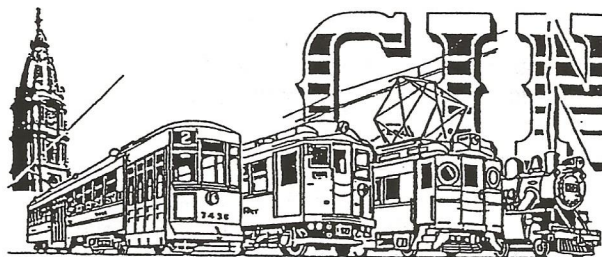


70th Anniversary – 1936-2006



COLUMNS

DECEMBER 2006



IN THIS ISSUE

Philadelphia Chapter News.....	2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
Extra List.....	7
Philadelphia Subway-Elevated Lineage.....	8
ODDS AND ENDS, by Roy L. Hudson.....	9

Volume 67

Number 11

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/

SEASON'S



GREETINGS

Each December, we pause to reflect upon the rail transportation history we've observed and recorded during the past 12 months, while looking forward to the new year with anticipation, but not without reservation, for the industry which draws our devoted and passionate interest.

The year 2006 gave us reason to think about where we've been. Who would have gambled on Amtrak surviving for 35 years; too, who could have predicted upon its formation in 1976, that Conrail as it was envisioned did not last 30 years. Those who invested in Conrail were, of course, rewarded when CR's stock price went higher and higher as Norfolk Southern and CSX split Big Blue up. Amtrak, on the other hand, has suffered from a yearly funding crisis, yet it somehow survives to provide a semblance of a national rail passenger network.

As we look to 2007, the private rail companies in the United States (and Canada) are basically strong, both financially and operationally. Booming traffic levels are creating some bottlenecks where physical plant was rationalized in the 1960's; indeed, in some locations, second and third tracks are being placed into service. In the public sector, transit authorities such as SEPTA and NJ Transit fight for dedicated funding sources in order to provide a reliable physical plant (and thus, reliable service).

All the while, we've not forgotten where it all came from. Locally, in 2006 we noted that it was 150 years ago that the North Pennsylvania Railroad ran its first trains from Philadelphia to Lansdale and Doylestown; on the same route, it was 75 years ago, on July 26, 1931, that the former Reading Railroad inaugurated suburban electric service. In early 2007, we'll mark the centennial of the Market Street Subway Elevated and the original Philadelphia & Western route to Strafford.

Our mission as rail historians, of course, is to record as well as preserve current happenings in the rail industry, as these passings become history tomorrow morning. As we enter 2007, we are hopeful of a new operating arrangement for our former Reading Company EMD FP7 #903 and its sister #902. We also encourage each of you to individually record the rail events you see around you; collectively, our efforts serve to record, preserve and protect the rich heritage of America's rails. Philadelphia Chapter, NRHS is ending its 70th year of organization. The officers of the Chapter express to each member our appreciation for your loyal support, and our Best Wishes for a Festive Holiday Season and a Healthy, Prosperous New Year!

**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 (856) 241-8046
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.

MEETING CANCELLATION NOTICE!

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

Members Receive Wrong CINDERS

During the process of assembling and mailing the November issue of *Cinders*, it was discovered that some 18 members received a second copy of the October issue instead of the intended November issue. Copies for both months were stored almost next to each other, and thus the inadvertent error, which was brought to our attention by Member Donald Wright.

If anyone remains who did not receive the correct month, please contact Editor Larry Eastwood and a replacement will be promptly mailed to you.



**Chattanooga Rails 2007
NRHS Convention
August 21-25, 2007
Chattanooga, TN**

2007 Dues Bills Enroute

Chapter members may expect to receive their 2007 dues bills at about the same time as this issue of *Cinders* arrives in your mailbox, according to word received by Chapter Treasurer Richard D. Copeland.

National Membership Records Director Bob Ernst informed Philadelphia Chapter that the dues bills were all scheduled for shipment to chapters during the week of November 19, and will be mailed to members as quickly as volunteer time is available to handle them. Members are urged to send in their renewals promptly so that they may be processed to have everyone on board for the year 2007.

MEETING NOTICE:

FRIDAY EVENING, DECEMBER 8, 2006

(Members are reminded that our meeting in December, as usual, will be held on the second Friday of the month!)

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.)*

The program portion of the December 8 meeting will feature two slide programs from the NRHS Film Library. One of them, **Trolleying through Maryland & Pennsylvania** features more than 100 slides from the Hagerstown & Frederick, West Penn Railways, Altoona & Logan Valley, Scranton Transit and Lehigh Valley Transit. All the slides were taken by NRHS (and Philadelphia Chapter) Member Ara Mesrobian between 1951 and 1953, and the color in the slides is outstanding! The second presentation will be another slide program entitled **Rails to the Alleghenies**, covering a possible railfan tour about 1955 from Washington, DC into Maryland and Virginia. Don't miss these!

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, DECEMBER 5, 2006 to Chapter Secretary Marie Eastwood at 215-947-5769.** The menu for September was uncertain at presstime, but will include salad, meat or seafood entrée, vegetables, dessert, rolls and butter and beverage. **N0-shows will be responsible for payment for meals ordered!** *(Please note that meetings for the 2006-2007 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall.)*

Mark your calendars for our January 19, 2007 program, which will feature a slide presentation by Member Frank Tatnall on his trip through the Pacific Northwest, with a sidetrip to Arizona, taken during late September, 2006.

PHILADELPHIA

EXPRESS



FRANK G. TATNALL, JR.



**SEPTA
TRANSIT**

After 16 months of study, Governor Rendell's Transportation Funding & Reform Commission released its long-awaited report on November 13. Describing the State's current funding sources for mass transit as "inadequate" and "dysfunctional," the Commission recommended that a permanent funding stream be created and an additional \$760 million annually provided to Pennsylvania transit agencies. But enacting this recommendation into law will be difficult, and cannot come soon enough to erase the shortfall in SEPTA's current operating budget. It also was apparent that the lame-duck session of the Legislature which convened last month would take no action on transit funding, leaving SEPTA and other providers across the State to face significant operating deficits in this fiscal year. (Due to a better than expected financial picture in the first four months of the year as well as additional savings, SEPTA has cut its deficit projection from \$50 million to \$37 million.) The situation is made more urgent because the emergency "flexing" of highway funds to SEPTA, which up to now has neutralized its deficits, will terminate on December 31. This "robbing of Peter to pay Paul" definitely will not continue, with the result that—absent an 11th-hour solution to the problem—a fare increase proposal may be floated early next year. It would be SEPTA's first increase since 2001. To make matters worse, SEPTA foresees a budget shortfall of \$150 million in FY 2008 beginning next July 1.

The Commission proposed that a dedicated transit trust fund be created, with the current hodgepodge of State revenue sources replaced by a fixed percentage of the sales or personal income tax, which would increase as tax receipts increase. The State also would provide 75 percent of the \$760 million in new funding, while local governments would be responsible for the other 25 percent. The State's share would come from an increase in the real estate transfer tax from one percent to 1.89 percent, while local entities would be authorized to assess a sales tax, earned-income tax or increased realty transfer tax. The realty tax especially is seen as an equitable way to raise revenue for mass transit because real estate values tend to be higher in metropolitan areas where the need for transit is greatest.

The other phase of the Commission's report addressed the need for substantially higher funding for highway and bridge improvements. Here, the Commission recommended that an additional \$900 million be spent each year on upgrading the State's system of deteriorated highways and bridges, with \$750 million to be raised through enactment of an 11.5-cent-per-gallon liquid fuels tax and \$150 million from higher vehicle and driver's licensing fees. Still another penny would be added to the fuel tax for locally-maintained roads and bridges. Because of the public's general aversion to any tax increases, the road to transportation health in Pennsylvania will be a rough one. Following his

overwhelming re-election victory last month, Governor Rendell may have greater bargaining power with the Legislature, although some newly-elected lawmakers may be even more conservative than those they are replacing. Still, the Governor said that creating a long-term mechanism to adequately fund highways and transit will be his number one priority in the new year, using the Commission's report as a blueprint.

As a side issue, the Commission also cited the composition of SEPTA's 15-member board. The report noted that the suburbs enjoy 80 percent of the locally-appointed membership on the board, even though they represent areas that generate only 20 percent of the ridership base and contribute only 20 percent of the local funding. The City of Philadelphia, where the bulk of the ridership originates, is represented by just two members—the same number as each of the four suburban counties. The Commission said that the membership situation "deserves reconsideration both in terms of the proportional representation issues raised as well as its overall size." We won't hold our breath on that one Passenger revenues for the first four months of Fiscal Year 2007 ran ahead of budget, and SEPTA reported a cumulative surplus after subsidies of \$5.6 million for the period SEPTA is getting ready to unveil its new "Pass Perks" program, which will reward the holders of weekly and monthly passes with discounts at certain sporting events, restaurants and retailers—even to the Philadelphia Orchestra! SEPTA is planning to hold another public meeting in late January to obtain feedback from the public on its proposed Fiscal 2008 capital budget.

SEPTA will issue a full-color calendar for 2007, with individual photos of transit equipment for each month. Cinders Editor Larry Eastwood, a part-time SEPTA employee, contributed five photos to the calendar..... The SEPTA board last month decided not to order an additional 23 trackless trolleys for Route 29 Tasker-Morris and Route 79 Snyder Avenue in South Philadelphia, declaring that hybrid diesel-electric buses would be more cost-effective. Earlier this year, SEPTA ordered 38 new low-floor trackless trolleys from New Flyer to equip Routes 59, 66 and 75 which operate out of Frankford depot Work is well underway on the expansion of the Gulph Mills station on the Route 100 Norristown High Speed Line.

SEPTA has amended its contract with Titan Outdoor for advertising services to give Titan the option of placing display ads on bridges and other SEPTA-owned structures. Another idea advanced is for advertisers to purchase "naming rights" on SEPTA stations or routes, similar to what has been done at numerous sports stadiums (e.g., Wachovia Center and Lincoln Financial Field)..... SEPTA was geared up to operate its annual "Santa Express" trains to the Gallery in center city on the Friday morning after Thanksgiving. Regional Rail trains were to originate at Paoli and Chestnut Hill West, Market-Frankford Line trains at 69th Street and Frankford Transportation Center, and a

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

Broad Street Line train from Fern Rock.....
Smith Detection, a provider of X-ray detection systems, has announced that it is jointly developing an instantaneous explosives detection technology for the transit industry. The New York City subway system could be the first to deploy the new technology (*Trains*).



SEPTA REGIONAL RAIL

In spite of SEPTA's recent enthusiasm for cleaning rails with high-pressure sprays during the fall leaf season (see November *Cinders*), SEPTA in October resumed the use of its tried-and-true gel technology. This involves the operation of work trains to spray a white "traction gel" on the railheads, improving the wheel-to-rail contact for MU trains which do not carry sand. While all of these efforts contribute to better on-time performance, slippery rails still cause delays due to falling leaves and the oily residue which they deposit on the railheads. Indeed, slippery rails slowed service on several days last month, the worst being Sunday, November 12, when a total of 102 trains were delayed. Another bad day was Thursday the 16th with 91 delays, in some cases involving trains sliding past their station stops. The R8 Chestnut Hill West and the R5 Paoli-Thorndale lines—both of which encounter significant grades—were especially impacted A number of SEPTA R7 trains to and from Trenton were delayed on the evening of Thursday, October 26 when a deadheading NJ TRANSIT train struck and killed a trespasser near Holmesburg Junction in Northeast Philadelphia.

Effective October 30 SEPTA began operating a special hourly schedule during middays Monday-Friday on the R5 Lansdale-Doylestown line north of Glenside. This is due to the need to take one track out of service at Fort Washington for construction of a new station and platforms there. The work should be completed sometime this monthThe new bi-directional signal system which was placed in service October 22 between Glenside and Penlyn (see November *Cinders*) still was getting the bugs worked out of it during late October and early November. Several instances of signal and switch failures were reported, resulting in delays to numerous R2 and R5 trains at "Carmel" interlocking in Glenside.....Falling trees once again caused delays on the afternoon of Sunday, October 29, when a downed tree fouled Mainline track #1 near the Washington Lane bridge south of Jenkintown. Two R1 trains were annulled and several other trains delayed for up to a half-hour.

New intertrack fences have been installed at most stations on the R5 Paoli-Thorndale line, following completion last summer of AMTRAK's project to replace the inner #2 and 3 tracks between Paoli and Overbrook. (Tracks #1 and 2 also were rebuilt from Overbrook to "Zoo.") As of this writing, however, no fences had been erected at Merion or Narberth stations, and none can be placed at Overbrook or Bryn Mawr due to the presence of

crossover tracks at those two interlockings.....
The Bucks County Planning Commission and the Transportation Management Association of Bucks County held three open houses last month to gain feedback from the public on the "Quakertown Rail Restoration Alternatives Analysis," part of an effort to restore passenger rail service over 21 miles of the ex-Reading Bethlehem branch between Lansdale and Shelly, north of Quakertown. The meetings were held in Hatfield, Perkasio and Quakertown. This proposal has been the subject of two earlier consultant studies, the most recent released earlier this year (see September *Cinders*).

AMTRAK will begin work next May on rebuilding the deteriorated #1 and 4 tracks between Paoli and Overbrook installing welded rail and concrete ties. Initially, the Track Laying System machine will proceed east on #1 track from Paoli to Bryn Mawr, requiring some reduction in R5 service during midday periods. Following completion of that work the TLS will switch over to #4, replacing that track from Bryn Mawr to Overbrook. Some busing will be necessary when the machine is operating in the vicinity of stations. This \$80.6-million program also includes improvements to the signal and electric traction systems. It is the first phase of a \$180-million multi-year project which in time will include new interlockings and other improvements being funded by SEPTA, because its commuter trains are the major users of tracks #1 and 4.

The \$60-million project to extend R3 service over the three miles from Elwyn to Wawa is in the design stage, with construction planned to start in mid-2009. A major engineering challenge will be a new 500-space parking lot or garage in an area lying partly in the floodplain of Chester Creek. The new station with its single high platform will be located about 120 yards south (geographically northwest) of the old Pennsy Wawa station. A second track will be built between the station and Lenni, where the onetime SEPTA training center building will be replaced by a 35-car storage yard, but single-track operation will continue over the 2-1/2 miles between Elwyn and Lenni.

With completion of a months-long trackwork project, SEPTA will resume normal service on the R2 Warminster Line effective November 24. The timetable is to be reissued on that date SEPTA is planning several service changes beginning next month to accommodate infrastructure work. On the R8 Chestnut Hill West Line there will be weekday brush cutting activity, which will result in service frequency reduced from hourly to 90 minutes, or at some point busing the outer end between Allen Lane and Chestnut Hill. Weekend catenary work on the R3 West Trenton line at "Wood" interlocking will require busing between Woodbourne station and West Trenton starting January 27-28 and continuing for three more weekends. Other service adjustments will start in April.....In the recent election several candidates made campaign stops at SEPTA stations such as Wayne and Warminster to greet potential voters.

SEPTA is ready to begin the Wayne Junction station improvement project, which will upgrade the historic station in North Philadelphia and see the installation of a high-level platform on the southbound (station) side.....SEPTA planned to conduct an emergency preparedness drill at the Media yard on Sunday, November 19, simulating a collision between a passenger train and an automobile with a fuel spill. Participating were local fire companies and the Delaware County Emergency Management Department.....SEPTA has begun a new radio advertising campaign for the R1 Airport Line, featuring a car

PHILADELPHIA EXPRESS (Continued from Page 4)

driver headed to the Airport while screaming at other driversThe State of Connecticut will purchase new beverage and snack cars for METRO-NORTH's New Haven Line. This is one of the few commuter routes in the U.S. still running "bar cars," which reportedly generate up to \$5 million in annual sales. Many trains run the entire 73-mile distance between Grand Central Terminal and New Haven, while others turn at Stamford or South Norwalk.



As advertised, Monday, October 30 saw the startup of AMTRAK's enhanced all-electric service on the Keystone Corridor. Actually, it wasn't quite "all-electric," with westbound train #643 and its eastbound turn continuing to operate with a P42 diesel for more than two weeks after the kickoff date, and the New York-Pittsburgh Pennsylvanian still trading diesels for electrics at 30th Street. Some 60 track-miles on the Harrisburg mainline are now posted for 110 mph (with speed restrictions on certain curves), following the near-completion of the \$145-million track and signal improvement project funded jointly by PennDOT and Amtrak. Additional "Rule 261" bi-directional running is still to be cut in at several locations and three highway grade crossings eventually will be eliminated.

On the 30th a special inaugural train ran from Harrisburg to Philadelphia with AMTRAK President Alexander Kummant and several State officials on board. Powered by AEM-7 electric #921, the three-car train sported open-platform business car #10001 Beech Grove bringing up the markers. At a dedication ceremony held at Harrisburg station before the special departed, Kummant said, "With record fuel prices, highway congestion, record volume on the freight railroads, I think this is the time to be talking about putting capital into the (Amtrak) system." Another ceremony took place at 30th Street Station, although the special arrived there 20 minutes behind schedule.

The expanded Keystone service now offers 14 weekday round-trips between Philadelphia and Harrisburg, and 11 on weekends (including the Pennsylvanian). All but four of the weekday trains also continue on to New York or originate there. The limited-stop expresses cover the 104 miles between Philadelphia and the State capital in just 90 minutes, while the multi-stop trains are carded for around 105-110 minutes. During the first weeks, however, timekeeping often left something to be desired, partly due to some midday track work in the Thorndale area which required trains in both directions to use the #1 eastbound track. At least dispatchers seem to have given up the long-standing practice of running Amtrak trains on the jointed rail of #1 and 4 tracks between Bryn Mawr and Paoli, thus giving passengers a smoother ride on the new inner tracks.

With few exceptions, the Keystone trains consist of Amfleet coaches bracketed by an AEM-7 locomotive and an ex-Metroliner ("Capitoliner") cab control car, its front end emblazoned with diagonal black and yellow stripes. The cab cars may be seen leading either east or westbound. Obviously, a bidirectional train can reverse ends faster at 30th Street and will

eliminate the wying operation at Harrisburg (although AEM-7's occasionally have been spotted leading trains with no cab car).....AMTRAK has been installing attractive new signs at stations along the Keystone Corridor. They are white with the station name and the new Amtrak herald in dark blue.

Last month AMTRAK issued its annual Thanksgiving holiday timetable for the Northeast Corridor, Keystone and Empire Services. A total of 18 extra trains were scheduled on the Corridor, eight between Boston and Washington, eight between New York and Washington and one round-trip New York-Baltimore, most of them on the Wednesday before Thanksgiving and the Sunday after. Some MARC equipment was to be borrowed as were two SEPTA push-pull sets.....The Office of Inspector General in the Department of Transportation has issued a favorable report on AMTRAK's progress, Chairman David Laney said last month. Among the findings: Amtrak's overall financial performance is better than expected for the first 11 months of Fiscal Year 2006, with \$67.8 million in higher revenues and \$55.7 million from reduced labor costs. Average ticket prices were 9.3 percent higher than in the previous year and losses from Amtrak's core operations were \$80.6 million less than the \$586-million subsidy baseline. Northeast Corridor operations represent \$31 million of that figure, state corridors \$17 million and long-distance trains slightly over \$32 million (*Trains*)..... By mid-November, Congress still had not passed a DOT appropriations bill for Fiscal Year 2007 which began October 1, so AMTRAK continued to receive funding at the FY 2006 level.

Passenger train advocates are still trying to assess the impact of the Democratic Party takeover of Congress in last month's elections. NARP believes there will be a more favorable climate for rail, but budgetary constraints may prevent any substantial increase in appropriations for passenger services. Newly-named House Speaker Nancy Pelosi of California is counted as a friend of AMTRAK, and Representative James Oberstar of Minnesota, another passenger train supporter, is set to become chairman of the House Transportation & Infrastructure Committee. He already has told the press that he will make the funding of Amtrak a priority when he takes over in January. On the down side, at least three Republican Senators who could be counted on to support Amtrak lost their re-election bids, including Conrad Burns of Montana.

A 114-car CSX empty hopper train derailed after entering the Northeast Corridor at Bowie, MD, in the early evening of Thursday, November 16. As the train cleared the south leg of the wye from CSX's Popes Creek Subdivision, three cars derailed, smashing into catenary poles and fouling all three tracks. With traction power shut down AMTRAK was forced to halt all service between Baltimore and Washington, but was able to handle some passengers in shuttle buses. MARC also had to annul its evening Penn Line service. By early the next morning one of the main tracks at Bowie was reopened and Amtrak restored through service with delays, but MARC could not resume operations until that afternoon (*Trains*, NARP).....In October a Federal court jury in Philadelphia awarded \$24.2 million to two young men who were severely burned four years ago when they climbed on top of a boxcar in Lancaster and came in contact with a 12,000-volt catenary wire. Jurors decided that even though the two were trespassing, AMTRAK and NORFOLK SOUTHERN were liable because they should have erected signs warning of the danger. Amtrak was held to be 70 percent at fault and NS 30 percent. The railroads are appealing the verdict (*Trains*).

(Continued on Page 6)

PHILADELPHIA EXPRESS

(Continued from Page 5)

AMTRAK plans to start a new web-based booking system for use by travel agents and tour operators in 40 foreign countries. The "RailAgent" system will directly connect them with Amtrak's own reservation network, allowing international travel professionals to book tickets and passes in real time and to print tickets.....In Buffalo last month, the Transportation Security Administration began a pilot program to screen for explosives at AMTRAK and METRO stations. The screening takes about 30 seconds, but unlike previous security tests passengers who refuse to be screened are not allowed to board their trains (NARP).

Newly-installed AMTRAK President Alexander Kummant has taken issue with statements from the Bush Administration and some members of Congress about Amtrak's "money-losing 35-year history." He said that spending "infrastructure dollars can hardly be characterized as losses." But Kummant's most urgent challenge, in addition to funding for the current fiscal year, is to make some progress on the stalled negotiations with Amtrak's unions (*Trains*)..... Union Official Frank Wilner, writing in the *Journal of Transportation, Logistics and Policy*, reports that before Kummant was hired as the new president of AMTRAK, several other qualified executives were contacted regarding the position. Wilner says that they "had no interest in taking the helm of an organization (that they perceived as) targeted for elimination by the Bush Administration and with inflexible labor contracts, a flawed business model, a quite demoralized and less than creative management team, and a requirement for 24/7 cadging on Capitol Hill for daily operating funds." Kummant will be paid \$400,000 a year, not much by private sector standards but \$100,000 more than his predecessor David Gunn was earning (*Railfan & Railroad*).



CSX, NS,
OTHER ROADS

On November 14 CSX announced that it had shut down the Anacostia River bridge in Washington, DC. This former Pennsylvania Railroad bridge is on CSX's Capital Subdivision, a vital link for rail traffic moving between points in the South, the Midwest and the Northeast, including intermodal trains, the Tropicana Orange Juice train and several daily merchandise trains. CSX said that inspectors had found a problem with the structural integrity of the bridge, forcing traffic to detour over much longer routes with substantial delays. The railroad said that it was working to restore limited service across the bridge but that full repairs might take as long as 30 days. In the meantime, there really were no good detour routes available. Much of the traffic had to be diverted to NORFOLK SOUTHERN's busy north-south line through Front Royal, VA, or over circuitous CSX routes to Cincinnati. CSX was able to run some priority intermodal trains through AMTRAK's First Street tunnel in Washington—which normally does not handle freight trains and has restricted clearances—then through Union Station and back onto CSX rails to bypass the Anacostia bridge. Fortunately, Amtrak doesn't use the bridge route, so that no passenger trains were affected by the closure (CSX, *Trains*, NARP).

That A-B-B-A set of F-units that NS purchased for use on its inspection trains (see November *Cinders*) has received new numbers. F9A #1010 will become NS #4270, #1020 will be #4271, F7B #2010 will be NS 4275 and F7B #2020 will be NS 4276. These numbers are just above those of Southern Railway's F7's, the last of which were retired in 1973. The units, acquired from KANSAS CITY SOUTHERN, will be painted in the Southern "tuxedo" black-and-white scheme with gold lettering (*Trains*).....No further work has been done on the proposed siding off of NS's Morrisville connecting track to a waste transfer facility near Conshohocken, as reported in last February's *Railpace* (see June *Cinders*). Apparently, the project is dead.....A new freight customer has located on AMTRAK's Harrisburg Line near the Eby Chiques Road crossing east of Mount Joy. Lancaster Propane Gas receives shipments in tank cars via the NS local out of Lancaster (Harrisburg Chapter).

Bennett Levin's JUNIATA TERMINAL has donated the ex-Pennsy lightweight observation-lounge-master-room car Mountain View to the Railroaders Memorial Museum in Altoona. One of two such "View" cars built by Pullman-Standard in 1949 for the **Broadway Limited**, it arrived at the museum on November 7.....JUNIATA has leased an SW1500 switcher and ex-PRR cabin car to the operators of NJ TRANSIT's River Line, based at the Camden shop.....Roy L. Hudson mentioned in his column last month that the PRR operated several segregated "Jim Crow" coaches on its Delmarva Peninsula lines. In addition, it should be noted that the Pennsy's Cumberland Valley Railroad used "convertible" Jim Crow cars in its passenger trains between Hagerstown, MD, and Winchester, VA, as detailed in *National Railway Bulletin* Vol. 64, #4, 1997.

That mural along West Chester Pike in Llanerch showing a trolley meeting the PRR's Newtown Square branch (see November *Cinders*) also contains a surprise. The person pictured in the mural is said to be none other than the late Author, SEPTA Official and Philadelphia Chapter Member Ron DeGraw! (John Calnan).....PAN AM RAILWAYS (nee Guilford Rail System) has painted its first locomotive in the new blue-and-black Pan Am livery, complete with the famed Pan Am logo. It is Maine Central GP40-2 #505. Guilford purchased the Pan American World Airways name and logo from the defunct airline in 1998 and has been running a small air carrier using that world-renowned name. Earlier this year, Guilford decided to adapt the name Pan Am for its rail operations, painting some 50 boxcars in the blue scheme. It officially changed its corporate title to Pan Am Railways, while retaining Guilford's three subsidiary roads, Maine Central, Boston & Maine and Springfield Terminal (*Trains*).

The United Transportation Union has joined forces with shipper groups who are demanding some "re-regulation" of U.S. railroads. This may mark the first time that rail labor has broken ranks with management on an issue involving the economic well-being of the industry, and illustrates the level of discontent that has been simmering in the most contentious round of contract negotiations in many years. The president of UTU, which represents conductors and trainmen on many Class 1 roads, charged that the "railroad industry has become the town bully, not only to rail labor but also to their shippers. There is only one way to attack a bully, and that is to unite with all those that are being attacked" (*Traffic World*).

The Inquirer in its November 13 edition reprinted an article headlined "A comeback for rail service," which reports on

(Continued on Page 7)



DECEMBER 9, 2006: Christmas Lights night photography trolley tour on SEPTA's Route 15 Girard Avenue line, sponsored by Wilmington Chapter, NRHS. A rebuilt PCC-II car will be used, departing 63rd & Malvern loop at 5 PM. Tickets: \$35 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003. For information, telephone 973-383-3355 between 9 AM and 5 PM.

DECEMBER 9, 16: "Home for the Holidays" at the Railroad Museum of Pennsylvania, Strasburg, with costumed engineers, conductors, ticket agents and passengers from holidays over the past century, plus seasonal music and decorations. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: [rrmuseumpa.org](http://www.rrmuseumpa.org)).

DECEMBER 16-17, JANUARY 6-7, 20-21, 2007: Open house at GATSME Lines HO-scale model railroad, Prospect & Madison Avenues, Fort Washington, PA, 12 Noon-4 PM both days. Donations appreciated.

DECEMBER 16-17, JANUARY 6-7, 13-14, 20-21, 2007: Open house at STARR, St. Alban's Railroad Fellowship's HO-gauge model railroad at St. Alban's Episcopal Church, 3625 Chapel Road, Newtown Square, PA, 1-4 PM both days. Donations appreciated. For information, telephone 610-356-0459.

DECEMBER 17: Abington Train Show and Sale returns, taking place at Bryner Chevrolet, Route 611 (Old York Road) at Route 73 (Township Line Road), 9:00 AM to 3:00 PM. Admission: \$4.00 adults, children under 12 free. For additional information, contact Paul Myers, 15 Mystic View Lane, Doylestown, PA 18901-2040, telephone 215-345-5017. Philadelphia Chapter will be represented at this show.

JANUARY 6-7, 13-14, 2007: Open house at Cheltenham Hills Model Railroad Club HO-scale layout (celebrating the club's 60th anniversary) at former Reading Ogontz station, 8000 Old York Road, Elkins Park, PA, 12 Noon-4 PM each day. Donations appreciated. For information, telephone 215-635-9747.

JANUARY 6-7, 13-14, 20-21: Open house at Schuylkill Valley Model Railroad Club HO-scale layout, 400 South Main Street (rear entrance), Phoenixville, PA, 1-5 PM both days. Donations appreciated. For information, telephone 610-935-1126.

JANUARY 26: Railroad Film Night at National Canal Museum, 30 Centre Square, Easton, PA, 7:30 PM, featuring program on industrial railroads and interurban and trolley operations, presented by NRHS Media Services Director Mitchell Dakelman. Admission: \$6 per person. For information, telephone 610-559-6613.

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).

PHILADELPHIA EXPRESS

(Continued from Page 6)

the resurgence of demand for freight rail by industries moving into northeastern Pennsylvania. Once devastated by the loss of anthracite coal mining, the region around Scranton, Wilkes-Barre and the Pocono Mountains is becoming attractive to rail-served industries because of its geographic location close to major markets, adequate land at reasonable prices, proximity to interstate highways and an available work force. While CANADIAN PACIFIC and NORFOLK SOUTHERN are the only major railroads that tap the area encompassing Lackawanna, Luzerne and Monroe Counties, several shortlines including DELAWARE-LACKAWANNA, READING & NORTHERN and LUZERNE & SUSQUEHANNA stand to benefit handsomely if the trend continues..... "The railroad that refused to die" is the title of an article by Chapter Member Dale Woodland in the November issue of *Railpace*, describing the ongoing restoration of the WILMINGTON & WESTERN RAILROAD after the disastrous flooding of Red Clay Creek on September 15, 2003. That disaster took out six bridges and caused several major washouts along the ten-mile railroad. Having earlier recovered from the effects of Hurricane Floyd in 1999, W&W again has fought back, raising private money and securing State and Federal funding to rebuild the entire line all the way to Hockessin, DE. An \$8-million contract has been awarded to replace the destroyed wooden bridges with steel structures, which it is hoped will allow the railroad to reopen to Hockessin by the summer of 2007.

My Best Wishes to All Chapter Members and Friends for a Safe and Happy Christmas Season, and a Prosperous New Year!

Frank Tatnall

SEPTA Transit Museum Store Offers Calendar

The SEPTA Transit Museum Store has created a collectible 2007 "Classic Philadelphia Transportation" Calendar, which is scheduled to go on sale at the store in the lobby of the SEPTA Headquarters Building at 1234 Market Street on Friday, December 1.

The limited edition calendar features vintage SEPTA vehicles of all types from the 1970's and 1980's, during the transition years from the predecessor companies. Included are a cover showing an MP54 on a Philadelphia Chapter fantrip at St. Martins on the Chestnut Hill West line in 1979.

Inside photos range from two trackless trolley views, a Frankford El Budd car view, Broad Street Subway view with old cars, a P&W Strafford car, another MP54 and a Blueliner view on Philadelphia Chapter trips, a GE Silverliner IV in the snow at Yardley, and three different bus views. Among the photographers contributing to the calendar is *Cinders* Editor Larry Eastwood. Chapter Member Harry Garforth worked on the captions.

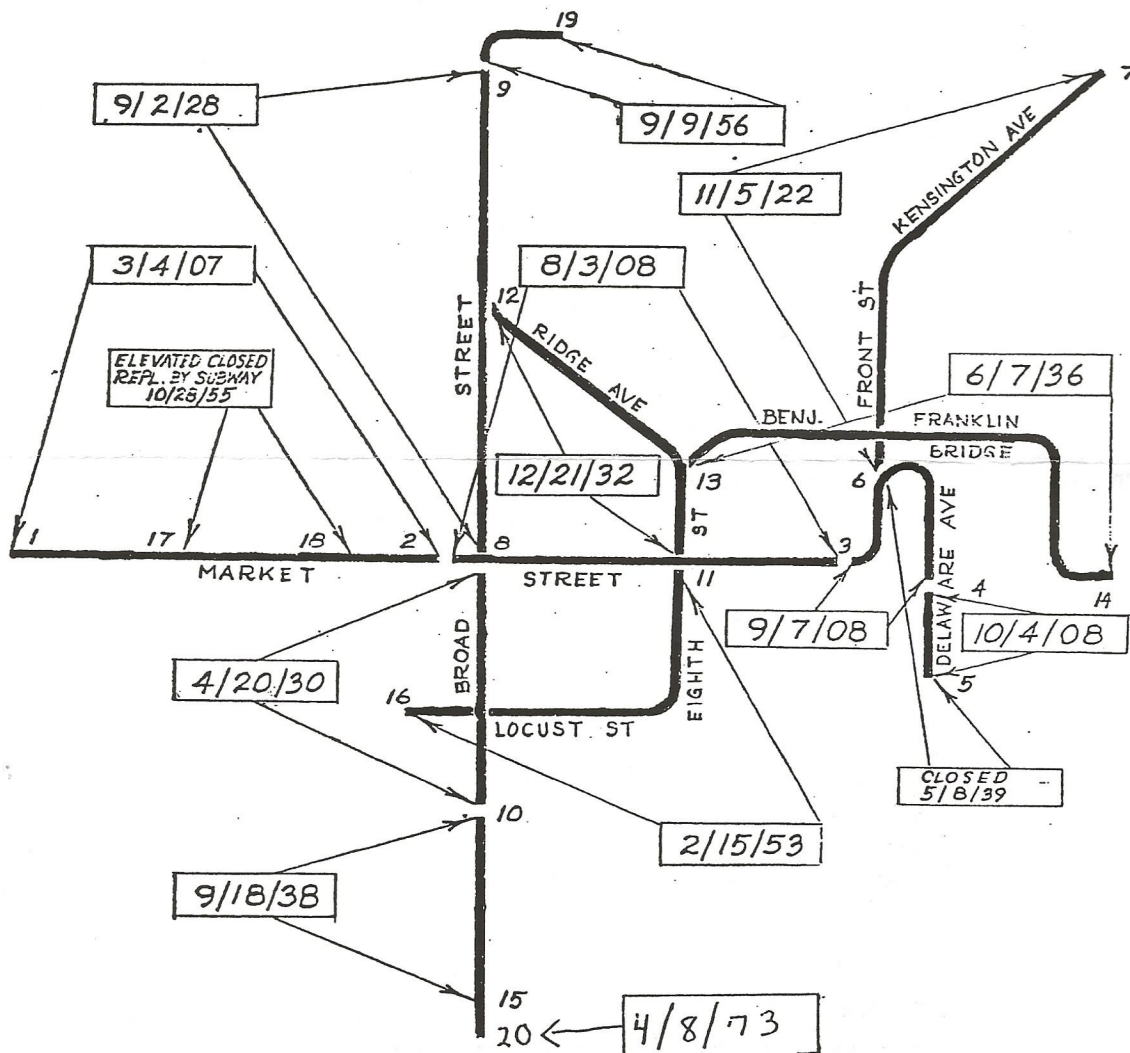
The calendar sells for \$13.95, plus 98 cents tax, or \$14.93 when purchased in the store. If ordering by mail, add \$1.95 for shipping, for total of \$16.88. Mail orders should be sent to: SEPTA Transit Museum Store, 1234 Market Street, Philadelphia, PA 19107-3780. Members wanting a copy of this calendar should procure their copy immediately, as quantities are very limited.

City of Philadelphia

HIGH-SPEED SUBWAY-ELEVATED LINES

In-Service Timeline

(The interesting map shown below indicates the dates on which the high-speed subway and elevated rail lines in Philadelphia were placed in service {and, in one instance, the date on which the Delaware Avenue Extension of the Market Street subway was closed}. This hand-drawn map was provided to us through the courtesy of Jim Sparkman, although the original creator is unknown. With the forthcoming centennial of the Market Street Subway-Elevated in March, 2007, we find it interesting.)



Reference Points on the High-Speed Line Map

- | | | | |
|----------------------------|------------------------|------------------------------|-----------------------------|
| 1. 69 th Street | 6. Front & Arch | 11. 8 th & Market | 16. 16 th Street |
| 2. 15 th Street | 7. Bridge Street | 12. Girard Avenue | 17. 46 th Street |
| 3. 2 nd Street | 8. City Hall | 13. 8 th & Ridge | 18. 22 nd Street |
| 4. Chestnut Street | 9. Olney Avenue | 14. Broadway | 19. Fern Rock |
| 5. South Street | 10. Lombard-South Sta. | 15. Snyder Avenue | 20. Pattison Avenue |

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).

You're well aware that the Reading's stainless Steel coach-observation car #1 is at the Railroad Museum of Pennsylvania in Strasburg, awaiting restoration. It was built in 1937 by Budd Company at the Hunting Park plant in Philadelphia, and was one of two which operated on the Philadelphia-Jersey City **Crusader**, which was the first standard stainless steel steamlined train in the East. The car (and trainset) was sold to Canadian National Railway in 1962 and ultimately became VIA Rail Canada #304. Its sister car, #5, is still in service on the year-round "Spirit of Washington" dinner train near Seattle (C. S. Ecks and Roy).....A consultant "has concluded that a north-south trolley loop could be built in the northern part of the City of Lancaster, PA and would be a worthwhile investment to help alleviate traffic and deliver customers to city shops and businesses." The estimated cost of the line would be \$14.1 million. The last streetcars were operated by Conestoga Traction in 1947 (*Harrisburg Rail Review*).....It was 100 years ago that the black diamond replaced the crown shield as the Reading's official logo (*Reading Chronology*).

During World War II, up to three or four troop trains per day in and out of Fort Dix (NJ) was normal. On occasion, if an entire

division was being moved it could result in 20-25 trains in a single day! I only recall seeing this happen perhaps five or six times. From April 1942 until January 1962 I could see the Pennsylvania Railroad trains from my home (Frank Kozempel).....The Lincoln Train Station in Gettysburg has been refurbished to its Civil War look. The building served the Western Maryland for many years and the \$3.5-million restoration has put a sparkle on the 1858-vintage structure (*Interchange*).....In 1944 Lt. General Omar N. Bradley admitted that during his career he only worked for two employers: the U. S. Army and the Wabash Railroad! (H. Roger Grant).....On December 23, 1944, Washington Union Station closed its doors for several hours on account of an over-capacity crush of passengers (*Timeline*).

For some reason, the sophisticated WHYY-TV (Channel 12) still refuses to air the popular "Tracks Ahead" series (you might want to remember that when the many fund-raising drives are aired). In the meantime, tune in to our friends at WYBE-TV (Channel 35), based in the Roxborough section of Philadelphia, at 7 PM Mondays, or WNJS-TV (Channel 23) in Camden at 9:30 PM on Fridays to see the rail series.....In 2006 there are still plenty of "fallen flags" on the books at mega-railroad CSX Transportation. There are owned freight cars in service with the following reporting marks: ACL, A&WP, B&O, C&O, CRR, GA, L&N, MON, NYC, RF&P, SAL, SBD, SCL, W&A and WM (*The Connecting Rod*).....Yes, there are Martians in Pennsylvania! The town of Mars (on the ex-Baltimore & Ohio) is in fact only 55

(Continued on Page 10)

A Timeline - J. G. Brill Company/ACF-Brill

- 1869 J. Brill & Son begin building railroad and horsecars at shops located at 31st and Chestnut, 24th and Lombard Streets in Philadelphia.
- 1870's J. Rawle becomes 1/3 owner. Orders come from Washington, DC, Mexico, Market Street Horsecar Line, Camden, Gloucester & Mt. Ephraim Railway and various cable car companies.
- 1887 Company becomes J. G. Brill Co.; surviving son John George now president.
- 1889 Develops "Brill method" of mounting trucks with traction motors to carbodies. American Car & Foundry Company founded when 13 carbuilding firms are merged.
- 1890's Brill introduces famed "semi-convertible" trolley.
- 1902-03 Brill purchases carbuilders American Car, St. Louis; Kuhlman, Cleveland, OH; Stevenson Co., Elizabeth, NJ; and Wason Manufacturing, Springfield, MA.
- 1912 Brill builds 3,030 streetcars, 58 percent of all built in the United States. New plant built in West Philadelphia on 32 acres, served from the mainlines of the B&O and PRR.
- 1925 ACF Motors Co. formed to build buses in a former railcar plant in Detroit.
- 1930's Brill builds streetcars, buses, trolley coaches and rail passenger motor (gas) cars. Hall-Scott Company supplies bus engines.
- 1939 25 "Brilliner" streetcars built for Atlantic City.
- 1941 Last ten "Brilliners" built for Philadelphia Suburban Transportation Co. (Red Arrow Lines).
- 1941-44 Brill builds over 1,000 buses for the military; has new orders for 2,769 units, but no streetcars.
- 1944 Merger into ACF-Brill Motors Company takes place in August. ACF Motors and Fageol assets transferred to new company. Hall-Scott still builds bus motors.
- 1946 Consolidated Vultee Aircraft Corp. buys control of ACF-Brill. The company has orders for 1,133 vehicles, including first air-conditioned bus. However, storm clouds on horizon as General Motors delivers more buses than ACF-Brill in that year.
- 1947-53 Sharp decline in sales.
- 1954 ACF-Brill ceases operation

CONTRIBUTORS: Roy L. Hudson, Samuel L. James, John Pawson, R. L. Eastwood, Jr.

ODDS AND ENDS (Continued from Page 9)

miles from Venus, PA. So what, you say! Well, in the 1870's they wanted to change the name to Overbrook, but there was already and post office and PRR railroad station at that Philadelphia location so the name Mars stuck (Clark DeLeon).....A Union Pacific freight train with UP units 8255/8115/8152 had 45 cars of what leaving Lexington, NE. So What?? Well, 30 cars were destined for Mount Pocono, PA via UP-Chicago-CP Taylor then railfan favorite, the 100 percent Alco Delaware Lackawanna! (*The Mixed Train*).

Amtrak Notes: The latest tower closing to come to our attention is 21st Street on the near South Side of Chicago which was razed in September. In its prime 21st Street took care of switches between C&WI, PRR, Santa Fe, GM&O and Illinois Central (*Spike & Tie*).....Traditionalists may be upset but Amtrak has now joined other transportation firms in promoting Hollywood movies with shrink-wrapped advertisements covering some Amfleet cars. Be on the lookout for "Pokemon" and "Unaccompanied Minors" which will be in theaters in December. One car, which Roy saw, looked like it was covered in graffiti! (*Amtrak Ink*).....LGB (Lehmann-Gross-Bahn), one of Europe's leading model train manufacturers, is insolvent. It seems kids today prefer computers and video games. LGB has filed for bankruptcy after creditors froze their accounts (*Pittsburgh Chapter Keystone*).

Interested in railroads and the Civil War? There is a new book out regarding an often-told story. It is **Stealing The General**, by Russell S. Bonds, published by Westholme, 444 pages, \$29.95. The reviewer says "Mr. Bonds' magnificent and definitive book

reminds us of the tragic dignity of the bold young men who stole a train in an attempt to win their war....." (*Wall Street Journal*).....The oldest streetcars still in service in the world are motorcars #1 and #2 of the Manx Electric Railway, which date from 1893. They regularly make the 17-mile trip between Douglas and Ramsey on the Isle of Man (*Guinness Book*).....Lucas Oil is leaving California for a new home in Indiana. They bought the historic Louisville, New Albany & Corydon RR, which serves the oil manufacturing plant. Forrest Lucas, company founder, says "he spent seven figures to buy the money-losing railroad and may rename the short line "Lucas Rail Lines" because "I kind of like seeing my name on stuff!" (*Ties & Tracks*).

Stupid People do Stupid Things Department: (1) Recently, Union Pacific Police Officer P. T. Bender stopped and gave 54-year-old Harry Wise a ticket while he was carrying his bicycle across the Brooklyn rail yard in S. E. Portland, OR. When Wise showed up in court, he found himself on the docket for first-degree criminal trespass punishable by up to one year in prison and a fine of \$6,250. It was not reported if Wise fainted when he heard the possible sentence! (*The Transfer Table*); (2) A 41-year-old, who we'll call Goober Dufus, or Prairie Grove, AR, was arrested after police noticed he was driving his pickup truck on the tracks in Springdale, AR. He had also managed to drive across a railroad trestle. When asked how much he had to drink that evening, Goober replied, "I don't know, but it was a lot!" (*Lake Shore Timetable*); (3) Recently, LaToya Jones, 30, was wearing headphones while walking on the track in Little Rock, AR. Nearby auto drivers honked their horns as the train approached, but she never looked up and was struck and killed by a Union Pacific freight train (*USA Today*).

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

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



FIRST CLASS MAIL

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

