a diesel-AC locomotive often has been talked about but never before seriously studied (*Railway Age*)..... Another failure of the ancient Portal drawbridge over the Hackensack River east of Newark halted all NJT and AMTRAK service to and from Penn station for more than an hour on Wednesday, July 26. The 96-year-old bridge became stuck in the open position just before 3:30 PM, until technicians managed to close it at 4:51 (NARP).

The "Sesquicentennial Limited," a special train put together by Bennett and Eric Levin to celebrate the 150<sup>th</sup> anniversary of *Railway Age* Magazine, was a big attraction on its June 15 run over NJ TRANSIT from Hoboken to Bay Head, NJ, and return. Headed by JUNIATA TERMINAL's tuscan-red, ex-Pennsy E8's #5711 and 5809, the train of six private cars carried corporate sponsors, guests and *Railway Age* colleagues past and present. The Levins' ex-Pennsy open-platform business car **Pennsylvania 120** brought up the markers. The magazine's July issue carries a two-page color spread on the event and photos of the train have appeared in railfan magazines. The Asbury Park *Press* newspaper described it like this: "When commuters die, this is the train they hope they'll ride in heaven"..... Atlantic City-bound NJT train #4619 with about 100 passengers on board struck an all-terrain vehicle which had been abandoned on the tracks in Winslow Township around 6 PM on May 29. No one was injured..... NJT is preparing to file a Federal grant application to rebuild the abandoned Lackawanna Cutoff across northern New Jersey, which is vital to the long-discussed proposal to bring commuter rail service to the Stroudsburg (PA) area, the Poconos and ultimately to Scranton (*Railpace*)..... On July 17 NJT opened its new one-mile branch off the Newark City Subway to the ex-Lackawanna Broad Street railroad station.

CANADIAN PACIFIC also suffered grief in the late June floods. CP reported at least seven washouts on its line from Binghamton, NY, to Scranton and Sunbury, PA. CP's line north of Binghamton also was hampered by high water around Oneonta, NY. READING & NORTHERN and NS reported a washout near Jim Thorpe and SUSQUEHANNA had blockages on its Southern Tier route (*Trains, Railpace*)..... U.S. railroads reported 1.7 million carloadings in May, an all-time high and 3.9 percent higher than May 2005. The railroads have been capacity-challenged for some time, and this high volume of freight is causing distress for freight customers whose shipments are moving behind schedule, and for passengers on delayed AMTRAK trains (NARP). Partly in response to this good news/bad news situation, a bill was introduced in the U.S. Senate last month to offer a 25-percent tax credit for investments in rail infrastructure such as new or rebuilt track and yards..... A proposed class action settlement with AT&T would award compensation to owners of property adjoining or underlying certain rail lines in Pennsylvania and elsewhere, along which AT&T has buried fiber optic cable.

PATCO is testing its new "Freedom" smart card fare-collection technology at the Woodcrest, 8<sup>th</sup> & Market and 9<sup>th</sup> & Locust stations. The state-of-the-art tickets, imbedded with tiny

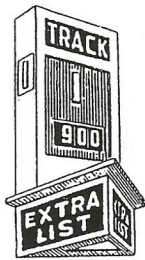
computer chips, can be loaded with value at new automated vending machines, and will deduct the cost of each ride as the passenger exits the station. The \$13-million Freedom card system will replace the obsolete magnetic cards and coin machines which have been in use since PATCO opened in 1969. Ultimately, it is hoped that a universal card good on SEPTA, NJT, PATCO and elsewhere will be made available..... Lawmakers are pressuring the Surface Transportation Board to determine whether waste transfer facilities along railroad lines are exempt from state and local environmental regulations. Federal legislation also has been introduced to limit the STB's authority over these transfer facilities, which have aroused strong local opposition in some areas such as around Elwood, NJ, where the SOUTHERN RAILROAD OF NEW JERSEY is working on such an operation (*Weekly Rail Review*).

Chapter Member Henry Posner is going into the steam business, as his Railroad Development Corp. has imported two Class QJ 2-10-2 locomotives from China. They are destined for RDC's 550-mile IOWA INTERSTATE RAILROAD, but already are committed for fantrips in the Midwest this year. Posner plans to try them out in freight service on the IAIS but eventually they might wind up on tourist railroads (*Trains*)..... The August issue of *Railfan & Railroad* has a nice article on the history of Baldwin 4-10-2 #60000, which has been displayed in Philadelphia's Franklin Institute since the museum opened in 1934 (not 1924 as stated in the article)..... *R&R* also ran an article in the June issue about STRASBURG RAIL ROAD's 2-10-0 #90, which has been a fixture at Strasburg since it was purchased from the GREAT WESTERN in 1967..... Work is well along on the new front entrance at the Railroad Museum of Pennsylvania at Strasburg, which should be completed by the end of this year.

The Department of Homeland Security last month announced grants of \$136 million to transit agencies and \$13.2 million to AMTRAK to help prevent or respond to terrorist attacks (NARP)...... Meanwhile, the Senate defeated an amendment to the 2007 Homeland Security appropriations bill that would have increased rail security funding by \$1 billion. The amendment had been offered by Senator Joseph Biden of Delaware, who later told the Senate, "We are going to regret this" (NARP)..... The FRA last month announced that all new and rebuilt locomotives will be required to meet new Federal crashworthiness standards, which include stronger collision posts, anti-climbing equipment, reconfigured cabs and stronger fuel tanks (*Weekly Rail Update*)..... A newly-introduced Senate bill would strip the railroad industry of its antitrust exemptions, and shift the responsibility for ruling on rail mergers from the Surface Transportation Board to the Department of Justice and the Federal Trade Commission (*Traffic World*).

The *Pennsy in the 1950s*, Chapter Member John Dziobko, Jr.'s hardcover book, has been published by the PRR Technical & Historical Society. It contains an authoritative text by Christopher T. Baer of the Hagley Museum..... Photographer Don Wood, famed for his many photos of PRR steam and diesel power, died on June 30 after a short illness..... Later this year the Transportation Security Administration plans to begin a nationwide credentialing program for 750,000 workers who have access to the nation's ports, including railroaders and truckers. A tamper-proof Transportation

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AUGUST 9-12, 2006:  
 Railroad Circus Days at Railroad Museum of Pennsylvania, Strasburg, featuring scale model replicas of circus trains, equipment and performances. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: [www.rrmuseumpa.org](http://www.rrmuseumpa.org)).

AUGUST 19-20: Railfan Weekend on Belvidere & Delaware River at Philipsburg, NJ, hosted by New York, Susquehanna & Western Technical & Historical Society in cooperation with *Railfan & Railroad Magazine*. Steam engine #142 will power passenger trains and photo freights. For information, telephone 877-872-4674 (website: [www.877trainride.com](http://www.877trainride.com)).

AUGUST 27-SEPTEMBER 4: Operation of restored ex-Pennsylvania Railroad 0-6-0 #643 at Williams Grove, PA, sponsored by Williams Grove Historical Steam Engine Association. Steam traction engines also will be fired up. Admission: \$2 per person. For information, telephone 717-766-4001 (website: [www.wghsea.org](http://www.wghsea.org)).

SEPTEMBER 1-4: Four-day bus tour of tourist railroads and museums in Virginia, North Carolina and Tennessee, sponsored by Lehigh Valley Chapter NRHS. Destinations include the Virginia Museum of Transportation in Roanoke, Southern Appalachia Railway and Great Smoky Mountains Railroad, North Carolina Transportation Museum and other attractions. Fares: \$525 per person single occupancy or \$450 double occupancy, which include transportation, admissions and hotel accommodations. Send reservation requests to: Gerhard Salomon, 825 Fernwood Street, Emmaus, PA 18049-3210, making checks payable to "Lehigh Valley Chapter NRHS". Deadline for orders is August 12. For information, telephone 610-965-9028.

SEPTEMBER 16-25: "Green Mountain & Pocono Express" excursion aboard historic Pullman sleeper-lounge **Dover Harbor**, sponsored by Washington, DC Chapter NRHS. Enroute from Washington, DC, car will join an all-private-car special train at Albany-Rensselaer, NY, enroute to St. Albans, VT, then to the annual convention of the American Association of Private Railroad Car Owners, scheduled for September 21-23 in Scranton, PA. Train will return to Washington on September 25. All-inclusive fare for the entire trip is \$2,899 per person but individual one-day segments are also available, with much "rare mileage" in the schedule. Passengers may board the car at 30<sup>th</sup> Street Station, Philadelphia, at the rear of a regular Amtrak train, enroute to Albany-Rensselaer. For information, telephone 703-273-8440 (website: [www.dcnrns.org](http://www.dcnrns.org)).

SEPTEMBER 23: Photographers special on Pioneer Lines Scenic Railway out of Gettysburg, PA, for photo runbys on ex-Reading branch, sponsored by Baltimore Chapter, NRHS and Chesapeake Railway Association. With an F7 locomotive on each end, train leaves Gettysburg at 8 AM, returns about 12 Noon. Fare: \$65 per person. Order tickets from: Baltimore Chapter NRHS, c/o Paul Cockerham, 50 Glen Ridge Rd., Apt. C1, Glen Burnie, MD 21061-2963, enclosing stamped, self-addressed envelope.

SEPTEMBER 25: West Jersey Chapter, NRHS regular monthly meeting at Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ, 7:30 PM. Program will be a Members Slide Night, in which members may screen 15 minutes (or 35 slides maximum) of slides. Slides should be pre-loaded into Carousel slide trays. Check West Jersey website: [www.nellieby.com/westjersey](http://www.nellieby.com/westjersey) for program information.

SEPTEMBER 30: NRHS-owned ex-Reading FP7 locomotives expected to power special SEPTA train from Philadelphia to Strasburg, PA and return, via Amtrak and Strasburg Rail Road, sponsored by Philadelphia and Lancaster Chapters, NRHS. Details, still being worked, should appear in September *Cinders*.

OCTOBER 14: "Flaming Foliage Express" excursion from Harrisburg to Renovo, PA and return via Norfolk Southern's scenic Buffalo Line, sponsored by Harrisburg Chapter NRHS. Train again will be powered by Juniata Terminal's ex-PRR E8A diesel locomotives #5711 and 5809. Special train consisting of Amtrak coaches and restored parlor car **Warrior Ridge** will leave the Harrisburg Amtrak station at 7:30 AM, returning about 8 PM. Passengers will have four hours in Renovo to attend the Flaming Foliage Festival, witness a two-hour parade and patronize over 20 food and 100 craft vendors. Fares: coach \$135, parlor car \$375 per person. Order tickets from: Harrisburg Chapter NRHS, P. O. Box 444, Boiling Springs, PA 17007-0444, enclosing stamped, self-addressed envelope. For information, telephone the Chapter's answering machine at 717-232-6221.

OCTOBER 15: Special trolley excursion on SEPTA to celebrate 25<sup>th</sup> anniversary of the Kawasaki cars, sponsored by Friends of Philadelphia Trolleys. K-car #9000 will be used on a four-hour trip to include West Philadelphia lines, the diversion trackage and Route 15 on Girard Avenue. Fare: \$35.00 per person. Order tickets from: Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843. All proceeds will go to support Philadelphia trolleys in operating museums. For additional information, E-mail [had2709@aol.com](mailto:had2709@aol.com).

THROUGH APRIL 15, 2007: "A Moveable Feast: From the Farm to the Table by Train," exhibit at Railroad Museum of Pennsylvania, Strasburg, showing how the railroads have delivered food to Americans over the years, and how they served millions of passengers in their dining cars. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: [www.rrmuseumpa.org](http://www.rrmuseumpa.org)).

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Worker Identification Credential (TWIC) card will be issued to those employees who pass a background check and submit their fingerprints (*Railway Age*).....Apparently we were a bit premature in our recent report that ex-Reading, ex-CONRAIL, ex-CSX SW1001 locomotive #569 would be sold by AMTRAK to the Reading Company Technical & Historical Society. While the Reading T&HS would like to have this 1973 EMD-built unit, no such arrangements have been made.

## 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)*

There has been a lot of talk about Guilford Rail System's Pan Am Railways, a name often mentioned by rail enthusiasts with a twinkle in the eye, but did you know that Pan American Airways once owned and operated a railroad? Correct. In the 1930's it had an unnamed diesel-powered narrow gauge line that ran for over 200 yards on Wake Island to haul construction materials for the base to support the "China Clipper" flying boats!! Also, don't forget the old Boston & Maine Airways that ran in the 1930's (various sources).....In our last issue, we mentioned that there were a couple of railroads that might vie for the U. S.'s shortest as each were two miles long (long-gone Illinois Midland and Texas' Delta Valley Southern). We were promptly taken to task by one of our longtime members! He pointed out that for many years the Valley Railroad (one mile) connected with the Pennsylvania Railroad at West Line, PA (Sam James).....Billmeyer & Small operated a narrow-gauge carbuilding plant in York, PA from 1852-1902. Cars were built for the PRR, Denver & Rio Grande, Peach Bottom RR, Tuscarora Valley and a number of other narrow gauge lines which operated in Pennsylvania. They also constructed cars for the Mexican three-footers and Japan's first railroad. At the height of their business they could complete as many as ten wooden cars a day (various sources).

Amtrak says "that when the \$145 million Keystone Corridor project is completed in 2007, its intent is to offer 9-minute service over the 104-mile route." But, will the push-pull electric service be better than the Pennsy's (1938) Train #601-**The Governor** that featured a parlor car and a café coach, which ran over jointed rail on wood ties?? It left old Broad Street Station in the morning and was scheduled for 113 minutes to Harrisburg (*Northstar News, The Official Guide*).....In June 1907 the Pennsylvania Railroad adopted the P70 as the standard all-steel coach and PRR orders 200 cars to be delivered in 1908 (*Pennsy Facts*).....July was a big month in history for the PRR-Amtrak route between Baltimore and Wilmington. On July 6, 1837, the first train operated between Baltimore and Havre de Grace on the Baltimore & Port Deposit Railroad. On July 14 of the same year, the first train ran between Perryville and Wilmington via the Wilmington & Susquehanna and the Delaware & Maryland Railroads. All of this came together on July 31 when carferry service was started across the Susquehanna River between Perryville and Havre de Grace, provided by the sidewheeler **Susquehanna**. This 453-ton steamboat was double-decked with railcars (no locomotives) on the upper deck and a passenger salon on the lower deck (Perryville Chapter, NRHS).....Former Pennsylvania Railroad locomotive #643, an ancient 0-6-0, is back in steam in Williams Grove, PA. This finds the grand old lady as being the only operable PRR steam locomotive at this time (*Harrisburg Rail Review*).

The Mars Light Company was founded in 1931 and it got its name because Mars Candy Co. offered financial help and manufacturing aid. The revolving Mars light was first applied to Chicago & North Western 4-6-2 Pacific locomotive #2809 in 1936. The light seemed to have more popularity in the western United States where it was often seen in the nose of a passenger diesel or at the end of a streamliner. (*The Green Block*).....There is a group of people (eggheads?) who work for Massachusetts Institute of Technology (MIT) and regularly ride MBTA commuter trains. There are not

### Trains on Norfolk Southern's Harrisburg Line (ex-RDG East Penn Branch) Emmaus-Blandon, PA Tuesday, June 13, 2006

Time	Symbol	Locomotives	Train Type
0720	24Z	NS 9348, 7073	Double stack
0722	23Q	NS 9575, 9008	Double stack
0735	34A	NS 2505, 9598	General merchandise
0740	18G	NS 3378 (c), 3345, 3329 (a)	General merchandise
0750	28A	NS 2701, 9171	RoadRailer
0830	211	NS 8751, 6750	Intermodal
0835	21E	NS 9202, 6757	Intermodal
0850	18N	NS 9406, CEFX 3423	Auto racks
0905	202	UP 5455, NS 7134, 4127	Intermodal
1015	68Q	NS 2722, 9079	Ethanol
1030	I12	BNSF 4078, NS 7106	Empty intermodal (b)
1040	24V	NS 6747(c), 9462	Double stack
1105	21M	NS 2664, 5413(c), 9632	Intermodal
1125	19G	NS 9834(d), 6685	General merchandise
1205	H47	NS 5070, 3041	Local frt. (Reading)
1215	H90	NS 3431, 3059(c)	Local
1230	34M	NS 9709, 9907	General merchandise
1325	38G	NS 9629 BNSF 5509	General merchandise

(a) in Maersk colors  
(c) blue

(b) Second 212  
(d) primer

Source: Frank Ferguson, Wilmington Chapter, NRHS

enough conductors to staff all the doors so on occasion one of the group on the platform will reach up and open the door. Most conductors ignore this do-it-yourself railroading, but one day a conductor bellowed "Get away from that door!". One of the group yelled back "It's OK - we're from MIT. We are semi-conductors!" (*Shortline*).....Roy feels that some of our readers might be on the fringe, but that they should probably already know about the \$6 million Museum of Bus Transportation in Hershey, PA. They own 20 restored buses and have eight others on loan, including a 1927 Fageol Safety Coach and a rare **Aerocoach**. In addition to the vehicles, there are many exhibits featuring all kinds of motor coach memorabilia. Roy says, "I just simply had to get this taste out of my mouth and get back to railroading!" (*The Editor of this publication would remind Mr. Hudson that one of our longtime members, Tom Collins, is director of the MBT, and that a number of members, including the Editor, are card-carrying members of the Motor Bus Society. Many railroads had motor coach subsidiaries and the affiliation was quite natural.*)

North of the border, in Red Deer, Alberta, Jesse Maggrah was walking down the track wearing a headset blasting "heavy metal" music into his ears. Of course, he didn't hear the Canadian Pacific freight train approaching, which knocked him into a ditch. While laying in the hospital recovering from broken ribs, scrapes and bruises, who should appear but a CPR police officer who served

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the 20-year-old with a \$287 trespassing ticket! (*The Order Board*).....And, in the "only in America" department, a New York Court awarded \$1.4 million to a man who lost both his legs while, in a drunken stupor, tried to outrun a subway train. Attorneys for Juan Soto convinced the court that Soto should have been able to outrun the train if the motorman had braked in timely fashion!! (*The Week Magazine*).....Pamela Redmond Satran loves riding NJ Transit trains, because they allow her to relax and write notes for her newspaper column and a new novel. She says Woody Allen's *Orgasmatron* has nothing on NJT trains! (*The Fast Mail*).....Many of you may recall Arthur Winston, a longtime transit employee who retired at age 100 from Los Angeles Metropolitan Transit Authority. He passed away less than a month after retiring, but on the bright side – how about all those years he worked for the Pacific Electric Railway!! (*The Fast Mail*).

Saint Clair, PA on the Reading held two records: (1) at one time, it was home to the largest coal marshalling yard in the World, and (2) St. Clair had a 44-stall circular roundhouse, the largest on the RDG (Jeremy Plant).....The World's first 4-6-0 "Ten-Wheeler" steam locomotive was the **Chesapeake**. It was ordered in October 1846 by the Philadelphia & Reading and was delivered in March 1847 by Philadelphia's Norris Brothers Locomotive Works (Bert Pennypacker).....Every so often, a little bit of history slips away. Demolition of the Reading's (Wilmington & Northern) steel bridge over PA Route 340 in Wagontown has been completed (Chester County Parks Department).....Olive Dennis, a Cornell civil engineer, was the first woman to be hired in

that capacity by the Baltimore & Ohio Railroad. She is best remembered for her creation of the famous B&O "blue china" designed for the 1927 B&O Centennial Celebration. At her death in 1957 and later on, the china pattern was still in use on B&O passenger trains (Courtney B. Wilson).....The South Bend Railway (ex-NYC?) wants to buy and refurbish a Norfolk Southern branch that runs through downtown South Bend. Initially, they would run for freight but ultimately want to include passenger service from Chicago to Notre Dame for home football games (*USA Today*).....Norfolk Southern Vice Chairman and Chief Operating Officer Stephen C. Tobias sold some of his NS shares on June 20. His take: \$2,230,000 (*Wall Street Journal*).

## Follow-Up on SEPTA July TrailPasses

In June *Cinders* we told you of six different SEPTA TrailPasses from July commemorating the 75<sup>th</sup> anniversary of the Reading electrification, inaugurated on July 26, 1931. SEPTA expects to make sets of the six passes available sometime after September 1, following accounting for the unsold passes. We will notify you in *Cinders* when they are available for sale, which will be through the SEPTA Transit Museum Store.

The monthly TrailPass for July showed RDG MU 843 at Bethayres, the July 3 weekly RDG 802 at Neshaminy Falls, the July 10 a copy of the 1931 brochure announcing the electrification, the Jul 17 RDG Blueliner 9116 at Wayne Junction, the July 24 RDG 831 at Melrose Park and the July 31 pass a pair of Budd Silverliners at Philmont. All photos were taken by Editor Larry Eastwood, and the brochure was from his personal collection.

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