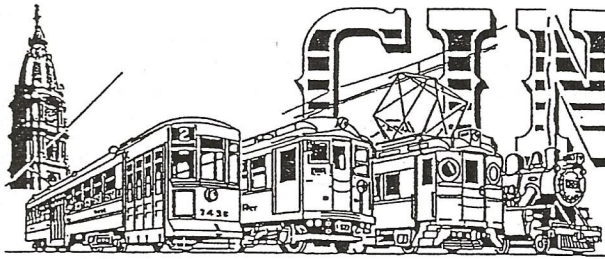


# 70<sup>th</sup> Anniversary – 1936-2006



## CINDERS

MARCH 2006



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Number 3

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

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

## MEETING NOTICE:

### 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.

### FRIDAY EVENING, MARCH 17, 2006

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

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

Our Friday evening, March 17, 2006 meeting will take on an international flavor (sorry, St. Patrick's Day won't find us viewing rail action in Ireland!) as Chapter Members Bill Thomas and Alfred Gaus are going to take us across the Pacific Ocean to Japan, where we will enjoy the bustling rail activity in that part of the Orient. Make sure you mark your calendar and join us on Friday evening, March 17, 2006 – **Rails in Japan.**

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, MARCH 14, 2006 to Dinner Chairman Bill Gardiner at 215-632-7016. The menu for February was unavailable because of the early deadline for this issue. NO-shows will be responsible for payment for meals ordered! *(Please note that meetings for the 2005-2006 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall.)*

Our monthly programs for April and beyond were not certain as of presstime.

## Chapter Marks 70 Years in 2006; 14 Members Due Anniversary Pins

Philadelphia Chapter marks seven decades of existence during the year 2006. The Chapter was founded on March 13, 1936, and was the fourth Chapter in the infancy of the National Railway Historical Society, with only Lancaster and Baltimore being older. No special observances are planned for this year, with officers leaning toward celebrations in our 75<sup>th</sup> year, in 2011.

However, a total of 14 Chapter members will reach significant membership milestones in the coming year, and they will be recognized at the Chapter meeting on Friday evening, April 21, 2006.

Those members are **Samuel L. James** of Wynnewood, who will be feted for 60 years of continuous membership. Member **Carl F. Landeck** of Wayne will be recognized for his 50 years of membership. Both have been active members of not only NRHS and Philadelphia Chapter, but the local rail history community as well. A total of 12 members will reach the 25-year milestone, they being **Richard D. Adam** (Quakertown, PA), **Eric Dervinis** (Wayne, PA), **Alan Feinstein** (Glen Gardner, NJ), **Frank R. Fenstermaker** (Macungie, PA), **Stewart R. Gilbert** (Haverford, PA), **Stanley Heist, Jr.** (West Chester, PA), **James A. Knox** (also of West Chester), **Henry Posner, III** (Pittsburgh, PA), **Harris Neal Sachs** (Little Egg Harbor Twp., NJ), **Andrew J. Skotnicki** (Audubon, NJ), **Thomas C. Swett** (Unionville, PA), and **Gerald J. Wilson** (Boyertown, PA).

The Chapter offers its congratulations to each of the above on their devotion and contributions to rail history.

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

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

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

**ANNUAL MEMBERSHIP DUES:** \$37.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Membership Chair, P. O. Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only membership.

**ADDRESS CHANGES** should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. **PLEASE INCLUDE YOUR NEW TELEPHONE NUMBER** and E-mail address so our Membership List is complete. We will notify the NRHS National Headquarters of the change.

*Cinders* is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor at P. O. Box 7302, Philadelphia, PA 19101-7302. If your *Cinders* is received damaged or incomplete, contact the Editor at the address shown below for replacement.

**EXCHANGE COPIES** should be sent to: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

## Ron DeGraw: Another Look Back

This is a follow-up to last month's tribute to Chapter Member Ronald DeGraw, who passed away January 30 at the age of 63.

Ron was both a transit professional and enthusiast. After graduation from Temple University in 1965 and a five-year reporting stint at the *Philadelphia Inquirer*, he was hired by SEPTA to help manage the new Red Arrow Division when it was created in 1970. From his first position as director of development at the 69<sup>th</sup> Street office, Ron was promoted to SEPTA's center city headquarters where he was appointed chief operations planning officer. He was chief of long-range planning at the time of his retirement in 1996.

At SEPTA, Ron oversaw the reorganization of numerous bus routes and found ways to smooth the transfer of passengers between modes, making the system easier to use for thousands of its customers. Close to his heart were the three former Red Arrow light-rail lines, on which he spent much effort improving service—especially in the new concept of “reverse commuting” for city residents who need to reach jobs in the suburbs. Even before SEPTA took delivery of the new Kawasaki trolleys in 1981 for use on Routes 101 and 102, Red Arrow's ancient Llanerch carbarn had been closed and the maintenance base for the wide-gauge lines was centralized at the 69<sup>th</sup> Street subway-elevated shop.

During his professional career, Ron foresaw the re-emergence of light rail as a viable transportation mode in American cities, and did much to promote its acceptance nationwide. (Breaking with the railfan community, however, he felt that light rail would be most effective in competing with buses and the private automobile if it operated mainly on off-street rights-of-way.) In 1975 he helped organize a light rail conference sponsored by the Transportation Research Board, which gave impetus to the development of several new rail systems across the country. Back home, he worked to convince officials in the four counties surrounding Philadelphia to increase their funding for the SEPTA system—not always an easy task. A 40-year member of NRHS, Ron served as an associate editor of the *National Railway Bulletin* during the 1980's and early 1990's.

After retirement, he stayed active in the transit field, both as a consultant with the Gannett Fleming organization and as an examiner for SEPTA in public hearings on the operating budget and in fare increase cases. He served on the boards of transportation management associations in Bucks, Montgomery and Chester Counties. For several years he was a guest lecturer in the Main Line School Night adult program, speaking on one of his favorite subjects—the history of transit in the Philadelphia area. An avid reader and book collector, Ron served on the board of the Upper Merion Township Library, and was an active member of the Wayne United Methodist Church.

More than 30 years ago Ron published his first book, *The Red Arrow*, now a collector's item which still is considered the definitive history of that long-lived suburban system. (Ron himself often said that he wished he had held onto more copies of the book, which originally was priced at \$25 but now sells for up to \$450—if a copy can be found.) In more than 400 pages, this large-format book tells the story of Red Arrow from its chartering as the Philadelphia & West Chester Turnpike Road Company in 1848 up to the takeover by SEPTA in 1970. A second book entitled *Red Arrow: The First Hundred Years 1848-1948* was published by Interurban Press in 1985. Just prior to his death, Ron completed work on a new volume covering the history of the Philadelphia & Western Railway (now SEPTA's Route 100), to be called *The Pig & Whistle*.

The *Inquirer* published an informative obituary and the *Daily News* ran a two-column story which included segments of an interview with Ron's wife Karin. “He was a gentleman, a *gentle man*,” she said. “All the people who knew him had nothing but good to say about him.” His friends in NRHS certainly would agree.

Ron was remembered, and mourned, by many friends and colleagues—including this writer—at a memorial service on Saturday, February 4, at the Wayne United Methodist Church. Burial was private. He is survived by his wife, one brother, Richard, and a stepson, Robert Lance, Jr.



F.G.T.

# PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA  
TRANSIT

SEPTA weathered the season's first major snowstorm over the weekend of February 11-12 without suffering any severe service disruptions. The storm, which dropped an official 12 inches of snow on Philadelphia and substantially more in some suburban areas, conveniently began late Saturday afternoon and ended by Noon on Sunday. (The highest totals reported in the *Inquirer* were 21 inches in West Caln Township, Chester County, and 18.5 inches at Willow Grove, Montgomery County). The Monday morning rush was relatively painless on the key highways and on most transit routes, although there were the expected delays on Regional Rail as well as on numerous bus routes, some of the latter detoured due to street conditions. Service on the Route 100 Norristown High Speed Line was suspended for a time on Sunday, and on Monday, Route 11 trolleys were turned back at 58<sup>th</sup> Street & Woodland Avenue because of a water main break at 61<sup>st</sup> Street. AMTRAK experienced many problems on Sunday and Monday (see below), while NJ TRANSIT on Sunday cancelled all bus service statewide and cut back on its rail service. Philadelphia International Airport was virtually shut down on Sunday morning.

Construction continues on the five-level, 1,000-space parking garage at Frankford Transportation Center. SEPTA originally expected completion of the \$24-million project in late 2005 but that date obviously has slipped. The garage will be connected to the Market-Frankford el terminal by means of a pedestrian overpass above Bridge Street. Some buses and trackless trolleys (when they return) apparently will operate through the garage at street level on Busway Drive. Meanwhile, work still is underway on restoring the historic Bridge Street Terminal building, which dates from 1922. This building also will have a pedestrian bridge linking it with the new Frankford el terminal. New timetables were issued last month for most City Transit and Suburban Transit routes. On the Route 100 two morning trips from 69<sup>th</sup> Street to Hughes Park and one to Bryn Mawr have been added. The City has announced that, beginning in April 2007, the 83-year-old South Street bridge over the Schuylkill River will be closed for reconstruction. The road surface of the span has been deteriorating for years, and in 2004 chunks of concrete fell from it onto the Schuylkill Expressway. The bridge also crosses above the tracks of CSX, AMTRAK and SEPTA. The 18-month closure not only will inconvenience automobile drivers and pedestrians but will force the detour of Routes 12 and 40 buses via Chestnut and Walnut Streets.

SEPTA has begun work on its capital budget for Fiscal Year 2007 which begins this July 1. A public meeting was held on January 30 to review the budget, which will gain additional funding from the introduction of Uncle Sam's "New Freedom" program to improve access for disabled passengers. Another new

Federal program under the recently-enacted Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA) provides transit funding for "growing and high-density" states, but this will not help SEPTA because Pennsylvania does not fall into that category (Delaware, Maryland and New Jersey do). The capital budget for the current fiscal year totals \$438.1 million, with \$60 million for reconstruction of the Market Street elevated structure being the largest item and \$50 million for new Regional Rail MU cars the second largest. (Total cost of the multi-year Market Street project is pegged at \$570 million, and the new railcars at about \$310 million). The Bush Administration's \$2.77-trillion Federal budget for FY 2007 includes \$65.6-billion for the Department of Transportation, a nine-percent reduction from the current DOT budget. Out of the \$50 billion allocated for highway and transit programs, the Federal Transit Administration would receive \$8.9 billion--\$100 million less than authorized in last year's SAFETEA legislation.

The communications-based train control (CBTC) system is currently used in the center-city trolley subway only at night, but may be fully implemented by this summer. SEPTA is one of the first transit agencies to install this centralized state-of-the-art control system, which will eliminate wayside signals and allow closer spacing of cars. New "far-side" platforms are under construction at four stations along Garrett Road on the Media-Sharon Hill trolley line west of 69<sup>th</sup> Street Terminal. The stations are at Walnut Street, Bywood, Hilltop Road and Beverly Hills. The fate of an historic Red Arrow stone shelter at Bywood is unknown at this time. Meanwhile, SEPTA is installing new rail on the line between the Naylor's Run bridge and Lansdowne Avenue. Upgrading of the protection at highway crossings on the Media and Sharon Hill lines, including new flashers and gates, should be completed by this spring. A two-part article on the history of Philadelphia's transit system appeared in the January and February issues of the British publication *Tramways & Urban Transit* (Les Dean).

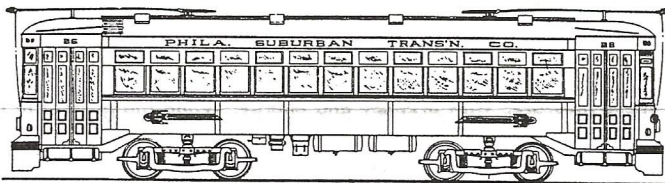
After years of dithering about the future of trackless trolley service in Philadelphia, the SEPTA board last month decided to award a \$35.7-million contract to New Flyer for 38 low-floor trolleys, with a pilot coach to be delivered in March 2007 and the production order to begin in October 2007. These coaches are to equip the three wired routes in Northeast Philadelphia, but there is an option for 23 more units—presumably for the two routes in South Philadelphia. We note that ex-CHICAGO TRANSIT AUTHORITY el cars #482-483 are still parked at the 72<sup>nd</sup> Street shop of the Norristown High Speed Line, presumably used for work train service. These cars, built by St. Louis in 1951, ran for a time in revenue passenger service on Route 100 before the present N5 cars began arriving in 1993. The *Daily News* reported on February 10 that some West Philadelphia residents are objecting to the new "Transit First" operation of Route 52 buses on 52<sup>nd</sup> Street (see January *Cinders*). Riders

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# PHILADELPHIA EXPRESS (Continued from Page 3)

opposed the elimination of some bus stops and the shift of other stops from the near-side to the far-side of many intersections. Saying that SEPTA was "disrespecting" its riders, some 20 people stood in front of buses to block the line during one morning rush hour.

SEPTA last month gave 20 of its retired Neoplan buses to the New Orleans Regional Transit Authority, to help RTA restore transit service to the city devastated by Hurricane Katrina. Out of its fleet of 372 fixed-route buses, RTA lost 220 vehicles in the flooding that ensued after the hurricane struck last August. SEPTA employees also contributed some 90 boxes of personal and household items for delivery to displaced RTA employees and their families. RTA has restored trolley service on its Canal Street line using some of the classic 1923 Perley Thomas cars which were undamaged by the rising waters, but the famed St. Charles Avenue line remains out of service.....Retired SEPTA PCC #2732 (St. Louis 1948) has been placed on display in front of Glen Echo Park near Washington, DC, a reminder that Capital Transit PCC's served the park until the line was bused in 1960. SEPTA previously had donated the car to the National Park Service, which oversees Glen Echo Park (Railpace).



SEPTA has unveiled the latest in explosives-detection equipment, a \$300,000 suitcase-sized device called the SIEGMA 3E3 produced by HiEnergy Technologies of Irvine, CA. The creator of the 3E3, Bogdan Maglich, is a former physics professor at the University of Pennsylvania. On February 8 at Market East Station, he demonstrated one of the two devices. SEPTA is the first transit agency to acquire this equipment, which was purchased using a Federal Homeland Security grant through the State of Pennsylvania. The detectors can bombard a suspicious object with a stream of neutrons, which is said to be nearly 98 percent accurate in immediately identifying any of a selected group of dangerous substances. If it registers a "positive," a bomb squad can be quickly summoned to deal with the threat. SEPTA also has ten trained explosives-sniffing dogs attached to its K-9 police unit, which performs routine patrols and security sweeps throughout the system.....SEPTA announced that the shiny new 56<sup>th</sup> Street station on the Market-Frankford el would open to the public on February 27. The 60<sup>th</sup> Street station will be the next one completed.....Republican State Senator Robert J. Thompson of Chester County died January 28 of pulmonary fibrosis. He was 63. Senator Thompson was a former county commissioner and vice chairman of the SEPTA board in the mid-1980's.....Once again SEPTA is selling its \$8 Bouquet Passes, good for unlimited one-day travel on the system (except on Regional Rail during the morning rush hour), in connection with the annual Philadelphia Flower Show at the Convention Center March 5-12.



## SEPTA REGIONAL RAIL

As might be expected, the snowstorm of February 11-12 had a negative effect on the Regional Rail system through Monday the 13<sup>th</sup>. While there were no horrendous failures, weather-related problems resulted in 262 train delays or annulments on Sunday out of 464 scheduled trains and about 200 on Monday out of 726 scheduled trains, a relatively small number of them attributed to AMTRAK. On Sunday 135 trains were annulled due to weather conditions but on Monday only seven. Two glitches on Monday resulted in an unusual series of delays, one caused by brakes that wouldn't release on R5 train #514 early that morning at Bryn Mawr. Another at Wayne Junction about 7 AM was caused by a broken brake pipe on R2 train #0211 and exacerbated by the failure two switches in "Wayne" interlocking. By Tuesday the 14<sup>th</sup> the snow problems pretty much were history, with weather-related train delays down to a handful. But during the evening rush on Tuesday a broken catenary hanger on #4 track at Wynewood station hampered R5 service for an hour. Westbound trains were rerouted over the #3 track until AMTRAK lost power on that track for a short time, resulting in delays of ten to 30 minutes.

In late January and early February there were a number of problems consistent with winter operating conditions. But there was one highly-unusual incident which did not result in a train delay. On January 21 the crew on R5 train #8541, in checking their train after it pulled into Frazer yard, found an unattended small child in one of the cars. The child, who identified herself as "Gabrielle," was turned over to local police and later reunited with her parents. It seems that the parents alighted from the train ten minutes earlier at Daylesford and did not notice the child's absence until after the train had pulled out of the station! They then contacted the police .....A more common problem arose late on January 30 when the catenary wires fell at Tulpehocken station on the R8 Chestnut Hill West Line. Three trains had to be annulled. Two early trains the next morning also were cancelled before the wire train could complete repairs. During the late afternoon of the 30<sup>th</sup> the switches and signals at "Newtown Junction" interlocking again acted up, delaying several trains. The same thing happened around Noon on February 10, causing numerous minor delays. This has been an all-to-frequent occurrence since the interlocking was rebuilt last spring.

On February 7 the new signal system between Fern Rock and Jenkintown experienced its first outage since the installation was completed on January 22 (see February Cinders). Shortly after 6 PM signal power was lost for 25 minutes between "Newtown Junction" and "Jenkin" interlockings, resulting in numerous train delays and one annulment.....On January 31 and again on February 8 several delays occurred at Morrisville on AMTRAK's Northeast Corridor. On the 31<sup>st</sup>, R7

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# PHILADELPHIA EXPRESS

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train #738 got a pantograph entangled in the overhead wire. It had to be annulled and several other trains were delayed. On the 8<sup>th</sup> Amtrak was forced to de-energize the catenary between Morrisville and Trenton for 40 minutes while police arrested an individual who was threatening suicide. Two SEPTA and four Amtrak trains were delayed.....The long-vacant 1950's-era station building at the R5 St. Davids stop is being remodeled, apparently for office use.....R3 West Trenton service was severely disrupted on February 24 when, at 4:30 AM a high-and-wide shipment on CSX Train Q417 struck the overhead catenary at Woodbourne, with wires down on the locomotive and all tracks blocked. SEPTA suspended service north of Neshaminy Falls and brought protect equipment from Center City to try and recover. Service was restored at 9:00 AM.

As part of its \$11-million Mainline improvement project, SEPTA has begun work on new interlocked crossovers at Penllyn, five miles south of Lansdale. These will come in handy when a new cab signal system is installed between Jenkintown and Lansdale, allowing bi-directional operation on either track. Other work will include track improvements, replacement of the catenary wire and weekend brushcutting over the line north of Ambler. The January 9 R5 timetable contains a section showing special train schedules adjusted for the brushcutting work, which will be in effect on weekends until April 16 (except for the two Flower Show weekends in early March). Weekday brushcutting is currently underway on the Neshaminy Line north of Jenkintown (the R3 West Trenton line).....Preliminary engineering work has begun on the \$51-million extension of R3 service over three miles of SEPTA-owned line from Elwyn to Wawa, which will include a new station and parking lot off Route 1 at Wawa .....SEPTA reports that the renovation work at Suburban station is now 90 percent complete. The concourse level has been restored as closely as possible to its appearance when the station was opened by the Pennsylvania Railroad in 1930. New headhouses are in place on 16<sup>th</sup> Street north of Market and at 18<sup>th</sup> & J.F.K. Blvd., and a new audio-visual public address system should be operational by this month. A permanent art exhibition entitled "Lifelines" is being installed in the courtyard at 16<sup>th</sup> & J.F.K. The entire \$63-million project should be completed by the end of this year.

SEPTA plans to reissue its Regional Rail timetables effective April 24......Construction should begin this summer on a multi-level parking garage adjacent to the Norristown Transportation Center.....Lower Merion Township's proposed Ardmore Transit Center, along with a facelift of downtown Ardmore itself, is still the subject of local controversy. But \$6 million in promised Federal funding for the project is actually a bus earmark, so the planned rail station will need to incorporate a facility for bus Route 44 and possibly other services.....Here's an interesting historical note to the reports in this column and elsewhere about the failings of "Newtown Junction" interlocking in North Philadelphia. It's been called "Newtown Junction" from the later Reading years and through the CONRAIL and SEPTA eras. But before that it was known as "NX" for the telegraph code identifying the Reading tower there that was manned around the clock. Today, many SEPTA employees still refer to "NX" as shorthand for the location, and the new "pocket track" at "Newtown Junction" is officially designated in the operating timetable as "NX siding."

President Bush's \$2.77-trillion budget for Fiscal Year 2007 released last month does contain some money for AMTRAK. The \$900 million is certainly an improvement over Bush's FY 2006 budget which cut off Amtrak without a penny. (Congress, however, rode to the rescue, eventually approving \$1.31 billion.) The \$900 million is the same figure included in the FY 2005 budget which David Gunn, then president of Amtrak, branded a "shutdown number." The current budget proposal specifies that \$500 million of the total would be for operating, capital and debt service needs while the other \$400 million would provide "efficiency grants" for operating improvements. The budget document also strongly recommends the discontinuance of all overnight trains, referring to "Amtrak's 15 long-distance trains that travel along World War II-era routes." And a new Office of Management & Budget website which rates government programs labels Amtrak as "not performing/ineffective." Amtrak is one of 141 programs which either are eliminated or curtailed in the new budget request (NARP, *Weekly Rail Review*).

In marked contrast to his predecessor, David Gunn, AMTRAK's Acting President David Hughes responded to the budget announcement in rather conciliatory terms: "The Administration's proposal serves in part in recognition of the strategic reforms currently underway at Amtrak to reduce costs and make us more efficient. It is imperative that we continue to pursue these measures with urgency and energy. While the growth in our operating deficit has been halted and ridership continues strongly, we must seize the opportunity presented by the growing demand for passenger rail service around the country and make improvements to our customer service. If we can do this, and do our jobs well, we will have made the best case for continued public support for Amtrak." He concluded by saying that "This is the first step in a nine-month process. Last year, Congress voted and the President signed an appropriation for Amtrak of \$1.3 billion for FY '06. This year, we again look forward to working with Congress and the Administration as we make the case for Federal support." As of mid-February, the Amtrak board had not yet submitted a funding request for the upcoming year (Amtrak).

After a one percent across-the-board cut in most Federal programs to reduce the deficit, AMTRAK's final appropriation for the current fiscal year was reduced from \$1.31 billion to \$1.29 billion. The new number also reflects the deletion of \$8.3 million originally earmarked for the much-criticized express freight demonstration program (see January *Cinders*) .....Before he resigned last month, DOT Inspector General Kenneth Mead told Congress that he had established \$586 million as the operating grant baseline for judging whether AMTRAK achieves the "operational savings" required by the FY 2006 appropriations law (see January *Cinders*). He said the figure "represents Amtrak's FY 2006 operating results before implementation of new strategic reforms." Under present law, the inspector general must certify to Congress by July 1, 2006, that Amtrak has achieved operational savings, or the railroad could be forced to eliminate sleeping car and on-board food services. The appropriations bill for this fiscal year limits AMTRAK's operating grant to \$495 million (NARP).

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# PHILADELPHIA EXPRESS

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AMTRAK took a major blow from the big nor'easter of February 11-12, in which Philadelphia lucked out compared to other cities up and down the Northeast Corridor. New York City was buried under the heaviest snowfall since it began keeping record more than 135 years ago (26.9 inches fell on Manhattan). High winds made the effect of the storm even worse, piling up drifts in many areas. Baltimore was pelted with 15 inches and even more blanketed its suburbs, while Southern New England also felt the wrath of the storm (Boston got 13.5 inches and Hartford, CT, recorded 21 inches). Philadelphia officially received only 12 inches, but there were higher accumulations north and east of the City. Of course, all of this seriously affected Corridor operations on Sunday the 12<sup>th</sup> when Amtrak was forced to cancel five Acela Expresses and six Regional trains, while other trains ran on "modified" schedules. Several Keystone and Empire Service trains also were annulled. Off the Corridor, Amtrak reported that some trains were delayed for several hours by downed trees and other storm-related problems, including Silver Service trains to Florida and the **Crescent** to New Orleans.

On Monday the 13<sup>th</sup>, the first day of the work week, Amtrak struggled to get its operations back to near-normal, but still was forced to cancel a number of trains. Between New York and Washington Amtrak annulled at least two northbound and two southbound Acelas as well as seven northbound and nine southbound Regionals. Four Keystone Service round-trips to Harrisburg and three Empire Service round-trips to Albany-Rensselaer did not operate. NJ TRANSIT trains on the Corridor were running 20-25 minutes behind schedule. Monday, however, was a bright, sunny day, giving adventuresome railfans a golden opportunity for dramatic photography. This writer was fortunate enough to get to Radnor station that morning, and noticed immediately that the #3 track still was covered with snow—obviously no train had passed over it since before the storm. Well, #43 the **Pennsylvanian** was soon due, and sure enough it came racing westward on #3, kicking up a spectacular plume of snow that obscured most of the train! By Tuesday morning, however, most Corridor service was back to normal, and there were no more scenes like that one.

AMTRAK suffered a severe car shortage in early February, after Federal and railroad inspectors sidelined almost 40 coaches and sleepers for a variety of defects. At first, Amtrak turned trains such as #97-98 **Silver Meteor** and #19-20 **Crescent** at Washington Union Station to save a trainset which otherwise would lay over in New York for an entire day. Passengers from New York, Philadelphia and other points were accommodated on special coach trains running on the same times, transferring to their intended trains at Washington. The following week, however, the **Silver Meteor** was cancelled entirely, with an extra sleeper and coach added to #91-92 the **Silver Star**.....That reissue of the New York- Washington timetable mentioned here last month actually took effect on December 12, not the 16<sup>th</sup>.

The DOT has come up with a way to collect additional user fees from SEPTA and other transit agencies for operations on AMTRAK's Northeast Corridor (see February *Cinders*). The fees would be subtracted in advance from Federal grants to the agencies (NARP).....A Harris poll released last month found that the American public would like to see an increasing proportion of passenger and freight traffic moving by rail.

According to the study, 63 percent of respondents believe that railroads should be handling more of the nation's freight traffic, 44 percent of those polled want commuter trains to haul more people, 35 percent think long-distance trains should be increasingly utilized, while only 23 percent would like to see airplanes handling more passengers (NARP).....AMTRAK is taking a look at all of its stations to see what needs to be done to improve them and especially to bring them into compliance with tough new Federal standards for handicapped access. These standards are mandated under the Americans with Disabilities Act (ADA) to take effect in July 2010 (NARP).....AMTRAK has introduced a Spanish-language version of its website, which can be accessed at [www.espanol.amtrak.com](http://www.espanol.amtrak.com) (*Trains*).



## CSX, NS, OTHER ROADS

April 1 will mark the 30<sup>th</sup> anniversary of the startup of CONRAIL in 1976......W. Thomas Rice, a track supervisor on the Pennsylvania Railroad who rose to the top of several railroads and helped form CSX in 1980, died last month in Richmond, VA, at the age of 93. He was a former president of the Richmond, Fredericksburg & Potomac, the Atlantic Coast Line and chairman of Seaboard Coast Line. "Tom's contributions to CSX and this industry will endure as among the most significant of the 20<sup>th</sup> Century," said CSX CEO Michael Ward (*Railpace*).....NORFOLK SOUTHERN was the subject of a lead story in the February 13 edition of *Forbes Magazine*, with NS CEO Wick Moorman pictured on the cover. "The boom in global trade has made the rail business hot again," read the headline. "Norfolk Southern is leading the way by adding technology, marketing and customer service to a sooty old business."

Four-and-a-half years after a disastrous derailment and fire in CSX's Howard Street rail tunnel under downtown Baltimore, the railroad and the City have settled the lawsuit which was pending in Federal Court. Under the settlement announced last month, CSX will pay the City \$2 million to help offset the costs of fighting the fire, which paralyzed the downtown area for several days. The agreement also provides for more sharing of information between CSX and the City, including police radio transmissions, and the two parties jointly will request an inspection of the century-old tunnel by Federal and State authorities (*Trains*).....For the week ending February 10, CSX had 225,047 cars on line, NS 205,700, BNSF 220,342, UNION PACIFIC 328,507 and CANADIAN PACIFIC 79,848. Average train speed—a key indicator of efficiency—was 19.9 mph on CSX, 21.1 on NS, 22.1 on BNSF, 20.7 on UP and 25.5 on CP (*Weekly Rail Review*).

Amid the huge political uproar over the proposed operation of six U.S. port facilities by a company based in the United Arab Emirates—and its possible effect on cargo security—it was revealed that CSX in 1994 sold its global port assets for \$1.15 billion to the same Arab-run company, Dubai Ports World. This was a year after Treasury Secretary John Snow had retired as CEO of CSX. One of the port facilities affected by the current

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## PHILADELPHIA EXPRESS

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takeover plan is the Tioga Marine Terminal in Philadelphia, where Dubai would inherit a one-half interest in the stevedoring company that manages the terminal. But, like other Democrats and many Republicans, Governor Rendell opposes the controversial deal. He said that the stevedoring contract at Tioga expires in May, and the State will then decide whether or not to renew the contract.....One of the proposals in President Bush's budget for Fiscal Year 2007 is to eliminate the Railroad Rehabilitation & Improvement Finance (RRIF) loan guarantee program for shortline and regional railroads—even though last year's SAFETEA act expanded RRIF from \$3.5 billion annually to \$35 billion.....The nation's major railroads joined with the Smithsonian Institution in Washington on February 15 to recognize the legacy of Pullman porters with a lecture and reception. The event was in connection with the broadcast of a television documentary entitled "Rising with the Rails," based on the book of the same name by Larry Tye. Before the reception Tye delivered a talk on the contributions of these faithful workers, most of whom were African-American.

This winter, Alstom Transportation at Hornell, NY, continues to assemble NJ TRANSIT's fleet of new PL42AC diesel locomotives. Production is behind schedule on the 33-unit order, with only two of the locomotives (#4020 and 4021) accepted by NJT so far. The original plan was for the PL42's to replace all 15 of NJT's rebuilt GP40FH-2's and the 13 rebuilt ex-Jersey Central GP40P's, but because of proposed service expansions NJT now plans to retain all but one of the GP40P's, which date from 1968 (*Railpace*) .....Chapter Member Les Dean was mentioned in the article "One Day at North Philadelphia," which appears in the spring issue of *Classic Trains Magazine*. Les escorted the author, James Neubauer, around Philadelphia on that May day in 1965.....With the recently-announced sale of the Fort Washington Expo Center for conversion into office space, Greenberg's will have to find a new venue for its Philadelphia-area train shows. Philadelphia Chapter has always been offered complimentary space for its table at these shows ..... The Friends of the New Jersey Transportation & Heritage Center have given up on their plan to locate the proposed State transportation museum in Phillipsburg (*Railpace*) .....A current television commercial for Dunkin' Donuts shows a railroad engineer who stops his train to get donuts and coffee. The voiceover says "I'm a train engineer. I log 14-hour shifts," which of course would be a violation of the Federal hours-of-service law prescribing a maximum of 12 hours on duty.

Employment on U.S. Class 1 railroads increased 3.59 percent to 164,877 in December 2005 compared with the year-earlier period, according to figures from the Surface Transportation Board. Train and engine service personnel alone increased 4.2 percent to 69,658.....CANADIAN PACIFIC RAILWAY CEO Robert J. Ritchie said last month that he had heard "rumblings" about a new round of mega-mergers in the railroad industry, such as a rumor that CANADIAN NATIONAL is looking to merge with BNSF.....Ritchie has announced that he will retire this year. He joined CP Ltd. in 1970, became president of CPR in 1990 and CEO in 1995.....CP last month celebrated the 125<sup>th</sup> anniversary of its incorporation in 1881. Its transcontinental line was completed through to the Pacific Coast in 1885.....Richard Robey, the owner of NORTH SHORE, NITTANY & BALD EAGLE and six other shortline railroads in Pennsylvania, has incorporated a new

holding company for this mini-empire called Susquehanna Valley Railroad Corp. (Harrisburg Chapter).....Using the name BAY COAST RAILROAD, a new owner has taken over the Eastern Shore Railroad between Pocomoke, MD, and Cape Charles, VA. Cassatt Management, Inc. is at least the fourth entity to run this 65-mile railroad since it was discarded by CONRAIL in 1976 (*High Green*).

The National Carriers Conference Committee representing U.S. Class 1 railroads has said that there is no reasonable prospect of reaching a voluntary agreement on a new contract with seven rail unions led by the Teamsters. The NCCC asked the National Mediation Board to allow the dispute to proceed to the next level—a Presidential Emergency Board—as provided under the Railway Labor Act. The Teamsters coalition includes the Brotherhood of Locomotive Engineers & Trainmen, the Brotherhood of Maintenance of Way Employees and five other unions (*Railway Age*).....The two largest rail unions, the BLE&T and the United Transportation Union, have joined forces to oppose the railroad industry's push to implement satellite-based positive train control. PTC is seen as a way to improve safety and increase track capacity, but the unions charge that it a thinly-disguised effort to implement one-man train operations. At about the same time, the results from a preliminary test of PTC on a BNSF branch indicate that while PTC would improve safety by reducing the possibility of human error, it would not reduce the headway between trains. Added a spokeswoman for the Association of American Railroads, "this is not an answer to capacity issues" (*Traffic World*).

U.S. freight railroads continue to improve their safety record. Figures released by the AAR for the first 11 months of 2005 show that rail employee safety was the best in the history of the industry, with the on-duty casualty rate falling by 14 percent from the same period in 2004. The rate dropped from 2.63 reportable cases per 200,000 employee hours in 2004 to 2.26 per 200,000 employee hours. The train accident rate also decreased by 10.3 percent and the highway grade crossing accident rate was down 4.8 percent .....A recent report entitled "Danger in Motion" from two trade groups claims that locomotives are among the nation's largest and most dangerous sources of air pollution. But AAR President Edward R. Hamberger denounced the report, saying that misrepresenting the data in this way "is the height of irresponsibility. The facts speak for themselves. Railroads contribute less than two percent of the (particulate matter) emissions...while industrial plants, agriculture, utility plants and other stationary sources produce a whopping 72 percent." The railroads, he said, provide the most fuel-efficient and environmentally-friendly way to move goods across the nation (*Weekly Rail Review*).

That well-known haven for Baldwin-built diesels, SMS RAIL SERVICES of Bridgeport, NJ, is at it again. SMS recently has acquired four more aging Baldwin switchers to add to its sizable fleet: three ex-Erie Mining S12 units, which arrived on flatcars from Minnesota, and former Standard Steel VO660 #6712. The 1940-vintage VO was acquired from the Railroaders Memorial Museum in Altoona (*Railfan & Railroad, Railpace*) .....Bombardier has decided to close its 120-year-old former Alco engine plant in Auburn, NY., which most recently was producing railcar trucks. In the 1920's the plant was owned by the McIntosh & Seymour Engine Company, which was purchased by American Locomotive Company in 1929. That company became Alco Products in 1956 and in 1964 it was

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**MARCH 11:** 20<sup>th</sup> annual Railroad Show & Collectors Market sponsored by Harrisburg Chapter NRHS, at I. W. Abel Hall, 200 Gibson Street, Steelton, PA. Featured will be rail movies, model train layouts, workshops, snack bar and sales of railroadiana and model railroad items. Donation: \$5 per person. For information, telephone Eric Ohstrom at 717-774-0957.

**MARCH 12:** Annual Train Show sponsored by Jersey Central Railway Historical Society at Mother Seton High School, Clark, NJ, 9 AM-4 PM. Use Exit 135 of Garden State Parkway to reach the school. Model trains, circus train exhibit, snack bar and sales of railroad books, videos and collectibles will be featured. Free parking. Admission: \$5 per person (children under 12 free). For information, telephone 732-247-4116.

**MARCH 18:** 25<sup>th</sup> annual Canal History & Technology Symposium at William E. Simon Center, Lafayette College, Easton, PA. Six papers will be presented, including those on Maryland's Principio iron furnace, "New Insights into the Avondale Mine Disaster" and "The United Mine Workers and the 1902 Great Strike." Registration begins at 8 AM. Fee: \$60 per person, which includes continental breakfast, the symposium, buffet lunch, reception and copy of the Proceedings. Send to: National Canal Museum, 30 Centre Square, Easton, PA 18042-7743. For information, telephone the National Canal Museum at 610-559-6613 (website: [www.ncm@canals.org](http://www.ncm@canals.org)).

**MARCH 18-19:** Greenberg's Great Train Expo at the Fort Washington Expo Center, Virginia Drive, Fort Washington, PA, 10 AM-4 PM both days. Admission: \$7 per person, good for both days (children under 12 are free). Philadelphia Chapter will be represented with a table at this show.

**APRIL 1:** Harrisburg Chapter, NRHS annual banquet at Harrisburg West Inn & Conference Center, Exit 40-A on I-83, New Cumberland, PA, 6:00 PM. Price: \$25 per person. "All you can eat buffet." Speaker: Toby Fauver, Director of the Bureau of Public Transportation for PennDOT, will talk on rail passenger plans for Pennsylvania. Reservation deadline: March 22. Checks, payable to "Harrisburg Chapter NRHS" should be sent to: Joseph R. Heffron, 300 Pennsylvania Ave., Camp Hill, PA 17011-5438.

**THROUGH APRIL 10:** "Catastrophe on the Rails: Train Wrecks of the Northeast United States," display at Railroad Museum of Pennsylvania, Strasburg. Photographs and artifacts are included in the exhibit. Regular admission charges apply. For information, telephone 717-687-8628.

**MAY 20:** Rare mileage excursion over former Boston & Maine Pemigewasset Valley Branch, Lincoln to Concord, NH. Fare: Adults \$79, children (12 and under) \$59. First class: \$149. Order tickets from: Massachusetts Bay RRE, P. O. Box 4245-BV, Andover, MA 01810-0814. For information, consult website: [www.massbayrre.org](http://www.massbayrre.org).



"If you want our tickets, you'll have to get me a fork—Sammy just dropped them in the pickle jar."



"Are you sure this is the Hathoro Local?  
I don't see any Hathoro faces."



"Set of trains, nothin'! I want an authentic model of the Reading's Crusader!"

—from the **READING RAILROAD MAGAZINE**, various 1956 issues

## Lansdale in June???

The joint Lancaster-Philadelphia FP7 Committee has been asked by the sponsors of the annual "Lansdale Days" festival if we would consider bringing our FP7's to that Montgomery County borough and R5 terminal on Saturday, June 3, 2006 to participate.

While plans are very sketchy at presstime, those who rode our June, 2000 excursion with former Reading FP7's #902 and 903 to Norristown, Lansdale and West Trenton will recall that when we arrived in Lansdale with the train, riders were surprised to see the "Lansdale Days" festival in progress, and the attendees at the local event were surprised to see the vintage ex-Reading units arrive in town.

A schedule and letter to SEPTA is currently in the works and we will keep you advised of progress.

## Notice of Annual Meeting & Election

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

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



## 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)*

The first sleeping car was the **Chambersburg**, a triple-decked berth affair that was built in 1837 for the Cumberland Valley Railroad (R. J. Wagner).....Suds Fans, Listen Up! The Altoona Railroaders Museum is considering a proposal to set up a microbrewery and restaurant on their grounds. The deal would help the finances of the Museum and the "Curve Beer" label would re-appear after a 30-year absence! (PRRT&HS).....In March, 1962, the Pennsylvania and New York Central Railroads filed their merger application with the Interstate Commerce Commission. New York Governor Nelson Rockefeller signed a bill permitting the Port of New York Authority to take over the Hudson & Manhattan tubes and build the now-gone World Trade Center (*Pennsy Facts*).....For Sale – one brick, ex-union station, built in 1914 to serve the New York, Philadelphia & Norfolk (NYP&"N") and the long-gone Baltimore, Chesapeake & Atlantic RR. The last ticket was sold to a Pennsy passenger in 1958. Since its closing, it has had a number of reuses but the widow of the latest owner wants to sell the Salisbury, MD station for \$195,000 (*Tower Topics*).....Pennsy fans will want to be sure and see the color photo article "One Day at North Philadelphia" (in 1965), by J. A. Newbauer in the Spring, 2006 issue of *Classic Trains* (pages 66-71).

Some 48 years ago, on March 1, 1948, the Reading introduced the **Wall Street** between Philadelphia and Jersey City, with a twice-daily schedule. The train was hauled by new Reading-built 4-6-2 G3 Pacifics (#210-219). It featured three coaches, a diner-cocktail lounge and a club car (*NRHS Bulletin*).....The ex-Reading station at Ephrata, PA has been renovated and opened as a visitor center. It was originally built in 1889 and served the Reading & Columbia Branch, and in later years saw mixed trains, doodlebugs and finally just freight trains. The closest active track today is at Denver, PA, almost four miles away (*Harrisburg Rail Review*).....We have heard that the Reading & Northern has scrapped its two SD45-2 diesels. R&N #3600 was once Erie Lackawanna 3675 and R&N 3601 was EL 3671. While we are on the subject, at least one ex-Erie Railroad tugboat remains in the water. The **Akron** (built in 1953) is now owned and operated by Eastern Towboat Corporation of East Boston, MA (*Akron Beacon-Journal – Extra Board*, ELHS).

Arthur Stilwell built the Kansas City Southern and also the KCS's Gulf seaport facilities, modestly naming them after himself – Port Arthur, TX (Mike Schafer).....Daniel Flowers, 21, of Ruston (Lincoln Parish), LA drove his 1997 GMC pickup truck down the railroad track toward Grambling, LA and what should appear in the rear-view mirror? Dan and his passenger bailed out before the Kansas City Southern freight train operating over the ex-IC route between Meridian, MS and Shreveport, LA caught up with them. Flowers was arrested for DUI (Baton Rouge *Advocate*, via *The Rail*).....The Western Shoshone Nation Council has filed suit against Burlington Northern Santa Fe, Union Pacific, etc., alleging that they stole vast holdings of land in violation of an 1860's-era treaty. If they win and take over the railroads, maybe they would reinstate the **Super Chief**!! (*Weekly Rail Review*).....Oh! Canada! It was tough for fans when in the 1970's Canadian Pacific spun off all its classic French Chateau-style hotels, including the gigantic dowager, the Royal York in Toronto, to the Fairmont chain. Well, it gets better(?!) In January the whole

works was sold to Kingdom Hotels International, owned by Prince Alaweed bin Talal of the Saudi royal family!! (*New York Times*).

Unfortunately, rail travelers still have to change stations in Boston, but autos now save 16 minutes when moving through downtown. The "Big Dig" only cost the taxpayers \$14.6 billion for this travel time savings!! (*USA Today*).....Nearly 175 years ago, the first American streetcar line was opened (1832) on the Bowery in New York City. It was equine-powered! (*NRHS Bulletin*).....All Aboard!! The busiest Amtrak stations in Fiscal 2004 by boardings were: New York (4.4 million), Washington (1.9 million), Philadelphia (1.8 million), Chicago (1.2 million) and Newark, NJ (0.7 million) (*Amtrak/USA Today*).....While many commuter railroads remain stagnant, Chicagoland's METRA keeps expanding. Now, Metra even serves Manhattan! That, by the way, is on the old Wabash mainline, now owned by Norfolk Southern (*The Fast Mail*).....Speaking of Norfolk Southern, carload volume on the Thoroughbred is up 14% since 2000, but the number of cars needed to move that freight is down 11%. Average train speed is up 7% to 22 mph. Average time in the switching yard (dwell) is down 7% to 23 hours. NS revenues grew 17% during the last four quarters to \$8.2 billion and profits were up 66% to \$1.2 billion. The NS stock price is up 75% since January 2004, and it has the best net margin of all U.S. railroads (*Forbes*).

### Train Consist VIA Rail Canada #15(\*) – Ocean Moncton, NB – October, 2005

Car/Loco	Type/Name
VIA 6420/6409	GMD F40PH-2
VIA 8622	baggage-dormitory
VIA 8138	coach (ex-New York Central 2954)
VIA 8117	coach
VIA 8506	Skyline dome
VIA 8201(**)	sleeper <i>Chateau Argenson</i>
VIA 8209(**)	sleeper <i>Chateau Iberville</i>
VIA 8401	diner <i>Acadian</i>
VIA 8220(**)	sleeper <i>Chateau Papineau</i>
VIA 8229(**)	sleeper <i>Chateau Viger</i>
VIA 8202(**)	sleeper <i>Chateau Bienville</i>
VIA 8216(**)	sleeper <i>Chateau Levis</i>
VIA 8711	dome-observation <i>Revelstoke Park</i>

\* -- Equipment operates alternately with "Renaissance" cars  
\*\* -- 3 section, 2 bedroom, 1 drawing room, 8 roomette car

--from Jim Mixter, "Headlights & Markers"

In Pittsburgh, meanwhile, higher than expected construction bids for PAT's light rail extension to the North Shore are threatening to scuttle the project. The lowest bid was almost \$17 million over estimates (*USA Today*).....They built quality!! An ad in January 2006 *Metro Magazine* finds Federated Railways Company offering for sale or lease, stainless steel, Budd-built (1950's vintage) bi-level gallery commuter cars (cabs and trailers).....In Los Angeles, about 10 million commuters travel by car! The subway and three light rail lines carry some 250,000 riders while MTA buses carry 1.2 million. Plans in the works include a Red Line subway extension to Santa Monica. Also, the "Exposition" light rail line would be completed from downtown to Santa Monica. The "Governator", Arnold Schwarzenegger, proposed to borrow \$68 billion for highways, bridges, etc., but with nothing included for mass transit. Meanwhile, the "Orange Line" busway is hauling 16,000 daily riders, 20% of whom are new to public transit (*USA Today*).

## Membership Update

As of March 1, 2006, 352 out of 440 members had renewed for this year, according to Chapter Treasurer Rich Copeland. Copeland noted that this represented 80 percent of the Chapter's membership.

At the same time, nearly all of the "Chapter-only" members, those holding their NRHS membership through another chapter, had renewed. Chapter-only members who are not renewed will not receive the March issue of *Cinders*.

Regular members are reminded that this issue of *Cinders* will be the last they will receive if they have not renewed, and those 88 individuals have until March 31 to renew.

In assessing the process, Copeland also said that regular members had provided the Chapter with more than \$6,100 in contributions and Chapter-only members an additional \$300, which will assist in defraying extra expenses the chapter incurs each year.

## PHILADELPHIA EXPRESS

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acquired by the Worthington Corp. which later became Studebaker-Worthington. The plant continued production into the 1970's as the Alco Engines Division of White Industrial Power, Inc., a subsidiary of White Motor Corp. Meanwhile, Worthington acquired control of Alco's Canadian subsidiary, Montreal Locomotive Works, which eventually became MLW-Worthington. MLW continued to produce diesel locomotives even after Alco quit the locomotive business in 1969. Bombardier, a large Canadian-based manufacturer which had started in the skimobile business, acquired MLW in 1979 along with the Auburn plant. Bombardier, which has nearly \$16 billion in annual revenues worldwide, continues as a major supplier to the railroad industry, particularly in passenger equipment (*Trains*).



## BUCKEYE RAILS

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

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