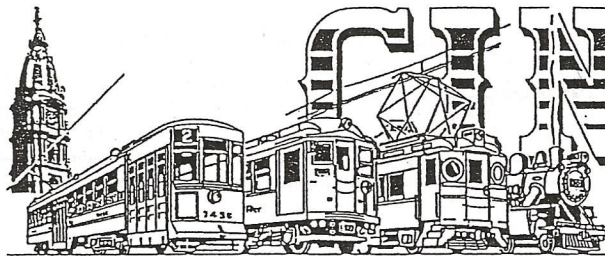


# 70<sup>th</sup> Anniversary – 1936-2006



# CINDERS

MAY 2006



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Volume 67

Number 5

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

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

## MEETING NOTICE:

FRIDAY EVENING, MAY 19, 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 meeting on Friday evening, May 19, 2006 will feature a slide lecture by Member Paul Kutta on the history of the Strasburg Rail Road in Lancaster County. The Strasburg has a colorful history, from obscure shortline common carrier to the major tourist attraction that it has become in a mecca for rail enthusiasts and historians.

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, MAY 16, 2006 to Dinner Chairman Bill Gardiner at 215-632-7016. The menu for May was uncertain at presstime, but will include salad, meat or seafood entrée, vegetables, dessert, rolls and butter and beverage. **NO-shows will be responsible for payment for meals ordered!** *(Please note that meetings for the 2005-2006 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall.)*

Mr. Kutta's programs are always entertaining, so plan to join us on Friday, May 19 as he regales us with the interesting history of the Strasburg Rail Road.

## Chapter Officers Re-Elected; Members Honored

At its April 21 meeting, Philadelphia Chapter re-elected its incumbent officers to another one-year term. President Davis Kopena, Senior Vice President Bill Thomas, Vice President & Treasurer Rich Copeland, Secretary Marie Eastwood and National Director R. L. Eastwood, Jr., will serve through April, 2007.

Following the election, President Kopena reappointed the various committee chairs, and also called upon the entire membership to volunteer to serve the Chapter in various capacities. Recruiting volunteers to provide dedicated time to organizations has become increasingly difficult everywhere in our society today, and this Chapter is no exception.

Following an annual membership awards dinner, National Director and former NRHS Senior Vice President and Director, Membership Awards Larry Eastwood presented an NRHS 60-year pin to Sam James, 50-year pin to Carl Landeck, and 25-year pins to Eric Devinis, Stewart Gilbert, Jim Knox and Hank Sachs. Members Richard Adam, Alan Feinstein, Frank Fenstermake, Stanley Heist, Jr., Henry Posner III, Andrew Skotnicki, Thomas Swett and Gerald Wilson were unable to be present, and their 25-year pins and letters were mailed directly to them.

The festive evening was concluded with the showing of three vintage films from the NRHS Library in Philadelphia.

## GTE Says Summer Fort Washington Show Is On

Great Train Expo, whose operations now include the Greenberg Shows, at which Philadelphia Chapter appears with tables, has stated on their website that a Train Show will operate in a "relocated Fort Washington Expo Center" facility on August 5-6, 2006. GTE, located in Elmhurst, IL, issued the statement on May 1, telling website visitors that complete details would be available in June.

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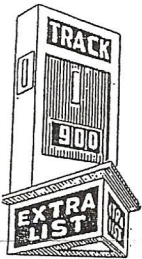
**MEETINGS:** 7:30 PM, third Friday of each month (except second Friday in December), at Faculty Club, Second Floor, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

**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.



**MAY 20, 2006:** Armed Forces Day Railroad Spectacular at East Stroudsburg, PA, sponsored by East Stroudsburg Railroad Tower Society. Rail excursion from Steamtown, Scranton, PA, is planned. Military equipment from Tobyhanna Army Depot will be on display, with music, model trains and food vendors also featured. For information, contact the Tower Society at P. O. Box 1431, East Stroudsburg, PA 18301-4731 (telephone 570-420-9989).

**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).

**MAY 22:** West Jersey Chapter, NRHS regular monthly meeting, Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ, 7:30 PM. Program will be **There's No Place Like Dome: Celebrating the 50<sup>th</sup> Anniversary of *The Canadian***, presented by Philadelphia Chapter Member Paul Kutta. This is the same program as presented at Philadelphia's meeting last May, for those who may have missed it.

**MAY 27-29:** Three Memorial Day weekend excursions from Steamtown National Historic Site, Scranton, PA. On Saturday a diesel-powered train will operate from Scranton to Jessup, PA and return over former Delaware & Hudson mainline (now Delaware Lackawanna Railroad), leaving Steamtown at 3:30 PM. On Sunday a steam-powered excursion will leave Steamtown at 11 AM to Tobyhanna, PA and return via the ex-Lackawanna Railroad main. On Monday the steam train will leave at 1 PM for Moscow, PA and return. Fares: To Jessup and Moscow \$21 adults, \$19 seniors (62 and over), \$10 children (6-16), under 6 free. To Tobyhanna \$31 adults, \$26 seniors, \$20 children, under 6 free. First-class tickets available at \$36 to Moscow and \$56 to Tobyhanna. For reservations, telephone toll-free to 888-693-9391, extension 5204. Further information is available on website: [www.nps.gov/stea](http://www.nps.gov/stea).

**JUNE 2-4, JULY 1-4:** Railroad Heritage Days at Railroad Museum of Pennsylvania, Strasburg, featuring historical and contemporary displays on the State's railroads, as well as model train layouts, railroad art, music, tours and special presentations. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: [www.rrmuseumpa.org](http://www.rrmuseumpa.org)).

**JUNE 8-11:** "Real Railroading, Large and Small," annual Penn State Altoona Railroad Heritage Conference, at Millersville University, Millersville, Lancaster County. Program includes tours of Norfolk Southern's Enola yard and Rockwell bridge, Amtrak's Harrisburg station, "Harris" tower, Railroad Museum of Pennsylvania and excursion on Strasburg Rail Road. Also included are presentations on railroading in Lancaster County, Enola yard and the Pennsylvania Railroad. Several dinners are included. Fees: \$700 single including accommodations (\$675 early bird before May 15), \$675 per person in double accommodations (\$650 early bird), \$550 per person without accommodations (\$525 early bird). For information and registration form, contact Penn State Continuing Education, 1444 11<sup>th</sup> Avenue, Altoona, PA 16601-3313 (telephone 814-949-5535).

**JUNE 17-18:** "Newport Vermont Express" will be operated by Mystic Valley Railway Society between St. Johnsbury and Newport, VT over former Canadian Pacific route now operated by Vermont Railroad. Train departs St. Johnsbury 2:00 PM Saturday, returns 2:30 PM Sunday. Special fare of \$150 includes meals, overnight lodging at Newport area motels (double occupancy), and transfers to and from hotels. For details, contact: Mystic Valley Railway Society, P. O. Box 365486, Hyde Park, MA 02136-0009 (telephone 617-361-4445) or visit website: [www.mysticvalleyrre.org](http://www.mysticvalleyrre.org).

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

# PHILADELPHIA



FRANK G. TATNALL, JR.



## SEPTA REGIONAL RAIL

Last month SEPTA launched another phase in its \$85-million Wayne Junction to Glenside track and signal project. Over the weekend of April 21-23 crews installed three new switches in "Jenkin" interlocking, just north of Jenkintown station, one of which leads to a new #2 northbound track on the Neshaminy Line to West Trenton. This track is in the space formerly occupied by part of the old northbound layoff siding. On the following weekends of April 28-30, May 5-7 and May 19-21 the reconfiguration of "Jenkin" should be completed, with two other new switches installed along with realignment of the tracks and wire at this busy junction of the Mainline and the Neshaminy Line. Some new signals have already been placed in service at this interlocking and others will be installed. One task will be the removal of the old movable point frogs at "Jenkin" where the #1 southbound Neshaminy track crosses the #2 Mainline track. Southbound R3 trains from West Trenton will divert onto #2, then cross over to the #1 main before entering Jenkintown station. Some good photos of the preliminary work, taken by Webmaster John Almeida, appeared on the Philadelphia Chapter website in late April.

The weekend construction at "Jenkin" required SEPTA to operate a system of bus shuttles around the work location. Buses for R1, R2 and R3 passengers ran between Jenkintown and Glenside stations, while R3 passengers were bused between Jenkintown and Noble. Certain adjustments in weekend train schedules also were announced.....Sometime early this summer "Carmel" interlocking at Glenside, where the Warminster Line joins the Mainline, also will be rebuilt with new track, switches and signals. One difference, however, will be that the movable point frogs at "Carmel" will be replaced rather than eliminated, even though these devices can be a maintenance headache. Something about the geography there apparently will prevent the same sort of track realignment as planned at "Jenkin".....Meanwhile, work continued on the installation of new interlocked crossovers at Penllyn on the Mainline north of Ambler, most of it done at night. SEPTA plans to string new catenary wire on portions of the Mainline beginning in July.....The wired "Beth" crossover at Bethayres on the Neshaminy Line has been removed.....A program of brushcutting and track and grade crossing improvements on the Doylestown Line began April 17. This caused the substitution of buses for train service between 9 AM and 3 PM on weekdays between Doylestown and Lansdale. The project is expected to be completed in August.

AMTRAK's mechanized Track Laying System began working east from Paoli on March 20 (see April Cinders), and by late in April had put down concrete ties and welded rail on #3 track all the way to Villanova station. Nearly eight miles of new track were installed in just six weeks, with the crews working four ten-hour days each week. Ballasting and surfacing, however, had progressed not much further than Devon. Evidently, SEPTA's regular R5 service has not been seriously affected by the work, even during rush hours, but this could change when the TLS advances east of Bryn Mawr, probably starting in June. A welded rail train was spotted moving west through Villanova on April 28, presumably for later use in the Bryn Mawr-Ardmore area.....During March and April SEPTA sent its wire train to remove the two and a half miles of catenary on the Glen Mills running track (former West Chester Line) between Lenni and Glen Mills, some of which already had been stolen by thieves to reclaim its valuable copper. Then the crew took down the mile and a half of wire over the out-of-service single track of the Ivy Ridge Line between the R6 station at Cynwyd and the Manayunk bridge.

Final contract language was still being worked out last month between SEPTA and United Transit Systems (UTS), on the recently-announced order for 104 Silverliner V MU commuter cars (see April Cinders). The \$244-million order will consist of 35 married pairs and 34 single cars, all to be assembled in a plant at the Philadelphia Naval Base. An option for 16 additional cars is contained in the proposal approved in March by the SEPTA board. Rotem, a subsidiary of the South Korean conglomerate Hyundai and a principal in the UTS consortium, last month agreed to perform all of its North American assembly work at the Navy Yard industrial complex, which will include a 32-car order for the North Carolina Triangle Transit Authority and an 87-car contract for the Southern California Regional Rail Authority. Both of these contracts will be started before full-scale production begins on the SEPTA order in 2008. The Rotem commitment was helped along by \$2.2 million in loans and other assistance from the State of Pennsylvania and \$5-million from Citizens Bank to encourage job creation. Many components of the new cars will be manufactured in the Far East and shipped to Philadelphia for assembly here.

The Railroad Division had few serious problems to deal with during late March and most of April. Here are some of the incidents which did crop up: At 1:25 PM on March 26 train 4217 snagged the overhead wire on #4 track at "16<sup>th</sup> Street Junction" in North Philadelphia, causing numerous delays throughout the afternoon as some busing was required and a 5-mph speed restriction was placed on #1 and #2 tracks. Four days later train #6572 broke down just north of "16<sup>th</sup> Street Junction" but was able to reach Wayne Junction where a defective car was set out. Passengers were transferred to following train #574.....At 9:20 AM on the 31<sup>st</sup> train #6817 derailed lead MU #251 just outside of 30<sup>th</sup> Street Station, fouling the #6 southbound main leading toward University City. Eight other trains were detoured over #5 track until the car was rerailed two hours later.

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## PHILADELPHIA EXPRESS (Continued from Page 3)

The worst incident during the past month on Regional Rail occurred at 11:20 AM on April 4, when a careless dump truck driver crossed the R5 Mainline at Church Street in Ambler. The problem was that the driver left his dumper in the up position, which tore down the catenary over both tracks. Presumably he would have been electrocuted except for the fact that the truck had rubber tires! All Lansdale-Doylestown service was disrupted as a bus shuttle was instituted between Glenside and Ambler stations. The wire train worked through the night to repair the damage, reopening the line at 4:30 the next morning ..... That afternoon train #566 split a switch in Doylestown yard, blocking the main track to the station. For the next five hours R5 trains were turned at DelVal College station, with a bus connection ..... At 6 PM on April 6 R7 train #9747 got a pantograph entangled in the wire on AMTRAK's Northeast Corridor mainline as it was approaching Trenton station. Power was cut off only on #1 track and passengers were transferred to following train #9791.

Another case of how an unattended bag can disrupt train service happened on April 14, when the crew of Warminster-bound train #0248 at Wayne Junction reported finding a bag under a vacant seat. Passengers were transferred to a deadheading train to Warminster and other trains were detoured over #3 track. The Philadelphia Police Bomb Squad responded and found that the bag contained a Railroad Division timetable and other material apparently belonging to a SEPTA employee. Several trains experienced slight delays..... A broken leveling bar under MU #251 (referred to as the "cowcatcher" in the Control Center report) dropped to the rail on #4 track at Radnor station around 5 PM on April 11, stalling R5 train #9551 and backing up several other trains behind it. Passengers were transferred to following trains #553 and 9555, both of which were delayed for over an hour waiting for the disabled train to move. Because #3 track was out of service for trackwork (see above), Amtrak sent Harrisburg-bound train #649 west on newly-rebuilt #2 track, normally used (and signaled) only for eastbound trains ..... Passengers on three push-pull trains out of Trenton were delayed on April 18 and 19 due to problems with their AEM-7 locomotives. On the morning of the 18<sup>th</sup> R7 train #9724 was disabled at Croydon station when AEM-7 #2304 shut down. Passengers were transferred to following train #726 and the push-pull was deadheaded to Powelton yard. The next morning both trains #9724 and 9728 were delayed at Levittown, when AEM-7 #2305 shut down on the first train and #2304 again became disabled on the following train. Each unit was finally restarted and got moving with delays of 14 and 24 minutes respectively.

Much has been reported about the crash test staged at the AAR research center near Pueblo, CO, on March 23. The test proved that new end-of-car shock absorbers can prevent passenger coaches from telescoping or riding up in a head-on collision with a locomotive. In its coverage, CNN also showed clips of the previous test in 2002, in which ex-Pennsy, ex-SEPTA Pioneer III MU cars were used in a similar head-on collision before the new technology was developed. In that test, the cars rode up over the locomotive and were destroyed..... At their March 22 meeting the commissioners of Lower Merion Township voted unanimously to forbid the use of eminent domain in the redevelopment plan for downtown Ardmore. The plan had evoked heated debate over the threatened seizure and destruction of

several historic buildings along Lancaster Avenue. The latest action should have no effect on the proposed Ardmore Transit Center along AMTRAK's Harrisburg mainline, for which \$6 million in Federal funding already has been committed..... Liberty Property Trust has sold an 80-percent interest in its new Comcast Center office building to a German-based firm. Currently under construction at 17<sup>th</sup> & Arch Streets in center city, the 58-story building will be the City's tallest and will have a direct below-street-level entrance to SEPTA's Suburban Station.

DVARP reports that the Bucks County Transportation Management Association has released its own business plan for restoring commuter rail service between Quakertown, Lansdale and Norristown. The plan indicates that the County wants to move forward with or without SEPTA's cooperation—which up until now has been almost entirely absent. The cost for starting Quakertown to Lansdale service is pegged at about \$95 million, but this is seen as quite reasonable if the trains can reduce congestion on north-south highway 309. A new consultant's study will complement the feasibility report which was completed in 2000 for the Bucks and Montgomery County Planning Commissions and the Delaware Valley Regional Planning Commission. Chapter Member Everett Edwards had a letter to the editor published in the *Intelligencer*, refuting the newspaper's editorial which had criticized the Quakertown proposal as a waste of money.

With gasoline prices reaching all-time record highs, SEPTA and other transit agencies are looking for an uptick in ridership as some people are forced to cut back on their driving. It will be interesting to see how high gas prices must go before a significant switch to public transportation results..... General Order #209 to SEPTA's Railroad Division timetable #2 contains a change in operating directions on the R3 West Trenton Line between "CP Wood" interlocking at Woodbourne and "CP Wing" near West Trenton. Previously, the directions were shown as "north" and "south" but they are now "east" and "west," conforming with a change recently made by CSX which actually owns the track while SEPTA dispatches it. In Reading days the New York branch ran east-west, but CONRAIL changed the name to the Trenton Line and made it a north-south operation. Now CSX has reverted to the east-west designation on its Trenton Subdivision from Philadelphia to Port Reading Junction, NJ, consistent with the directions on its Philadelphia Subdivision from Baltimore..... We stated here last month that the new R1 and R3 public timetables would become effective April 18. That was a typo—the actual date was April 16.



**SEPTA  
TRANSIT**

SEPTA will hold public hearings this month on its proposed Fiscal Year 2007 capital and operating budgets. The \$438-million FY 2007 capital budget and FY 2007-2018 capital program hearings are scheduled for Thursday, May 4, in the boardroom at SEPTA's 1234 Market Street headquarters. The \$991-million operating budget for FY 2007 and financial plan for FY 2008-2012 will be aired at a series of hearings in each county seat between May 5 and May 11. The Philadelphia hearings will be on Tuesday, May 9, at SEPTA headquarters. The operating budget promises to be relatively non-controversial since no fare

(Continued on Page 5)

# PHILADELPHIA EXPRESS (Continued from Page 4)

increases or service cuts are being proposed in spite of a looming \$50-million deficit built into the budget. SEPTA management apparently is counting on some action in Harrisburg to fill the budget hole after the State's emergency funding runs out at the end of calendar year 2006 (see January *Cinders*). SEPTA plans to spend four percent more for operations in FY 2007 than in the current fiscal year, as a result of wage increases as well as higher health-care and fuel costs. The capital budget, however, will remain flat, with the same level of spending as in the current year. Both new budgets will take effect July 1, if as expected the SEPTA board approves them in June ..... Three hearings will be held this month on SEPTA's annual service plan for FY 2007, which addresses various service changes. The Philadelphia hearing will be held at 11 AM on May 8 at SEPTA headquarters.

Weekend shutdowns on the Market Street elevated were due to resume on Friday evening April 21, but an underground transformer fire early that morning near 15<sup>th</sup> & Market Streets caused a change of plans. The 3 AM fire disrupted service not only on the Market-Frankford Line but on the Broad Street subway and in the subway-surface trolley tunnel. The fire was controlled within two hours and by 7:30 AM Broad Street service resumed. By 8 AM Market-Frankford trains again were operating through center city, running nonstop past the 15<sup>th</sup> Street station. But the station was not reopened until Monday morning as crews worked to clean up and restore power to the area. All five subway-surface trolley routes were diverted to the 40<sup>th</sup> Street Market-Frankford station until full service in the tunnel was restored at 3:30 PM Friday afternoon. Shutdowns of the Market Street el are still scheduled for the weekends of April 28-30, May 5-7 and May 19-21 as work progresses on the \$567-million makeover of the 100-year-old elevated structure. Between 8 PM Friday and the end of service early Monday morning Market-Frankford trains will operate only as far west as the 46<sup>th</sup> Street station, with shuttle buses running between the 40<sup>th</sup> Street subway station and 69<sup>th</sup> Street Terminal. Regular el service will operate on Mother's Day weekend May 12-14.

Work began last month on the installation of steel beams for the new el station at 60<sup>th</sup> & Market Streets. This is one of six stations to be replaced as part of the massive Market Street elevated project. Route 46 buses operating on 60<sup>th</sup> Street are being detoured around the site.....On April 27 and 28 two huge concrete beams were trucked from Falls Township near Morrisville, PA, to West Philadelphia. The 195-foot-long, 14-foot-wide beams will become part of the new Market Street el near 49<sup>th</sup> Street.....Also last month, CSX completed rebuilding the unique railroad-trolley line grade crossing at 6<sup>th</sup> & Main Streets in Darby. Shuttle buses replaced Route 11 trolleys between Island Road & Woodland Avenue and Darby loop .....In addition to installing a new signal system in the trolley subway (see March *Cinders*), SEPTA also is working to renew more than 5,000 feet of overhead and support structures in the tunnel.....With the reopening of the Route 15 Girard Avenue trolley line last September, SEPTA now has a total of 375 route-miles on its light, heavy and commuter rail systems (*Railway Age*) .....On weekends through June, SEPTA will perform a cleaning and painting blitz in the dreary City Hall station of the Broad Street subway. This is preliminary to the planned \$57-million renovation of the station (DVARP).

Former Bucks County Commissioner, SEPTA Board Member and PennDOT Official Andrew Warren is running in this month's primary election for the Democratic nomination from the 8<sup>th</sup> Congressional District in Bucks County. Warren, 62, recently switched his registration from Republican to Democrat .....SEPTA last month donated ten recently-retired Neoplan buses to the New Orleans Regional Transit Authority, to aid in RTA's recovery from Hurricane Katrina (see March *Cinders*). Before their departure, the buses were loaded with some 1,500 books collected by Conestoga High School students in Berwyn for an elementary school in Louisiana..... N5 car #147 is out of service after it struck a downed tree on the Route 100 Norristown High Speed Line earlier this year .....Two contractors have been accused by a Federal grand jury of defrauding SEPTA of \$418,000. They allegedly submitted phony invoices for construction work which they never performed, according to an *Inquirer* report..... The American Public Transportation Association reports that U.S. transit systems counted more than 9.7 billion passenger trips in 2005, an increase of 100 million trips over the previous year. APTA said ridership is up by 25 percent since 1995.



AMTRAK issued its new system timetable with an April 24 effective date, which will remain in effect through October. Like the fall-winter issue, this 132-page timetable carries a color photo of the **Empire Builder** on the cover..... AMTRAK has named a 35-year railroad veteran to head its Transportation Department. Thomas P. Schmidt served for nearly 20 years in senior management positions at CSX, including vice president of engineering, as well as president of the Richmond, Fredericksburg & Potomac, before retiring in 2003. He has since been associated with Jacksonville (FL)-based Transsystems Corp., a transportation consulting firm. As Amtrak's assistant vice president of transportation he will be responsible for train operations and the allocation of equipment and crews throughout the system. He will report to Vice President Customer Service Emmett Fremaux.

Among the one-time projects contained in AMTRAK's \$730-million capital budget request for Fiscal Year 2007 (see April *Cinders*) are an upgrade of its central dispatching systems and the previously-announced replacement of the Thames River bridge in Connecticut. According to the budget document, Amtrak also will devise a "Northeast Corridor Master Plan to determine other long-lead infrastructure requirements, and other investments supporting the railroad's Strategic Reform Initiatives" (*Railway Age*) .....Work continues on the \$145-million upgrade of the Philadelphia-Harrisburg Keystone Corridor (see above), but the welded rail and concrete ties installed west of Paoli already are paying off. The new system timetable effective last month shows that several trains have been speeded up by as much as ten minutes as a result of the 110-mph track speed now in effect over parts of the line versus the old maximum of 70-90 mph. When the entire project is finished next year the intent is to offer 90-minute service over the 104-mile route, using AEM-7 electric locomotives and

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## PHILADELPHIA EXPRESS (Continued from Page 5)

cab cars in push-pull service.....AMTRAK has removed the #3 westbound track from service between "Downs" interlocking at Downingtown and "Thorn" interlocking at Thorndale, a distance of three miles. Tracks #1 and 2 remain in service for eastbound traffic and #4 for westbound.

The Alstom-Bombardier consortium is continuing to overhaul its 20 Acela trainsets at SEPTA's Frazer shop in Chester County. The program, which is part of the consortium's build-and-maintain contract with AMTRAK, began in late 2004. Thus far, 13 sets have been completed and the 14<sup>th</sup> is currently in the shop .....*Railpace* reports that AMTRAK is planning a multi-million dollar renovation of its historic Frank Furness-designed station in Wilmington. Delaware's Senators and lone Congressman have been working to secure Federal funding for the project, and managed to secure a \$6.5-million earmark in the transportation bill which became law last summer. In addition to improvements to the 98-year-old brick building, about 700 feet of a 1940's-era platform canopy will be torn down as not historically significant. The last major upgrading of the station was completed in 1984, but further work is needed.....May 1 was AMTRAK's 35<sup>th</sup> birthday.

AMTRAK is facing a deadline of July 26, 2010 to complete improvements to its stations as mandated by the Americans with Disabilities Act of 1990 (see April *Cinders*). The new requirements are expected to include tactile strips on all platform edges, ramps connecting parking lots, stations and platforms, accessible restrooms and ticketing areas, appropriate signage including Braille, and in some cases rebuilt platforms. Platforms may present a problem because Superliner cars require low platforms while stations in the East may need 48-inch-high platforms to accommodate standard equipment. The Department of Transportation is expected to release a Notice of Proposed Rulemaking, which will spell out the requirements in more detail (NARP).

The new April timetable shows three eastbound Corridor trains now stopping at North Philadelphia in the morning rush hour and three westbound in the afternoon, an increase of one in each direction. In addition, one westbound Keystone train stops there in the morning and one eastbound in the afternoon.....AMTRAK says that summer maintenance work on the freight railroads will affect its service on various routes across the country, and some of the new schedules have been lengthened accordingly.....AMTRAK service between Florida, Georgia, the Carolinas and the Northeast was disrupted in early April when CSX was forced to close a bridge on its "A" mainline north of Selma, NC, for emergency repairs. Silver Service trains and the **Auto Trains** on Wednesday, April 5 were forced to turn back and trains on the 6<sup>th</sup> were cancelled. Passengers on the **Carolinians** and **Palmettos** were bused from Rocky Mount, NC, to Charlotte and Savannah, respectively, and vice versa. After repairs to the bridge were completed, freight and passenger service resumed on Friday the 7<sup>th</sup>.....Bennett Levin's "Liberty Limited" special to the Army-Navy football game on December 3 (see January *Cinders*) was the subject of a full-page story with color photo in the March issue of the trade journal *Railway Age*.



## CSX, NS, OTHER ROADS

NORFOLK SOUTHERN announced last month that it had formed a new Delmarva Business Unit, a semi-autonomous organization charged with operating its lines on the Delmarva Peninsula and developing new business there. Headquartered in Wilmington, the DBU will have more than 115 employees assigned to it and operate 191 miles of track from Wilmington and Newark, DE south to Pocomoke and Indian River, MD. It is modeled after the successful East Carolina Business Unit formed in 2002. The plan "incorporates the flexibility and local focus of a small railroad, supported by the industrial development and technological resources of a major carrier," said NS CEO Charles "Wick" Moorman (*Traffic World*).....NS and the State of Pennsylvania have reached agreement on the transfer of the former Samuel Rea car shop at Hollidaysburg, PA, to the Blair County Development Corp., which will work to convert the huge 1950's-era shop into a commercial, industrial and open space complex. The State will invest some \$4 million toward the purchase and redevelopment of the onetime Pennsylvania Railroad property, funds which come from the Redevelopment Assistance Capital Program (*Railpace*).

The Ringling Bros. and Barnum & Bailey Blue Unit circus train traveled from New York to South Philadelphia via CSX on April 18-19 for an 11-day stand at the Wachovia Spectrum. The train was due to leave Philadelphia on May 1 via CSX bound for Providence, RI, but will return to the area later this month. The show will play at Trenton, NJ, May 17-21, move to Hershey, PA, May 22 for performances there May 24-29, then to Wilkes-Barre, PA, on May 30 via NS-CANADIAN PACIFIC. It will leave Wilkes-Barre June 5 for Omaha, NE.....United Parcel Service, one of the largest intermodal shippers in the U.S., has announced that it is diverting some of its package shipments from the railroads back to truck. UPS, which spent \$750 million on rail transportation last year, said that in order to gain faster service between 11 major cities it will go back to the highways with some of its ground traffic. "We were finding that there were some lanes where we were sure we could take at least a day off the transit time," said a UPS spokesman. "But when we went to the railroads they were unable to offer faster service." The change is part of a five-year overhaul of UPS's ground network, although it plans to continue using the railroads for most traffic moving more than 750 miles. Later, UPS CEO Mike Eskew said that the nation was neglecting all of its infrastructure. "Our highways, waterways, railroads and aviation simply are not keeping up with ordinary demands," and that any solution will require "lots of money" (*Traffic World, Weekly Rail Review*).

NORFOLK SOUTHERN marked its 175<sup>th</sup> anniversary with a colorful 2005 annual report headlined "Strong legacy, bright future." In it, retiring Chairman David R. Goode called 2005 an "exceptional year," one in which operating revenues of \$8.5 billion, net income of \$1.3 billion and earnings per diluted share of \$3.11 were at all-time highs. The operating ratio improved by 1.5 percent to 75.2 percent. Each copy of the annual report included a

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## PHILADELPHIA EXPRESS

(Continued from Page 6)

DVD which illustrates NS's quick recovery from the effects of Hurricane Katrina, highlighted by the reopening of the bridge across Lake Pontchartrain near New Orleans just 16 days after the storm struck ..... In a recent speech NS CEO Wick Moorman decried the efforts now underway to re-regulate the railroads, and called for a cap on the amount of liability coverage that railroads are required to have for the movement of hazardous materials. "If we had the ability to walk away from (handling highly-toxic materials) we'd do it tomorrow," he said. "We do a remarkably safe job of transporting it (but) we are effectively betting the company when we haul this stuff" (*Traffic World*).

NS reported operating revenues of \$2.3 billion in the first quarter of 2006, the highest for any quarter in the railroad's history, and record net income of \$305 million. The operating ratio was 76.1, a three-point improvement over the first quarter of 2005.....For the first quarter of this year CSX reported record revenues of \$2.3 billion and net income of \$245 million. Operating ratio of 79.1 percent represented a 4.2-percent improvement over the same period in 2005. The results of both companies reflect the strong demand for transportation across the U.S. and increasing problems in the trucking industry .....Several Class 1 railroads have announced that they will scale back on hiring this year. NS said that it expects to hire about 1,800 employees in 2006, most of them in train and engine service, down from the 5,600 hired over the past two years (*Weekly Rail Review*).....The new \$16-million NS intermodal terminal on the former Naval Base property in South Philadelphia is preparing to open. It is adjacent to CSX's Greenwich yard and is reached over CONRAIL's ex-Pennsy Delaware Extension .....Both CSX and NS continue their programs to repaint former CONRAIL units into the new owners' schemes. The May issue of *Railpace* carries a listing of the approximately 100 CSX units still wearing the CR blue livery. CSX also is taking delivery of its second batch of 100 new ES44DC diesel locomotives from General Electric, numbered 5300-5399. They are nearly identical to the 5200 series acquired last fall .....NS has abandoned the two-mile-long North Abrams industrial track, built by the Reading to serve the King of Prussia Industrial Park. In 1976, the "American Freedom Train" was displayed there.

New Jersey DOT has proposed a \$3.2-billion capital budget for Fiscal Year 2007, which begins this July 1. The plan, which still needs legislative approval, provides \$1.9 billion for highway programs and \$1.3 billion for NJ TRANSIT. Half of the funding will come from the State and half from the Federal government. NJT will spend \$476 million on transit infrastructure improvements including money for 4,500 new parking spaces and \$35 million to complete the upgrade of Trenton, Metropark and other rail stations.....NJT has begun negotiations with AMTRAK to operate passenger-carrying trains over the Northeast Corridor between North Jersey and Philadelphia and on to Atlantic City (see November *Cinders*). Assuming that Amtrak approves, the service cannot start until some of the 131 bi-level coaches now on order begin to arrive.....During the morning rush on April 5 NJT train #3916 bound from Trenton to New York City struck and killed a trespasser on the Northeast Corridor near the Hamilton station east of Trenton. Service on the Corridor was suspended for an hour while police investigated (*Trains*).....*The Pennsy* employee magazine for

March 1957 carried a story about the railroad opening a new "square roundhouse" for servicing diesel and electric locomotives at the newly-rebuilt Morrisville yard. That building was torn down several years ago to make room for NJ TRANSIT's new Morrisville service facility.

PATCO carried 9.36 million passengers in 2005, a 2.3 increase over the previous year and its best performance since the fare increase in 2001. That year ridership was over 10 million. Much of last year's gain was attributed to substantially increased boardings at the Walter Rand Transportation Center in Camden, where PATCO interchanges with NJT's River Line (DVARP) .....New York's Metropolitan Transportation Authority has agreed to stop threatening people with arrest for taking photographs in subway and train stations, after being confronted with legal action by the New York Civil Liberties Union (*Weekly Rail Review*)..... WILMINGTON & WESTERN has agreed to an \$8 million contract to replace the six timber trestles and approaches that were washed out in the Red Clay Creek flood of September 2003. The new bridges will be of steel construction (*Railpace*)..... Steamtown National Historic Site at Scranton, PA, plans to operate 33 excursions this season, most of them steam-powered. Twenty-one will operate to Moscow, seven to Tobyhanna, plus three diesel trips to Carbondale and one to Jessup, PA. An additional trip to East Stroudsburg for Armed Forces Day on May 20 was still in the planning stage as *Cinders* went to press.

Nearly five years after the terrorist attacks of September 2001, the Transportation Security Administration announced last month that by yearend it will institute a transportation worker identification credential program (TWIC). Initially, the program is expected to affect some 400,000 workers at the nation's ports who, if they pass background checks, will be issued a theft-resistant biometric identity card to insure that persons with access to international cargo are not security risks. Eventually TWIC would be extended to cover as many as six million transport workers, including railroaders, truck drivers, airport employees and any personnel who have access to harbors, rail yards, airports and other cargo-handling areas. Some transportation officials worry that a strict TWIC system will disqualify so many workers as to hamper shipping, but others—including many members of Congress—have criticized the government's slow response to the need for cargo security. Currently, only about five percent of the nine million containers arriving at U.S. ports each year are checked for explosives or other dangerous cargo.

The director of the Railroaders Memorial Museum in Altoona has told the *Mirror* newspaper that he "hopes" K4 steam locomotive #1361 will be returned from Steamtown to Altoona by early summer Rebuilding of the famed locomotive has been in progress at the Steamtown shop for nearly ten years, and previous predictions of its release have proven to be premature. Restoration work on ex-Boston & Maine Pacific #3713 also is underway at Steamtown, with almost \$800,000 having been spent on the project to date (Harrisburg Chapter).....The Pretzel Depot restaurant has occupied the former Reading passenger station at Royersford, PA, in a lease arrangement with NORFOLK SOUTHERN (*Railpace*).....San Francisco has begun a \$1.3-million study to determine the feasibility of charging motorists who drive downtown during business hours. It would be modeled after a similar program in London, England, which over the past three years has reduced downtown traffic congestion by 30 percent and provided some \$350 million in new revenues to the city (*Weekly Rail Review*).

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## PHILADELPHIA EXPRESS (Continued from Page 7)

GUILFORD RAIL SYSTEM has announced that it is changing its name to "Pan Am Railways," and that its parent company, Guilford Transportation, is changing its name to Pan Am Systems. In 1998 Guilford bought the naming rights to the defunct Pan American Airways for a venture into commercial air service, which it has operated off and on since that time. Recently Guilford has begun painting its boxcars blue, adorned with the famous Pan Am globe logo (*Weekly Rail Review*)..... Former CONRAIL and CSX Executive Gerry Gates has been appointed vice president-safety & compliance by the GENESEE & WYOMING shortline empire..... Timothy O'Toole, a former CONRAIL president and now head of the London Underground subway system, has been named an honorary Commander of the British Empire by Queen Elizabeth II (*Weekly Rail Review*)..... Anacostia Rail Holdings, a firm which owns six shortline properties including the NEW YORK & ATLANTIC on Long Island and the CHICAGO, SOUTH SHORE & SOUTH BEND near Chicago, has joined the Association of American Railroads. AAR represents seven Class 1 railroads in the U.S. and Canada as well as six other shortlines and shortline operators (*Traffic World*).

Railroad stocks are flying high on Wall Street, reflecting the industry's current strong performance. NS common stock, for example, was selling at around \$56 a share in late April, up from a 52-week low of \$29.60, while CSX shares commanded \$68.80 a share compared with a 52-week low of \$38..... The Federal Railroad Administration is developing new rules aimed at reducing accidents caused by human error. "The new regulation will provide additional enforcement authority over violations of common operating practice," said FRA Chief Joseph Boardman. "This effort is one of many aggressive steps we are taking to prevent train accidents from occurring in the first place" (*Traffic World*)..... The Surface Transportation Board has scheduled a hearing for May 11 on the subject of fuel surcharges imposed by the railroads on freight customers. STB is reacting to widespread shipper complaints that recent surcharges "are designed to recover amounts over and above increased fuel costs" (*Railway Age*)..... Meanwhile, many coal-burning utilities are up in arms over what they perceive as the railroads' "exorbitant and punitive rates and poor service," and have expressed fears that they will not receive enough coal to meet peak summer demand for electric power (*Traffic World*).

Another supplier of low-emission switchers has entered the field. National Railway Equipment Company is offering a 2,100-hp "gen-set" locomotive powered by three 700-hp diesel engines, which can operate singly, in twos or threes depending on the load requirements. UNION PACIFIC has ordered 60 of the units, which offer a 40-percent improvement in fuel economy and an 80-percent reduction in emissions of nitrogen oxide and particulate matter compared with conventional locomotives. UP already has purchased low-emission switchers from RailPower Technologies which use a small diesel engine to recharge a series of heavy-duty batteries (*Railway Age*)..... The Reading Company T&HS has purchased SW1 #569, a former Reading unit, from AMTRAK..... NEW HOPE & IVYLAND has acquired ex-Reading Blueliner car #9125 from SEPTA. It last was used as a crew car on SEPTA's wire train, before being replaced by a former NJ TRANSIT Arrow II car (*Railpace*). A number of demotored Blues still are in service on

other tourist lines..... The historic ex-Lackawanna station in Scranton, now a Radisson Hotel, has been sold to a California-based real estate firm for \$7 million. DanMar Hotel, Inc., had owned the building since 1993, ten years after it was restored by the Greater Scranton Chamber of Commerce at a cost of \$13 million. New owner Calvin Investments said it would spend about \$1.5 million on further renovations to the 98-year-old building, and continue to operate it as a Radisson Hotel (*Railpace*).

The Federal Highway Administration has said that the traditional crossbuck warning signs in place at 60 percent of U.S. at-grade crossings are inadequate, and should be supplemented with standard "stop" or "yield" signs. The AAR now is urging FHWA to mandate that states install the new signs (*Railway Age*)..... The American Trucking Associations has reversed its previous position and now says it will support legislation that would open highways to longer and heavier truck-trailer combinations. But the railroad industry along with Triple A, many other safety and environmental groups and some trucking firms oppose the change (*Railway Age*)..... *Railpace* reports that STRASBURG RAIL ROAD and Lancaster County have launched a program to preserve farmland along SRC's four-mile route in the heart of Amish country. The first farm to be permanently saved from encroaching development was purchased last fall on Cherry Hill Road near Strasburg..... UNION PACIFIC has been named the "most admired railroad" in *Fortune* Magazine's annual ranking of "America's most admired companies." UP was the industry leader in all eight categories used for evaluation in a survey of analysts, boards of directors and corporate executives (*Weekly Rail Review*)..... A new organization, the Newtown Square Pennsylvania Railroad Museum Association, has been formed to manage the small museum on Route 3 just west of Newtown Square, PA. The museum's centerpiece is the former Pennsy Newtown Square freight station, which was moved to the new site.

### RailCamp Director Eastwood Fired ; Assistant Quits

On Monday, May 1, NRHS President Greg Molloy notified RailCamp Director Larry Eastwood that he was terminated as Director of the Scranton operation. Following that, Assistant Director Bruce Hodges resigned, not wanting to become involved in the protracted arguments that will follow. A major donor to the RailCamp program immediately stopped payment on a check, aying he would give the money to another rail history group, a sad commentary on the competency of senior NRHS management.

In an inaccurate statement issued on May 4, Molloy said that there had been "growing lack of cooperation with NRHS management in the administration of the RailCamp program." In reply to the false allegation, Eastwood had challenged the enrollment in RailCamp 2006 of two young adults with Asperger's Syndrome, a form of autism. Both enrollments were received from different locations almost simultaneously in the NRHS office, giving indication that someone was testing the system. Eastwood's said was that this was an extremely serious risk, given the heavy industrial theatre in which RailCamp operates. It remains to be seen if either Steamtown or Canadian Pacific Railway will want to participate, given the risky conditions. Following that, it was indicated that there were a number of young adults enrolled at the 2006 session who are on behavioral medications, and that the RailCamp director, with no medical qualifications, could carry around these vials and administer them to the RailCampers. Consulting with a host of individuals, it was virtually unanimously expressed this was a serious personal liability risk, both to NRHS and Eastwood as well.



## 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)

On **May 10, 1876** (130 years ago), the Centennial International Exhibition opened in Philadelphia's Fairmount Park. Nearly 10 million visitors passed through the gates. The 236-acre site contained thousands of exhibitors – countries, states, cities, towns and all forms of human endeavor such as industry and railroads, the latter of which will find our focus here. The Pennsylvania Railroad and the Philadelphia & Reading both built special stations and tracks serving fairgoers. The P&R station was on the Junction RR just south of the Columbia bridge over the Schuylkill River. The PRR depot was located on Elm Avenue with a huge loop track that would have taken up much of the future 52<sup>nd</sup> Street yard. Both stations were served by a double-track narrow gauge steam railway which looped around the fairgrounds. It was called the West End Passenger Railway and a total trip through the Exhibition took 20 minutes, at a cost of five cents. In addition to the PRR and the P&R depots, the North Penn RR, Philadelphia, Wilmington & Baltimore, West Chester, New Jersey Southern, Camden & Amboy and West Jersey Railroads all had ticket offices on the grounds.

The Centennial Board estimated that a quick tour of all exhibits would take at least three days. The Machinery building held the railway and rolling stock exhibits. One of the largest was displayed by Baldwin Locomotive Works but that didn't stop Dickson Manufacturing (locos) and Harrisburg Car Manufacturing (boxcars) and others from "showing off" also. There was a gigantic 18-foot high Corliss stationary engine that was rated at 1,400-hp. After the Fair this monster was shipped to Pullman, IL, where it assisted in the manufacture of sleeping cars. Like many fairs to follow, there was a railway postal car exhibit. A building inside the narrow gauge railroad wye held the Empire Transportation Company (shippers carline) display that featured model trains and had a library with the latest freight tariffs on file.

There were 155 buildings, including the extant structures, Memorial Hall, the Ohio State building and today's Strafford train station, which was originally a building where newspapers and guidebooks were sold. Street cars, horse-drawn of course, which ran on Walnut, Arch, Vine, 8<sup>th</sup> Streets and Girard Avenue carried Centennial passengers from Center City for a seven-cent fare. There was a bit of rain on the parade in July, however, when telegraph news came that General Custer and over 200 of his command were wiped out by "savages". The news was greeted with disbelief! After the Fair closed, the New York & Sea Beach Railroad bought the United States building, dismantled and shipped it to Coney Island to be set up and used as a hotel and restaurant. ("Authorized" Visitors Guide, J. B. Lippincott & Co., etc.).

Nearly 100 years ago, on May 22, 1907, Philadelphia & Western Railroad opened its electric third rail line from 69<sup>th</sup> Street to Strafford. The plan was to extend the line to the Western Maryland Railway at York so that the "Gould System" would have access to Philadelphia (PRR Facts).....Sixty-seven years ago this month, on May 7, 1939, was the last day of Philadelphia Rapid Transit (PRT) service on the Delaware Avenue Elevated spur of the Market Street line, due to decline in passenger ferry traffic.....And, on May 25, 1939, a new barber shop opened on

the south side of the Long Island Rail Road concourse in New York's Penn Station. So, what's the big deal about that? It was designed by famed Industrial Designed Raymond Loewy (PRR Chronology).....Whether one prospered or foundered, there was widespread feeling among longtime white collar Wabash personnel that Herman H. Pevler was "too much of a Pennsy man", which carried with it a certain haughty demeanor. Even those beyond the Wabash shared similar views. "There was an arrogance associated with these men, including Pevler," opined a former general counsel of the Southern Railway. "They thought they were gods!" (Follow the Flag, H. Roger Grant).

### Freight Railroad Snapshot

#### CANADIAN NATIONAL RAILWAY

The 19,221-mile railroad serves both the United States and Canada and reaches all three North American coasts. It celebrated its 10<sup>th</sup> anniversary as a private company in 2005.

	1995	2005
Operating Ratio	89%	63.8%
Market Capitalization	\$2 billion	\$25 billion
Cash flow (minus)	(\$118 mil.)	(\$1.3 billion)
Annual dividend (per share)	\$0.27	\$1.00
Carloads	N/A	4.8 million
Freight revenue	N/A	\$6.9 billion
Employees	N/A	21,540

The "scheduled" railroad expects to have its new terminal at Prince Rupert, BC open in 2007 to handle intermodal, grain and coal. Prince Rupert is 30 hours closer to Asia than any other North American port. As an item of interest, Microsoft's Bill Gates is the largest CN stockholder, with 30.9 million shares worth \$1.63 billion, representing 5.8 percent of CN's total market value. Want a free copy of the CN annual report: call 1-888-888-5909.

Source: CN Annual Report, Forbes

Plans are in the works to rehabilitate the ex-Reading Company passenger station at Valley Forge. The National Park Service wants to make it into a program and exhibit center as the nearby Washington's Headquarters building is too small for programs or large groups. The 1911-vintage station was built as part of a project to widen the Reading main line to four tracks. Norfolk Southern uses the full right-of-way but for only two tracks. Passengers could board here until 1981 (*The Crusader*).....The Reading Company Technical & Historical Society continues to restore EMD GP35 #3640 at their new shop in Hamburg, PA (*The Crusader*).....Reading Company freight locomotives once operated over three railroads when hauling trains between Wilmington, DE and Jersey City, NJ: Wilmere yard—B&O—Park Jct.—RDG—Bound Brook Jct.—CNJ—Jersey City (Bert Pennypacker).....OK, heathens! Why did the Lehigh & New England Railway name the switching facility at Bath, PA Tadmoor Yard? Easy—because it was located between Bethlehem and Nazareth, as in the ancient Holy Lands (*L&NE History*).

In the late 1800's, Anheuser Busch had a fleet of 850 refrigerator cars and they were the first brewer to ship beer nationwide. The "ice bunker" wood reefers were painted white complete with logo and name "Budweiser" (from the side of an empty beer can donated by Ray Cooney {Editor's Note: Today, Manufacturers

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## ODDS AND ENDS... (Continued from Page 9)

*Railway Company, serving St. Louis industry,, including Bud, is a subsidiary of Anheuser Busch}*.....At one time there were dozens of long branch lines in North Dakota for the railroads to gather grain. One of these feeders came off the main line at Stanley and ran 88 miles northwest toward the Montana state line. It ended up at a place called Grenora, ND. That's right, the name is a contraction of **GREat Northern RAilway!** (*New York Times*).....**STAY OFF THE TRACKS!!** Tara Rose McAvoy, 18, was walking on the railroad in Austin, TX when she was struck and killed by a Union Pacific freight train. She was "Miss Deaf Texas" and was using a cell phone to text message someone when she was hit (*Arkansas Railroader*).....As far as we know, these are the last non-repainted or non-patched units operating on the Union Pacific: C&NW 8701, 8575, 8646 and D&RGW 5371. Time is running out for these soldiers in old uniforms! (*North Western Limited*).

Baltimore officials have \$1 million to study a proposal to extend the Metro-Rail Green Line (subway) 20 miles from downtown to the BWI-Thurgood Marshall Airport (*USA Today*).....We Have Heard That One Before Department: The Executive Director of the Railroaders Memorial Museum in Altoona says "he hopes PRR K4s Pacific #1361 will be completed and returned to Altoona by early summer." The steamer has been at Steamtown in Scranton for ten years now!! (*Harrisburg Rail Review*).....A group has unveiled plans for a \$50 million museum in Carson City, NV that would honor 19<sup>th</sup> Century Chinese railroad workers in the West. Directors say "they hope to make the museum an attraction for both tourists and scholars." (*USA Today*).

## Reading Stations Quiz Challenges Readers

Only two members of Philadelphia Chapter were brave enough to submit answer sheets to the Reading Railroad Stations Quiz which appeared in the February, 2006 issue of *Cinders*, according to Editor Larry Eastwood.

Contest winner was Member Matthew D. Mitchell, of Glenside, who had 24 of the 26 correct answers for a score of 120 points. Member Jack McNally, of Abington, had 22 correct answers, for a score of 110. Mitchell's prize is a Morning Sun Book from the Philadelphia Chapter bookstore.

There was a trick question in the Quiz, when the name "Wendover" appeared on both sides. What actually transpired was that old station name "P-Warwick" matched with "25-Wendover", and then old station name "C-Wendover" matched with "21-Traymore", this station having been located on the old New Hope Branch of the Reading.

Lack of responses on this quiz was attributed to the fact that it was difficult. The correct answers were: 1-J, 2-H, 3-Q, 4-O, 5-S, 6-L, 7-N, 8-W, 9-Z, 10-A, 11-Y, 12-I, 13-V, 14-B, 15-U, 16-X, 17-D, 18-F, 19-T, 20-M, 21-C, 22-R, 23-G, 24-K, 25-P and 26-E.

The Editor is still waiting for a knowledgeable member to submit a Pennsylvania Railroad "then-and-now" station quiz.

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