

CINDERS

JANUARY 2008



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Volume 68

Number 1

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

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

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.

PHILADELPHIA CHAPTER, NRHS 2008 RAILROADIANA AUCTION RULES

The following rules will apply to our 2008 Railroadiana Auction:

1. Minimum bid on any one lot is \$2; increments in bidding will be in multiples of 50 cents, please.
2. Each seller will be limited to a **MAXIMUM** of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify each lot to be sold. Each item must be listed separately on the registration form. **EVERY EFFORT WILL BE MADE TO ROTATE LOTS, GIVING EQUAL EXPOSURE.**
3. Each **BUYER** will be given a **BIDDER NUMBER**. In an effort to speed the auction, payment on all items will not be made until the **END** of the auction, or until the bidder is finished bidding on lots. Settlement for items sold **SHOULD BE MADE** at the end of the evening providing sufficient cash is on hand. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders. The Chapter retains 20 percent of the proceeds from each sale.

HUCKSTERING OF RAILROADIANA ON THE SIDE IN THE AUCTION ROOM IS DISCOURAGED WHILE THE AUCTION IS IN PROGRESS!

We urge you to dig through your attics and come up with some material for sale, and fill your wallet so you may also bid!! Contribution of lots of material to the Chapter are always welcome as a means of raising additional funds for Chapter projects.

Don't miss Philadelphia Chapter's 2008 Railroadiana Auction, on Friday evening, January 18, 2008. Bring a friend along to enjoy this fun evening! Have fun while adding some needed items to your railroadiana collection!

MEETING NOTICE:

FRIDAY EVENING, JANUARY 18, 2008

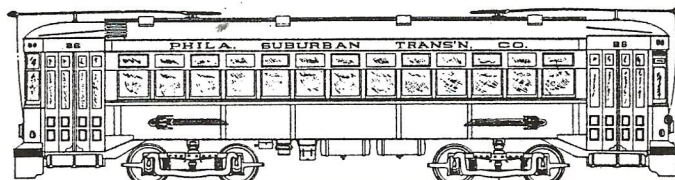
Faculty Club, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, Philadelphia, PA (three blocks south of
Market East Station)

Dinner at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM
Parking in Wills Eye Hospital garage, 9th Street above Locust
(\$6.00 after 6 PM), Parkway garage, also 9th above Locust
(\$5.75 after 6 PM), or Downtown Garage, Walnut Street east of
10th (\$4.00 after 6 PM) *(Note that some of these parking prices
have changed and will be adjusted in a future issue of Cinders.)*

Our January 18, 2008 meeting will feature another in our series of Railroadiana Auctions. Registration for the auction will begin at 7:00 PM, with no business meeting conducted. Rules for the Auction are in the column to the left. The auctioneer's gavel sounds at 7:30 PM, and the auction will continue until 9:30 PM, at which time all unsold material will be returned to the sellers. Cull through your excess railroadiana material, load up your wallet and come out and enjoy another fun-filled Philadelphia Chapter Railroadiana Auction.

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, JANUARY 15, 2008 to Chapter Dinner Chair Marie Eastwood at 215-947-5769.** The menu choices were not known at presstime, but the dinner always includes salad, entrée, dessert and beverage. **N0-shows will be responsible for payment for meals ordered! (Meetings for the 2007-08 year are held in the Faculty Club, on the 2nd Floor of the Alumni Hall.)**

Our February 15, 2008 meeting program was uncertain at press time. Meanwhile, come out on January 18, 2008 and enjoy a leisurely Railroadiana Auction.



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

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

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

ANNUAL MEMBERSHIP DUES: \$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.

NRHS Transfers Office Functions; Eliminates Office Manager

The NRHS National organization, which previously announced that due to conversion of the Robert Morris Building to condos, the NRHS Library would be moved to a storage facility, with its ultimate disposition uncertain, also at that time announced that the NRHS National offices would be moved to Fernley & Fernley's location at 20th and Arch Streets.

On December 27, NRHS President Greg Molloy issued a statement indicating that Office Manager Lynn Burshtin will be terminated as of February 29, 2008, and that all inquiries thereafter will be handled by Fernley & Fernley's staff. What effect this reduction in services will have on member inquiries as well as historical questions remains rather uncertain. More details will follow in the February issue of *Cinders*.

John H. McNally

November 25, 2007

It is with deep regret that we inform you of the passing of Chapter Member John H. McNally, of Abington, Pennsylvania, on Sunday, November 25, 2007. Jack was 53 years of age.

Jack, a retired Abington Township Police Officer, joined NRHS and our Philadelphia Chapter in 1985, and was active in several railroad historical societies, particularly those dealing with the former Reading Railroad. He was also an active organizer and participant in the Abington Township Police Train Show during the years the show was held in Abington and later Chalfont. A graduate of Abington High School, he was a former member of the Roslyn Fire Company.

He is survived by his wife, Virginia, and daughters Michelle and Kristin. Services were held on Saturday, December 1 at Our Lady Help of Christians Church in Abington.

The Chapter extends its condolences to Jack's family.



JANUARY 19, 20, 26, 27, 2008:

Keystone N-trak Model Railroad Club Open House at new location, basement auditorium of Burholme Baptist Church, 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.

JANUARY 25: Railroad Film Night at National Canal Museum, 30 Centre Square, Easton, PA, beginning at 7:30 PM. Steam and electric locomotives will be featured in program presented by NRHS Media Director Mitchell Dakelman. Admission: \$6 per person. For information, telephone 610-559-6613.

FEBRUARY 2: "Super Saturday Streetcar Special XV" trolley excursion over SEPTA lines in Southwest Philadelphia, sponsored by Wilmington Chapter, NRHS. Rebuilt PCC-II and an orange work PCC car will be used, with numerous photo stops scheduled. Trip leaves Elmwood depot, Island & Elmwood Avenues, at 11 AM. Fare: \$55 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003 (credit cards will be accepted at www.daylightimages.com/streetcar). For information, telephone 973-383-3355 from 9 AM to 5 PM weekdays.

FEBRUARY 9-10: Greenberg's Train & Toy Show at Sun Center, 63 Concord Road, off Route 452, Aston, PA, 10:00 AM to 4:00 PM both days. Operating layouts, model train sales, clinics and modeling seminars. Admission: \$7.00 adults (good for both days), children 11 and under free with adult. For additional information, visit www.GreenbergShows.com.

MARCH 2: Annual Train Show & Sale sponsored by Jersey Central Chapter NRHS, at Mother Seton Regional High School, Garden State Parkway Exit 135, Clark, NJ, 9 AM-4 PM. Circus train display will be featured along with model trains, books and railroadiana for sale. Snacks and hot food available. Free parking. Admission: \$5 adults, \$8 family. For information, send stamped, self-addressed envelope to Jersey Central Chapter NRHS, c/o Mitchell Dakelman, 334 S. 3rd Avenue, Highland Park, NJ 08904-2515.
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PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

**SEPTA
TRANSIT**



The big news story at SEPTA last month was the appointment of Joseph M. Casey as general manager, succeeding Faye Moore whose contract expires on February 15. Casey, 51, steps up from his current position of chief financial officer & treasurer, and his three-year contract will pay him \$202,000 annually. "Joe is a key member of our senior executive staff," said SEPTA Chairman Pasquale Deon, Sr., in announcing the appointment. "He has played a central role balancing the budget and maintaining fiscal stability, even during those years when we faced the toughest financial crises in SEPTA's history." Casey also has been responsible for the general oversight of all transportation scheduling at SEPTA, as well as route planning, long-range planning and marketing activities. He told the *Inquirer* that customer service would be a priority with him, and keeping trains and buses clean a "focal point." A native of Delaware County, Casey graduated from Drexel University in 1979 and worked for CONRAIL prior to joining SEPTA as an accountant in 1982.

Pennsylvania Commonwealth Court last month dismissed SEPTA's appeal of a lower court ruling which had prohibited the elimination of paper transfers (see September, October *Cinders*). This apparently will have the effect of making permanent the price increases for tokens and transfers which became effective October 1. The court said that "(u)nder those circumstances, the actual controversy that gave rise to this case...has ceased to exist".....The Federal Highway Administration has not yet made a decision on Pennsylvania's proposal to charge tolls on Interstate 80 across the State (see November *Cinders*). In the face of increasing opposition to the idea, Governor Rendell has resurrected his original proposal to lease the Pennsylvania Turnpike as a source of revenue for the repair of the State's highways and bridges and the funding of mass transit.....In last month's column we listed Philadelphia Chapter members who had contributed materials to the impressive display in the lobby of 1234 Market Street commemorating the centennial of the Market Street el. We apologize for inadvertently omitting the name of Chapter Member and SEPTA Manager John Calnan.

The project to replace the Route 13 track in Chester Avenue between 40th and 49th Streets was completed in late December. New rail and street surfacing were installed as part of SEPTA's long-term program to improve the track conditions on all subway-surface lines in West and Southwest Philadelphia. During the months-long project Route 13 trolleys detoured around the area via Woodland Avenue and 49th Street.....The northbound Route 100 station at Gulph Mills still had not been

completed as of late December. New bus shelters have yet to be built at the station.....The new parking garage at Norristown Transportation Center is set to open within a few weeks.

**SEPTA
REGIONAL
RAIL**



Among the capital projects planned for Regional Rail over the next four years are a new bi-directional signal system for AMTRAK's Harrisburg line, on which the R5 Paoli-Thorndale service operates. Other major projects include a new signal system on the R2 Warminster Line, the startup of R3 service from Elwyn to Wawa, installation of fiber optic facilities on the Media-Elwyn line, the upgrading of 16 electrical substations, construction of the Paoli Transportation Center and tie replacement on the R3 West Trenton line.....The busy Temple University station finally got its long-promised ticket office last month. The full-service office opened on December 17, and is in operation weekdays from 9:30 AM to 7:30 PM.....Again this year SEPTA added special late-night New Year's Eve service on several Regional Rail lines out of center city, in an effort to accommodate those attending fireworks shows and celebrations.

SEPTA added a second express on the R6 Norristown Line effective with the December 2 schedule change. Train #6617 originates from Norristown Transportation Center at 7:35 AM, then running non-stop from Manayunk to Temple U. The earlier **Schuylkill Flyer** #6613 out of Elm Street station runs express from Ivy Ridge.....SEPTA advises passengers using the Train View computer updates to carefully check their train numbers as there are now more "cross-routed" trains than ever. Cross-routed trains, identified by numbers starting with the numeral 4, are those which start on one line and end on another line.....As a possible answer to the controversy over on-board ticket sales (see October-December *Cinders*), SEPTA is looking into the possibility of installing new ticket vending machines at many of its Regional Rail stations. SEPTA removed the last of its old—often malfunctioning—ticket machines a year ago, which were only in service at center city stations and the Airport.

Weather and other problems caused some heartburn on Regional Rail during late November and the first few weeks of December. As indicated in earlier columns, SEPTA continued to fight the good fight against falling leaves but in spite of these efforts slippery rails accounted for many delays. Particular trouble spots were the R3 West Trenton and Media-Elwyn lines, the R5

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PHILADELPHIA EXPRESS

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Paoli-Thorndale route and the steep R8 Chestnut Hill West Line. The gel-wash train made up of RL1 #61, tank car, spray car and ex-Alco FA control car #615 made numerous trips to Elwyn and to Paoli-Thorndale, but on certain days such as November 27, December 4th, 19th and 21st both lines experienced a host of delayed trains. In some cases SEPTA workers even placed so-called "sand dollars" on the rails at extremely slippery locations. In December, Trainorders.com reports that SEPTA leased RS18 locomotive #1803 from the WEST CHESTER RAILROAD, apparently for use on the wire train during the leaf-fighting season.

Numerous SEPTA trains were delayed owing to some unwelcome interference from motor vehicles. On the morning of Monday, November 26, a stalled automobile was fouling the Red Lion Road crossing near Bethayres station, delaying four R3 West Trenton trains until it was towed away. Early on Tuesday, December 4, a northbound deadheading train struck a boom truck fouling the Mainline near Melrose Park station, which had a cascading effect on several rush-hour trains. Then, on Saturday the 15th northbound R1 train #1106 struck a vehicle at the County Line Road crossing south of Warminster. The female driver—who evidently had driven her car around the lowered gates—was seriously injured, and later died. The train was annulled and three other trains delayed.

Power losses and signal failures also plagued Regional Rail over the past few weeks. In the evening of Friday, November 30, the power was shut down on the mainline between 30th Street and Suburban Stations due to a small fire at an AMTRAK substation. Several trains were held until power was restored 20 minutes later. At Noon on Sunday, December 2, the rear pantograph on R5 train #2527 became entangled in the catenary on AMTRAK's Harrisburg line east of Overbrook, delaying several trains and forcing the transfer of #2527's passengers to following train #2531. At 7:40 PM the next day Amtrak lost all catenary power between "Zoo" and Paoli, delaying several R5 trains even though power was restored in 15 minutes. That same evening a pantograph fell off R3 train #387 at Elwyn, and the pantographs on two other cars of the five-car train were found snagged in the overhead wire, forcing the annulment of its turn to northbound train #396. At about the same time a tree limb came down at the R3 Neshaminy station, taking out the signal power lines.

At 3:20 PM on Wednesday, December 5, the crew of Norristown bound train #6642 at Market East Station reported a "chunk" of the carbon shoe missing from the pantograph of car #453. The train was terminated and another set of equipment substituted, with a delay of 26 minutes. A signal failure on the R5 Mainline between "Gwynedd" and Lansdale on the afternoon of Sunday, December 9, caused substantial delays to several trains over a period of some five hours. Then, on the evening of Sunday the 16th catenary power was lost for several hours on the R7 Chestnut Hill East Line when PECO wires fell across the tracks near Wister station, causing a series of train annulments.

Equipment problems also delayed several trains. In the morning rush of Monday, December 3, R5 train #501 was seriously delayed when a gear box on an axle of lead MU car #261 locked up on #2 track just east of Overbrook station. With #4 track already out of service for trackwork, this left only #1 available for movements in both directions between "Zoo" and Overbrook.

After passengers were transferred to following #505 the offending MU was cut off at Overbrook and the four remaining cars of #501 proceeded west, 71 minutes late. Numerous other trains on R5 and other lines experienced delays through the morning. At 5:15 PM on Monday the 10th R8 Chestnut Hill West train #9841 suffered a broken air line south of Temple U station, causing a backup of several other trains on the Mainline. Two days later R3 train #6321 out of West Trenton was unable to take power near Neshaminy station. Passengers were transferred to following #6323 while diesel #52 was sent to haul the disabled train to Wayne shop. Keeping up the pattern of Monday troubles, at 12:45 PM on the 17th dispatchers lost control of CTC signals over the entire SEPTA-owned system. Full control was restored in about 45 minutes but numerous trains were delayed.

AMTRAK



Late last month Congress sent a \$500-billion omnibus spending bill to President Bush, funding most government departments through the end of Fiscal Year 2008. With Bush's signature, AMTRAK receives \$1.325 billion, a \$31-million (2.4-percent) increase over the FY 2007 level but \$255 million less than Amtrak had requested. This was actually a victory for Amtrak and passenger train advocates because many other domestic programs had to be cut back to ward off a veto threat from Bush. (In his budget the President had requested only \$800 million for Amtrak, which many observers termed a "shutdown figure.") Operating funds are reduced by \$15 million to \$475 million, while capital grants are increased to \$850 million. If debt service costs remain unchanged this will leave \$565 million for capital improvements, or \$70 million more than last year. The omnibus bill includes \$30 million to reimburse states for the expense of starting or improving intercity passenger rail services, with the Federal share limited to 50 percent of an individual project's cost. The legislation also removes the restriction against Amtrak using Federal funds to initiate new intercity train routes. Adding Amtrak and state program figures together equals \$1.355 billion, which is \$61 million (4.7 percent) above the FY 2007 level. Separately, Amtrak is expected to receive some \$25 million in transit security funding (NARP). Once again, thanks to Congress, Amtrak has dodged a bullet aimed at it by the White House.

On November 28 President Bush created an emergency board to investigate the long-running dispute between AMTRAK and nine of its unions. Under terms of the Railway Labor Act, the panel was to submit its findings and recommendations by the end of December, after which a 30-day cooling-off period would ensue. If both sides fail to accept the board's proposals the unions would be free to strike on January 31, unless Congress intervenes with legislation mandating a settlement..... Former AMTRAK President George Warrington died of cancer on December 24, at the age of 55. Warrington headed Amtrak from 1998 to 2002, and before that was president of the Northeast Corridor from 1994 to 1998. He was succeeded as president of Amtrak by David L. Gunn. While credited with many improvements at Amtrak, including inauguration of the high-speed Acela service, electrification of the Corridor between Boston and New Haven and startup of the successful Guest Rewards program, Warrington was criticized for his unjustified optimism in weaning

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PHILADELPHIA EXPRESS

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Amtrak from Federal operating subsidies. He testified several times before Congress that Amtrak was on a "glide path to self-sufficiency," but the huge revenue increases he projected failed to materialize while costs rose. Warrington left Amtrak to return to his roots in New Jersey, serving as executive director of NJ TRANSIT from 2002 until his resignation in 2007.

AMTRAK wrapped up the 2007 construction season on the Keystone Corridor last month, putting down new welded rail and concrete ties on #4 track as far east as "Stiles" interlocking near Girard Avenue in West Philadelphia.....Harrisburg-bound train #663 was spotted with an unusual consist on November 25: Four coaches with an ex-Metroliner cab car on each end and an AEM-7 locomotive pushing..... Northbound Acela Express #2158 struck and killed a trespasser near Highland Avenue in Chester on Wednesday morning, December 12. The male trespasser was struck in 110-mph territory. The 267 passengers on the Acela were transferred to another train, but four other AMTRAK trains were delayed, six SEPTA R2 trains annulled and another partially annulledOn Wednesday evening, December 5, Acela #2172 became disabled at "Ragan" interlocking south of Wilmington, and its passengers transferred to #178. Three SEPTA R2 trains from and to Newark also were delayed..... Southbound train #173 broke down west of Bristol on Thursday the 13th, delaying three SEPTA Trenton trains..... AMTRAK is considering the demolition of certain unused structures along the Northeast Corridor, including some towers dating from the Pennsylvania Railroad era.

AMTRAK last month introduced new dining car menus on ten of its long-distance overnight trains. Featuring a wider variety of dinner entrees, the new menus include the return of cooked-to-order steaks, Cornish game hen, wine by the glass and Haagen-Dazs ice cream. Breakfasts have been expanded and there are new lunch and dinner appetizers plus a "build your own burger" option. The new menus were introduced last month on the **Silver Star**, **Silver Meteor**, **Crescent**, **Capitol Limited** and all western trains. Not included are the **Auto Train**, which has separate diners for coach and sleeping car passengers, or the **City of New Orleans**, which operates the Cross-Country Cafe lounge car with regional food items. The **Lake Shore Limited** and **Cardinal** currently use converted Amfleet II food service cars.

AMTRAK and the State of New York have settled the State's lawsuit over the failed project to restore the Turboliner trains on the Empire Corridor. Amtrak will pay New York \$20 million while both parties jointly will fund \$10 million in Empire Corridor improvements (NARP).....A key AMTRAK supporter in Congress, Senator Trent Lott of Mississippi, retired last month. Republican Lott joined with Democrat Frank Lautenberg of New Jersey to co-sponsor bipartisan legislation to provide more capital investment and stable funding for Amtrak (*Trains*).....AMTRAK did indeed operate that Acela set with the full vinyl wrap (see December *Cinders*), advertising a History Channel program which aired on December 9. The colorful train with power cars #2012 and 2013 made daily runs along the Boston-Washington Corridor, and was frequently seen passing through Philadelphia. While Amtrak previously has placed advertising on individual cars and locomotives, this was the

first time that an entire train had been wrapped..... You have a chance to put your reports about AMTRAK train travel on the Internet via the new website www.whistlestop.amtrak.com.



CSX, NS, OTHER ROADS

Stephen C. Tobias, NORFOLK SOUTHERN's vice chairman & chief operating officer, has been selected by *Railway Age* Magazine as its 2008 Railroader of the Year. "Norfolk Southern is arguably the best-run Class 1 railroad in North America," said *Railway Age* Editor William C. Vantuono, "largely due to the leadership of Steve Tobias." Tobias is the 45th recipient of the Railroader of the Year award, which was begun by *Modern Railroads* Magazine in 1964. Former NS CEO David R. Goode won the award in 2005.....In a speech last month to the World Affairs Council, NS CEO Wick Moorman said the U.S. is facing a transportation crisis. The nation has an "aging, overloaded transportation infrastructure, and that situation is going to get worse." NS, he said, is willing to invest in its infrastructure for the public's benefit but that "we can't bear it all." The public sector, he said, also must be willing to put money into the railroad system (*Weekly Rail Review*).

CSX is engaged in a tug-of-war with the British-based TCI hedge fund (see October-December *Cinders*), which is demanding that the railroad make major changes in its management structure and take steps to increase shareholder value. TCI, which now is one of CSX's largest shareholders, has nominated five people for open seats on the road's board of directors, and seems ready to undertake a proxy fight to gain a foothold. But the CSX board has responded in a letter defending the railroad's performance, saying "the board believes that the approaches TCI has offered are not in the best interests of CSX shareholders and, in some cases, have damaged the industry." Many observers feel that hedge funds invest only with the intention of making a quick profit rather than for the long-range betterment of their acquisitions (*Trains*, *Railway Age*).....CSX also is in a sparring match with the City of Baltimore and five local Congressmen, who are demanding that the railroad divert shipments of hazardous materials away from the downtown area when major sporting events are scheduled. The issue came to the fore after a November 24 derailment near the Camden Yards stadium involving a train carrying hazardous chemicals, although none spilled. The sports complex is located close to the railroad's mainline and the Howard Street tunnel in downtown Baltimore.

CSX has ordered 125 ES44AC locomotives from General Electric for delivery this year. To be numbered starting at 700, the new units will force the renumbering of SD70AC's from 700-789 to 4500-4589, and SD80AC's from 800-812 to 4590-4602 (*Railfan & Railroad*).....CSX has partially opened its new intermodal terminal located on the former Western Maryland at Chambersburg, PA, with the official grand opening set for this spring. This facility, which is intended to compete with NORFOLK SOUTHERN's terminals at Harrisburg, is served by Chambersburg-Chicago trains Q135/Q136 (*Railpace*, Harrisburg

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PHILADELPHIA EXPRESS

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Chapter).....NS has said it may buy a 225-foot-high wind turbine to generate power at its Enola yard near Harrisburg (Harrisburg Chapter).....That long-delayed spur to serve a waste transfer facility near Conshohocken is again under construction. It will diverge off NS's Morrisville connecting track just east of Norristown (see June, December 2006 *Cinders*)NS has agreed to pay \$7.35 million to restore waterways in McKean and Cameron Counties in northwestern Pennsylvania, which were devastated by a derailment on the Buffalo Line in 2006. One derailed car released 42,000 gallons of lye into the streams, killing thousands of fish (Harrisburg Chapter).

NJ TRANSIT ridership reached record levels in the first three months of the current fiscal year which ended September 30, 2007. Systemwide, ridership increased to 64.4 million trips, 3.2 percent higher than in the same period of 2006. Among the gainers was the Northeast Corridor Line from Trenton which logged a 7.4-percent increase. Light rail service on the River Line between Camden and Trenton saw a three-percent increase, averaging 7,900 trips on weekdays.....An 87-year-old man drove around the lowered crossing gates at Atco Avenue in Waterford on December 18 and was killed when his car was struck by NJT train #4613 bound for Atlantic City. There were no injuries on the trainNJT held public meetings last month to discuss its proposal to restore commuter rail service between West Trenton and Newark, via CSX's Trenton Subdivision and NJT's Raritan Valley Line. The service would provide a connection with SEPTA's R3 line at West Trenton station (*Railpace*).....The 111-year-old Delair bridge across the Delaware River between Philadelphia and New Jersey has been rated in "poor" condition by NJ TRANSIT. But CONRAIL, which owns the bridge, disagrees and says it has spent considerable money on maintaining the bridge over the past few years. NJT's Atlantic City trains use one track on the bridge while CSX and NS freights use the other, with a 30-mph track speed in force for both (PRRT&HS).

The Park West Town Center urban development project is taking shape in West Philadelphia, on the site of the Pennsy's long-abandoned 52nd Street yard. The site, which can be viewed from AMTRAK's Harrisburg trains and SEPTA's R5 Paoli-Thorndale and R6 Cynwyd trains, already has a Lowe's home center and ShopRite store nearing completion.....The Delaware River Port Authority board last month approved its 2008 operating and capital budgets, but the cost of major projects could force an increase in bridge tolls sometime in the next year. Among the larger expenses included in the budget are \$380 million for bridge repairs and \$335 million for PATCO improvements, which includes \$111 million for rebuilding the aging car fleet. DRPA is expecting to spend \$1.1 billion over the next five years for improvements to bridges and the PATCO line.

The Port Authority of Allegheny County in Pittsburgh approved a 25-cent increase in the base fare on PAT effective January 1. This makes the fare \$2—the same as SEPTA'sThe Association of American Railroads will delay implementing new design specifications for tank cars that carry toxic inhalation hazard (TIH) chemicals from January 1 to April 1, 2008. The new design includes heavier, thicker steel shells. The Federal Railroad Administration plans to propose its own design

standards for new tank cars this year (*Weekly Rail Review*)The U.S. Supreme Court sided with CSX and the railroad industry in ruling last month that railroads can challenge states on the way their taxes are calculated. Federal law prohibits states from imposing a higher tax on railroads than on other commercial property, but the complaint said that the State of Georgia had increased CSX's tax rates by 50 percent (*Trains*)Attorneys general from 20 states are supporting a bill introduced in the Senate that would repeal certain exemptions from antitrust laws that the railroad industry now enjoys. The effort is being pushed by shippers who claim that the railroads are using their alleged "monopoly" power to charge unreasonable rates (*Trains*).

Lehigh Valley Chapter Charter Member Gerhard Salomon Dies at 82

Longtime Lehigh Valley Chapter, NRHS member Gerhard Salomon, who resided in Emmaus, PA passed away on December 18, 2007 at the age of 82. Gerhard was a charter member of Lehigh Valley Chapter, which was formed in 1941. He served as chapter secretary for 25 years, and national director and trip chairman for more than 20 years.

Gerhard's primary passion was traction, and he extended his volunteerism to the Rockhill Trolley Museum at Rockhill Furnace, PA, where he served in any number of positions, including president. His family, including wife Dolores (who passed on in 1998), and three sons, Carl, Neil and Joel, also became active at Rockhill. Recently, Joel served as trip chairman on the 100th anniversary commemorative trip on SEPTA's Route 100 (ex-P&W) Norristown High Speed Line in May, 2007.

Salomon's professional career found him in the family jewelry business; one of the store's duties was official watch inspector for the Reading and Jersey Central Railroads at Allentown.

Services were held on December 22, 2007 at Asbury United Methodist Church in Allentown. Gerhard was a true pioneer in the rail history preservation movement, and his gentle, persuasive form of leadership will be missed.

Motor Bus Society's Albert E. Meier Dies, former NRHS Member

Former Philadelphia Chapter, NRHS Member Albert E. Meier passed away on December 11, 2007. He was 67. Meier was a resident of Philadelphia, and had lived in Ardmore for many years.

Meier was a graduate of Philadelphia's Central High School and former vice president of W. B. Saunders. Associated with any number of professional and technical publications, Meier coupled these talents with his passion for the motor coach industry, and served as Editor of *Motor Coach Age* and *Motor Coach Today* through his long-term association with the Motor Bus Society.

No information was available regarding services.

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 January 1, 1945, a Norfolk & Western J-class 4-8-4 on loan to the Pennsylvania Railroad's Fort Wayne Division for testing powers the **Broadway Limited** eastbound from Chicago (*Time Line*).....In the late 1890's, the Pennsylvania Railroad's West Jersey & Seashore and the Reading's Atlantic City Railroad both carded service from Philadelphia (ferry to Camden) to Atlantic City in 60 minutes! Do you think you could drive from the foot of Market Street to the railroad station in Atlantic City in that time today? (*Railroad History*).....Speaking of New Jersey, how about the Jersey Central dining car service on the New York & Long Branch? You might have gotten a quick snack on the **Blue Comet** between South Amboy and Red Bank (16 miles), but that train came off in 1941. Better yet, Train #3309 (Saturday only) from Jersey City to Bay Head Junction carried a diner as late as 1947. Meanwhile, the Pennsy for a number of years offered buffet-parlor-lounge service on some trains between New York's Penn Station and Bay Head, also ending pre-World War II (Joel Rosenbaum).....Forty-five years ago, on January 19, 1963, Baltimore and Ohio's **Daylight Speed Liner** (Budd RDC train) made its last run to Pittsburgh (Chris Baer).

Bala station on SEPTA's R6 Cynwyd line was named in 1884 by Miriam Pyle Roberts, wife Pennsylvania Railroad President George B. Roberts, to honor the place in Wales where George's relatives hailed from.....The Chester Valley Trail (Reading's former Chester Valley Branch) bike/hike route is having a fresh start. The 11.5-mile trail from Warner Road in King of Prussia to Downingtown is expected to be finished "soon". We really aren't impressed, since there is no train or track! (Roy and the *Daily Local News*).....Interested in the Penn Central? The quarterly publication, *The Penn Central Post* features articles, drawings and photos of all aspects of this woe-begone railroad. You can reach the publishing organization at www.pcrths.org or by contacting Jim Homoki at Post Office Box 43, Flagtown, NJ 08821 (*New Jersey Transport Heritage*).....Maybe you have seen tractor-trailers with a logo that seems to be identical to Norfolk Southern's Thoroughbred horse. Black Horse Carriers is a trucking firm based at Carol Stream IL and has no affiliation with the popular freight railroad (*New Jersey Transport Heritage*).....Around 1990, "Silent" Smith, a clerk in the accounting department at Conrail's 32nd Street office in West Philadelphia, observed 75 years of service with the PRR-PC-CR. There was an anniversary party, with CR Chairman L. Stanley Crane in attendance. The festivities ended early when Smith told Crane, "I'm busy. I've got to get back to work!!" He retired a short time later (Pat Purcell).

Today, heavy and light rail transit systems make an effort to service local airports in order to attract more riders. However, what was the earliest rail service offered to airline passengers? Perhaps it was the 1930's Alameda (CA) Airport flag stop served by the Southern Pacific Railway's Interurban Electric Company. It was the first stop from their ferry pier on the east shore of San Francisco Bay. Trainmen were instructed to announce "This station is Alameda Airport - Pan American Airways". Just imagine—getting off a heavyweight interurban car and onto a "China Clipper". (Les Dean).....Recently, a Eurostar train established a new record for the fastest passenger train from Gare du Nord (Paris) to St. Pancras station in London. The time - a hair

over two hours at an average speed of 186 mph! (*The Week Magazine*).....Western Maryland Railway purchased the newest and most powerful Shay locomotive ever owned by a Class I railroad. Lima Locomotive Works delivered #6, the three-trucked, 191,000 pound Shay in 1945 for operating on the Chaffee, West Virginia branch. It only operated six years before retirement and ultimate Cass Scenic Railway rebirth (David Sweetland).....One morning recently (February, 1911), the Reading's Perkiomen Branch furnished 766 cans of milk for the Philadelphia market. This is about the high-water mark and makes the boys on the milk train hustle to bring their train in on time (*The Bee Line*).

GO TRANSIT (Toronto, Canada)

(Roy's Railroad Snapshot - by R. L. Eastwood, Jr.)

"The Best in North America"???(**)

Riders - 50 million in 2007

Train trips - 196 daily

Routes - seven, with 56 stations on 224 miles of line

Current Fleet - 45 GMD F59PH diesel locomotives
415 bi-level coaches

Order just received - 20 bi-levels from Bombardier

On order -- 20 more bi-levels (Bombardier), 3/2008 del.
-- 27 4,000-hp MP40 locomotives from
Motive Power Industries; option for 26 more.

****The Magic Number** - recovers more than 80 percent of
operating cost from revenues, the
highest in North America.

Source: *Progressive Railroading Magazine*



Charles R. Cummings, reported in January 1940 "I was aroused at 4:03 AM, looked across at the Central Vermont tracks at White River Junction (VT). Flashes of window lights in series appeared, gaining headway out of town...a New York to Montreal excursion, 14 cars. Fifteen minutes later a duplication of that train, the **Montrealer**, 13 Pullmans and coaches. At 4:48, a second section of the **Montrealer** followed, with 14 cars and at 5:04, the third section of the classic **Montrealer**, known as the Ski Meister in winter, with 11 cars; these last two trains carried 24 cars for Waterbury and Stowe. At 5:08, the regular local, with five cars, trundled off into the dark....in addition, five Pullmans from the New York trains were also set off here. Meanwhile, an extra train of seven Pullmans went through on the Boston & Maine northbound for the White Mountains; all told, 256 cars, mostly Pullmans from four converging lines, New York, Boston, Sherbrooke and Montreal passed the diamond crossing in the Vermont town in five hours (probably about a month's worth of January 2008 trains). (*The Shortline*/Stan Hamlet via Ray Cooney).

(Continued on Page 8)

Extra List (Continued from Page 2)

MARCH 15: 22nd Annual Harrisburg Railroad Show & Collectors Market, sponsored by Harrisburg Chapter NRHS at I. W. Abel Union Hall (Steelworkers), 200 Gibson Street, Steelton, PA 17113, 9 AM to 3 PM. Railroadiana, movies, model railroad items, train layouts, workshops and seminars and snack bar will be featured. Admission: \$5.00 at door, children under 12 free. For information and vendor table reservations, contact Mark Irvin, 3814 Leyland Dr., Mechanicsburg, PA 17055-7634 (telephone 717-732-3867).

MARCH 29: EastRail 2008 slide and video multimedia show at Warren Hills Regional High School, 41 Jackson Valley Road, Washington, NJ, sponsored by United Railroad Historical Society. Admission: adults \$12 in advance or \$15 at door, children under 12 \$8 in advance or \$10 at door. For tickets, write URHS, 36 Banstead Way, Jackson, NJ 08527-4495, making checks payable to URHS. For information, visit website www.urhs.org.

THROUGH APRIL 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).

**NATIONAL RAILWAY HISTORICAL SOCIETY
PHILADELPHIA CHAPTER, INC.
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ODDS AND ENDS (Continued from Page 7)

Recently, we saw an old magazine advertisement (1920's) for the "daring new Berline automobile". The "obvious new conception" upscale vehicle was priced at \$7,250. "Besides, its large size, and new features, had a white stripe around the graceful full body – a badge of motor individuality." It was built in Schenectady, NY – you got it! – by the American Locomotive Company – ALCO! (Roy).....The oldest operating steam locomotive?? It is reportedly *The Fairy Queen*, built in 1855 by Kitson, Thompson & Hewitson of Leeds, West Yorkshire, England. It was used by the East India Railway Company until 1909 and was later restored in 1966 and now hauls two tourist coaches on the 89-mile run between Delhi and Alwar, Indian (Guiness).

LoneStar Rails 2008

NRHS Convention

Fort Worth, Texas

June 16-22, 2008

*For Registration Form, see the
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issue of NRHS News
or visit*

www.LoneStarRails2008.com

(Pre Registration \$25.00 until February 15, 2008)

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