



CINDERS

JULY 2008



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Volume 68

Number 6

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

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**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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2008 Bill Wagner Summer Dinner to be Held Again in Berwyn August 15

For the third year in a row, the 2008 Bill Wagner Summer Dinner will again be served at the Main Street Café, 660 Lancaster Avenue in Berwyn, on Friday evening, August 15. Located just across Lancaster Avenue from SEPTA's R5 Berwyn station, cocktail hour (individual settlement) begins about 5:30 PM, with dinner served between 6:00 and 6:30 PM.

Three different appetizers are available: spinach salad with warm bacon dressing, house salad or tomato basil soup. Entrée choices are **The Main Filet**, **Drunken Shrimp**, **Chicken Saltimbucca** or **Sesame Salmon**. Chocolate Mousse will be served for dessert and coffee, tea or iced tea come with the meal. Other liquid refreshments will be available by individual settlement throughout the evening.

The cost of the meal remains at \$36 per person, and checks, payable to **Philadelphia Chapter, NRHS**, should be mailed to: Summer Dinner, Philadelphia Chapter, NRHS, Post Office Box 7302, Philadelphia, PA 19101-7302 to arrive on or before August 7, 2008.

Members will observe that there is plentiful outbound service on the R5 Paoli-Thorndale route, but check each train to

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.

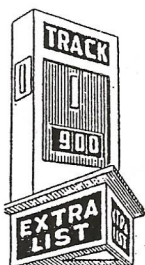
insure that it stops at Berwyn. Return trains from Berwyn to Center City leave that point at 8:08 (Train #592), 9:08 (Train #594) and 10:15 (Train #596) PM. Trains 592 and 594 run through Center City to Doylestown, while Train #596 operates to Lansdale.

2009 NRHS Convention Switched to Duluth, MN; 2010 to be in Scranton

Those attending the NRHS LoneStar Rails 2008 Convention in Fort Worth, TX during the week of June 16-21, learned that the venue for the 2009 NRHS Convention has been switched from Orlando, FL to Duluth, MN. The dates of the Minnesota event will be from August 10-16, 2009 and, more than likely, the weather along Lake Superior will be much more tolerable than the mid-summer heat in central Florida.

While the program is uncertain at this time, that there may be an inbound and outbound special trains, steam and diesel trips and the usual other Convention activities. The headquarters hotel will be the Radisson Duluth, with other hotels also serving the Convention. An Advance Registration form was distributed in Fort Worth, and should be included in the next *NRHS News*.

The 2009 Convention is scheduled to be held from June 22-26 at Scranton, Pennsylvania, just a quick ride up the Northeast Extension of the Pennsylvania Turnpike.



JULY 2-6, 2008: "Reading Railroad Days" at Railroad Museum of Pennsylvania, Strasburg, featuring special presentations, tours of Reading equipment and a huge model railroad layout. Reading Company Technical & Historical Society will assist in the program. Regular museum hours and admission charges apply. For information, telephone 717-687-8628.

JULY 11-13: Railfest 2008 at Altoona, PA, sponsored by Railroaders Memorial Museum. Numerous events are planned, including special excursion train using Bennett Levin's ex-Pennsy E8 locomotives from Harrisburg to Altoona, then on to Pittsburgh, plus three short excursions both on Saturday and Sunday from Altoona to Gallitzin and return via Horseshoe Curve. Chartered train will leave Harrisburg at 7:15 AM on Saturday, July 12, climb Horseshoe Curve and return to Altoona at 11:30 AM. One-day passengers will return to Harrisburg by bus, leaving Altoona at 6:30 PM. Fare including coach seat on train to Altoona and bus return is \$75 per person. A two-day option for \$275 per person includes the trip to Pittsburgh and return, double-occupancy hotel room in Pittsburgh, and one additional Horseshoe Curve excursion. Order tickets from: Railfest Trip, 2467 Little Buffalo Road, Newport, PA 17074-8822, making check payable to "Harrisburg Chapter NRHS," enclosing home phone number and stamped, self-addressed envelope. For information, telephone 888-425-8666 (website: www.railroadcity.com), or regarding the trip from Harrisburg, telephone 717-232-6221 (website: nrhs-hbg.pennsyr.com).

JULY 12, 26, AUGUST 2, 16, 23, 30, OCTOBER 5, 12, 18, 26: Excursions Scranton to Moscow and return, departing Steamtown Station 1:00 PM, returning 3:00 PM. For fares and details, contact Steamtown National Historic Site at 1-570-340-5204 (9:30 AM- 4:30 PM daily) or visit website: www.nps.gov/stea.

JULY 12-13: Steam excursions from Tunkhannock to Jim Thorpe, PA and return via Reading & Northern's ex-Lehigh Valley mainline, using recently-restored Pacific #425. Sponsored by Wyoming Valley United Way, special trains leave Tunkhannock at 9 AM, return about 7:45 PM, with three-hour layover in Jim Thorpe. **(THESE TRIPS SOLD OUT!!!!)**

AUGUST 9, OCTOBER 4, 11, 19, 25: Excursions Scranton to Tobyhanna and return, departing Steamtown Station 11:00 AM, returning 3:00 PM. For fares and details, contact Steamtown National Historic Site at 1-570-340-5204 (9:30 AM- 4:30 PM daily) or visit website: www.nps.gov/stea.

AUGUST 16-17: Morristown & Erie Railway will sponsor two-day private car excursion New York to Pittsburgh and return using M&E private cars. Cars will be in consist of the **Pennsylvanian** in each direction. Lunch and dinner westbound, snacks and dinner eastbound. Cost: \$475 per person. For additional information, contact Morristown & Erie Railway at 973-267-4300, or website: www.merail.com.

AUGUST 29-31: Lackawanna Railfest 2008 at Steamtown National Historic Site, Scranton, PA. Tentative events include special train from Philadelphia and steam excursion to Delaware Water Gap. Numerous rail exhibits will be featured. For information, visit Steamtown website at www.nps.gov/stea.

AUGUST 29-SEPTEMBER 1: Electric Railroaders' Association will hold its 2008 Convention in Philadelphia. Planned activities include a Friday night movie program by NRHS Member Russ Jackson on street railways of the Delaware Valley. Other events are the annual banquet, bus tour to Rockhill Trolley Museum, PCC fantrip on SEPTA and charter train and shop tour of NJT's River Line. Convention headquarters will be the Crowne Plaza Hotel, 18th & Market Streets. For ticket form and information, contact ERA, P. O. Box 3323, New York, NY 10163-3323 (website: www.erausa.org). Order form may also be found on Page 9-10 of May-June issue of *Cinders*.

SEPTEMBER 6: Steam excursion from Jim Thorpe to Pittston, PA and return via Reading & Northern Railroad, using Pacific #425. Special train leaves Port Clinton at 9 AM, returns about 3 PM. Passengers cannot detrain at Pittston. Coach fare: \$79 per person, with lunch and beverage included. Order tickets from: Reading & Northern Railroad, P. O. Box 218, Port Clinton, PA 19549-0218, making checks payable to the railroad, or purchase online at www.rbmnr.com/passenger. For additional information, telephone 610-562-2102 between 9 AM and 5 PM weekdays.

SEPTEMBER 12-14: Rail Photographer's Weekend on the Maine Eastern Railroad. Friday evening excursion, rare mileage trip Saturday, night photo session, special photo freight and other items Sunday. Price: \$199.00 per person. For complete information visit website www.maineeasternrailroad.com.

THROUGH 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.

THROUGH JANUARY 10, 2009: "All Aboard! The 175th Anniversary of the Reading Railroad" exhibit at the Historical Society of Berks County, 940 Centre Avenue, Reading, PA, sponsored by Norfolk Southern. A wide variety of photographs and artifacts from the Reading System will be on display. Hours: Tuesday through Saturday 9 AM-4 PM. Admission is free. For information, telephone 610-375-4375 (website: www.berkshistory.org).

2008-2009 Meeting Dates Scheduled

Philadelphia Chapter has announced a tentative schedule of meeting dates for the Chapter for the 2008-2009 season. The schedule, issued by Chapter Secretary Larry Eastwood, is subject to approval by Thomas Jefferson University.

All meetings will be held on the third Friday of the month, except December (second Friday). The schedule appears to present no conflict with any religious holidays. The dates are:

September 19, 2008	February 20, 2009
October 17, 2008	March 20, 2009
November 21, 2008	April 17, 2009
December 12, 2008 (2nd Friday)	May 15, 2009
January 16, 2009	June 19, 2009

Members may wish to note these dates on their calendars.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



**SEPTA
TRANSIT**

At its May meeting the SEPTA board approved a \$1.095 billion operating budget for Fiscal Year 2009, which began July 1. This represents a \$15-million increase over the original FY 2009 proposal, which was adjusted upward due to the rising price of diesel fuel. The plan contains no fare increases in spite of escalating fuel costs, which are expected to be partially offset by gains in ridership. SEPTA said that the new budget contains 65 initiatives designed to improve service, which include efforts to relieve overcrowding, add more trips both in peak and off-peak periods, and provide new late-night Regional Rail service on weekends. The planned improvements are in addition to those implemented earlier this year—more AM peak and midday trains on the Market-Frankford Line and expanded service during peak hours on several Regional Rail lines. Other initiatives funded in the budget include an improved customer service operation and stepped-up cleaning of vehicles and stations. The board also approved SEPTA's \$367.7 million capital budget for FY 2009.

SEPTA's fortunes are definitely looking up in contrast to recent years, with assured funding from Harrisburg, a progressive new management team in place and a more cooperative relationship with the City of Philadelphia. Mayor Nutter has re-established the position of deputy mayor for transportation & utilities, and is expected to appoint the person holding that job, Rina Cutler, to the SEPTA board. A front-page article in the May 28 edition of the *Inquirer* was headlined "Driven to mass transit," which described how high gasoline prices and highway congestion are convincing many longtime motorists to switch to public transportation. The article shows that for the first four months of this year ridership on SEPTA's City Transit Division increased by 6.8 percent over the same period in 2007, and Regional Rail ridership jumped by 11.2 percent. NJ TRANSIT and PATCO also benefited from an influx of new riders. During the first ten months of Fiscal Year 2008 ending in April, SEPTA logged 13.1 million more daily trips than in the same period of the previous fiscal year. Securing new equipment to handle this burgeoning ridership now has top priority.

Two hundred SEPTA police officers walked off the job on Friday, June 14, protesting the fact that they had been working without a contract for the past 32 months. With Mayor Nutter's strong intervention, an overnight negotiating session produced a tentative four-year contract and the officers were back at work by 7 AM on Saturday, ending the 16-hour strike. The Fraternal Order of Transit Police was the last of 18 unions to settle with SEPTA. One union demand was that its members receive the same pay as Philadelphia police officers, who start at \$39,000 a year as compared with \$30,752 for SEPTA police. This, however, would represent a pay increase of 20 percent which might appear excessive in the eyes of State legislators. The new agreement is

generally in line with an earlier fact-finder's report, which recommended a three-percent pay increase in each of the four years of the contract and other job-related benefits. The police also will receive an increase in longevity pay and in their pensions. Had the strike been prolonged, SEPTA's contingency plan included the use of its own police supervisors, private security guards, City police, AMTRAK, Temple and University of Pennsylvania officers to patrol SEPTA property and surrounding areas. Although FOTP members had rejected three previous contract offers, this one was ratified on June 19.

The long-running Market Street el reconstruction project is entering the home stretch. Effective on June 16 the 63rd Street station was closed, the sixth and last station to be replaced, while on the same date the new Millbourne station was opened to the public after being shut down since April 2007. The \$710-million project is due to be completed early next year, but not before two more lengthy shutdowns tentatively set for July 11-21 and August 8-25. During those periods shuttle bus service will be provided between 69th Street Terminal and 46th Street station. This will allow the last sections of the new 11,000-foot-long guideway to be set in place between 46th and 51st Streets and from 63rd Street westward to the end of the elevated structure. Some of the prefabricated sections can be viewed at the staging area in the old Sears lot near Millbourne station.....James T. Whitaker, Jr., 56, the well-known chief press officer for SEPTA, died May 6 after liver transplant surgery.....General Manager Joseph Casey threw out the first pitch at a Phillies-Atlanta baseball game on May 13 at Citizens Bank Park. He also had the opportunity of posing with the team's mascot, the Phillie Phanatic.

SEPTA's contract with Transport Workers Union Local 234 expires next March, but preliminary negotiations already have begun. The TWU represents most workers on the City Transit Division, and contract renewals in the past often have brought the threat of a strike.....Due to track renewal work on Woodland Avenue from 60th to 68th Streets, Route 11 trolleys are not operating between the 40th Street portal and the Darby loop. Work began last month and is expected to continue until the end of August, with shuttle buses in operation over the routeA recently erected sign at the Route 100 Gulph Mills stop proclaims it to be a "trolley station." The common understanding is that vehicles powered from a third rail are not actually "trolleys"!.....In spite of some teething problems, many of the 38 new trackless trolleys to be based out of Frankford depot are now in service (see May-June *Cinders*). But SEPTA has turned a deaf ear to the pleas of residents and clean-air advocates that 23 more trolley buses be purchased for former electric Routes 29 and 79 in South Philadelphia.....SEPTA and NJ TRANSIT participated in "National Dump the Pump" day on June 19. This is a nationwide event sponsored by the American Public Transportation Association to encourage commuters to use mass transit as way to save on the high cost of gasoline and to improve the environment.

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PHILADELPHIA EXPRESS

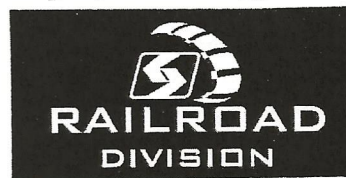
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To allow for rail and tie replacement, effective June 15 Routes 101 and 102 are single-tracking between 69th Street and Drexel Hill from 9:30 AM to 1:30 PM weekdays through September. Cars of both routes are fleeted in each directionA teenage boy was struck and killed by a Route 102 trolley at Drexel Hill Junction on the evening of May 31. The 14-year-old apparently was lying in the gauge of the track when he was hit.....In April a Kawasaki trolley rolled over in the subway at the 36th Street curve. Its speed was recorded at 31 mph on the curve which has a ten-mph restriction. Apparently the operator fell asleep.....This type of accident probably would not have occurred if the communications-based train control (CBTC) system had been in service, but the project has seen many delays since it was undertaken by Adtranz and Bombardier 11 years ago. CBTC will enforce the track speeds and maintain separation of cars in the 2-1/2-mile trolley tunnel when placed in round-the-clock operation—hopefully sometime this month. The system is programmed to handle a maximum of 72 cars per hour at any one point in the tunnel. (Fifty years ago, without this sophisticated system, PTC ran a peak of 115 cars per hour with 30-second headways!).

SEPTA says that every one-cent increase in the price of diesel fuel costs it \$162,000 each year, which accounts for the \$15 million recently added to the FY 2009 operating budget. SEPTA was paying \$2.95 per gallon as of mid-May under an existing contract, but this is certain to rise..... SEPTA will award a \$1.4-million contract to replace the roofs at the 36th and 40th Streets subway-surface portals.....For a week in late May SEPTA had to detour its Routes C, 27 and Broad Street owl buses around a demolition site on North Broad Street between JFK Blvd. and Vine Street. The former Odd Fellows Building was being razed to make way for the Convention Center expansionSEPTA will install an elevator at the 13th Street subway station to connect the eastbound platform with the Juniper Street subway-surface station. This is the last of four elevators to be installed as part of the four-year-long 13th Street station reconstruction project.....While riding Route 94 bus #5900 on June 16, we noticed a placard still posted in the bus stating that effective August 1, 2007, SEPTA would no longer sell transfers. As we all know, that proposal was shot down and SEPTA continues to issue transfers. Customer Service Department please note!

SEPTA hosted a big celebration in the Grand Hall of 69th Street Terminal on Saturday, May 10, marking the centennial of the Terminal and the Route 100 Norristown High Speed Line. Actually, both were opened for service 101 years ago, in May 1907, but it was a nice event nonetheless. General Manager Joseph Casey acted as emcee, introducing Congressman Joe Sestak and several State and local politicians and dignitaries, including Miss Pennsylvania 2007. An excellent historical photo display was put together by SEPTA Manager and Chapter Member John Calnan, and free pretzels, hot dogs and soft drinks were served with musical entertainment after the ceremony.. Free rides on Route 100 were offered from 11:30 AM to 4 PM and a four-block-long parade took place outside the terminal, featuring high-school dancers, musicians and Upper Darby Mayor Ray Shay riding in a classic convertible. SEPTA even issued a commemorative post card for the event.

The chairman of the Delaware Valley Regional Planning Commission has said that the suburban counties around Philadelphia must assume a greater share of the cost of maintaining and expanding the highway and public transit systems. Montgomery County, for example, contributes only \$3.6 million per year for SEPTA operations. While DVRPC expects Federal and State funding for highways and transit to increase each year, some priorities will still remain underfunded.....In April the first two of ten historical markers were installed on the Radnor Trail, a 2.2-mile walking-biking path built on the abandoned Philadelphia & Western right-of-way in Radnor Township. The signs are paid for through grants from the State, the township, the historical society and the Friends of the Radnor Trail organization. Opened in 1907, the rail line was abandoned in 1956 and the trail dedicated in 2005 after nearly 20 years of discussion and planning.....A developer is proposing a 1,500-foot-high skyscraper to be built at 18th & Arch Streets, adjacent to the recently-completed Comcast Center. The so-called "American Commercial Center" would be the tallest building in the U.S., and already is being opposed by neighborhood groups.



SEPTA REGIONAL RAIL

With work progressing well on "K" interlocking near the Spring Garden Street bridge, SEPTA plans to restore half-hourly midday service to the R5 Paoli-Thorndale line effective September 7. As for the origin of the "K" terminology, it traces back to the Pennsy's "K" tower that existed at the same location prior to the 1930's-era construction of 30th Street Station and "Zoo" interlocking. As part of the "K" project, SEPTA also has assumed maintenance responsibility for all AMTRAK-owned track currently within the limits of "Zoo" but used exclusively by SEPTA trains.....Another major Railroad Division project is the replacement of 16 electrical substations, 15 of which are more than 70 years old. As part of this \$235-million program, a new substation is being built near Fairmount Avenue, north of the center city tunnel portal, which will allow retirement of the ex-Reading Callowhill substation and the catenary wires on the old viaduct leading to Reading Terminal. Two other substation replacements are in this year's capital budget, one near 30th Street Station and another at Jenkintown.

SEPTA handled a record 14,550 passengers on its R6 Norristown Line on Sunday, June 8, in connection with the International Cycling Race (see May-June Cinders). This was an increase of 3,500 passengers over last year's event, and was made possible by the half-hourly service operated from early morning through evening, along with some new late-night serviceThe northbound high-level platform is nearly complete at the R5 North Wales station, but work has not yet begun on the southbound platform.....Restoration work began last month at the historic Wayne station on the R5 Paoli-Thorndale line.....The "PowerHouse at Grundy Mills" is a former electric generating facility in Bristol which is being converted into luxury condominiums. Located close to SEPTA's Bristol station, the PowerHouse is being advertised as "Bucks County's most unique transit-oriented development"Beginning this fall, SEPTA will respond to repeated requests from restaurant and theater-goers for enhanced weekend service on Regional Rail. Late-night trains from center

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PHILADELPHIA EXPRESS

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city will be introduced on the R5 Paoli-Thorndale, R6 Norristown and R7 Trenton lines.....Again this year SEPTA will supply five push-pull coaches for the Railfest excursion to Altoona and Pittsburgh on July 11-12 (see "Extra List").

SEPTA has arranged a lease with NJ TRANSIT for eight former Comet 1 coaches, which will be used to add capacity to its push-pull trains. These 1971-vintage cars will help relieve the overcrowding on Regional Rail, which currently is handling 14 percent more passengers than it did just one year ago. SEPTA also is stepping up the repair of sidelined MU cars, and is performing more routine servicing at night in order to make cars available for next-day service.....SEPTA is preparing to award an engineering contract for the proposed 700-space parking garage at Jenkintown station..... SEPTA and PennDOT will cooperate in a \$2-million project to improve the Easton Road grade crossing adjacent to the R2 Roslyn station. This location has been described as the most dangerous highway grade crossing on the SEPTA system..... After withdrawing a \$1-million grant for the long-delayed Paoli Transportation Center project (see May-June *Cinders*), the Delaware Valley Regional Planning Commission has allocated \$3 million to the project and related highway improvements. The funding is included in DVRPC's upcoming Transportation Improvement Program (TIP) for 2009.

SEPTA officials traveled to South Korea on May 28 to view a prototype of the Silverliner V MU car, 120 of which will be built by the Japanese-Korean consortium known as Rotem. The cars will be assembled in a South Philadelphia facility located between Weccacoe Street and Oregon Avenue..... SEPTA is offering reduced round-trip fares valid on weekends and holidays. The promotional fares to and from center city represent only a slight saving off the regular round-trip tickets purchased in advance, but are \$2 to \$4 under the price of tickets purchased on board the trains.....SEPTA reminds Regional Rail customers that they can access the Trainview system from their mobile "smart" phones or from cell phones that have Internet capability. Trainview is a computerized system that gives up-to-the-minute status reports on specific trains..... The old Reading Bethlehem branch between Quakertown and Hellertown has been out of service for many years, but local officials are trying to convert the eight miles of right-of-way north of Coopersburg into a hiking-biking trail. SEPTA ended passenger service over the line in 1981.

Switch and signal problems caused a number of delays in Regional Rail service over the past two months. On Tuesday, May 13, a signal failure on the Media-Elwyn line delayed four midday R3 trains. Two days later a major CTC outage delayed dozens of trains on SEPTA-owned lines from 1:30 PM through the evening rush-hour. On Thursday morning, June 5, automatic signals on the #2 track north of Media went to a stop-and-proceed indication, slowing a dozen R3 trains. Switch and signal failures at 16th Street Junction on Sunday, June 8, caused numerous delays, including some of the special service trains to the bicycle race at Manayunk. Maintainers were sent to the scene to line switches. The following afternoon, an hour-long switching problem at 16th Street Junction delayed at least 40 trains for anywhere from four to 50 minutes.

A series of weather-related difficulties also beset the Regional Rail system. Just after midnight on Sunday morning, May 11, R5 train #2575 struck a tree lodged in the catenary west of Merion station. Passengers were bused onward. High winds on the morning of Monday the 12th blew trees into the catenary at several locations. These included Allegheny Avenue on the R8 Chestnut Hill West Line, which forced a two-hour service suspension. Trees fell onto the wire over #1 track and caught fire at the R3 Moylan-Rose Valley station, delaying several trains which could get past on #2 at five mph. Some trains were turned back at Secane. At 7:25 AM R5 train #503 was annulled at Haverford station when tree branches became fouled in the pantographs. Seven other trains were delayed. Signal failures that same morning at Roslyn and Willow Grove on the R2 Warminster Line resulted in delays to nine trains. Even the Route 100 Norristown High Speed Line was bused for a time due to a line blockage.

A variety of other problems was also noted in May and June. On the afternoon of Friday, May 2, a passenger on R7 train #9791 apparently broke a leg while alighting at Eddington station. The train was delayed for 35 minutes while emergency medical personnel removed the passenger. R7 train #1729 was delayed for 15 minutes at Washington Lane station on Saturday evening, May 10, when someone threw a rock at the train, breaking the windshield in the operator's cab of MU #178. The conductor caught the teenager who threw the rock and handed him over to SEPTA police. Another rock-throwing incident occurred on Wednesday, June 18, near "Phil" interlocking in Southwest Philadelphia, slightly injuring the engineer on Wilmington-bound R2 train #9229. Local police were called to Trevoise station on Tuesday, May 13, when a passenger on board R3 train #357 used a pry bar from the train's emergency tool box to assault another passenger. The train was delayed for 22 minutes. An apparent suicide occurred at 5 PM on Thursday, May 22, when southbound train #9359 struck and killed a male trespasser at Morton station. Service was suspended between Secane and Elwyn for two hours, with ten trains annulled and others delayed. Two days later an automobile became stuck on the tracks north of Fernwood-Yeadon station. Two early-morning R3 trains were annulled and two others delayed while the car was towed away.

Downed wires were a problem in recent weeks. On Thursday, May 29, around 9 AM the catenary fell on top of R2 train #4212 near Crestmont station on the Warminster Line, causing nine trains to be annulled and other delayed. Then, on the evening of Tuesday, June 3, the wires were reported down on AMTRAK's 36th Street Connection in "Zoo" interlocking, resulting in a delay to only one SEPTA train. The next morning catenary power was briefly lost through the center city tunnel and at 30th Street Station, causing minor delays to 13 trains. Around 5:30 PM on Thursday the 5th catenary wires dropped onto R7 train #7766 on track #5 at Trenton station. An NJT diesel was used to move both SEPTA and NJT equipment off #5 to allow for repairs. Two other SEPTA trains were turned on the 0 track at the station. Our old friend ALP-44 #2308 acted up again on R5 limited train #7565 during the afternoon rush of Tuesday, June 3. Its air compressor failed before the push-pull train could leave Suburban Station, and passengers were transferred to express #5571. The stalled train later was towed to Frazer shop.

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PHILADELPHIA EXPRESS

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Excessive heat on Monday, June 9, and Tuesday the 10th, when temperatures reached 97 and 98 degrees respectively, was blamed for numerous minor delays on the SEPTA system. Under these conditions a systemwide maximum speed restriction of 50 mph is imposed. Adding to the heat on Tuesday, a series of electrical storms that evening knocked out traction and signal power on all of SEPTA's former Reading lines, as well as on AMTRAK's Northeast Corridor from Philadelphia to Washington. At least 60 trains were delayed, several for more than an hour. Power was restored starting around 8:50 PM. But just after 9 PM service was suspended on the R8 Chestnut Hill West Line when a large tree fell on the catenary near Upsal station, and at about the same time SEPTA shut down the R7 Chestnut Hill East Line when train #769 was stopped by a tree ledged in the catenary south of Stenton station. SEPTA totaled up 125 train delays due to the weather! At 6 PM that same day, before the widespread power outages, low air pressure for switches at the new "K" interlocking location delayed a dozen R5, R6, R7 and R8 trains. (This area is still controlled from Amtrak's "Zoo" tower.) Then, on the evening of Saturday, June 14, another round of thunderstorms caused a signal power outage on the Mainline between Glenside and Lansdale, and around "Arsenal" interlocking in West Philadelphia.. Twenty trains were delayed between six and 40 minutes.

A feeder line outage near Elkins Park caused a reduction in traction power during the morning of Wednesday, June 11, resulting in some moderate delays. That same morning, R3 push-pull train #6321 out of West Trenton stalled at Melrose Park when AEM-7 #2306 shut down. The train had to be annulled and its passengers transferred to following trains. At 6:50 PM on Friday, May 30, Warminster-bound train #0250 was misrouted to the Mainline at "Carmel" interlocking in Glenside, and was instructed to reverse through the interlocking so the switch could be lined for Warminster. That train was delayed 23 minutes and several others behind it also lost time. Early on Wednesday, April 30, smoke and flames were observed on top of deadhead train D7256 parked on track #5 in Suburban Station. The pantograph was dropped on married pair MU's #433-434 and they were towed to the yard by other equipment. On the morning of Wednesday, May 14, R5 train #507 inbound on the Doylestown Line developed electrical problems and could operate only at a slow speed. Preliminary repairs failed to correct the problem, which had a domino effect on rush-hour service along the busy Mainline.



AMTRAK

Last month the U.S. House of Representatives passed the Passenger Rail Investment & Improvement Act of 2008 by a veto-proof margin of 311-104. This \$14.9-billion measure reauthorizes AMTRAK and establishes a plan to fund the railroad over the next five years as well as to provide matching funds for states to establish rail corridor services. Last fall the Senate passed a similar bill, also by a veto-proof margin of 70-22, but differences with the House version will need to be resolved in a conference committee. One of those differences is the House plan to open the Northeast Corridor to private operators, which was added to gain Republican support. The Senate bill includes no such language. President Bush, ignoring the rising cost of fuel for highway travel, has threatened to veto either version, but if a final bill is enacted

over his veto it would represent a major victory for passenger train advocates and for Amtrak. Three members of Congress from the local area added an amendment which would require Amtrak within one year of enactment to evaluate passenger rail services between Cornwells Heights, PA, Princeton Junction, NJ, and New York (NARP).

AMTRAK forces are at work replacing defective concrete ties on Northeast Corridor #4 track east of Trenton (see May-June Cinders). With only three tracks available, this has required adjustments in Amtrak service and NJ TRANSIT has been forced to discontinue seven rush-hour trains operating between Trenton and New York and cut back seven other trains at Jersey Avenue, New Brunswick. Tie replacement work on #4 and #1 tracks between Trenton and New Brunswick, in the area where prematurely-fractured ties must be replaced, is expected to continue into next year. In addition, Amtrak plans to renew several rough-riding interlockings along the Corridor.

A front-page article in the Inquirer on June 24 headlined "AMTRAK struggling to rebuild, restore," points to the railroad's massive problem with deteriorating infrastructure. In the Philadelphia region, Amtrak says that 89 of its 323 bridges are listed for repair or upgrading in the next few years. But the railroad has been starved for capital dollars over the past several years, and hopes that recent action by Congress (see above) will provide needed funding. The crumbling retaining wall on the Harrisburg mainline in West Philadelphia, pictured in a front-page Inquirer photo, is to be rebuilt in the next fiscal year, Amtrak saidThe rail service outage along the Corridor in Connecticut was rescheduled from June 14-17 to June 24-27, to allow replacement of the moveable bridge span over the Thames River near New London. Unforeseen problems in removing the massive concrete counterweight from the 90-year-old drawbridge caused the delay. Amtrak also changed its policy on providing alternate service, of which there was to be none. Instead, three Regional round-trips operated between New York and Boston via the Inland Route through Hartford, CT, and Springfield, MA, and three daily round-trips ran between New Haven and New London. All New York-Boston Acela service was cancelled during the outage. Amtrak said that replacing the Thames River bridge cost about \$83 million.

AMTRAK is gearing up for an onslaught of ridership this summer, with system operations, marketing, mechanical and crew management personnel working to provide adequate equipment and crews for the expected passenger loads. It is unfortunate that last month's record flooding in the Midwest temporarily disrupted service for three key long-distance trains—**Empire Builder, California Zephyr and Southwest Chief.** During last year's summer season, Amtrak says ridership on its long-distance routes was 30 percent higher than the average for the rest of the year. With gas prices at record levels and airline fares going up, even more passengers are expected to crowd onto the trains.....NARP is urging AMTRAK to return to service the more than 100 cars currently idled for repairs. In a statement, NARP Executive Director Ross Capon said that "sold-out trains on Amtrak means we don't have enough capacity to meet current demand, and certainly not the larger demand that is likely in the future as more people seek alternatives to high and rising gasoline prices and airline fares."

As part of its ongoing Keystone Corridor improvement project, AMTRAK plans to install two new interlockings between Philadelphia and Paoli. One will be just east of Overbrook station

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and the other at Villanova, replacing the present plants at Overbrook and Bryn Mawr. "Paoli" interlocking also will be rebuilt.....*Railpace* reports that AMTRAK has modified two of its AEM-7DC electric locomotives, #950 and 953, to operate in push-pull service on the Harrisburg line. Until now, all push-pull units have been AEM-7's converted to AC motorsA male trespasser was killed by southbound AMTRAK train #99 when he jumped onto the track at New Brunswick station on May 4. All train service was halted while an investigation was carried out.....The major facelift of Trenton station is well along, including a new facade at the main entrance on Clinton Street and many interior improvements. The \$75-million project, funded through NJ TRANSIT, should be completed this year.

Acela Express service ran 88.2 percent on time during April 2008, the latest month for which figures are available. Regional service between Boston, New York, Philadelphia, Baltimore, Washington, Richmond and Newport News turned in a 77.2-percent on-time record, while New York-Philadelphia-Harrisburg Keystone service was 90.3 percent on time.....AMTRAK is "relaunching" its Regional service along the Northeast Corridor, which will include standardization of food service in refurbished all-table dinettes, a new café menu and a restructuring of business-class amenities. Tighter on-time standards will be introduced along with the overhaul of more Amfleet coaches, and the use of variable-consist train sizes to meet demand rather than the present standard of five coaches per train (plus business class and café cars). The idea is to rebrand the operation as "Northeast Regional," harking back to the "Northeast Direct" terminology used in the 1990's (NARP).....An outfit called Megabus is advertising express bus service between Philadelphia (30th Street Station) and New York City with fares "from \$1." The service is being run "in conjunction with Philadelphia Trolley Works."

AMTRAK will begin a \$30-million upgrading of its historic Wilmington (DE), station, built in 1907 to a design by famed Architect Frank Furness. The last renovation was done in 1984, but this one will be more extensive and will see the removal of many of the historic features in the station's interior, much to the consternation of the Main Street Wilmington organization. Another phase will see the restoration of the station's exterior walls. The project should be completed in 2011 (NARP)AMTRAK has fielded a team whose job is to evaluate unused facilities along the Corridor to see if they should be demolished or preserved (see January *Cinders*). Some of these are abandoned signal towers such as "Brill" in Southwest Philadelphia and "Bell" near Wilmington.....ARINC, Inc. has won a contract to design and install a new Centralized Electrification & Traffic Control (CETC) system for the Northeast Corridor. The state-of-the-art system would replace the present CETC center in 30th Street Station and other centers. It would permit train dispatching and traction power management between Washington and Boston from any of several locations along the Corridor (*Trains, Railway Age*).

American Financial Group, Inc., which owns the remnants of the old Penn Central estate, is suing AMTRAK seeking payment for the 5.2 million shares of Amtrak stock that it holds. Penn Central and other railroads received the stock in 1971

in exchange for turning over equipment to the new Amtrak corporation. Both the industry and Amtrak have long considered the stock "essentially worthless." NARP's Ross Capon was recently quoted as saying, "Everyone who knew anything knew that Amtrak was not going to be profitable. That was just a fig leaf to allow [President] Richard Nixon to sign off on it. The idea that these guys are whining about this in 2008...takes the cake for chutzpah" (NARP).....For the first time AMTRAK now allows U.S. citizens to purchase USA Rail Passes, which formerly were available only to foreign visitors (NARP)AMTRAK's fifth annual calendar photo contest runs through July 11. The winning photo will appear on the 2009 wall calendar. Check the rules at www.amtrak.com/photocontestAMTRAK already is planning another National Train Day for next year. Evidently, the first one on May 10 was a rousing success, with celebrations in over 50 cities.



CSX,
NS,
OTHER ROADS

The epic battle between CSX management and a British hedge fund over the future direction of the railroad came to a head at the railroad's annual meeting in New Orleans on June 25 (see April *Cinders* and previous issues). The Children's Investment Fund (TCI) and its allies were trying to unseat five CSX 12 board members with their own candidates, criticizing the company's performance and promising to increase the value of CSX stock. At *Cinders*' presstime, results of the meeting were still unclear but TCI claimed that as many as four of its candidates had been elected. CSX said that the final certified results might not be available for a month. In the weeks leading up to the meeting, both sides bombarded shareholders with pleas for support, the fight at times getting particularly nasty with TCI citing what it said was CSX's poor operating performance and its high pay for top managers as compared with other Class 1 railroads.

CSX for its part sent a brochure to shareholders headlined "CSX board or TCI group—What's at stake? Your investment!" It stated that "freight traffic is expected to increase by nearly 30 percent in the next ten years. So why would the TCI group want CSX to stop investing in a very promising future?...The TCI group has no plan for CSX except to mortgage its future at your expense!" Another CSX folder entitled "Delivering superior value for all shareholders" contended that the current board and management team "are delivering superior performance for shareholders." It also criticized the qualifications and management history of the five TCI candidates. Yet another mailing pointed out that CSX is at or near the top among six Class 1 roads in such categories as increased share value, earnings per share, cost control and employee safety.

The possible encroachment of foreign investors into the boardroom of a major U.S. railroad so alarmed lawmakers that both TCI officials and CSX CEO Michael Ward were summoned to a Senate hearing in Washington. Six members of the Senate Banking Committee from both parties called for an investigation of TCI's apparent effort to seize control of CSX. The Senators' national security concerns recall a controversy in 2006 over the Bush Administration's approval of a Dubai-based company taking

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over operations at six U.S. ports. The company later pulled out of the deal following an outcry in Congress. "Very little is known about the investors in the TCI group or those investors' agenda," the Senators said. "They are anonymous and invisible to government regulators" and might be fronts for foreign governments, according to a report in *USA Today*. Then, in response to a suit filed by CSX against TCI and its ally 3G Capital Partners, a Federal judge in early June ruled that the TCI group had given false testimony and evaded the reporting requirements of Federal securities laws in acquiring stock through so-called "swaps." The court also rejected TCI's counterclaims against CSX, but said that the law did not allow the issuance of an injunction against voting its shares.

Meanwhile, Ward and his staff continue to run CSX, "producing and delivering for our shareholders, and investing prudently in long-term growth." He told *Railway Age* that the days of "rotating leadership" and "flavor of the month" operating plans are over, and its current "One Plan" operating strategy is workingIn May, the railroad announced the "National Gateway," a \$700-million public-private initiative to increase capacity on three of its key freight corridors. These are: the I-70-I-76 corridor between Washington, DC, and northwest Ohio via Pittsburgh (the old Baltimore & Ohio mainline), the I-95 corridor between North Carolina and Baltimore (ex-Atlantic Coast Line-RF&P-B&O), and the Carolina corridor between Wilmington and Charlotte, NC (ex-Seaboard). CSX would build or expand several high-capacity intermodal terminals and, working with state and Federal agencies, create double-stack clearances along the three corridors. These are in addition to a series of eastern corridor projects already announced by CSX and NORFOLK SOUTHERN.

CSX last month finally began its planned relocation of dispatcher positions from the Jacksonville (FL) control center to the respective division offices. The first to move were dispatchers for the Baltimore Division, who are to be located in a new facility at Halethorpe, MD (Trainorders.com).....Yet another freight derailment has occurred on the Stony Creek branch north of Norristown. On May 20 CSX local C746 bound for Lansdale derailed five cars at milepost 7.2 on a section of line with a history of derailments. Contrary to information published elsewhere, this branch is not owned by NORFOLK SOUTHERN but by SEPTA. The derailment occurred on a segment rebuilt by a private contractor in the early 1990's for account of a rail shippers group in order to expedite freight shipments to the Lansdale-Hatfield-Souderton area.....In late April police in New Castle County (DE) arrested one of the area's more notorious graffiti "artists," who had made a career of defacing CSX bridges, fences and railcars. Police said the 19-year-old criminal, who used the tag "Easy," had caused more than \$500,000 in property damage. CSX said that removing graffiti and repainting costs the company more than \$5 million a year (Trainorders.com).

CSX supervisors allegedly have discouraged employees from reporting injuries so as to improve the railroad's safety record, according to a Federal Railroad Administration report. The FRA characterized such actions as "harassment," noting that the railroad pays bonuses to supervisors who keep injury records down (*Trains*).....The B&O Railroad Museum in Baltimore last month unveiled CSX GP38-2 #9699, formerly B&O #3802, restored to its 1982 as-new appearance. That was the year that

Trains Magazine designated the unit as the typical "All American Locomotive." *Trains* and a private donor provided funds for the restoration.

NORFOLK SOUTHERN is working on corridors of its own. In addition to the Heartland Corridor through West Virginia and Ohio and the proposed I-81 Corridor, NS and PAN AM RAILWAYS have jointly announced a new "Patriot Corridor" from Mechanicville, NY, to Ayer, MA. Pan Am will transfer this 155-mile ex-Boston & Maine mainline to the joint venture, along with 280 miles of branch lines and trackage rights in Massachusetts, Connecticut, Vermont, New Hampshire and New York. NS, which reaches the Albany area from Binghamton, NY, via CANADIAN PACIFIC trackage rights, will commit cash and other property valued at \$140 million. A new "Pan Am Southern" entity will provide the service through Pan Am's Springfield Terminal subsidiary. This is an obvious attempt to compete with CSX's direct route to eastern Massachusetts over the former CONRAIL Boston Line. The Patriot Corridor transaction still requires approval by the Surface Transportation Board.

NS suffered a major traffic disruption on June 4 when a rock slide blocked its busy Port Road branch along the Susquehanna River east of Columbia, PA. Numerous trains were detoured over CSX and other NS lines before the branch was reopened on June 12.....NS was the subject of a cover story in the June issue of *Railway Age Magazine*, highlighting its adoption of electronically-controlled pneumatic (ECP) brakes on new coal hoppers, which allow much better control of heavy trains. NS also has rolled out an electronic Unified Traffic Control System (UTCS) for dispatching three of its 11 operating divisions. The entire NS system should be equipped with UTCS dispatching by 2010.....NS has ordered 55 special "uni-level" cars designed to handle large highway tractors, buses and recreational vehicles, which require high clearances and cannot be carried in conventional multi-level cars (*Railway Age*).

NS expects to handle more coal this year than last, and at higher rates. Unlike most merchandise traffic which has declined in volume, export coal tonnage rose 64 percent in the first quarter of 2008 versus the year-ago period, and the upsurge is expected to continue. NS said it hopes to raise rates on all commodities this year by an average of four percent (*Trains*)NS's Operation Lifesaver train is touring the system, currently using GP38-3 #5826 painted in an OL scheme and coaches 28 and 29 (Harrisburg Chapter).....Rare NS SD9M #52 was spotted in Pavia yard, Camden, on June 2. It is one of only ten rebuilt SD9's on the system.....That spur track to the Conshohocken Rail waste transfer site finally is in service (see January *Cinders*). It is served off of NS's Morrisville Connecting Track east of Norristown.....NS is preparing to turn over its long-abandoned Enola branch to six Lancaster County townships, after the county's plan to establish a hiking-biking trail on the right-of-way was shot down.

Two of NJ TRANSIT's River Line cars, #3516 and 3520, have been modified for 70-mph operation in tests north of Burlington. The present maximum speed is 65 mph.....In a rare accident, on June 1 a River Line train struck an automobile making an illegal left turn across the track in Burlington. There were no serious injuries.....NJT will push ahead with the planned rebuilding of the old Lackawanna Cutoff in North Jersey. In 1982 CONRAIL abandoned the 28

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miles between Port Morris NJ, and Slateford Junction, PA, and tore up the track. The State purchased the property in 2001 and, as a first step toward restoring through service, plans to open a 7.3-mile section to Andover, NJ, for commuters (*Trains*)NJ Transit is partnering with Google Maps to provide online transit information and schedules in a service known as Google Transit. Initially, the link will include 164 NJT commuter rail and 60 light rail stations. The online address is www.google.com/transit. Transit agencies in many other cities also are linked to Google, including Pittsburgh and Baltimore, but SEPTA is not.

The June issue of *Trains* Magazine contains two articles of local interest. The first is "Pennsylvania's colorful commerce" by Roy Blanchard, which examines the State that has more shortline and regional railroads (51) than any other. The second article is "Reading & Northern" by Scott Hartley, an in-depth look at this innovative railroad in northeastern PennsylvaniaRevival of a tax credit for shortline infrastructure investment failed in the U.S. Senate last month in a partisan dispute over how to pay for tax credits. The law which expired at the end of 2007 provided a 50-percent tax credit for any infrastructure improvements on shortline railroads..... The July issue of *Railfan & Railroad* carries its 5th annual survey of serviceable steam locomotives in North America. It lists two in Delaware (WILMINGTON & NORTHERN), one in New Jersey (BELVIDERE & DELAWARE RIVER) and 14 in Pennsylvania spread among nine railroads (five on the STRASBURG alone). READING & NORTHERN has completed restoration work on Pacific #425, painted in an attractive blue scheme with white trim.

Bayard H. Roberts, the longtime corporate secretary of the Pennsylvania Railroad, died June 8 in Bryn Mawr Hospital at the age of 96. He was a grandson of George H. Roberts, president of the PRR in the late 19th Century. Active in many local civic and charitable organizations, Bayard Roberts came from a family with a long social pedigree. He served in the Navy during World War II but his PRR service dated back to 1937, when he was hired out of Princeton Law School. He retired from Penn Central in 1970The FRA says that on average someone in the U.S. is hit by a train nearly every 115 minutes. But American railroads reported just 51 grade-crossing fatalities during the first three months of 2008, down 36 percent from the corresponding period in 2007. The total number of accidents in the January-March period declined 10.8 percent to 2,915, and total fatalities were down 13 percent to 157 (*Railway Age*).

Bombardier Transportation's global backlog of rail orders reached \$30.9 billion earlier this year, including large orders from China and India. Including its aerospace business, the Canadian-based company had a \$53.6 billion backlog of undelivered orders (*Railway Age*).....*Forbes* Magazine reports that railcar manufacturers are suffering because of a glut of surplus cars in the railroad industry. With traffic in many sectors down, orders for new cars have declined (*Trains*)Promoters of a new trolley line in downtown Lancaster, PA, have purchased former SEPTA PCC car #2739 at auction. Stored at a Brooklyn (NY) scrap yard, the car reportedly will be shipped to Pennsylvania for restoration (Harrisburg Chapter).....Longtime Lancaster Chapter Member Walter Minnich died on March 27. He had been active in the early days of restoration work on the NRHS-owned FP7 locomotives.

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

(NOTE: Because of a large (two-month) amount of news, this ODDS AND ENDS column is somewhat abbreviated. We'll have a longer column from Roy Hudson in the August issue.)

Martin Van Buren wrote President Andrew Jackson on January 31, 1829 in favor of canal transportation: ".....Worst of all 'railroad' carriages are pulled at the enormous speed of fifteen (15) miles per hour by engines which endanger life and limb of passengers, roar and snort their way through the countryside, setting fire to crops, searing livestock and frightening our women and children. The Almighty certainly never intended that people should travel at such breakneck speed." (Peter L. Bernstein, who says that there is some evidence that it is a hoax – still makes good reading, though – Roy).....In the 1940's the owners of the fabled 12,000-acre King Ranch were looking to remedy their drought-scorched pastures in southern Texas. They purchased the green-grassed Buck and Doe Run Farm in Chester County and turned it into a working cattle ranch complete with cowboys. The cattle could then be fattened and easily shipped to Eastern markets. Every April between 1946 and 1974 train and carloads of cattle were transported via the Pennsylvania Railroad (and Penn Central)'s Pomeroy & Newark branch to Springdell, PA for the cowboys' three-hour unloading process. This bucolic business has been long gone—along with the P&N branch (*Daily Local News* and Roy).

This spring in Oakley, CA, a brace of light BNSF locomotives struck and killed a 15-year-old boy as he walked on the tracks. He did not hear that screaming loco's horn because of the iPod music plugs in both ears! (*Headlights and Markers*).....On July 1, 1965, the **Blue Diamond**, a coach train between Wilmington and Delmar is established as a six-month experiment to attract riders and placate downstate voters opposed to a proposed Delaware state subsidy for Wilmington/Newark commuter service (*Pennsy Facts*).....On July 29, 1982, Conrail operated the last train over the former Reading Company Reading & Columbia branch out of Columbia, PA (Chris Baer).....Also in July, but on the 24th, in 1983, Conrail's former Reading Blandon Low Grade branch collapsed into a quarry under CR Train OIIN-3 (Chris Baer).....Noted on eBay for sale: a full-size former Conrail (ex-Erie) caboose. Bidding to start at \$7,500. Location: Reinholds, PA, ex-RDG, ex-CR, now PRL. (*Laurel Lines*).....The Brecon & Merthyr (England) was a railway upon which it was always more amusing to travel than to arrive (Derek Barrie, 1957).

More travelers prefer Amtrak – last year Acela trains carried a record 593,000 passengers between Boston and New York. Amtrak's market share in 2006 was 36% and in 2007 was 41%. That leaves 59% to split between Peter Pan, Greyhound, the airlines and the "Oriental Express" (*The Highball*).....Yes, there was regular passenger service on the PRR Trenton Cut-Off. From 1898 to about 1910 the Pennsylvania's east-west **Pittsburgh Limited**, **Pittsburgh Special** and later the **Iron City Express** ran Jersey City to Pittsburgh avoiding Philadelphia (Bert Pennypacker).....Barry Cassidy, Phoenixville's Main Street (revitalization) manager has been working to create a commuter railway from Phoenixville to Paoli via the Great Valley Corporate Center. Perhaps the old PRR Devault (NS) line and part of the Reading's Chester Valley branch (abandoned) is thought to be used (*Daily Local News*).

Railroad Street Running Sites in Pennsylvania & New Jersey

The April issue of *Trains* Magazine carried an article focusing on the phenomenon of line-haul railroads running in city streets, why this happens and where the major "multi-modal" streets are located. The article states that at one time Philadelphia ranked second among U.S. cities in street-running mileage, with a total of 10.9 miles (San Francisco was first). The longest segment was that of the Pennsylvania Railroad/Philadelphia Belt Line along Delaware Avenue on the City's waterfront. Philadelphia Chapter Member John Pawson, however, identified more than 14 miles of street trackage within the City's boundaries as recently as 1953, owned by the PRR, PBL and Reading Company.

Below are the results of a recent survey showing street-running segments known to the *Cinders* staff as currently existing in Pennsylvania and New Jersey. These include only those segments in active service or which are still connected to the general rail system.

<u>City</u>	<u>Railroad</u>	<u>Street</u>	<u>Mileage</u>
Philadelphia, PA	Conrail	Columbus Blvd.	3.0*
		Swanson Street	0.3
Chester, PA	Conrail	Front Street	0.7**
Middletown, PA	Middletown & Hummelstown	Brown Street	0.3
Lewistown, PA	Juniata Valley	Water Street	0.5
		Chestnut Street	0.2
Sunbury, PA	Norfolk Southern	3 rd Street	0.7
Tyrone, PA	Norfolk Southern	Washington Avenue	0.6*
Burlington, NJ	Conrail/NJ Transit	Broad Street	0.9*
Garfield, NJ	New York & Greenwood Lake	Monroe Street	0.3

* - Center reservation trackage

** - Side-of-road trackage

If any readers know of additional street-running sites in the tri-state region, please provide information for use in a future issue.

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