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Volume 69

Number 4

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

## PHILADELPHIA CHAPTER, NRHS WEBSITE: www.phillyNRHS.com

#### **Notice of Annual Meeting & Election**

Notice is hereby given of election of Chapter officers for the year 2008-2009, to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday evening, April 18, 2008, at the Faculty Club, Thomas Jefferson University Alumni Hall, 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 March 14 or April 18 meeting, or by placing your name in nomination by writing, before April 1, 2008 to: Mr. C. Bruce Irvin, Chairman, Nominating Committee, Philadelphia Chapter NRHS, 116 Linden Drive, New Holland, PA 17557-9490.

Of particular interest is the position of Secretary of our Chapter, a position which is vacant at the time of this notice.

# Chapter Resets June Meeting; Cinders Publication Dates Adjusted

Because of a conflict with the NRHS 2008 Convention, scheduled for Fort Worth, TX from June 16-22, Philadelphia Chapter's June, 2008 meeting has been rescheduled to be held on Friday evening, June 6, 2008. Members are asked to make note of this meeting date change on their personal calendars.

Because the June 6th meeting will follow closely on the markers of the May meeting (the 16<sup>th</sup>), there will also be an adjustment in the publication schedule of *Cinders* over the next four months.

The May and June issues of *Cinders* will be combined into one issue mailed about May 5. You will then receive a July issue mailed somewhere around July 1<sup>st</sup> and an August issue about August 1. Normal publication dates for *Cinders* will resume with the September issue, which will be mailed about September 8.

The schedule adjustment will enable us to provide timely meeting notice for the adjusted June meeting, as well as an even flow of news over the summer months.

#### **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.

## **MEETING NOTICE:**

#### FRIDAY EVENING, APRIL 18, 2008

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) (Note that some of these parking prices have changed and will be adjusted in a future issue of Cinders.)

Our April 18, 2008 meeting will feature Chapter Member Bill Thomas, with some interesting local VHS video he has shot. Included will be SEPTA Route 100 in the snow, Frankford El rebuilding, plus Market-Frankford scenes in the yard and out on the line with the now-retired Budd M3 cars. Many sequences will be from areas not normally included in public access. This promises to be an entertaining and educational program from Philadelphia traction.

The evening begins with our usual optional sit-down dinner in the Faculty Club, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$20.00 per person. DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, APRIL 15, 2008 to National Director Larry Eastwood at 215-947-5769. The menu for the April meeting was unknown at presstime, but includes salad, entrée dessert, rolls and beverage. N0-shows are responsible for payment for meals ordered! (Meetings for the 2007-08 year are held in the Faculty Club, on the 2<sup>nd</sup> Floor of the Alumni Hall.) Why not come out for dinner before our meeting. It's an enjoyable full meal, plus informal and interesting conversation, it's priced at only \$20.00 per person. Try it!!

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**

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Secretary	
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#### **COMMITTEE CHAIRS**

COMMITTEE CHAIRS	
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Sales	
Trip	R. L. Eastwood, Jr. (215) 947-5769
Webmaster	John P. Almeida (215) 361-3953

<u>MEETINGS:</u> 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: \$50.00 per person, which includes Chapter and National dues. Chapter-only dues \$17.00 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.

## John F. Tucker, III Passes; SEPTA, Amtrak Officer

John F. Tucker, III, 57, who held numerous local and national transportation positions and was a longtime friend of Philadelphia Chapter, NRHS, passed away suddenly on February 24, 2008, having suffered a heart attack at his Center City residence. John was present at the Chapter's February 15 meeting.

Tucker, a Philadelphia native, held a life-long fascination with railroads. A 1967 graduate of Central High School, he worked as a traffic checker for SEPTA while in school. He graduated from Drexel University in 1972 with a degree in commerce and engineering. He possessed a keen mind for memorizing minute details of railroad schedules.

His professional career began at SEPTA, ultimately seeing him rise to Chief Officer, Regional Rail. While at SEPTA, he was instrumental in designing the "R" route identification for the Regional Rail routes as the Center City Commuter Connection was brought on-line. He left SEPTA in 1992 to become General Manager of the Miami Valley Regional Transit Authority in Dayton, OH. Following his Dayton stint, Tucker became strategic planning head for New York MTA, and was deeply involved in getting NYCTA's operations restored after the tragic attack on the World Trade Center on September 11, 2001. John was haunted by the loss of many professional friends at NYCTA and PATH.

Finally, Amtrak President David L. Gunn convinced him to join Amtrak as a senior operations officer, where he worked until ongoing health difficulties forced him to retire. He later consulted for a number of transit agencies around the World.

Tucker is survived by his sister, Margaret Plotkin. Funeral services and interment were conducted at Bringhurst Funeral Home on the grounds of West Laurel Hill Cemetery in Bala Cynwyd, with many professional transportation officials in attendance. A later memorial service was planned for Saturday, March 29 at the Unitarian Society of Germantown on Lincoln Drive in Mount Airy. Philadelphia Chapter expresses its condolences to John's family, as well as our appreciation for his interest and support of the Chapter over the years.

### Louis F. Mountney February 29, 2008

We regret to report to you the passing of longtime NRHS and Philadelphia Chapter-only member Louis F. Mountney, of Haddonfield, NJ on Friday, February 29, 2008, at the age of 84.

Lou was a vital cog in our sister West Jersey Chapter, having held any number of positions, including a long term as Chapter President. He was a member of the joint Philadelphia-West Jersey Convention Committee which hosted the 1976 NRHS Convention in Philadelphia.

Mountney was also active in the Boy Scouts of America, having been a member of the BSA for 52 years!

A World War II US Army Air Force veteran, his professional career began with the Reading Railroad in 1950, and ended with Conrail in 1984.

Funeral services were conducted at the Hinski-Tomlinson Funeral Home in Haddonfield on March 4, with interment in Lakeview Memorial Park in Cinnaminson.

Lou is survived by his wife of 53 years, Helen, and had three children, Craig, Sr., David and Joyce, as well as nine grandchildren. We extend our deepest sympathy to Lou's family and thank them for sharing his life with NRHS.

### **Chapter to End Book Sales**

At its March 12, 2008 Board of Directors Meeting, Philadelphia Chapter has decided to exit the retail hard-cover book sales program and sell down the inventory at cost. The decision was made due to marginal return on book sales, caused by regular dealers as well as Internet sales. Details of the sale of existing inventory will be made available in May *Cinders*.

The Chapter will still make appearances at area train shows, concentrating on membership recruitment as well as educating attendees on facets of local railroad history. From time to time, special order book programs may be offered in *Cinders*.

# PHILADELPHIA



## FRANK G. TATNALL, JR.



# SEPTA TRANSIT

In spite of the average 12-percent fare hike that SEPTA imposed last July, system ridership actually increased rather than declining as it usually does when fares go up. In the first six months of the fiscal year which began July 1, ridership rose by four percent, or 30,000 trips. SEPTA officials credit soaring gasoline prices and congested highways as the principal factors, as well as the overall reliability of transit service. The downside of all this is a sudden shortage of equipment, especially on Regional Rail where standing-room-only has become common during rush hours, and on certain bus routes which also are experiencing crush loads. The arrival of new railcars is more than a year away, but the first of 400 new hybrid buses will be placed in service by this fall.

Nationwide, transit ridership increased 2.1 percent in 2007 over the previous year to 10.3 billion trips, the highest level in 50 years, according to the American Public Transportation Association. Light rail was up 6.1 percent across the country, but by 26 percent in Philadelphia—partly due to the introduction of trolley service on Route 15 Girard Avenue. Commuter rail posted a ridership increase of 5.5 percent and heavy-rail subway/elevated service grew by 3.1 percent. APTA said that the use of public transportation was up by 32 percent since 1995, due to a combination of high gas prices, bumper-to-bumper urban highways and an expansion of transit services (*Railway Age*).

On Monday evening, March 17, a PennDOT inspector found a cracked support column under a 40-year-old I-95 bridge in North Philadelphia. Closure of the bridge at Richmond Street forced PennDOT to shut down the busy highway until early Thursday morning while new columns were installed. City streets in the area were jammed with detouring traffic, and SEPTA issued a public notice pointing out alternate Regional Rail and Market-Frankford service available to affected motorists. Extra cars were added to some rush-hour R7 Trenton trains, and SEPTA later said that more than 700 additional riders used the service on each of the two days the expressway was closed. For several days Route 15 trolley service had to be cut back to the Cumberland Street loop due to the emergency construction on I-95.

SEPTA's proposed operating budget for Fiscal Year 2009 will top \$1 billion for the first time, at \$1.08 billion. This will represent a 5.6-percent increase over this year's budget, with \$754 million earmarked for wages, salaries and fringe benefits for SEPTA's 9,358 employees, \$196 million for materials and services and \$42 million for fuel. The budget contemplates an increase of 137 employees, mostly new bus and train operators. Anticipated revenues include \$528 million in State subsidies, \$71 million from

local governments and \$394 million from the farebox. No fare increases are contemplated in the new budget, with public hearings scheduled to begin March 31. The proposed capital budget for FY 2009 totals \$367.7 million, with a public hearing set for April 7.

SEPTA was scheduled to start its 2008 construction season on the Market Street elevated last month. weather on Saturday, March 7, forced a postponement of the first weekend shutdown to March 14-16. During the outages, Market-Frankford Line service terminates at the 40<sup>th</sup> Street subway station, with shuttle buses operating between there and 69th Street Terminal. There was no service interruption during the Easter weekend of April 21-23 but shutdowns were scheduled for each weekend until the end of June, except for Mother's Day weekend (May 9-11) and Memorial Day weekend (May 23-26). Two extended outages again are set for this summer, tentatively for July 11-21 and August 8-25. This could be the last of the major shutdowns, as most of the work on the \$710-million el project is to be completed next year. Included in the project is the construction of more than two miles of new single-column guideway and six stations......A study by the Philadelphia Industrial Development Corp. concerning the feasibility of extending the Broad Street subway south from Pattison Avenue to the Navy Yard is due to be completed in June.

The Philadelphia area so far has largely escaped the wrath of winter 2008, especially when compared with the misery suffered by residents of the Midwest, New York State and New England. A storm which struck eastern Pennsylvania early on Friday, February 22, dumped an official 3.2 inches of snow at International Airport followed by freezing rain and slush, but the City and suburbs fared reasonably well. Highway travel was slow in the morning and more than 200 flights at the Airport were cancelled or delayed. SEPTA reported some delays, especially on Regional Rail, but by afternoon most service had recovered. The Route 101 Media trolley was forced to terminate at Drexel Hill for a time, with shuttle buses pressed into service to points beyond ......Shuttle buses operated over the entire length of Route 15 Girard Avenue from March 3 to the 6th due to street construction work near Girard College. (Continued on Page 4)

## PHILADELPHIA EXPRESS

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SEPTA recently was involved in two violent incidents. About Noon on Wednesday, February 20, two plainclothes SEPTA police officers saw a man smoking while standing between cars on a northbound Broad Street subway train. Both acts are prohibited. The 23-year-old man was asked to extinguish the cigarette but he refused, and was ejected from the train at the Allegheny station. He then drew a handgun and threatened the officers, who shot him once in the shoulder. The officers were not injured, but service on the line was snarled until 3 PM as the investigation continued. On Thursday, March 6, someone fired a shot at a Route 15 bus (not trolley) near 40th Street & Girard Avenue, narrowly missing the 53-year-old driver......SEPTA, along with all transit agencies and public utilities, are alert to the nationwide upsurge in hardware thefts, which apparently has been caused by the soaring price of scrap metals. Electric wire and cable, much of it made from copper, are particular targets of thieves, who have become quite brazen even in attempting to steal wire charged with electricity. No major thefts have yet been reported by SEPTA or AMTRAK in our area.



# SEPTA REGIONAL RAIL

SEPTA has announced that delivery of its first new Silverliner V cars has been set back at least four months, due to a shortage of steel and the bankruptcy of a key equipment supplier. The projected arrival date is now April 2009, which won't help SEPTA's pressing need for more cars. Rotem U.S.A. Corp. is the South Korean-Japanese consortium that holds a \$274-million contract for these 120 MU cars, to be assembled at a plant in South Philadelphia.....SEPTA issued new Regional Rail timetables effective March 23 (see March Cinders). One train, R3 express #6374, has received the name Pennypack Limited on its afternoon run from center city to West Trenton. Its first stop is Bethavres, the same as #6378 Neshaminy Limited operating 27 minutes later. Both trains are usually push-pull sets..... A conference was held in Coatesville on March 14 to discuss the transportation situation in western Chester County. PennDOT, SEPTA, AMTRAK and the Delaware Valley Regional Planning Commission were represented, but is not known if the County's long-desired extension of R5 service to Atglen was discussed. Last year DVRPC completed a study which concluded that present Amtrak service at Coatesville and Parkesburg is sufficient to meet current demand.

There were two pieces of SEPTA-related real estate news last month. First was the announcement that EBL&S Development had pulled out of the project to revitalize downtown Ardmore and build a new commuter rail station there (see February Cinders). Instead, the Lower Merion Township commissioners approved a more modest proposal offered by Developer Carl Dranoff, to be called "Ardmore Station." The \$150-million project

Among several other problems that stormy day, three of the push-pull sets failed. R3 train #6325 could not leave West Trenton that morning when an air hose broke between two coaches, and eastbound R5 #5526 Great Valley Flyer had to be annulled at Paoli after AEM-7 #2302 developed power problems. That afternoon, ALP-44 locomotive #2308 broke down at Radnor with R5 train #5571. Passengers were transferred to following #575 on #3 track, and diesel #50 was dispatched to haul the stalled train to Frazer shop. Adding insult to injury, an unattended bag was discovered aboard Doylestown express #6572 before it was to leave Powelton yard about 4:30 PM, requiring that the Philadelphia Bomb Squad be summoned. All inbound traffic in the area was halted for over an hour until police destroyed the suspicious bag. More than 30 trains were delayed. Later that evening, catenary power was lost in the center city tunnel for about ten minutes when a pantograph on Elwyn-bound train #373 appeared to catch fire in Suburban Station.

A strong rain and wind storm battered the Philadelphia area on Saturday, March 8, knocking out power to thousands of customers and causing travel delays. Several downed trees impacted Regional Rail service, as follows: Shortly after 6 PM a large tree was discovered fouling both tracks on the R3 West Trenton Line south of Philmont; soon afterward, another tree blocked the #1 track on AMTRAK's Harrisburg mainline just west of Bryn Mawr station; still another tree fouled the #1 track on the Warminster Line at Roslyn and at 7:20 PM a tree fell on the catenary and caught fire just south of Doylestown station. The latter obstruction took more than two hours to remove. Weather-related conditions also caused a temporary loss of signal power on the Norristown Line. PATCO was forced to suspend service for two hours due to concerns about crossing the Ben Franklin bridge.

Equipment problems occurred on several other days as well. On the afternoon of Friday, February 15, Newark (DE)-bound train #9241 lost traction power at University City station,

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# PHILADELPHIA EXPRESS

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delaying the train for 54 minutes and forcing other trains to operate over the opposite #5 track. That same afternoon, push-pull #6374 headed for West Trenton had to be annulled at Philmont when the brakes would not release on AEM-7 #2304. On Monday the 18th Elwyn-bound #349 lost power near Angora station after a traction motor burned on MU #269. Equipment was swapped and the train proceeded 45 minutes late. Early-morning R2 #6200 headed for Warminster lost power north of the tunnel portal in center city on Thursday, February 28, and had to swap equipment. Then, on Friday evening, March 7, the crew of southbound R2 train #9257 noticed a burning smell at Marcus Hook and halted the train. It turned out that the lead axle on lead MU #211 had seized up, and the car was cut off. While at Marcus Hook a female passenger complained of chest pains and emergency medical personnel had to be called in.....SEPTA's oddball ALP-44 locomotive #2308 again lost power with R5 train #5571 at Whitford on Tuesday afternoon March 18. After the crew did some troubleshooting the Thorndale-bound train got underway again 26 minutes late.

And, yes, there was another apparent suicide along SEPTA rails. At 7 PM on Thursday, February 28, northbound R3 train #386 struck a trespasser at Red Lion Road near Bethayres station. That train and five others had to be annulled and at least four additional trains ran late. On Saturday afternoon, March 1, a broken catenary fixture was discovered at AMTRAK's "Phil" interlocking on a track leading to the Airport Line. While repairs were being made power had to be shut down and seven R1 trains annulled. Bus service was provided between center city and Eastwick station with shuttle trains operating between there and the Airport. Two R3 trains were delayed that evening when southbound #4157 struck a mattress which had been placed on the track south of Langhorne station. The mattress became wedged under the lead car until removed by local police. Late-night R8 service also was delayed on Friday, March 7, by an automobile accident at the Oxford Avenue crossing in Fox Chase. One auto was fouling the track several yards south of the crossing.



# **AMTRAK**

In late February AMTRAK submitted its budget request to Congress for Fiscal Year 2009 beginning this October 1. The railroad is asking for \$1.67 billion which includes \$525 million for operations, \$801 for capital improvements and \$345 million for debt service. Earlier in the month, President Bush sent his record \$3.1-trillion FY 2009 budget plan to Congress, which generally was considered to be dead on arrival. It foresees a deficit of \$407 billion for the year. Once again, the President's plan suggests only \$800 million for Amtrak, plus \$100 million to match state investments in intercity passenger rail services. The \$800 million request, which many observers say would put Amtrak out of business, is \$525 million less than this year's approved level of \$1.325 billion. Both Houses of Congress passed their nonbinding FY 2009 budget resolutions last month, which are starkly different from the President's. The Senate resolution includes \$1.8 billion for Amtrak, plus \$250 million in matching funds for statesponsored intercity passenger train services (NARP).

As reported in last month's Cinders, AMTRAK has discovered that many concrete ties along the Northeast Corridor are defective. "This is a critical problem," said Amtrak President Alex Kummant, "since tie-related slow orders are already delaying trains on the Corridor." Under its warranty with Amtrak, the supplier, Rocla Concrete Tie, Inc., will replace the ties free of charge but the railroad must install them at an estimated cost of \$23.5 million in this year alone. Concrete ties are expected to last about 50 years, but these ties were installed only in the 1990's. Concrete is used on virtually all main tracks between Boston and Washington, except at interlockings and turnouts. Of the 3.4 million concrete ties on the Corridor, Amtrak already has replaced about 5,000 of them.

AMTRAK plans to celebrate its first annual "National Train Day" on Saturday, May 10. "There's never been a better time to celebrate the railroad industry and passenger rail service in the U.S.," said President Kummant. During the six weeks leading up to May 10, a series of special promotions, events and advertising campaigns will take place, with Television Personality Al Roker as chief spokesman. Some activities connected with the campaign may be expected to occur at 30th Street Station. It should be noted that May 10 is the anniversary of the completion of the first transcontinental railroad at Promontory, UT, in 1869 critic of AMTRAK, last month introduced a bill in the House to develop a high-speed rail line between New York and Washington. He said that a viable high-speed Northeast Corridor route would help reduce aviation congestion at New York-area airports as well as nationwide. No funding source was identified (NARP).

The 2,300 conductors and assistant conductors represented by the United Transportation Union have ratified a new national agreement with AMTRAK. Covering wages and work rules, the contract is retroactive to January 1, 2000 and extends through the end of 2009. It retains the assistant conductor position and provides retroactive and future wage increases in line with the recommendations of Presidential Emergency Board 242 appointed last December. That report said that Amtrak workers should have substantially the same wages and benefits as those enjoyed by employees of the major freight railroads (see February Cinders). In January, Amtrak reached agreement with nine other unions, and last month the Brotherhood of Locomotive Engineers & Trainmen negotiated a tentative contract covering 1,300 Amtrak employees. All of these contracts are expected to cost Amtrak an additional \$114 million during Fiscal Year 2009 (Railway Age).

## PHILADELPHIA EXPRESS

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AMTRAK will issue its new quarterly National confirmed two of President Bush's recent appointments to the AMTRAK board, Nancy A. Naples of New York and Thomas C. Carper of Illinois (NARP)......AMTRAK marked Black History Month with a special ceremony at Washington Union Station on February 25 honoring three retired Pullman porters who were in attendance. The ceremony was jointly sponsored by the A. Philip Randolph Museum dedicated to the memory of all Pullman porters. Randolph founded the Brotherhood of Sleeping Car Porters in 1925, which became the first union led by African-Americans to receive a charter from the American Federation of Labor. Black History Month also was celebrated at 30th Street Station on February 29 with an array of speakers and entertainers.

At 1:50 PM on Friday, February 22, southbound Regional train #171 struck and killed a male trespasser at milepost 79.4 near Bridesburg station. The railroad was shut down for 1-1/2 hours while police investigated, delaying numerous Amtrak and SEPTA R7 trains. Then, at 6:10 PM on Monday, March 10, Keystone train #653 killed a trespasser near Croydon station. All Amtrak and R7 service was suspended for over an hour ......A strong storm near Lancaster caused chunks of concrete to fall from an overhead bridge onto AMTRAK's Harrisburg mainline early on Wednesday, March 5. At least two Keystone Service trains were delayed (NARP)..... AMTRAK last month notified SEPTA that some passengers who alight from R5 train #5561 Great Valley Flyer at Malvern station regularly climb over the intertrack fence. The engineer of eastbound Keystone train #654 reported on Tuesday, March 11, that his train almost struck two of these trespassing passengers. Police were notified.



# CSX, NS, OTHER ROADS

CSX and the British-based Children's Investment Fund (TCI) last month continued their proxy battle for seats on the railroad's board (see November, January, February Cinders). The head of the TCI fund was summoned before a House subcommittee hearing in Washington on March 5, at which he tried to reassure the skeptical lawmakers that TCI posed no threat to the railroad's long-term viability. TCI since last fall has sought to rein in CSX's capital spending for expanded capacity and to leverage its debt to improve the return on rail assets. In his appearance at the hearing, CSX CEO Michael Ward rebutted the TCI testimony, saying that "Anyone who understands the transportation industry knows we need to maintain and even increase our investments." CSX has committed \$4.9 billion to capital expansion projects over a threeyear period. On March 17 CSX announced that it had filed suit against TCI and an ally, 3G Capital Partners, which together own about eight percent of CSX stock. The railroad also said that it will postpone its annual shareholders meeting from May 7 to June 25 (Railway Age, Trains).

NORFOLK SOUTHERN may paint a few of its diesel locomotives in "heritage" color schemes, as UNION PACIFIC did last year to honor six of its predecessor railroads. As reported on Trainorders.com, NS CEO Wick Moorman has told employees that he is considering the heritage idea......CSX has begun the relocation of some dispatchers from its Jacksonville, FL, headquarters to division offices across the system (see August Cinders). In the first such move, about 37 dispatching jobs were to be moved to Baltimore last month. These are in addition to the 85 jobs based at Selkirk, NY, and the 73 jobs at Indianapolis, IN, that were inherited from CONRAIL (Trains)......NS issued its annual report for 2007 last month. An interesting section is entitled "Thoroughbred 24/7" which focuses on a single day, Tuesday, October 23, 2007, in a series of photos taken throughout the system. The report stresses that there were no reportable employee injuries that day, and that for the 18th consecutive year NS earned the top industry award for workplace safety.

The seven U.S. Class 1 freight railroads as a group earned a return on net investment (ROI) of 10.86 percent in 2007, up from the 10.15 percent they earned the previous year. NS reported the strongest return in 2007, 13.42 percent, down slightly from 14.31 percent in 2006, while CSX finished in last place with 7.75 percent, versus 8.30 percent. Class 1 rail operating revenues in 2007 totaled \$54.32 billion versus \$52.16 billion the previous year, and net railway operating income was \$8.4 billion versus \$7.58 billion. But rail freight traffic likely will decline this year due to the nation's deepening economic woes ..... The motor carrier industry is really suffering, with its trade association forecasting that diesel fuel will cost truckers \$22 billion more this year than last. A government study has shown that one gallon of fuel can move one ton of freight 59 miles by truck, 202 miles by rail and 514 miles by barge (Railway Age)......CSX common stock reached a 12-month high of more than \$56 per share last month, prompting one Wall Street analyst to say that "CSX is operating on all cylinders. We believe the company is successfully executing its turnaround, and it appears to us management is over the hump." But he cautioned that the proxy fight threatened by two hedge funds (see above) "continues to be a distraction" (Railway Age).

PATCO last month officially unveiled its new "Freedom" automated fare collection system with a "ticketcutting" ceremony at Woodcrest station. A string of the old magnetic fare cards introduced when the line opened in 1969 was cut to symbolize the new era of Freedom "smart" cards. PATCO began phasing in the "contactless" Freedom cards last November (see December Cinders), and new vending machines which accept cash, credit or debit cards now are in service at all 13 stations. For less-frequent riders, the machines also dispense single-ride and round-trip magnetic paper tickets which expire within three days. Weekday ridership on PATCO this year is up nearly seven percent from the year-ago period, to about 35,000 ...... The U.S. Environmental Protection Agency has issued final regulations aimed at substantially reducing emissions from new and rebuilt diesel locomotives. The rules will cut allowable sulfur levels in diesel fuel by 99 percent, and mandate the caps contained in the previously-announced "Tier 3" emission standards which go into effect next year and "Tier 4" standards effective in 2015 (Trains).

Bucks County Community College is planning to launch a basic training course for young people interested in careers as railroad conductors or engineers. The course is designed to help fill what many believe will be a serious shortage of operating employees in the next few years, due to a wave of

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#### 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).

April 26, 1958......It's hard to believe that it has been 50 years this month since the last Baltimore & Ohio Railroad passenger trains plied the Royal Blue Route between Baltimore and Jersey City, via the Reading and CNJ. Effective April 27, trains originated and terminated at Baltimore to points westward on the B&O (Larry Eastwood)......Reading and Jersey Central 2-8-2's once ran straight through on B&O freights between Wilsmere Yard (Wilmington) and Jersey City. Wilsmere roundhouse was closed during the Depression (1930's) and the locomotive runs were shortened to Philadelphia's East Side Yard. At the same time, B&O's yard power was transferred to the Reading's roundhouse in Wilmington (Bert Pennypacker)......President Bertrand and other officials greeted W. J. Shabacker as he arrived on the 11:20 AM train on February 3 at Reading Terminal. He was the one millionth rider for "Operation Reading" in 1955. Lucky Mr. Shabacker received a clock-radio, portable black-and-white television and 12 dinners for two, courtesy Linton's Restaurants (Reading Railroad News).

Some members still turn out to see the Thanksgiving and Christmas extra trains operated on Amtrak. But, consider Christmas-New Year's only on the 1952-53 Pennsylvania Railroad. During the three weeks from December 16, 1952 to January 5, 1953, PRR served about 5,500,000 passengers, 900,000 more than an average three-week period. To accommodate the travelers, Pennsy ran nearly 1,200 extra trains systemwide. The heaviest day was December 19 when 55 extra trains were operated from New York's Penn Station (Pennsy Magazine, via Les Dean)......On April 22, 1942, the first Pennsylvania Railroad Class T1 4-4-4-4 #6166 was outshopped by Baldwin (Timeline)......A recent railroadiana auction produced these results: builder's plate from a PRR Baldwin Sharknose "A" unit: \$650; DL&W station sign from South Orange, NJ: \$110; cast bronze "Capitol Dome" logo from a Baltimore & Ohio locomotive: \$270, a PRR MP54 13' brass whistle: \$70, and last, but certainly not least, a 1952 Fairbanks-Morse builder's plate from a New York \$3,000. Wow!! (NJ)C-Liner: Transport Heritage)......That's hardware - but how about this: on eBay last month, a 35mm color slide of a Canadian Pacific steamer and Budd RDC at Wolfville, Nova Scotia on the Dominion Atlantic Railway brought \$629 – for one color slide!!!!!!

Recently, rather scruffy-looking Maryland & Pennsylvania EMD GP7 #1506 was moved from the (PRL) ex-Reading Perkiomen Branch to the RCT&HS Reading Railroad Heritage Museum in Hamburg. Built as Reading #621, the unit has "come home" to be restored (Crusader)......William Sellers & Co. Was located at 1600 Hamilton Street, downtown Philadelphia, next to the Reading's City Branch. The firm made many types of railroad tools and parts for years, but they may have been best known for their steam locomotive injectors and railroad turntables. The last Sellers turntable in this area was on the Ma & Pa at Delta, PA. This ancient hand-operated device has been saved and is now at the St. Louis Museum of Transport (Roy)......The Miles Group, located in Exton, is a freight car leasing firm (230-plus cars) which has acquired the 38-mile Wellsboro & Corning Railroad and the tourist road Tioga Central that operated on W&C's track (Potomac Rail News)......The British speed record for a diesel-powered train is 148 mph by an InterCity 125 train between Darlington and York on November 1, 1987 (*Guiness Records*).

#### Wilmington & Reading Railroad

(An 1870 Profile)
(A Roy L. Hudson Railroad Snapshot)
prepared by R. L. Eastwood, Jr.

President - Hugh E. Steele (Coatesville, PA)

**Directors** – were the movers and shakers of industry in Coatesville and Wilmington who wanted to enjoy lower coal costs than what the PRR charged. You may recognize the names Irene and Victor DuPont and Joseph Tatnall.

Gauge - 4' 8-12/"

Rail - 56 pounds to the yard

Miles of Line – 63.6 miles (Wilmington, DE to Birdsboro, PA)

Locomotives – 11 Passenger Cars – 2 Baggage, Mail & Express – 2 Freight Cars – 95

Passengers Carried – 99,424 Total Freight Moved – 81,203 tons Total All Coal – 35,518 tons Total Iron Products – 26,482 tons All Other – 19,203 tons

1870 Estimated Gross Earnings -- \$175,586

In the year 2008, East Penn Railways operates the ex-Reading Company line from Coatesville to Wilmington (Wilsmere-CSX). North of Coatesville to near Birdsboro (30 miles) is abandoned.

--Source: Poor's Manual of Railroads, 1871

A ditsy blonde came home from her first day commuting to Center City on the R5 Line. Her mother noticed that she looked at little "piqued" and asked, "Honey, are you feeling all right?" "Not really," the blonde answered, "I'm nauseous from riding backwards on SEPTA." Mom said, "poor dear, why didn't you ask the person sitting forward near you to switch seats for a while?" "I couldn't," she replied, "there was no one sitting there!!" (Interchange and Roy)......Anheuser-Busch, America's largest brewer, also owns the small but well-maintained Manufacturers Railway Company. The line has nine diesel switchers, 25 covered hoppers, 168 refrigerated cars and 42 miles of track between St. Louis, MO and East St. Louis, IL. It connects with all St. Louis railroads and handles about 17,000 carloads per year (USA Today).....One of the early competitors of South Jersey's PRR and PRSL lines was the Glick & Bingeman Bus Company. An old photo shows the two owners standing proudly beside their fleet. The standing joke was that Glick drove one bus and Bingeman the other (NJ Transit Heritage)......An exchange in early morning by an open coach window between an English passenger and a train porter: "Isn't this Invigorating?" "No Sir, it's Croydon!" (Richard Pike, 1888)

(Continued on Page 10)



APRIL 12, 2008: Bee Line Festival, dedication and Grand Opening of Reading Railroad Heritage Museum, 500 S. Third Street, Hamburg, PA, 10 AM-5 PM. Ribbon Cutting Ceremony 10 AM. Day-long events will include locomotive cab, caboose and Museum tours, children's activities, vendors, operating train layouts, Reading Company Technical & Historical Society history video. Admission: \$10 adults, \$5 children, \$25 family of four.

APRIL 12, 2008-JANUARY 10, 2009: Historical Society of Berks County announces "All Aboard!!" exhibit, commemorating the 175<sup>th</sup> anniversary of the Reading Railroad, at the Museum, 940 Centre Avenue, Reading, PA 19601. Exhibit opens at 1 PM, Saturday, April 12 with guest speaker William C. Cauff, Jr., whose railroad career spanned 1963-2005 with the Reading, Conrail and SEPTA. The Society is open from Tuesday through Saturday from 9 AM to 4 PM. Admission: \$4 adults, \$3 seniors. For additional information, telephone 610-375-4375.

APRIL 19: DiscoveRail 2008 will be hosted by Massachusetts Bay RRE at South Station, Boston, MA, from 10 AM to 6 PM. Event is the annual exposition for tourist railroads and railroad museums throughout New England and is held qith cooperation from Amtrak and MBTA. Free. Additional information available from Victor J. Campbell, Mass Bay RRE at 617-822-4046 or E-mail: <a href="massbayrre@comcast.net">massbayrre@comcast.net</a>.

APRIL 28: Regular monthly meeting of West Jersey Chapter, NRHS at Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield (several blocks east of PATCO station), 7:30 PM. Program will feature Mike Burkhardt of the Camden Courier-Post covering the last days of Conrail operations.

THROUGH MAY 4, 2008: "Spanning Centuries: Railroad Bridges of Pennsylvania" exhibit at Railroad Museum of Pennsylvania, Strasburg, including historic photos, blueprints and artifacts. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.railroadmuseumpa.org).

MAY 10: Special ceremony at 69<sup>th</sup> Street Terminal, Upper Darby, to make a century of service on SEPTA's Norristown High Speed Line, which began life as the Philadelphia & Western Railway in May 1907. Additional details will be published in May Cinders.

MAY 15: Historian Lance Metz will present a program of films dating from 1930 on subjects such as the Delaware Canal, New Hope and Bucks County, at the National Canal Museum, Two Rivers Landing, Easton, PA, beginning at 7:30 PM. Admission is free. For information, telephone the Museum at 610-559-6616.

MAY 17, 2008: Berkshire Flyer special train from Lenox to Pittsfield, MA and then to Canaan, CT, over tracks of Housatonic Railway, sponsored by Massachusetts Bay RRE. Special train leaves Lenox, MA 10:30 AM, returning about 6:00 PM. Coach fare: \$75 (\$65 for current Mass Bay members), children 12 and under \$35. Optional box lunch \$9 by advance order only. For additional information and/or tickets, contact Mass Bay RRE at 978-470-2066, or E-mail to massbayrre@comcast.net. (Please note correct phone number.)

MAY 17: Lehigh Valley Chapter, NRHS presents Annual Banquet and train ride at Kempton, PA. Event starts with

chartered Wanamaker, Kempton & Southern train ride, departing Kempton depot at 4:15 PM. Banquet will be held at Kempton Hotel, Route 737, Kempton, with social hour beginning at 5:15 PM and family-style ham and turkey dinner beginning at 6:15 PM. All-inclusive price: \$25 per person. Banquet program will be a tribute to long-time NRHS Member Gerhard Salomon. Reservation deadline May 11, 2008. Send reservations to: James Danner, 840 Point Phillips Road, Bath, PA 18014-9618. For information, telephone 610-837-9435.

MAY 17-18: Keystone N-trak Model Railroad Club Open House at Burholme Baptist Church (basement auditorium), 905 Cottman Avenue (PA Route 73), just west of Rising Sun Avenue, one block east of SEPTA's R8 Ryers station. Open Saturdays 12-4 PM, Sundays 1-5 PM. Admission free, with donations appreciated. For information, telephone 610-792-0696 or visit website: www.keystonentrak.us.

MAY 17-DECEMBER 31: "The Railroad Art of Ted Rose: A Retrospective" exhibit at the Railroad Museum of Pennsylvania, Strasburg, featuring the watercolor paintings and photographs of the late Artist Ted Rose. Regular museum hours and admission charges apply. For information, telephone 717-687-8628.

MAY 30-JUNE 1: "Pennsy Days" at Railroad Museum of Pennsylvania, Strasburg, celebrating the heritage of the Pennsylvania Railroad. Special presentations, operating layours, memorabilia and tours of PRR equipment at the museum will be featured. Several noted railroad artists, photographers and authors will display and sell their works, and PRR Technical & Historical Society will assist in the program. Regular museum hours and admission charges apply. For information, telephone 717-687-8628.

JUNE 16-22: LoneStar Rails 2008 NRHS Convention in Fort Worth, TX, hosted by North Texas Chapter, NRHS. Brochures have been mailed to those requesting them, and complete full-color brochure is on Convention website, <a href="https://www.LoneStarRails2008.com">www.LoneStarRails2008.com</a>. Registration \$35 through May 15, \$50 thereafter. Ticket orders will be accepted beginning April 1. Convention hotel is Hilton Fort Worth, with room rate of \$129 per night.

<u>AUGUST 29-SEPTEMBER 1</u>: Electric Railroaders' Association, Inc. will hold ERA 2008 Convention in Philadelphia, PA, with numerous activities scheduled. Further information will be forthcoming in future issue of *Cinders*.



#### **American Car Foundry/ACF Update**

(In the ODDS AND ENDS column in our February issue, we carried an item on American Car & Foundry. Lancaster Chapter (and former Philadelphia) Member Walter H. Pogue, Jr., has thoughtfully provided some corrected information. Thanks!)

American Car and Foundry is now known as ACF Industries, Inc. Its only plant in Pennsylvania is in Milton, where it currently is building ethanol thank cars.

The Berwick plant was closed in 1962. ACF sold it to four employees and it became Berwick Forge & Fabricating, Inc. (BF&F). By covenant it could not build new cars for five years. Its business consisted of forgings (center plates and draft lugs), armor plate and miscellaneous fabrications and freight car rebuilding. In 1968 BF&F was sold to Whittaker Corporation, a Los Angeles-based conglomerate. New car production was started that year and continued until 1983 when Whittaker liquidated its rail car business.

In 1969 BF&F acquired the former Renovo locomotive and passenger car shop from Penn Central. It operated that shop until 1983 during which time it built new cars to augment production in Berwick. Whittaker closed Renovo also as part of the liquidation. The property was acquired by Clinton County Economic Partnership and operated by two successive minority enterprises which obtained Government contracts to produce heavy fabricated products such as sea sheds, flat racks and containers.

Both of these companies went bankrupt by 1993 and the shops were idle until 1005 during which year local investors organized Renovo Rail Industries, LLC (RRI) to engage in the freight car repair and modification business.

The new company has been struggling because promises of State funding for rehabilitation of the shops was promised in 2005 and not forthcoming until now. Armed with recent grants from the Pennsylvania Rail Assistance Program and a loan guarantee from the Department of Agriculture, track work and building rehabilitation has begun. It is hoped that RRI will breathe new life into a very depressed area in western Clinton County.

#### FP7's Featured in Print Media

Former Reading FP7's #903 (owned by Philadelphia Chapter) and 902 (owned by Reading Company Technical & Historical Society) have been featured in a number of print media publications over the past few months, beginning with some nice views in *Railpace*.

The First Quarter, 2008 issue of *Passenger Train Journal* contains the first installment of a two-part article on the Reading's passenger service by former member Elbert W. Simon, Jr. As a sidebar to the RDG piece, NRHS Member Alex Mayes outlined the performance of the 903 and 902 on the East Greenville trips last October, sponsored by the Upper Perkiomen Valley Chamber of Commerce.

Late last month, the April issue of *Trains* appeared, featuring numerous preserved cab units, and whose face appears on the cover but our own 903!! Within Steve Glischinski's article Riding the Covered Wagon Trail, a really nice photo by Robert

Kaplan shows the 903 and 902 pulling SEPTA Bomb cars on our September 8, 2001 trip between Philadelphia and Strasburg.

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This photo coverage on the 903 and 902 in various venues is certainly appreciated, and is a credit to the members of the FP7 Committee whose dedicated restoration work over more than 20 years has produced these reliable beauties.

# **Dues Renewal Problems Continue; April Cinders to all 2007 Members**

Chapter officers are continuing to receive communications from members who say they have never been sent a 2008 dues bill by NRHS and its contractor, Fernley & Fernley. In January, F&F and NRHS were contacted with names of members who had not received bills; to date, F&F has apparently never sent replacement bills to these members, judging by our own inquiries to these members.

As previously reported in *Cinders*, in prior years, bills were sent to the chapters for verification and mailing; this was not the case with the 2008 bills, and as a result, the Chapter has no way of knowing of non-receipt of bills. With the NRHS office now closed, most communications with NRHS and Fernley & Fernley receive an automatic computer response, but little in the way of any explanation.

As a result, all 2007 members are receiving the April issue of *Cinders*. The Chapter has been holding some renewals because we are allowed one submission a month for memberships, which has proved cumbersome with a chapter as large as ours.

There are quite a number of members who, because of the large increase in National dues, are not renewing with NRHS. At presstime, 297 members had renewed, the Chapter was holding 26 renewals, leaving some 117 unrenewed members for 2008.

At the special board meeting held in Dallas, TX in late January, a proposal was advanced to have all dues renewals sent directly to Fernley & Fernley, who would then forward a monthly check to each chapter for the dues collected by National on our behalf. The proposal was tabled but is on the agenda for the Spring, 2008 Board meeting in Syracuse, NY on April 13.

Given the unreliable current situation at Fernley & Fernley, Philadelphia Chapter is opposed to this move, even though it would relieve us of a lot of paperwork. We would have little, if any, control over our Chapter membership status as well as our financial picture. Because National Director Larry Eastwood is unable to attend the Syracuse meeting due to a prior engagement, Sheila Dorr will be the Alternate Director at Syracuse and will be instructed to vote against the proposal as presented.

Fernley & Fernley is supposed to be mailing final notices to unrenewed members in the near future. If any member receives a final notice and believes they have in good faith renewed, they are asked to contact National Director Larry Eastwood directly at his home at 215-947-5769, or by E-mail to <a href="mailto:reastwood2@comcast.net">reastwood2@comcast.net</a>.

At the same time, if you receive a final notice, and are among those not renewing, kindly return your bill to us, indicating that, so we can adjust our records. The May issue of *Cinders* will **not** be sent to any unrenewed members.

## PHILADELPHIA EXPRESS

(Continued from Page 6)

retirements by current workers reaching the age of 60. The problem is exacerbated by the fact that during a period of declining traffic in the 1980's the railroads did little hiring, but the upsurge of business in recent years will create a growing need for train and engine service personnel.......Carter Reese of Wyomissing, PA, has purchased a dilapidated wooden business car once owned by FLORIDA EAST COAST Founder Henry M. Flagler. The car, #95, is said to be the last of six built for Flagler in 1888 by Jackson & Sharp of Wilmington, DE. Reese bought the car from the Wilkes-Barre Redevelopment Authority, where it had been part of a restaurant and lounge business which closed about 15 years ago. He has moved the carbody to a site near Ephrata, PA, where a blacksmith shop will work to restore the historic car (Trains)......Railpace reports that EAST PENN will soon abandon its ex-Reading Colebrookdale branch between Pottstown and Boyertown, because the only remaining shipper on the line is relocating its transload operations to Pottstown.

Special Notice!!
Philadelphia Chapter, NRHS
June, 2008 Meeting
FRIDAY, JUNE 6, 2008
Mark your calendars, please!

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



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

(Continued from Page 7)

During the mid-1930's the Denver & Rio Grande Western was bankrupt and in poor physical shape. It almost lived up to its nickname "Dangerous & Rapidly Growing Worse" (Michael B. Davis)......In 1880, Thomas Edison operated the first experimental electric locomotive at Menlo Park, NJ, marking the beginning of electric traction on the railroads. Seven years later Frank Sprague operates the first practical electric streetcar line in Richmond, VA (General Electric Progress)......April 1, 1947 was a sad day - that was the last day of operation of the 190-mile Pittsburg, Shawmut & Northern RR (Timeline)......Canadian Pacific had its official last spike driven in British Columbia on It operated North America's first November 11, 1885. transcontinental passenger train, the Pacific Express from Montreal on June 28, 1885 (Kevin Holland). We hate to disappoint Kevin (and thanks for the history lesson), but the only "true" transcontinental passenger train in North America was Amtrak's extended Sunset Limited that operated between Orlando, FL, the Atlantic Coast port city of Jacksonville, FL and the Pacific Coast port area of Los Angeles (Roy).

"Among the cloudy memories of early childhood it stands solidly, a home of thunder and shouting, of gigantic engines with their fiery droppings of coal and sudden jets of steam." (*About Broad Street Station*, by Christopher Morley, 1920).........Regarding the Southern Pacific's desert-running narrow gauge Carson & Colorado Railroad, "it's the first railroad that begins nowhere, ends nowhere, and stops all night to think it over!" (N. C. Wilson and F. J. Taylor – 1952).

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