



CINDERS

NOVEMBER 2008



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Volume 69

Number 10

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

PHILADELPHIA CHAPTER, NRHS WEBSITE: www.phillyNRHS.com

MEETING NOTICE:

FRIDAY EVENING, NOVEMBER 21, 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 November 21, 2008 meeting program was uncertain at
presstime, but Editor Larry Eastwood is expected to prepare a slide
program from his collection for presentation to members.

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, NOVEMBER 18, 2008 to National
Director Larry Eastwood at 215-947-5769.** The menu for the
November dinner was not known at presstime, but may be
obtained by called National Director Larry Eastwood. Why not
come out for dinner before our meeting. It's an enjoyable full
meal, plus informal and interesting conversation, plus it's priced at
only \$20.00 per person. Bring a friend, enjoy a leisurely dinner,
and introduce them to Philadelphia Chapter, NRHS.

Looking ahead, our program on Friday evening, December 12 will
be a slide program on the PATCO high-speed line construction and
its effect on the Pennsylvania-Reading Seashore Lines, presented
by Member Rich Magee, and our January 16, 2009 program will
be a presentation on the now out-of-service former Reading
Newtown Branch, presented by Member Jim Boyd. Mark your
calendar for all of these upcoming events.

November 1 FP7 Strasburg Excursion Cancelled

The November 1, 2008 SEPTA excursion to Strasburg,
organized by the Reading Company Technical & Historical
Society, was cancelled on October 20 when sufficient ticket sales
did not materialize to make the trip financially viable. It is hoped
to reschedule the trip at a later date in 2009.

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.

J. DAVID ENGMAN

November 2, 2008

We regret to inform you of the passing of Member
John David Engman, of Warwick, Massachusetts, on Sunday,
November 2, 2008 at home from complications of a form of
ALS (Lou Gehrig's disease). Dave was 75 years of age. He
had joined NRHS in 1957, having a membership span of 51
years.

Dave was born in Waltham, MA, and grew up in
Concord and Acton, all Boston & Maine Railroad points. He
graduated from Lawrence Academy, received a BS in
mechanical engineering from Tufts University and an MS in
electrical engineering at the University of Pennsylvania. He
served in the United States Army from 1954 to 1956.

His career found him doing engineering work on
railway equipment, as well as guided missiles, later developing
computer software. Dave held several offices in the Town of
Warwick, and in his retirement was active in building several
houses for Habitat for Humanity in Massachusetts. He enjoyed
reading, music, travel, gardening, and cats.

Engman is survived by his partner, Cornelia
Montgomery, his son, Chapter Member Eric Engman of Bryn
Mawr, PA, and other relatives. His first wife, Cynthia,
predeceased him.

Services were held on Saturday, November 8 at the
Metcalf Chapel in Warwick.

The Chapter expresses its condolences to Dave's
family, especially Eric, in their loss. While distance kept him
from being active in Chapter activities, he was very supportive
of the rail history cause.

**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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If your Cinders Arrives in Bad Condition

If your *Cinders* arrives damaged, contact Editor Larry Eastwood at 215-947-5769 or reastwood2@comcast.net and a replacement copy will be promptly sent to you.



NOVEMBER 16: Abington Train Show (*note earlier date this year!*), 9:00 AM to 3:00 PM at Bryner Chevrolet used car showroom, 140 Old York Road above Township Line (Route 611 & Route 73), Jenkintown. Operating layouts, 200 tables of trains, breakfast and lunch available, door prizes hourly! Admission: \$5.00 per person, children under 12 free. Dealer tables, \$20.00 each. For information, contact Paul Myers at 215-345-5017 or John DeAngelis at 215-431-7575.

NOVEMBER 15, 16: 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 Saturday 12-4 PM, Sunday 1-5 PM. Admission free, with donations appreciated. For information, telephone 610-792-0696, or visit website: www.keystonentrak.us.

NOVEMBER 20: Historian Donald S. Young will present a program on Bethlehem Steel Company and its railroads at the National Canal Museum, 30 Centre Square, Easton, PA, beginning at 7:30 PM. Admission is free. For information, telephone 610-559-6616.

NOVEMBER 24: Philadelphia Chapter Member Joel Spivak will present "New Jersey Transit Archeology" at regular monthly meeting of West Jersey Chapter, NRHS. The meeting begins at 7:30 PM, and is held at Haddonfield Borough Hall, 242 Kings Highway East in Haddonfield, NJ, several blocks east of the Haddonfield PATCO station.

DECEMBER 6-7: Annual Holiday Train Show & Sale at historic Music Pier, Boardwalk and Moorlyn Terrace, Ocean City, NJ. Running displays, model trains of all gauges. Parking available. Admission: \$3 adults, children \$1. Show hours: 10 AM to 5 PM Saturday, 11 AM to 4 PM Sunday. For additional information, 1-609-525-9300, or visit website: www.ocnj.us.

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.

DECEMBER 13-14: Greenberg Train Show will be held at Valley Forge Convention Center, King of Prussia, PA, 10:00 AM to 4:00 PM both days. Admission: Adults \$7.00 (good for both days), children 11 and under Free when accompanied by an adult. For additional details, visit website: www.GreenbergShows.com.

DECEMBER 31: "New Year's Eve" special trip using PCC-II car will be sponsored by Friends of Philadelphia Trolleys. Car leaves 63rd & Malvern loop in Overbrook at 10 PM, trip lasts until 2 AM on January 1. Route will be determined on evening of trip. Fare: \$40.00 per person. Proceeds will be used to finish restoration of SEPTA PCC #2168, which will go into service at Baltimore Streetcar Museum in Spring, 2009. Snacks and drinks available for sale on car. Order tickets from: Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843, making checks payable to FPT, Inc.

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.

JANUARY 3, 2009: "Steam in the Snow" Photographers' Special on Conway Scenic Railroad, sponsored by Mass Bay RRE. Special train, powered by 0-4-0 #7470, departs North Conway, NH station 10:30 AM, returns about 3:00 PM. Fare: \$59 non-member, \$49 Mass Bay RRE member, children 12 and under \$29. Upper dome supplement \$40, parlor-observation car supplement \$40. Optional box lunch: \$11 (turkey, ham & Swiss or veggie wrap). Order tickets from: Steam in the Snow Excursion, Mass Bay RRE, P. O. Box 4245-BV, Andover, MA 01810-0814, enclosing #10 stamped, self-addressed envelope and making remittances payable to "MASS BAY RRE".

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).

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



**SEPTA
TRANSIT**

Patrick Nowakowski, SEPTA's assistant general manager operations, has resigned to take a job overseeing construction of the long-planned Metrorail line to Dulles Airport, near Washington, DC. Nowakowski, 55, has been in SEPTA management for 27 years, coming to SEPTA in 1981 after starting with the Reading Company in 1975. He has served as operations chief under three SEPTA general managers. At *Cinders* presstime, a successor had not been named.....On the weekends of October 17-20 and 24-27, SEPTA extended its shuttle bus service to operate between 69th Street Terminal and 30th Street station in place of Market Street el service. During weekend construction shutdowns buses normally run between 69th Street and the 40th Street subway station, but this change was necessary to allow crews to install signal cables at the 44th Street subway portal and inside the tunnel near 40th Street. Shuttle buses returned to 40th Street station over the weekend of November 1-3.

We like the triangular red banners which Media Borough has placed on the SEPTA trolley poles along State Street. They are emblazoned with the single word "Media" and a drawing of a vintage trolley car. With the completion of track and station work on the ex-Red Arrow trolley line between 69th Street Terminal and Drexel Hill, crews have shifted to the Route 101 Media line for trackwork west of Aronimink. During midday periods last month, Route 101 cars were operating in both directions on the inbound track between Drexel Hill Junction and Scenic Road, with temporary block stations at the crossovers on each end. We also note that the original Red Arrow station at School Lane is receiving much-needed repair work. Copies of those colorful posters celebrating 100 years of service at 69th Street Terminal, created by Chapter Member John Calnan for the ceremony last May, now grace the walls of the west corridor in the terminal building.

SEPTA could experience some direct fallout from the financial crisis which has gripped Wall Street and the nation over the past several weeks. One major company threatened with collapse was insurance giant American International Group (AIG), which insured several leaseback deals negotiated by several U.S. transit agencies a few years ago. These deals involved selling new equipment for millions of dollars to investors, who then leased the equipment back to the agencies. Nationwide, transit systems could face an immediate demand for payment from the banks who loaned the money, estimated at more than \$1 billion. NJ TRANSIT is said to be on the hook for over \$200 million, while SEPTA has a \$31-million exposure. That exposure is based partly on a leaseback deal in 2001 in which SEPTA received \$21 million as part of its acquisition of a fleet of new Market-Frankford subway cars. Leaders of the House Transportation Committee and several U.S. Senators have asked Treasurer Secretary Henry Paulson to

intervene with the banks to head off a crisis. Even though AIG was "bailed out" with loans from the Federal government, it is dropping some of its insurance, allowing lenders to demand full payment if new policies are not obtained soon.

SEPTA enjoyed a boom in its business on the Broad Street Line as the Phillies brought the World Series to South Philadelphia late last month. Over the weekend of October 25-26 SEPTA said that it handled nearly 40,000 riders on the subway line to the sports complex, including fans attending Phillies games on Saturday and Sunday evenings at Citizens Bank Park, a Flyers hockey game at the Wachovia Center on Saturday afternoon, a dance program at the Center that evening, an Eagles football game Sunday afternoon at Lincoln Financial Field and a concert by The Who at the Center Sunday evening. On Sunday alone 23,700 riders were counted at Pattison Avenue station, establishing an all-time (but short-lived) record for single-day ridership to the sports complex. The express runs took only eight minutes from City Hall to Pattison Avenue and regular local trains 11 minutes. Special late-night Regional Rail trains also operated on many routes to take fans home after the games, and extra Market-Frankford Line trains were scheduled.

The Phillies World Series win on Wednesday, October 29, set off a huge celebration—for the first championship local fans have enjoyed in any major sport since 1983. The sun truly shone on the City of Philadelphia! Blessed with beautiful fall weather, on Friday afternoon the 31st a victory parade featuring Phillies players passed through center city and down South Broad Street to the sports complex. Police estimated that nearly two million fans and spectators turned out for the parade, clogging mass transit, highways, streets and parking lots in a crush not seen in this City for many years. It may have been the biggest ridership day in SEPTA's 40-year history, but the huge inflow of humanity actually overwhelmed the system. Service on the Broad Street Line was beefed up and limited-stop subway trains ran northbound from Pattison Avenue starting at 2 PM, while regular northbound service was increased. More than 30 shuttle buses also were dispatched from Pattison Avenue. From 1 to 5 in the afternoon SEPTA actually suspended southbound revenue service on the Broad Street Line south of the Race-Vine station, evidently to provide equipment for the northbound rush from Pattison Avenue. SEPTA later estimated that it carried 400,000 people in the Broad Street subway, almost three times the average weekday load of 150,000. The Market-Frankford Line ran peak-hour service all day, with trains every four minutes. "We are running every possible vehicle we have," SEPTA Spokesman Richard Maloney told the *Daily News*, "and we're running every vehicle as many times as we can."

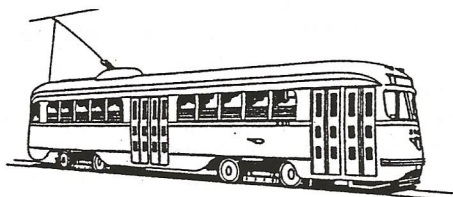
But perhaps the worst overcrowding occurred on Regional Rail, starting early in the morning. Trains from outlying points were jammed with standees long before completing their

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PHILADELPHIA EXPRESS

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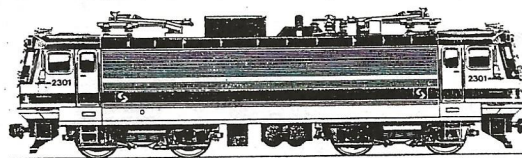
trips to center city, passing up thousands of wannabe riders at closer-in stations. Trains routinely ran anywhere from a half hour to an hour late, but riders lucky enough to get aboard were happy just to reach center city and claim spots on the parade route. In mid-morning SEPTA sent a push-pull train out on the R3 West Trenton line to operate as an inbound extra from Langhorne, picking up passengers who had been bypassed by four or five regular trains, while other equipment also was recycled wherever possible. According to the SEPTA operations log for the day, 440 trains out of a scheduled 723 ran late and 64 more were annulled, for just a 30-percent on-time record. (The number of extra trains operated is not known.) AMTRAK boarded some eager fans at Paoli, Wilmington and Trenton but these trains also ran late and were at capacity into the City. A few canny souls drove to the Airport and boarded the less-crowded trains into center city from there, although several R1 trains were annulled during the day (nine southbound and 13 northbound).



The afternoon rush lived up to advance warnings. SEPTA suspended all inbound Regional Rail service from 1 PM until about 5:30 PM in order to position equipment for the massive effort to move parade-goers out of town. Crush conditions existed for hours in the three center-city stations as SEPTA supervisors struggled to control the thousands of passengers waiting to board homeward-bound trains. Not surprisingly, many riders suffered long delays, which continued well into the evening hours. Never before has SEPTA's Train View website displayed virtually a solid yellow color, indicating significant delays across the board (some trains more than an hour late), but at least there were no equipment breakdowns during a very trying day. In newspaper interviews some riders expressed anger that they had to wait so long but, as SEPTA's Maloney told the *Inquirer*, "Does anyone really expect us to have 500 extra buses and trains sitting around waiting for a parade?" All in all, SEPTA estimates that it handled some 300,000 riders on Regional Rail, almost triple the normal weekday load.

SEPTA plans to issue a request for proposals this month for a new "smart card" fare collection system (see October *Cinders*). The agency hopes to award a contract by next spring for a fare system expected to cost at least \$100 million and require three to four years to install. When the system is fully in operation, passengers will be able simply to wave their "contactless" cards at electronic sensors in subway and el stations or on board buses and trolleys, and the fare will be instantly deducted from their debit or credit card accounts or from a pre-loaded transit card. At this stage, no plans have been made to extend the new technology to the Regional Rail system. For those who do not have credit cards or who wish to pay for single trips, other fare instruments will still be available..... SEPTA recently held a series of public meetings in all five counties to receive input from the public on its proposed five-year strategic business plan (see October *Cinders*).

SEPTA REGIONAL RAIL



SEPTA's newly-acquired push-pull cars made their first revenue trips as the **R5 Great Valley Flyers #5526 and 5561** on Monday, October 27. The seven-car train was powered by SEPTA AEM-7 #2307 with cab car #2461 on the east end. Eight 1971-vintage Comet 1 cars were purchased from NJ TRANSIT in September to help relieve overcrowding on Regional Rail trains, and were given a quick upgrade at Frazer shop (see October *Cinders*). The two cab cars have had SEPTA logos applied to their front ends but the coaches bear only their SEPTA 2601-2606-series numbers. Under the new timetable effective last month, all push-pull cars formerly used on the **Great Valley Flyer** have been reassigned to fill out other rush-hour push-pull trains, each of them now consisting of seven cars. This addition of 900 seats for rush-hour service is an interim step to boost capacity on the busy Regional Rail network, pending receipt of the new Silverliner V MU cars over the next few years..... SEPTA placed its Silverliner V mockup on public display October 2-18 at Suburban Station.

All Regional Rail timetables were reissued effective October 26 (except for weekday-only R6 Cynwyd effective October 27). On the R3 West Trenton Line, both the inbound **Neshaminy** and **Pennypack Limiteds** now stop at Temple U station, rather than running express all the way to Market East. Each is operated with push-pull equipment. On the R5 Paoli-Thorndale line, in addition to the **Great Valley Flyer** being re-equipped with ex-NJT cars, two other trains operate with push-pull equipment. Outbound, rush-hour push-pull train #7565 runs express from 30th Street to Villanova instead of to Wayne, then local to Thorndale, while #567 behind it runs local to Villanova then express to Paoli. The new R3 Media-Elwyn timetable sports a photo of a push-pull train on its cover. The photographer? Editor Larry Eastwood.

Slippery rail season has arrived on schedule. Over the weekend of October 11-12 SEPTA began its annual leaf-fighting campaign with three work trains equipped with high-pressure washers to clean the railheads. Spraying water on the rails at 10,000 pounds per square inch, the trains operate during the overnight hours six times a week. (Traction gel may be added later in the season.) A rain and windstorm on Saturday, October 25, really started dumping the leaves but Monday the 27th was the first day on which SEPTA experienced systemwide train delays caused by slippery rails. The problem continued on Tuesday, worsened by additional heavy rain and even some snow in the northern suburbs. Again this season, SEPTA has leased Alco RS18 #1803 from the WEST CHESTER RAILROAD to power one of the leaf trains..... Work on the new "K" interlocking near 30th Street Station will continue through the fall, with some train service adjustments on weekends (see September, October *Cinders*). New signal cables and conduits have been installed at "K" and a signal bridge was seen under construction last month, using standard Pennsy position-light signal heads. New track, switches and signals are designed to increase flexibility at this key location for four SEPTA routes, which should be under control of the SEPTA operations center by next March.

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PHILADELPHIA EXPRESS

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The after-midnight Regional Rail service on Friday and Saturday evenings, added to the R5, R6 and R7 schedules in September, is becoming increasingly popular with people who wish to stay late in center city. On Saturday, September 27, the third week of the new service, more than 900 passengers rode the late-night trains.....SEPTA and AMTRAK representatives attended a "transit summit" meeting in Ardmore on October 2, at which members of the public aired their views on the recently-approved plan to build a new Ardmore rail station and redevelop the area around it.....A \$12.8-billion bid to lease the Pennsylvania Turnpike expired on September 30, ending for now an effort to raise funds for rebuilding highways and bridges and supply additional funding for mass transit. The Federal government had already denied permission for Pennsylvania to place tolls on Interstate 80 across the State as a fund-raising measure (see October *Cinders*).....Those three graffiti-covered Silverliners stored west of the Overbrook shop (#224, 264 and 9017) have been retired. They were stripped of usable parts and will be scrapped.....To clarify the report in September *Cinders* that SEPTA will be selling tickets to stations on NJ TRANSIT, this applies only at the SEPTA ticket offices in Suburban and Market East Stations.

While October is a normally enjoyable month, the economy this year proved to be a downer for millions of citizens. SEPTA and its railroad passengers also experienced a few bad days, some of which are described here. Beginning on Thursday the 1st, many passengers were delayed when a suspicious package was spotted on a platform at Market East Station around 7:20 PM. The police Bomb Squad was called, and a train service was halted through the center city tunnel until the all clear was given at 8:15. (The package turned out to be someone's personal belongings.) At 4:30 PM the next day, Lansdale-bound R5 train #568 had to be evacuated at Fort Washington station when a fire broke out on the roof of car #313. After the fire was extinguished, the train deadheaded to "Gwynedd" and reversed back to Philadelphia. Its passengers were picked up by following trains #570 and 6596, both of which were delayed about 20 minutes. Train 568's inbound turn at Lansdale, #573, had to be annulled. Then, around 8:15 AM on Monday, October 6, push-pull R3 train #6325 stalled near Melrose Park when AEM-7 #2305 shut down. Numerous other trains were delayed anywhere from two to 56 minutes as trains were forced to operate on #2 track in both directions between Fern Rock and Jenkintown.

A catenary wire fell on #1 track at Bryn Mawr station before 5:30 AM on Tuesday, October 7, causing delays to SEPTA R5 passengers and AMTRAK's Harrisburg service. Power was shut down for a time during the early part of the rush hour. Inbound #514 was the first train affected, but extensive delays continued through the morning until repairs were made. A 48-year-old Aston woman was struck and killed by southbound R3 train #4317 at the Moylan-Rose Valley station about 2:55 PM on Saturday the 11th. The death was later ruled a suicide. Passengers were bused on to their destinations and five other trains had to be annulled. That same day a five-car set of Silverliner IV's rolled away from the Frazer shop around 12:30 PM, apparently as the result of a failure to set hand brakes. The cars ran unattended westward over Amtrak's #2 track for nearly ten miles, crashing through a barricade onto an out-of-service section and coming to rest at milepost 34 near Thorndale. There was no derailment and

no injuries. A locomotive towed the equipment back to Frazer yard.

Rain, snow and high winds on Tuesday, October 28 created a perfect storm of transportation troubles in the Northeast U.S., and Philadelphia was not immune. There were many highway accidents, airline flights were either cancelled or ran hours late, and many rail delays were reported. SEPTA's Regional Rail system suffered a series of disruptions, including downed wires on the R6 Norristown Line which forced single-track operation during the midday period. At least one train was turned back at East Falls. R3 West Trenton trains also had to operate on a single track that afternoon due to a downed wire near Noble station, and a fallen tree blocking the track at Lawndale forced a suspension of service on the R8 Fox Chase Line during the early evening hours.

AEM-7 #2307 became disabled at Hatboro station on Wednesday morning, October 22 with R2 train #6215. Finally, it limped to Glenside station, where passengers were discharged and the train shunted onto a siding. Two days later the push-pull set made its last run on the Warminster Line, as it was transferred for service on another route. Southbound R3 Train #319 snagged the auxiliary wire on the Crum Creek bridge near Swarthmore at 8:20 AM on Thursday, October 23, taking the #1 track out of service for several hours while a wire train worked to repair the damage. Delays to several trains resulted as single-track operation was necessary between Secane and Media.



**NORTHEASTTM
REGIONAL**

AMTRAK

On October 16 President Bush signed into law the Rail Safety Improvement Act, which includes the Passenger Rail Investment & Improvement Act reauthorizing AMTRAK for another five years (see October *Cinders*). In addition to toughening regulation of railroad operations (see below), the law authorizes \$13.1 billion for Amtrak through 2013 (although the money actually must be appropriated in future legislation). Amtrak President Alex Kummant reacted by saying the new law "creates for the first time a state and Federal funding partnership which places rail passenger service on a more equal footing with other modes, and encourages rail corridor development." He called it a "significant statement by Congress that will positively affect the traveling public for generations to come." States will be eligible for matching grants for new or expanded rail services.

The measure which President Bush signed also provides for monetary fines to be levied against freight railroads guilty of delaying AMTRAK trains, in violation of longstanding Federal law. The authoritative *Kiplinger Washington Letter* predicts that in practice lawmakers will spend about \$2 billion a year for new equipment, repairs to cars and tracks and upgrades to tunnels, bridges and catenary—nearly a 50-percent jump from current funding levels. Included in the law is a provision for private companies to bid on developing a true high-speed service between New York and Washington, evidently similar to a proposal advanced by Congressman John Mica of Florida to build an all-new railroad along the Northeast Corridor. It is not known how this might mesh with the long-range NEC development plan currently being put together by Amtrak and other Corridor

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PHILADELPHIA EXPRESS

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users.....In order to keep most of the Federal government—including AMTRAK—operating into Fiscal Year 2009 which began October 1, Congress passed and the President signed a so-called continuing resolution to keep the money flowing at FY 2008 levels. This action maintains current funding until next March 6, by which time actual appropriations bills should be passed by the new Congress.

AMTRAK issued its new fall-winter system timetable effective October 27 (one week before the switch back to Standard Time). The 128-page publication features an interesting photo of the rebuilt Northeast Corridor somewhere in New England—with no trains to be seen. The timetable is to remain in effect until April 2009, unless a new one is issued in January as was done earlier this year. No major schedule changes were made, although through cars are restored on #48-49 **Lake Shore Limited** between Boston and Chicago.....A letter published in the November issue of *Trains Magazine* criticizes Editor Jim Wrinn for failing to mention Philadelphia's 30th Street Station in his September column entitled "Where are the great stations?" Wrinn did cite New York's Grand Central Terminal, Washington Union Station, Los Angeles Union Station and Denver Union Station, but said not a word about 30th Street! (We should have lodged a similar complaint.)

AMTRAK set another all-time ridership record in Fiscal Year 2008 ended September 30. Ridership increased 11.1 percent over FY 2007, to 28,716,407, while ticket revenues leaped by 14.2 percent to \$1.73 billion. "Amtrak has solidified its role as a leader in the nation's transportation network and proven intercity passenger rail's relevance in today's world," said President Alex Kummant. Revenue growth was strongest in the Northeast where ticket revenues rose by 14.6 percent to \$863.4 million. The popularity of the Acela Express continued to increase with ridership up by 6.5 percent to 3.3 million and a nearly 16-percent growth in revenues to \$468 million. Eight long-distance trains recorded double-digit increase in ridership, the highest being the **Texas Eagle** at 15.2 percent.....AMTRAK last month celebrated the 25th anniversary of its takeover of the **Auto Train**. Since it assumed operation of this very popular train from the private Auto-Train Corp. in 1983, business has grown to the point where it serves more than 200,000 passengers each year and generates some \$50 million in annual revenues. To mark the anniversary, on October 25 Amtrak offered a one-day 25-percent fare discount on coach travel valid in midweek only through February 2009.

If the Boston Red Sox had won the American League title, the *Daily News* reported that the Phillies would have traveled by chartered AMTRAK train for World Series games in Boston. As it was, the team had to fly for its two games in St. Petersburg, FL, against the Tampa Bay Rays.....AMTRAK has rescinded a rule that its electric locomotives operating on the Northeast Corridor must contact the wire with the forward rather than the rear pantograph. The rule did not apply to the Harrisburg line or to locomotives operated by SEPTA, NJT or other commuter lines.....A recent AMTRAK report confirmed that its 15 HHP-8 electric locomotives are less than reliable. On one day last month only seven of 15 HHP's were available for service, with seven others out of service and one shipped for overhaul. At the same time 37 of the 49 AEM-7's were available, with ten out of

service and two being overhauled. On October 8 Regional Train #187 with two HHP-8's, #662-661, on the point had to be terminated at Metropark station in North Jersey because of a brake failure on the second unit. Passengers were transferred to train #177 after which #187 was deadheaded to Washington, setting out the ailing #661 at Philadelphia. On October 13 a catenary problem between Aberdeen and Edgewood, MD, delayed 15 Corridor trains for up to an hour and caused Acela #2151 to be terminated.

AMTRAK celebrated the 100th anniversary of Washington Union Station in grand style over the weekend of October 4-5. Historic locomotives were brought in from several locations to be put on display along with Amtrak's current equipment, including the #2004-2018 Acela set, three long-distance Superliner cars, a Viewliner sleeper and an Amfleet club car. Certain cars were open for inspection and photography was freely permitted as the equipment was lined up on seven tracks in the Upper Level of the station. Most of the locomotives were placed near the bumper blocks on adjacent tracks with their headlights illuminated resulting in some interesting side-by-side pairing. Among them were former **Southern Crescent** E8 #6900 and ex-Pennsy GG1 #4935, Atlantic Coast Line slant-nosed E3 #501 and Juniata Terminal's ex-PRR E8 #5711, also **Pennsylvania** open-platform car #120 and B&O GP9 #6604. Several other private cars were on display, and ex-C&O F3 #8016 was placed on a separate track. A colorful souvenir booklet describing the equipment was handed out to visitors, along with highlights of the station's history. Amtrak moved the GG1 in work train service (the big electric has no working brakes) from the Railroad Museum of Pennsylvania to Washington and return, and other locomotives were moved in special trains from the North Carolina Transportation Museum at Spencer and from the Potomac Eagle tourist road at Green Spring, WV.

"Investing in Infrastructure: The Road to Recovery" was the title of a hearing last month before the House Transportation & Infrastructure Committee. There was bipartisan consensus that the Federal government, having helped Wall Street with a massive \$700-billion "bailout," should now assist "Main Street," the states and towns that have ready-to-go projects to rebuild infrastructure and put construction workers back on the job. Witnesses included William Crosbie, AMTRAK's chief operating officer, whose presentation identified \$410 million in immediate capital needs for the railroad. Of this amount, \$130 million would go toward rolling stock, including \$71 million to put 69 stored Amfleet cars back in service. He said that Amtrak already has set aside funding to repair 12 cars, so the additional \$71 million would restore all 81 stored cars. Other needs cited by Crosbie were \$300 million to replace 75 baggage cars and 25 Heritage diners, and about \$52.5 million for 15 new single-level sleepers to add capacity on eastern long-distance trains (NARP).

AMTRAK has begun adding the new Northeast Regional lettering and logo to the sides of some cars used in Corridor service.....The seemingly-endless redecking project on Schuylkill Avenue (29th Street) on the east side of 30th Street Station continues, along with the redecking of half of the adjacent JFK Blvd. bridge over the Schuylkill RiverThe classic Main Post Office Building across Market Street from the station was closed in September, in preparation for its conversion into a headquarters for the Internal Revenue Service. The Postal Service opened a new main office at the corner of 30th & Chestnut Streets.....An

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PHILADELPHIA EXPRESS

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AMTRAK reservation sales agent is the lead plaintiff in a class-action lawsuit against Amtrak on behalf of over 500 Call Center employees. The suit claims the employees were forced to work outside of normal working hours and not paid for all hours worked. They seek over \$5 million in damages from Amtrak. The two national Call Centers are located in Philadelphia and Riverside, CA (NARP).....After receiving a storm of protests, AMTRAK has decided to continue its policy of allowing holders of multi-ride tickets to upgrade to Acela Express trains within 30 minutes of departure, for an extra charge of \$20. This perk was scheduled to expire on November 1 (NARP).



CSX,
NS,
OTHER ROADS

NJ TRANSIT got into the act on "Phillies Friday," October 31, doubling service on the River Line to accommodate fans going to and from the big parade in Philadelphia. After the morning commute trains continued to run in two-car pairs, providing twice as many seats as normal. PATCO also provided extra service, running six-car trains every six minutes from 9 AM to 4 PM and every five minutes from 4 to 6 PM. Cashiers were on duty at most New Jersey stations to sell round-trip tickets for those not holding PATCO passes, but reports surfaced of passengers standing in line for up to two hours to purchase them. A PATCO spokesman said that first-time and infrequent riders unfamiliar with the system had slowed down the process. NJT operated regular service on its Atlantic City Line into 30th Street Station, providing a good alternative for South Jersey passengers, but southbound trains in the afternoon reportedly were very crowded. Because of traffic conditions in Philadelphia, NJT suspended all bus service into center city during midday hours An eastbound PATCO train broke down near the 8th & Market Streets station around 11:45 on Monday night, October 27, stranding passengers heading home from the Phillies World Series game. The line was already operating with only one of two tracks in service because of painting on the Ben Franklin bridge, and the stalled train blocked the remaining track for nearly 45 minutes until it could be moved.

Speaking before a group in West Virginia last month, CSX CEO Michael Ward warned that it would be disastrous for the nation if U.S. energy policy further restricts the use of coal. To do so, he said, would probably be "one of the stupidest things you could do." "We are the Saudi Arabia of Coal," he said. "It is abundant, low-cost energy" (*Railway Age*).....CSX's Ward also said last month that he thinks a slowing economy will help the railroads attract more business as a cheaper alternative to trucks (*Trains*).....NORFOLK SOUTHERN again has turned in one of the highest return on investment (ROI) figures among Class I railroads. For the year 2007 the Surface Transportation Board reports that NS's ROI was 13.55 percent, while CSX lagged at 7.61 percent. The STB uses these figures to determine if railroads are revenue-adequate for the purpose of setting freight rates. It is based on the "cost of capital" which the

Board said was 11.33 percent in 2007, so that any roads achieving a figure below that level are deemed to be "revenue inadequate"The *Kiplinger Washington Letter* predicted last month that Congress will not re-regulate rail freight rates, a move advocated in recent years by certain shipper groups but strongly resisted by the rail industry.

The economic turmoil which has been plaguing the U.S. continues to affect the rail freight industry. In September, carload traffic fell 4.6 percent from a year earlier, while intermodal containers and trailers were off by 4.7 percent. The destruction caused by Hurricane Ike in Texas caused a severe loss of traffic to railroads serving the Texas region. Rail stocks also were not immune from the huge selloffs on Wall Street, but they did not go into a tailspin as was the case in some other industries. On October 31 NS stock closed on the New York Stock Exchange at \$59.94, down from a 52-week high of \$75.53 but well above its low of \$41.36. CSX stock closed at \$45.72, down from a high of \$70.70 but somewhat above its low of \$39.59. NS, however, reported record railway operating revenues of \$2.9 billion for the third quarter of 2008, up 23 percent from a year ago, and net income of \$520 million, a 35 percent increase. Its operating ratio (the ratio of operating costs to operating revenue) improved two points to 69.1 percent. CSX also did well in the third quarter, with operating revenues increasing 18 percent to nearly \$3 billion. Net operating income was up 31 percent to \$733 million, and the operating ratio improved to 75.2 percent.

The NS Office Car Special visited the Philadelphia area for the first time on October 8. Traveling from Chicago, the impressive nine-car train, resplendent in its dark red-and-gold paint scheme and powered by a gleaming A-B-B-A set of F-units, arrived at Abrams yard near Norristown late that afternoon. After the railroad's officers and guests were discharged, the train deadheaded to Croxton yard in North Jersey. It moved west from Croxton to Latrobe, PA, on October 13.....The ancient DeKalb Street (U.S. 202) bridge over the NS (ex-Reading) mainline at Bridgeport, PA, has been demolished and a new span is under construction. This bridge had been identified as the worst of 57 "deficient" highway bridges in the Philadelphia regionNS, CSX and UNION PACIFIC have asked a Federal judge to dismiss a lawsuit filed against them by eight rail customers charging that the railroads illegally colluded in 2003 to set fuel surcharges based on overall transportation costs rather than actual fuel costs (*Weekly Rail Review*).

NS, BNSF and UNION PACIFIC agreed last month to establish uniform standards for Positive Train Control (PTC) across their rail systems. This is an initial response to the new Federal rail safety law mandating the installation of PTC on all lines carrying passenger traffic or certain hazardous materials by 2015 (see October *Cinders*). PTC is a collision-avoidance technology designed to keep trains within authorized speed limits and to bring them to a safe stop before a collision or overspeed derailment can occur. The systems being considered use a global positioning system (GPS) to monitor trains through the use of satellite communications. It is uncertain whether the Automatic Train Control (ATC) in use on some SEPTA lines or the ACSES system on AMTRAK's Northeast Corridor will qualify as PTC compliant. Other provisions of the safety bill include a change in hours-of-service rules for train service employees requiring at least ten hours of uninterrupted hours off duty between assignments, and regulations concerning the use of personal electronic devices such as cell phones by locomotive crews. The Federal Railroad

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PHILADELPHIA EXPRESS

(Continued from Page 7)

Administration soon after issued an emergency order prohibiting the use of such devices by rail employees while operating trains (*Railway Age, Trains*).

NJ TRANSIT and AMTRAK are working on a plan to replace the nearly 100-year-old Portal bridge over the Hackensack River on the Northeast Corridor leading to Penn Station, New York. The present double-track swing bridge, which often malfunctions, is to be replaced with two new bridges carrying five tracks on either side of the present span, at a cost of \$1.7 billion. The northernmost bridge would be a fixed, high-level structure with a 50-foot clearance above the river level, and is scheduled to open in 2017 in conjunction with NJT's planned Trans Hudson Express tunnels under the Hudson River (*Railway Age*). As recently as the morning of Tuesday, October 21, NJT and Amtrak trains were delayed because of a defect in one of the two tracks on the bridge.

How do Presidential Candidates John McCain and Barack Obama stack up when it comes to their views on transportation issues? *USA Today* last month took a look. According to the report, McCain, when he was chairman of the Senate Commerce Committee, opposed funding for rail service and singled out AMTRAK as a symbol of government waste. In 2003, he said that he could not support "an approach which further postpones reform and calls for operating the same trains over the same routes, with millions more in operating losses, and a continuing need for large infusions of capital from taxpayers." He tangled with David L. Gunn, then the president of Amtrak, who suggested that if McCain wished to cut off funding for commuter trains the Arizona Senator should do the same for commuter airlines (including those in his own state). Just this year, McCain opposed the rail safety bill which included the reauthorization of Amtrak (see above). Obama, on the other hand, supports development of high-speed rail networks, and his website says that he "will continue to fight for Amtrak funding and reform." Obama last year was a co-sponsor of the bill which became the Amtrak reauthorization measure signed by President Bush in October.

The \$700-billion financial "bailout" legislation which was signed into law early last month contained an important provision for shortline and regional railroads. It extends a 50-percent tax credit for those carriers until December 31, 2009. The credit, which was scheduled to expire at the end of this year, provides up to \$3,500 per track mile for investment in railroad infrastructure (*Traffic World*).....All 13 rail unions now have ratified new contracts with the Class I carriers, according to the panel which represents the railroads in national bargaining. The new contracts cover about 145,000 freight rail workers (*Weekly Rail Review*).....Even after NORFOLK SOUTHERN transferred ownership of its abandoned Enola branch in Lancaster County to six local townships (see September *Cinders*), AMTRAK has stirred the pot by revealing that it plans to replace the old Pennsy catenary poles along the 23-mile line. These 70-year-old steel poles support high-voltage wires which carry AC power from the Safe Harbor generating station on the Susquehanna River to the Northeast Corridor, over a route that follows the Enola branch to Parkesburg, Amtrak's Harrisburg mainline to Frazer, the old Trenton Cut-Off (now the NS Dale secondary track) to Norristown and the abandoned PRR Schuylkill Valley branch to Philadelphia (Harrisburg Chapter).

Owner Comcast Spectacor has announced that it plans to demolish the 40-year-old Spectrum arena in South Philadelphia after the hockey season ends next April. This could cause a problem for the Ringling Bros. circus which normally plays at the Spectrum in April, because the adjacent Wachovia Center is booked up for that period next spring. The Ringling Red Tour schedule shows it playing in New York City March 26-April 13, and in Providence, RI. April 30-May 3, but the weeks in between when it would normally travel to Philadelphia are left blankThe Reading Company T&HS cancelled the FP7 excursion scheduled to run from Philadelphia to Strasburg and return on Saturday, November 1. Insufficient ticket sales were cited as the reason for cancelling the trip, which was to be co-sponsored by Philadelphia ChapterRestored ex-Reading MU car #800 was dedicated at the Railroad Museum of Pennsylvania on September 27..... RCT&HS has acquired donated former Reading business car #15, which was to be moved east last month from its longtime home in California. It was one of only three official cars owned by the Reading; another is ex-#10 now in service on the STRASBURG RAIL ROADSTRASBURG has purchased an ex-New York Central SW8 switcher, which will be painted black and given its ex-NYC road number 8618 (Harrisburg Chapter).

Lower Merion Township is studying the possibility of building a 6.7-mile trail along the west bank of the Schuylkill River. But some locations present a serious problem as NORFOLK SOUTHERN has said that it will not allow the trail to be built close to its Harrisburg Line tracks in the area west of Flat Rock Park.....*Railpace* reports that work has begun on the \$650,000 restoration of the classic 1891 ex-Reading station at Wycombe, PA, along the present-day NEW HOPE & IVYLANDA new shortline, the Lehigh Railway, has applied to lease 56 miles of NS's ex-Lehigh Valley mainline between Mehoopany and Athens, PA.....EAST PENN Alco RS1 #57 (ex-Washington Terminal) is celebrating its 60th anniversary. Earlier this fall the Quakertown-based unit was slightly damaged in a switching accident (Richard Adam)Two Chester County men have started a campaign to restore commuter rail service along EAST PENN's ex-Pennsy Octoraro branch to Oxford, PA. Their long-shot effort was documented in the *Daily Local News* on October 3 (Paul Kutta).

History Channel to Air "Extreme Trains"

"Extreme Trains" is the name of a new eight-part series of television shows set to air on the History Channel. The series begins on Tuesday, November 11, at 10 PM, as the cameras follow a 14,000-ton coal train on Norfolk Southern's mainline across the Allegheny Mountains of Pennsylvania. In later episodes Host Matt Bowen will travel across the country to ride and follow many other "extreme" freight and passenger trains. Chapter members will want to tune in to this unusual series.

Canadian Pacific 2008 Holiday Train Schedule Starts in Scranton November 28

Canadian Pacific Railway has set the schedule of its 2008 Holiday Train, which in reality is two separate trains criss-crossing in the United States and Canada to raise food, money and awareness for local food banks. The U. S. Northeast schedule begins Friday evening, November 28, at Steamtown National Historic Site, Scranton, PA at 5:30 PM. The brightly-lit train will stop various ex-D&H points in New York, before entering Canada.

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

(This column appears on a reasonably regular basis to provide Cinders readers with some useful as well as interesting information which has been gathered from miscellaneous sources. Mr. Hudson also pens a column called "Comments from Track 34" for a New York RRE, so perhaps he resides in a stored New York Central sleeper in the bowels of Grand Central Terminal.)

Yes, there was regular passenger train service on the Pennsylvania Railroad's Trenton Cut-Off. From 1898 to about 1910 the PRR's east-west **Pittsburgh Limited**, **Pittsburgh Special** and later the **Iron City Express** ran between Jersey City and Pittsburgh, avoiding Broad Street Station in downtown Philadelphia and West Philadelphia Station at 32nd Street (Bert Pennypacker).....Are you "crying in your beer" because there is no example of a Pennsylvania Railroad P5 electric at the Railroad Museum at Strasburg? Alas, if you really need to see one, #4700 (built in 1931) is at the Museum of Transport in St. Louis. Like many exhibits at that facility, it awaits restoration (Museum of Transport *High Lights*).....The Pennsylvania Railroad's Altoona shops built an experimental all-steel car for Manhattan's Interboro Rapid Transit in 1903. It was such a success that PRR went on to develop an all-steel passenger car for use on conventional trains. It was one of the most famous cars ever built to serve the traveling public – the P70 coach!.....On September 27, 1925 the Pennsy's **Red Arrow** was inaugurated between Detroit and New York. It was named for the Red Arrow (32nd) Division of the World War I American Expeditionary Force which was primarily composed of men from Michigan (Chris Baer).

The Jersey Central's Jersey City Terminal was opened in 1889. As late as 1965 more than 100 passenger trains used the terminal each day. Some of the more notable trains were **The Blue Comet**, **Crusader**, **Wall Street**, **Royal Blue**, **Capitol Limited** and **National Limited**. There was also an early period when the Lehigh Valley's **Black Diamond** called here. The first air-conditioned dining car, train and bus operated to and from the facility, not to mention the unusual (maybe the only one) bus turntable used by B&O buses serving various New York City points. Between 1937 and 1940, all of the Nation's gold bullion was moved from Manhattan to Fort Knox via truck, CNJ ferry, and train. In addition, special trains were operated between Lakehurst and Jersey City for German Zeppelin passengers and mail (Frank T. Reilly).....So! How about that Jersey Central dining car service on the New York & Long Branch? You might get a quick snack on the **Blue Comet** between South Amboy and Red Bank (16 miles), but that train was removed in 1941. Better yet, Saturday-only NY&LB Train 3309 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 Penn Station (New York) and Bay Head. This service, however, also ended pre-World War II. Can you imagine getting a snack today on NJ Transit?!!! (Joel Rosenbaum).

Speaking of Manhattan, next time you visit, stop at the southeast corner of Cortlandt and Church Streets. You will find yourself standing at the site of the six-story Delaware & Hudson Canal Company's building, finished in 1876. It was the "world headquarters" of the rail and canal company for a number of years. (*King's Handbook of New York*).....On July 10, 1955, a fantrip was operated from Jersey City to Green Pond Junction via the CNJ's High Bridge Branch and the Wharton & Northern Railroad. The selling point was Jersey Central Camelback 4-6-0 #774. The

locomotive was billed as the "last mainline Camelback in America" and the all-day outing cost riders \$5.00 (Jersey Central Railway Historical Society).....Meanwhile, across the Hudson and East Rivers, in 1949 (59 years ago) the New Haven Railroad inaugurated **The Cranberry**, a summer train between Boston and Hyannis, MA. It consisted of a string of dark green Pullman-Standard "American Flyer" coaches, hauled by Alco DL109 #0722, specially painted a "cranberry red" (Boston Chapter, NRHS *Steel Wheels*).....It was built in Philadelphia – New Haven Railroad Budd RDC-1 #27 began life on the NYNH&H in 1954. Later the car was Penn Central 68, then Amtrak 18, Metro-North 18 and finally Susquehanna M5. It now is on the Conway Scenic Railway in New Hampshire – its last owner?? (Boston Chapter, NRHS *Steel Wheels*).

Roy's Consist Corner

Prepared by R. L. Eastwood, Jr.

AMTRAK Train #20 – Crescent

New Orleans to New York – A Saturday in February 2007

AMTK 207, 177	GE P42 diesel-electric (New Orleans-Washington)
AMTK 919	AEM-7 electric – (Washington-NY)
AMTK 1206	Baggage car
AMTK 62015	Island View – Viewliner sleeper
AMTK 62013	Harvest View – Viewliner sleeper
AMTK 8521	Heritage diner (ex-SOU 3306)
AMTK 28002	Amfleet II lounge
AMTK 25100	Amfleet II coach
AMTK 25034	Amfleet II coach
AMTK 25071	Amfleet II coach
AMTK 25114	Amfleet II coach

Source: Charles H. Bogart

OK, Experts! What railroad might you use to visit the following stations in one day? They are Harvard, Princeton, Yale, Stanford, Vassar, Cornell and Purdue. Well, Amtrak could get you to most, but to get to all you needed to ride the Washington, Idaho & Montana Railway as they were all stops on that line. It became part of the Milwaukee Road and the culprits were the Ivy Leaguers that were surveying and building the line about 100 years ago (*Model Railroader Magazine*, 1975).....The latest entry into the "Shortest Railroad Derby" is the St. Bonaventure University Railroad, a private line which operated a distance of 300 yards from the Pennsy at Alleghany (Olean), NY with coal for the school. The secondhand 0-4-0 Saddletanker was the only motive power on the line during its life from 1931-1948. Also, it is claimed that the school's president, The Very Reverend Thomas O. Plassmann, OFM, was the only clergyman to serve as president of a railroad! (Bradford, PA *News*).....Speaking of the clergy, the Anglican Church and British Railways each had their heyday in the mid-19th Century; both own a great deal of Gothic style architecture, which is expensive to maintain. In addition, both are assailed by critics, and both are that they are the best means of getting man to his ultimate destination! (Rev. Wilbert Vere Awdry).....No man, within 24 hours after eating a meal aboard a Pennsylvania Railroad dining car, could conceivably write anything worth reading" (Henry L. Mencken, 1921)

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

(Continued from Page 9)

When "old" Roy was a little tyke in the late 1940's, his father used to take him on the "cars" to New York's Coney Island to have a Nathan's "frank" and swim with the masses in the polluted bay! We lived in the Bay Ridge section of Brooklyn and as I recall we would board a "dark maroon" trolley at 69th Street and Third Avenue that was lettered BRT or BMT. We only rode in summer, and I would "play" motorman in the rear sitting on my towel and bathing suit on the controller stand. All the windows were down (open) and the sounds and smells of the wheels, trolley on the wire, traction motors and the bell's "ka-ting, kating" was just wonderful. It seemed to me that we always changed cars at a place with a big traction barn and loop called Ulmer Park. Coming home, there would be as many as a dozen or more cars lined up on Stillwell Avenue, and as soon as loaded they would depart. In 1946 the BMT Division of the New York City Transit System operated 1228 trolleys with 376 track miles in service. (Roy and *Mass Transport Directory* 1946).

The Nashville, Chattanooga & St. Louis Railway was a down-South railroad operated by an antebellum management. Its motto was "The Dixie Line" and the road's handsome 4-8-4's (Alco 1930-43), were not called "Northerns" but "Dixie" types and most of their premier trains had the "D" word included in the name, such as **Dixie Limited**, **Dixie Flyer**, etc. I wonder if coach passengers got their water from the fountain in "Dixie" cups?? (Roy and R. E. Prince).....More than 175 years ago, on May 24, 1830, the first regular railroad passenger service started

between Mt. Clare (Baltimore) and Ellicotts Mills, MD. Three trips per day were scheduled, at 7:00 AM, Noon and 4:00 PM. The 13-mile trip took 90 minutes by horse-drawn car with the round-trip costing 75 cents. (Courtney B. Wilson, B&O Museum).....A great big green light to The Oyster Bar, Grand Central Terminal. Open since 1913. This spot has never been better. It offers fresh seafood, a plethora of bi-valves, beer and wine. Best: oyster pan roast, fried Ipswich clams and sautéed soft shell crabs. (*Forbes*).

Former railway inspection car saves \$\$ to handle the mail - In 1934, the financially insecure 28-mile Chesapeake Railway saved a train and crew cost by handling the U. S. Mail in a homemade contraption that looked like a Model "T" Ford. It ran from Chesapeake, MD to East Washington with nine stops in 50 minutes. The oddly cute rail vehicle was called "Eugenie" by the Railway employees (*Washington Post* via *High Green*).....The Wiscasset, Waterville & Farmington Railway (Museum) is now the longest U. S. two-foot-gauge railroad that runs on its original roadbed - a total of 2.2 miles (WWF Railway Museum newsletter)....."Realizing as I do, what an important part your dining car service plays in the comfort and satisfaction accorded your customers.....especially the excellent treatment I received from your steward and crew enroute to Dallas on the **Texas Special**, both for dinner and breakfast. Very truly yours, H. E. Dugan, Neiman-Marcus Co., Dallas, TX." (March 1932 *MKT Magazine*, reproduced by the KRH Society).....Since there is a New York audience for much of what I write, it should be mentioned that Amtrak Penn Station Ticket Clerk Jan Archacki, who is also a Philadelphia Chapter member, has retired. Jan's 42-year ticket office career began with the PRR in 1965 (PRRT&HS).

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