

CINDERS

OCTOBER 2008



IN THIS ISSUE

Philadelphia Chapter Items.....	1-2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
76 Miles by Birney.....	8
Extra List.....	9
ODDS AND ENDS, by Roy L. Hudson.....	10

Volume 68

Number 9

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

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

JOSEPH M. MANNIX, JR.

September 4, 2008

On September 4, 2008, Joseph M. Mannix, Jr., one of the pioneer pillars of both NRHS and our Philadelphia Chapter, departed this life at the age of 89, following a period of declining health. Joe had 71 years of continuous membership in the Society, a truly amazing feat.

Joe's contributions to NRHS and our Chapter, as well as other Philadelphia area rail organizations, will certainly live on, as his wonderful artwork graces so many publications. Indeed, the artwork you see in our own *Cinders* were all created for us by Joe. Never seeking attention for his efforts and artistic creations, Joe was methodical and meticulous in all he did, never compromising his high standards.

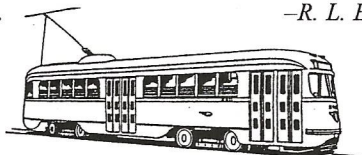
Joe graduated from Roman Catholic High School in Philadelphia in 1937 and attended the Philadelphia College of Art. He served in the U. S. Army during World War II, followed by a long and varied career in electronics drafting.

A devoted family man, he and his loving wife of 59 years, Mary, raised four children: Norma Mannix, Mary Mannix Meister, Stephen and Jim. While his four offspring were enrolled at Cardinal Dougherty High School, this busy man served from 1965-1978 on the Cardinal Dougherty Fathers Association. In their later years, Joe and Mary moved from Lawndale to a Mennonite retirement community in Lancaster, where both related to me that they were very happy.

A Mass of Christian Burial was celebrated by Reverend Monsignor James J. Howard, a longtime friend, at St. William Church in Lawndale on Thursday, September 11.

A full tribute to Joe will appear in a future issue of *NRHS News*. We extend our thoughts and prayers to the Mannix family. Joe's interest and efforts will be long remembered.

—R. L. Eastwood, Jr.



MEETING NOTICE

FRIDAY EVENING, OCTOBER 17, 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 October 17, 2008 program will feature another member participation slide night. We ask each member to pick ten (10) slides each they have taken in the 1960's, 1970's, 1980's and 1990's to be screened before your fellow members. If you've taken an interesting short visit to a rail event or location, and have some interesting views that aren't enough for a full-length program, then this is your opportunity to screen a short selection where we can all enjoy them. See YOU on October 17!!

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, OCTOBER 14, 2008 to National Director Larry Eastwood at 215-947-5769.** The menu for the October dinner will be choice of crispy lemon chicken, garlic rosemary mashed potatoes and peach salsa or blackened salmon filet served with sauce, seasoned rice pilaf, Aioli oven-roaster broccoli spears. Tossed garden salad, cheesecake with cherry topping, rolls and butter and beverage round out the dinner. 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.

"GMA Whistle Stop Tour" Consist: On Page 5, Frank Tatnall talks about ABC's Good Morning America special train. The *Trains News Wire* website provides the following consist: P42's 75 and 76, "cabbage" (ex-F40) 90225, Superliner sleepers 32007 and 32500, diner-lounge 37003, Sightseer lounges 33040 and 33039, transition dorm 39029 and Bennett Levin's *Warrior Ridge* and *Pennsylvania 120* bringing up the rear.

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

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

CHAPTER OFFICERS

President.....Frank G. Tatnall (610) 688-5623
Senior Vice President.....William Thomas III (215) 545-3198
Vice President & Treasurer.....Richard Copeland (215) 343-2765
Secretary.....R. L. Eastwood, Jr. (215) 947-5769
National Director.....R. L. Eastwood, Jr. (215) 947-5769
Historian.....Larry A. DeYoung (610) 293-9098
Editor.....R. L. Eastwood, Jr. (215) 947-5769

COMMITTEE CHAIRS

Equipment.....David R. McGuire (856) 241-8046
Membership.....Sheila A. Dorr (610) 642-2830
Program.....William Thomas III (215) 545-3198
Publicity.....William C. Faltermayer (215) 591-9018
Sales.....Dave Kopena (215) 671-0605
Trip.....R. L. Eastwood, Jr. (215) 947-5769
Webmaster.....John P. Almeida (215) 361-3953

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.

2009 NRHS Dues Bills Set to Be Mailed October 3

According to information received from NRHS Senior Vice President Barry Smith, NRHS dues bills for the year 2009 are expected to be mailed on Friday, October 3, directly to members. Accordingly, by the time you receive this issue of *Cinders*, you hopefully will have received your bill.

Because of the fact that more than 25 our members never received their 2008 dues bills, we asked that the 2009 bills be delivered to us and we would handle mailing, providing a quality check on our part. However, the NRHS board voted to mail them direct, although at a higher mail class than last year.

DONALD B. WENTZEL September 26, 2008

It is with regret that we inform you of the passing of Chapter-only member Donald B. Wentzel of Millville, New Jersey on Friday, September 26, 2008 at the age of 82, following a lengthy illness.

Don joined NRHS in 1989 and his primary membership was through the West Jersey Chapter. He was a U. S. Army veteran, serving in Austria during World War II.

Wentzel was a former Railway Mail Service clerk, later transitioning to a rural carrier for the U. S. Post Office. Several years back, he had collaborated with Chapter Member Sam James on a piece on the Reading Railroad's RPO service for *Cinders*. He was a writer for *South Jersey Magazine* as well as for other rail-oriented publications.

He is survived by his wife of 55 years, Barbara, as well as sons Richard and Alan and their families. Don was a member of the Second United Methodist Church of Millville. Funeral services were conducted on Saturday, October 4.

Philadelphia Chapter extends its condolences to Don's family, along with our thanks for the talents he shared with the rail history community.

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.

DAVID R. SWEETLAND September 13, 2008

It is with sadness that we inform you of the passing of noted Rail Historian and Author David R. Sweetland, of Exton, PA on Saturday, September 13, 2008. Dave was 71 and had been undergoing treatment for a prolonged illness.

Dave wrote more than 70 railroad books, nearly 30 of them hard-cover works. While not a member of NRHS, he had provided excellent programs at Philadelphia Chapter meetings, demonstrative of the consummate rail historian that he was. A mechanical engineer, we was recognized for his detailed knowledge of diesel locomotives.

In concert with former NRHS President Nelson Bowers during the late Penn Central era, Dave was instrumental in the preservation of Pennsylvania Railroad EMD E7A diesel locomotive #5901. Now cosmetically restored to its original PRR colors, the unit is on display at the Railroad Museum of Pennsylvania in Strasburg. It is the only E7 that escaped the scrapper's torch.

A graduate of the University of Maine, Dave joined the Pennsylvania Railroad at Altoona in 1959. Among his achievements was oversight of the renumbering of the vast locomotive fleet from the six railroads which formed Conrail in 1976. He retired from Conrail in 1996. Additionally, he had served in the U. S. Army Reserve in a rail transportation group.

Dave is survived by his wife, Susan, four children and two grandchildren. Services were held at the Central Presbyterian Church in Downingtown, where he was an elder, on September 17.

Philadelphia Chapter extends its condolences to the Sweetland family. His contributions to and documentation of rail transportation history will provide a lasting legacy to us all.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



**SEPTA
TRANSIT**

SEPTA last month launched a marketing campaign to promote its expanded service program (see September *Cinders*). The campaign includes a series of seven print and television ads with the tag line "More buses. More often," but with a tongue-in-cheek slant. For example, one ad shows a man waking up and reaching for his bedside clock, with the caption "One more stand off with the snooze button." Another ad, promoting the new late-night weekend service on Regional Rail, shows a married couple doing the town and enjoying "One more hour of the babysitter eating all your food." In a separate blitz of radio commercials, SEPTA is emphasizing the "More buses. More often" theme.

SEPTA is moving into the home stretch of its massive project to rebuild the Market Street elevated, after completing installation of all 166 new steel-and-concrete spans of the single-column guideway. The structure replaces nearly two miles of the old double-column el that was built more than a century ago. Most of the remaining work in the \$710-million project involves the Cobbs Creek section west of 63rd Street and erecting the new 63rd Street station which is due to open in May 2009. This is the last of the six stations to be replaced with ADA-compliant facilities. Some sidewalk and curb work along Market Street still must be done, as well as additional trackwork and cable installation for the automatic train control system. The weekend shutdowns west of 40th Street continue.

SEPTA has put together a strategic business plan for the five-year period beginning in 2009. The plan focuses on seven main elements: new technologies, rebuilding the system, ridership growth, customer service, sustainability, human resource development and safety and security. Public meetings to air the plan will be held in all five SEPTA counties, beginning this monthSEPTA's ridership and passenger revenues continue to surge well above the same period a year ago. In August, ridership was five percent higher than the same month of 2007, and revenues were up by nine percent—both figures one percent higher than budget.

Plans for a new electronic payment system are moving ahead, as SEPTA expects to issue a request for proposals later this month. It is hoped that a contract can be awarded by next spring. The proposed system would replace the current magnetic-strip passes, used at subway and el stations and on buses and trolleys, with new "contactless" fare cards that work like the existing "EZ Pass" technology on toll bridges and highways. SEPTA will issue its own contactless cards as well as accepting bank-issued "Pay Pass" credit and debit cards which contain an embedded computer chip for the card readers (plus a magnetic strip for use in retail stores). It is hoped that these cards will be compatible with other transit agencies such as NJ TRANSIT and PATCO. A major

problem exists on the Regional Rail system, where point-of-entry card readers cannot readily be installed, but that question will be addressed at some time in the future.

The U.S. Department of Transportation last month rejected Pennsylvania's request to establish tolls on Interstate 80, which was to be a major source of funding for highway and bridge maintenance across the State. This action leaves Governor Rendell's \$12.8-billion plan to lease the Pennsylvania Turnpike system to private operators as the only remaining option for raising both highway and transit revenues (unless a gas tax increase also is considered). However, no legislative action is expected this year. Under the current law enacted in 2007, Pennsylvania's transit systems receive \$400 million annually in additional funding from the Turnpike (of which SEPTA gets the lion's share). But without the I-80 tolls to help support the highway program, the present transit funding would be cut to \$250 million starting in Fiscal Year 2011. All of that reduction would come out of the State's contribution to capital projects.

By mid-September 15 of SEPTA's new diesel-electric hybrid buses were in revenue service, with 85 more to be delivered by New Flyer before the end of the year. Numbered in the 8100 series, these are 40-foot low-floor units intended to replace all of the remaining standard Neoplans as well as some NABI's, but due to the current heavy ridership this will not be implemented on a one-for-one basis. As of last month, 37 of the 38 new trackless trolleys from Flyer were in service on Routes 59, 66 and 75 out of Frankford depot.....SEPTA has been awarded \$3 million from the Federal Transit Administration's Clean Fuels program, which may be used in a variety of ways to reduce emissions.....A Philadelphia-area resident can save an average of nearly \$950 a month or \$11,350 a year by using mass transit and living with one less car in the household, according to a report from the American Public Transportation Association published in the *Inquirer*.

There were several newsworthy incidents on the SEPTA system last month. Late on Wednesday night, September 3, a 20-year-old lab technician riding home on the Broad Street subway was attacked by a hammer-wielding assailant as his train approached the Fairmount station. The unprovoked attack was captured on a security camera mounted in the car—one of the first of the 125-car BSS fleet to be equipped with the cameras. Other passengers failed to intervene as the struggle spilled onto the platform, but the victim was later treated at a hospital and survived. The attacker, who had his six-year-old son with him, was finally captured and found to have a long history of mental illness. The following Monday, September 8, a 74-year-old South Philadelphia woman was struck and killed by a Route 68 bus at it turned onto Broad Street at the Oregon Avenue intersection. That same day a Route 47 bus struck and seriously injured a man who rolled his wheelchair into the crosswalk at 8th Street & Girard Avenue. Finally, in the mid-afternoon of Tuesday, September 16,

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

a 23-year-old man was attacked by an acquaintance in the City-owned concourse near the westbound 13th Street subway station. The 350-pound victim was thrown to the floor after which his assailant stomped him on the head so severely that several days later he still lay in a hospital on life support.

Governor Rendell last month revealed that the proposed Foxwoods Casino might be moved from the South Philadelphia riverfront to the Gallery in center city. The casino plan generated virulent opposition from neighborhood residents near Columbus Blvd., but even the Gallery location has caused some in the Chinatown community to express their anti-casino sentiments. Rendell has been trying to find a solution to the Foxwoods controversy, even though the Columbus Blvd. site was approved last year by the State Gaming Commission. The new proposal would see the slots parlor built atop the 1977-vintage Gallery shopping mall between 10th and 11th Streets along Market Street, convenient to SEPTA's Market East rail station and adjacent to the 11th Street subway station. It is also seen as another way to revitalize the East Market Street corridor, which has resisted all efforts to reinvent it as the commercial center it was 40-50 years ago.

SEPTA last month found itself the target of a complaint from the Philadelphia Human Relations Commission over its long-standing practice of labeling transit passes "M" for male and "F" for female. The Commission said that this is a violation of gender equality, while SEPTA maintained that it is merely an effort to prevent passengers from swapping passes among themselves. In any case, SEPTA contends that since it is a State agency the City commission has no jurisdiction over its practices. Certain transit systems in other cities use gender-specific designations on their passes while others do not.....The long construction project on Germantown Avenue in Mount Airy continues to drag on. PennDOT has announced that the rebuilding of the street between Allens Lane and Cresheim Valley Drive should be completed in November, two months beyond the original target date (see September *Cinders*). Part of the work involves replacement of the unused track and overhead wires for the Route 23 trolley line, which has been operated by buses for many years. Businesses in the area, such as the Trolley Car Diner, have been suffering as a result of the closure.....Additional trackwork between 69th Street Terminal and Drexel Hill is causing some delays to midday trolley service on the 101 Media and 102 Sharon Hill trolley routes (see August *Cinders*).

SEPTA REGIONAL RAIL



In a ceremony at Wayne Electric shop on September 10, SEPTA formally introduced its new Silverliner V railcar to the press and elected officials. Actually it was a mockup of the car to be produced by United Transit Systems, a consortium of South Korea's Hyundai Rotem and Japan's Sojitz Corp., which will manufacture 120 of the state-of-the-art cars for delivery starting in late 2009 (or possibly in early 2010). While the prototype car looks like the finished product on the outside, only half of its interior contains the seats and all other components. Speakers at

the ceremony included SEPTA General Manager Joseph M. Casey; Board Chairman Pasquale Deon, Sr.; Mayor Nutter; and State Representative Dwight Evans of Philadelphia, who has been spearheading SEPTA's cause in the State Legislature. The mockup is due to be placed on public display at Suburban Station track "0" beginning October 2.

On September 15 SEPTA finally received those eight Comet 1 coaches purchased from NJ TRANSIT (see August, September *Cinders*). Identified as cab cars #5121 and 5132 plus coaches 5727, 5728, 5736, 5741, 5742 and 5747, they were moved from Trenton to the Frazer shop to prepare them for service beginning with the schedule change on Monday, October 27. The seats are being refurbished, floors and interiors repaired and grounding devices applied for operation behind electric locomotives. Seven of the cars are to be run as a separate push-pull train, replacing SEPTA Bombardier coaches which will be used to fill out other trains in peak-hour service. The NJT cars reportedly will be renumbered 2450 and 2451 (cab cars) and 2601-2606 (coaches). The seven locomotive-hauled trains will be assigned to R5 Paoli-Thorndale (3), R2 Wilmington-Newark, DE (1), R3 Media-Elwyn (1), R3 West Trenton (1) and R7 Trenton (1).....SEPTA began its new late-night weekend service on September 12 and 13, carrying 76 passengers on Friday and 384 passengers on Saturday evenings. To promote the new service, SEPTA announced that all passengers riding trains which departed or arrived at center city stations after 6:30 PM on Friday and Saturday, September 19 and 20, would be carried free.

Even though half-hourly midday service was restored to the R5 Paoli-Thorndale line on September 8, work continues on the new "K" interlocking near 30th Street Station. Accordingly, outbound R5 schedules will be altered slightly on Saturdays through November 8 due to trackwork at the construction site. It is expected that control of "K" will be transferred to the SEPTA Operations Center by March of 2009.....R5 trains are using the #2 inside track from Paoli to Bryn Mawr due to platform work at Wayne station, which is being restored in a \$14-million project (see August *Cinders*). High-level platforms will be installed.....Norristown-bound R6 train #6612 struck and killed a pedestrian at the Schoolhouse Lane crossing in East Falls shortly after 6 AM on Thursday, September 25, forcing SEPTA to suspend service on the line for more than two hours.

Trackwork at "K" has caused SEPTA to issue special schedules for its R7 Trenton-Chestnut Hill East and R8 Chestnut Hill West services on weekends through November 16. Separate folders were issued for the weekend of September 27-28 when all R7 Trenton and R8 Chestnut Hill West trains were to operate over the speed-restricted "Berry" tracks at "Zoo" tower to bypass trackwork in and near the "Zoo" tunnels. Midday single-tracking is in effect on the Mainline between Pennlyn and Lansdale, affecting R5 Lansdale-Doylestown service. Northbound R3 Media-Elwyn trains have been temporarily renumbered on weekends from the 8300 series to the 4700 series, and southbound trains from the 8300 series to the 4300 series until November 16. The trains now are through-routed to and from Chestnut Hill East, rather than originating and terminating at Market East Station.

On September 15 and 16 the *Inquirer* ran front-page articles on SEPTA's Regional Rail service. The first concerned the long hours being worked by the present 525 crew members and the need to train additional engineers and conductors. More than 65 percent of train-service employees work six-day weeks and all

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

of them work more than 40 hours a week. Some rack up huge paychecks as a result of the long hours—43 engineers made more than \$100,000 last year and the highest-paid conductor earned \$133,000. But change is in the wind, in the form of a rail safety bill now before Congress that would virtually outlaw six-day weeks for train crews. This is of particular concern to SEPTA because it will mean that the railroad will need to hire and train some 200 new employees at an added cost of around \$22 million (see December 2007 *Cinders*). The other article reported on the obvious fact that trains—and parking lots—are much more crowded now with many new commuters abandoning their cars due to the high cost of fuel and traffic congestion. The 120 new Silverliner V's are badly needed, and riders wish that they were here now.

SEPTA will receive financial assistance from PennDOT to remove the "CP Forest" passing siding in Chalfont on the Doylestown Line, replacing it with a new controlled siding about two miles to the south......The next R5 station in line to be restored, after the current project at Wayne, will be Villanova. A busy stop in the heart of the Villanova University campus, the station was built by the Pennsylvania Railroad in 1890In spite of rainy conditions, the Red Bull Soapbox Derby went on as scheduled in Manayunk on Saturday, September 6. SEPTA added extra cars to its regular R6 Norristown Line trains.....A contract was approved last month for an engineering study of the proposed Ardmore Transit Center.....Contractors have begun removing rails and track materials from SEPTA's long-out-of-service Bethlehem branch north of Coopersburg, PA (see August *Cinders*).

The remnants of Tropical Storm Hanna dumped heavy rains on the Philadelphia region on Saturday, September 6, with two to three inches recorded. Both SEPTA and AMTRAK had some problems, with delays posted throughout the day. The most serious situation on SEPTA occurred that evening when a tree fell on the catenary between "Arsenal" and "Phil" interlockings in Southwest Philadelphia, forcing suspension of both the R1 Airport and R2 Marcus Hook-Wilmington services for a couple of hours. Signals also were knocked out. The #4 and 5 tracks used by SEPTA between "Arsenal" and "Phil" actually are part of Amtrak's Northeast Corridor, but Amtrak's own service was not affectedSEPTA is gearing up for its fall slippery rail campaign, and will field at least three trains spraying either "traction gel" on the rail heads or using water under high pressure to remove the fallen leaves. Already, SEPTA has stockpiled nearly 4,000 gallons of "Electra Gel Plus Traction Aid," with an option to purchase more if needed.

The next step in SEPTA's signal modernization program will be to install a cab signal and automatic train control system on the Doylestown Line between Lansdale and Doylestown. Work should begin in 2010.....SEPTA will award a \$6.9-million contract for the second phase of restoring the historic Allen Lane station on the R8 Chestnut Hill West Line, to include construction of high-level platforms. Built by the PRR around 1880, the building retains its Victorian appearance and has a covered wooden overpass above the tracks. But the equally ancient station building at Tulpehocken, three stops down the line, is in extremely poor condition. It was built in 1878 to a design by famed Architect Frank Furness The parking

lot at the R6 Wissahickon station has been resurfaced and restriped, with four spaces for handicapped passengers (Bob Wright).....SEPTA issued a folder entitled "SEPTA College 101" as a travel guide for students in the area..... The new Station Square at Ambler townhouse complex is advertising itself as being located only one block from the SEPTA station.



**NORTHEAST
REGIONAL**

AMTRAK

It seemed unlikely that Congress would pass any transportation funding legislation before Fiscal Year 2009 began on October 1. As a result, AMTRAK and other transportation programs will continue to be funded at the FY 2008 level through a so-called continuing resolution, until such time as agreement is reached on a new appropriations bill..... Meanwhile, consideration of the AMTRAK reauthorization bill was delayed because of a "hold" placed on it by a Republican Senator from Oklahoma, but it later was attached to rail safety legislation which is seen as urgent since the September 12 METROLINK accident in California (see below)..... Congress last month approved an emergency infusion of \$8 billion into the Highway Trust Fund, after it was determined that lower gas tax receipts had left the government with insufficient funds to pay the Federal share for highway projects already underway (NARP).

ABC's "Good Morning America" TV show chartered an AMTRAK train for an entire week, broadcasting live from the train each morning on a seven-state tour that started in Worcester, MA, on September 14 and ended in Washington, DC, on the 19th. (*Cinders* alerted readers to this event with a front-page notice in the September issue.) The "Whistle Stop Tour '08" was made up of two P42 locomotives, a cab-baggage unit modified with satellite transmission equipment, six specially-decorated Superliner cars, Bennett Levin's parlor car **Warrior Ridge** and famed open-platform **Pennsylvania 120** bringing up the markers. A special "GMA" tail sign adorned the rear platform, and in the corner of the TV screen was a keystone-shaped logo identifying each location. Anchorpersons Diane Sawyer, Robin Roberts and Chris Cuomo, plus Weatherman Sam Champion and many technicians, actually lived aboard the train and seemed to enjoy the experience. During the final ceremony at Washington Union Station Sawyer lined up all of the crew—cooks, conductors, etc.—calling them "our Amtrak family." The train made stops in Worcester, Lenox and Stockbridge, MA; Rome, Niagara Falls and Silver Creek NY; Erie, PA; the small community of Gustavus, OH; Pittsburgh; and Harpers Ferry, WV. The stars spent much of their time off the train mingling with and interviewing townspeople and others to see how they felt about their lives and the economy. The rail trip was the kickoff for GMA's "50 states in 50 days" tour leading up to the November 4 general election. In addition to Amtrak, the railroads involved in handling the train were HOUSATONIC, CSX and NORFOLK SOUTHERN.

Some publications have reported on Democratic Vice Presidential Candidate Joseph Biden's longtime use of AMTRAK in riding between his home near Wilmington, DE, and his Senatorial duties in Washington (see September *Cinders*). On September 16 the New York Times "Caucus" section contained an article headlined "Riding the rails with Amtrak Joe," describing his

(Continued on Page 6)

PHILADELPHIA EXPRESS

(Continued from Page 5)

almost daily train-riding routine and his friendships with crewmembers and fellow passengers alike. The article quotes Biden as telling another passenger, "If we get elected, it will be the most train-friendly administration ever." The *Inquirer* on September 22 carried a front-page article on Biden's commuting habits and how they have now changed due to the many staffers and Secret Service agents who accompany him on the train and try to keep him safely away from other people. Biden's son Hunter was appointed to the Amtrak board last year by President Bush.

AMTRAK and PennDOT are working on plans for the next phase of their Keystone Corridor project. This will involve signal upgrades with all tracks between Philadelphia and "Rheems" interlocking near Mount Joy converted to Rule 261 bi-directional signaling, and the construction of several new interlockings. These will include "Wynnefield" to replace the present "Overbrook," and "Villa" and "Nova" at Villanova to replace "Bryn Mawr." A rebuilt "Paoli" interlocking also is in the plan, along with closure of the remaining towers at "Zoo," "Overbrook," "Paoli," "Thorn," "Cork" and "State" after control is shifted to the CETC center in Philadelphia. Most of this work, however, is not scheduled to begin for at least another year *Railpace* reports that AMTRAK's last active SW1, #737, has been repainted into the current scheme and is serving as a switcher at Wilmington shop. The 66-year-old unit was built by EMD in 1942 for the New York Central, and certainly is one of the oldest diesels still in service on a major U.S. railroad.

NARP last month sent letters to both the Obama and McCain campaigns urging them to seek additional Federal investment in passenger trains, and asking for information on their passenger rail policies......AMTRAK last month revamped its USA Rail Pass program, with the new passes having no geographic restrictions. Instead, passengers will be able to purchase one of three tiers, each of which allows a certain number of trip segments over a certain period of time (NARP)..... On October 1 AMTRAK introduced its expanded dining car menu on long-distance trains, which includes rotating specials for all three meals, route-specific dinner specials and more variety of choices (NARP).....AMTRAK's website now offers virtual "tours" of Viewliner and Superliner accommodations (visit www.amtrak.com).....AMTRAK has begun running a new series of print ads, one of which reads "Whole new meaning to 'I've been working on the railroad.'" The reference seems to be to the computer and conference capabilities available on Acela Express trains. The ads also point out that Amtrak Guest Rewards members earn double points for all trips through December 12.

Heavy rains caused by the aftermath of Hurricane Ike disrupted travel in the Midwest last month. The **Capitol Limited** and **Lake Shore Limited** both were cancelled on Sunday, September 14, in both directions due to floodwaters in Ohio, Indiana and Illinois (NARP). Earlier in the month, as Hurricane Gustav was approaching the Gulf Coast, AMTRAK turned the **Crescent** at Atlanta for a week and cancelled several other trains. Tropical Storm Hanna's path up the East Coast also forced the cancellation of the **Silver Meteor**, **Palmetto**, **Auto Train** and **Carolinian** on September 5 and 6, as well as some Regional service south of Washington. The **Silver Star** operated only between Miami and Winter Park, FL.

During the morning rush on Tuesday, September 23, AMTRAK Police and the Transportation Security Administration coordinated a show of force with local police agencies at some 150 Amtrak stations between Vermont and Virginia. The apparent objective was to "familiarize law enforcement agencies with the railroad environment," said Amtrak Spokesman Clifford Black. "You'll see police where you wouldn't normally see them." The drill was to include some random searches of passengers and their belongings, according to a New York Times report. The agencies involved included small-town, suburban and big-city police departments, and in this area Philadelphia and Lower Merion Township police (Trainorders.com)..... A new AMTRAK national timetable is not expected to be issued until later this month or in early November..... AMTRAK experienced minor signal problems on the morning of Tuesday, September 23 between Trenton and Philadelphia, delaying several westbound Amtrak and SEPTA R7 trains. There also were some delays for 600-series trains between Harrisburg and Lancaster.

The freight railroads are responsible for much of the poor performance of AMTRAK's long-distance trains, according to a report issued last month by the inspector general of the U.S. DOT. The report recommends that host railroads improve their dispatching practices and operating discipline, which would benefit both Amtrak and freight customers. "Freight train interference delays and slow orders are the two biggest components of all delay minutes to Amtrak trains," said Amtrak President Alex Kummant, which "translates directly into greater operating costs and lost revenues for Amtrak." CSX and UNION PACIFIC often have been cited as the worst offenders in delaying Amtrak trains, which occurs in spite of a Federal law requiring that passenger trains be given "preference over freight transportation" except in cases of actual emergency (*Trains*)..... AMTRAK is planning an open house celebration at Washington Union Station on the weekend of October 4-5 to mark the 100th anniversary of the classic station (see August *Cinders*). Numerous historic locomotives are being gathered for the occasion, including ex-Pennsylvania Railroad GG1 electric #4935 which was to be moved from the Railroad Museum of Pennsylvania in Strasburg to Washington. (It was GG1 #4876 that crashed through the concourse of Union Station in the runaway of the **Federal Express** in January 1953).



CSX,
NS,
OTHER ROADS

A Federal appeals court ruled last month that the Children's Investment Fund (TCI) and 3G Capital Partners could indeed vote all of their shares for directors of CSX Corp. A proxy battle had been ongoing since early this year when the two hedge funds openly criticized CSX management and announced that they would propose their own slate of candidates for the CSX board (see September *Cinders* and previous issues). After the company's annual meeting in June, CSX conceded that two of the five hedge fund nominees had won and would be seated but claimed that without the disputed shares there would be insufficient votes to elect two other candidates. (A fifth TCI nominee received too few

(Continued on Page 7)

PHILADELPHIA EXPRESS

(Continued from Page 6)

votes to be in contention.) Following the court decision CSX said that the last two individuals would be seated on the 12-member board, but it remains to be seen how much influence the insurgent members will have.

CSX has been running a series of TV and radio ads emphasizing the fuel efficiency of rail transportation. According to the ads CSX can haul a ton of freight 423 miles on a single gallon on fuel.....A CSX freight conductor was killed late on September 23 while his train was stopped on a siding along the Philadelphia Subdivision near Darby. He was struck by another train passing on the main track.....U.S. railroads are feeling the effects of the nationwide economic downturn, with carload freight traffic off by 0.6 percent for the year through August as compared with 2007, and intermodal loadings down by 1.7 percent, according to the Association of American Railroads. With the current bleak news from Wall Street and tightening credit for the industry and its customers, continued declines in volume are likely.

NORFOLK SOUTHERN did something last month that it had never done before: Order AC diesel-electric locomotives. Until now, NS has been alone among major railroads in sticking with DC-powered locomotives (except for the 17 SD80MAC units it inherited from CONRAIL). NS will receive 24 new ES44AC locomotives from General Electric for delivery next year (*Trains*)NS has reached a new contract agreement with the Brotherhood of Locomotive Engineers & Trainmen, which will continue a decade-old program of giving the 5,000 BLET employees an annual bonus based on the company's financial and service performance.....A 35-year-old man was struck and killed by an NS train in Phillipsburg, NJ, on the night of September 21 (*Trainorders.com*).....NS sent an A-B set of F units and a short train to Strasburg on September 24 for display. The occasion was the annual members day of the Friends of the Railroad Museum on Saturday the 27th.

Around 3 PM on Monday, September 15, sparks from a third rail shoe of a westbound PATCO train apparently ignited a fire in several crossties at the west end of the Ben Franklin bridge, stranding the train and most of its 51 passengers for over two hours. A pregnant woman and an asthmatic man were removed by a Philadelphia Fire Department emergency crew but the other passengers remained on board. Finally, the front two cars were uncoupled and proceeded to the 8th & Market Streets station, where most of the riders were discharged. During the entire evening rush hour, trains in both directions were forced to use the normally-eastbound track on the south side of the bridge, causing numerous delays. Highway traffic also was backed up because two westbound lanes had to be taken out of service for emergency vehicles. Full rail service finally was restored by 7 PM. Ironically, it was just a day earlier that increases in bridge tolls and PATCO fares took effect (see September *Cinders*).

NJ TRANSIT reportedly will begin its long-delayed "Casino Express" service between New York and Atlantic City on January 23, 2009 (see March *Cinders*). The weekend-only service will be subsidized by three Atlantic City casinos, and will use NJT's new multilevel coaches with a P40 diesel on one end and an ALP-46 electric on the other (Richard Barben).....An NJT River Line light rail train struck a bicyclist at a crossing in downtown Burlington, NJ, on Friday, September 5, shortly after

the rider and his bicycle had gotten off the same train. Service was suspended for a time through Burlington, with shuttle buses operating between the Burlington South station and FlorenceSome of NJT's rail and bus services suffered delays on Saturday, September 6, as heavy rains from Tropical Storm Hanna swept across the State. At least one Northeast Corridor train out of New York that evening was terminated at the Secaucus station. Cross honoring of tickets between trains, buses and light rail was in effect during the storm emergency.

An Associated Press story on September 18 concerning the head-on collision between a METROLINK passenger train and a UNION PACIFIC freight train near Los Angeles included a report that the Metrolink engineer was text-messaging two young railfans just before his train plowed into the freight. The AP reporter interviewed several fans about their hobby, including Philadelphia Chapter's own John Almeida. John is described as setting up "five video cameras at different angles along a stretch of railroad near his house and posts online movies of trains zooming by at 110 mph." This is unlikely since John lives in Lansdale, where only SEPTA and local CSX freights can be seen! The story goes on to state that the railfan pastime "has come under increasing scrutiny in the wake of 9/11 security concerns. Buffs are now often questioned about why they're taking photos and watching trains." The reporter, however, failed to note that it is perfectly legal to take train pictures from public property (which often is interpreted to include station platforms as well).

The September 12 METROLINK accident, which killed 26 people including the engineer and injured more than 130 others, has ignited a firestorm over the need to install a positive train control (PTC) system. The National Transportation Safety Board has for years advocated such a system for mainline railroads. In this part of the country, passengers on AMTRAK-operated lines are protected by a ground-based automatic train control (ATC) and overlay system that will bring a train to an immediate halt if its engineer fails to comply with a stop signal indication. Certain SEPTA-owned lines also have a version of ATC and it will be installed on those lines that do not already have itThe Rail Safety Improvement Act which has been before Congress since last year suddenly has taken on a new urgency, in light of the California disaster. One provision of the bill would mandate the installation of positive train control systems on all mainlines by 2015. It also would reauthorize AMTRAK for five years.....The Federal Railroad Administration is proposing new rules that would require railroads to provide more detailed information relating to train accidents, grade crossing collisions and injuries and illnesses that occur on railroad property (*Railway Age*).

READING & NORTHERN RAILROAD celebrated its 25th anniversary on September 20 with a party and displays for employees at its Port Clinton (PA) headquarters. Visitors got to ride in R&N's full dome car on a trip behind newly-restored Pacific #425 (*Trainorders.com*).....Honda Motor Company last month announced that 81 percent of its autos were shipped from the factory by rail in the fiscal year ended March 31. Honda says that it leads the industry in the volume of automobiles shipped by rail, "the most fuel-efficient means of product transportation" (*Railway Age*).....*Railpace* reports that GrandLuxe Rail Journeys will put its fleet of 31 luxury rail cars up for sale. GrandLuxe announced in August that it was going out of business (see September *Cinders*).....CNN last month produced a three-minute news feature entitled "Return of the Iron Horse," documenting the renaissance of rail transportation that has occurred over the past few years.

76 Miles by Birney

(This article appeared in Volume 2, Number 4 of the National Railway Bulletin in April, 1937. While we don't know who wrote it, we are publishing it, with little editing, so you'll know what your Chapter did when it was only one year old. Al Pittman and brothers Bob and Hans Lewis were charter members of Philadelphia Chapter upon its founding in 1936. —Editor)

“On the first field trip of the NRHS, Inc., for the 1937 season, sponsored by the Philadelphia Chapter, requiring nine hours to cover this distance equal to that on the Lehigh Valley Transit between Philadelphia and Easton.”

After Al Pittman distributed tickets to everyone present and Hans Lewis (still a Philadelphia Chapter-only member in 2008!!) collected the detachable stubs to them, (PTC) Birney car #5 left the carbarn at 49th & Woodland at the stroke of 9:30 where 31 members had gathered within the preceding hour for a representative tour of the Philadelphia Rapid Transit system between Media and Willow Grove.

The trip was planned by members of the Philadelphia Chapter and executed in the manner well established by that Chapter. The trip was planned in view of the fact that the PRT intends to abandon several of its suburban lines within the very near future, several of the lines covered on the trip. The trip also provided members and friends the opportunity to traverse routes continuously without the necessity of having to make the usual change of cars.

PRT Birney Car #5 was chosen, the same car that the Chapter used the night of their banquet on the evening of March 4th this year. Jim McCartney, PRT motorman, was in charge of the car and handled the controls the majority of the way, spotting the car numerous places for the members to take pictures.

From 49th & Woodland, the car followed Route 37 to Essington, Route 72 from there to Folsom and Route 71 from there into Media. Returning, the car followed the same routes to Essington, then 37 to 36 and over 36 to downtown Philadelphia. Next, Route 7 up across the Parkway to Ridge Ave., Route 61 to Midvale Avenue, then Route 52 through Germantown to Ogontz Ave., and from there, Route 6 the back line to Willow Grove. Returning, Car 5 followed Route 55, the Old York Road to its terminus at the Olney Ave. station of the Broad Street Subway. Then, we followed Route 65 downtown to Route 23 with a brief detour from 65 to inspect the 10th & Luzerne barn. From (there), Route 23 to Route 13 and finally Route 37 back to 49th & Woodland.

Several stops were made enroute to Media for pictures. After leaving Folsom, Car #5 immediately preceded the regular car so that it was necessary to make the stops for pictures on this portion of the line on the return in order not to detain the scheduled car.

The route from Folsom to Media is extremely beautiful providing the members opportunities for right-of-way shots, especially the long trestle bridge located on a curve. The members were given the choice of two other type cars for the remainder of the trip to Willow Grove, but the Birney won out.

The Birney continued through downtown Philadelphia creating nearly as much attention as would a horse car. Number 5 not only looked out of place among the other big green cars and orange cars, but it also carried large NRHS signs as well as being competently flagged across the main arteries by Bob Lewis with his railroad lantern and cap and goggles.

At 4:30 the car arrived at Willow Grove where the next hour was spent inspecting the carbarn with its dwindling array of ancient cars, and in eating. At 5:30 the party left Willow Grove for the return to the point of origin. One stop was made on the return for a brief tour through the 10th & Luzerne barn.

At 6:30, #5 ended the day at the rear of the original barn that would be the envy of any Birney. Seventy-six miles over good track, some not so good, and others that shouldn't be mentioned without even an inkling of so much as a hot box. What so many electric fans refer to as the curse of the electric traction industry, provided a most unique and satisfactory way of covering a sizeable portion of Philadelphia's city and suburban lines.

Great Dome Returns to Adirondack



According to October Railpace, Amtrak will once again this autumn be operating ex-Great Northern full-length dome 10031 on the **Adirondack** between Albany-Rensselaer and Montreal beginning Thursday, October 2 and running through Tuesday, November 11.

The car will operate northbound to Montreal on Thursdays, Saturdays and Mondays, and southbound from Montreal on Fridays, Sundays and Tuesdays. The 10031 was immensely popular during the Fall of 2007, allowing great views of the Lake Champlain scenery. One-day round-trips are possible from Philadelphia to some on-line **Adirondack** points, or with proper calculating, a long weekend in Montreal is attractive, too.

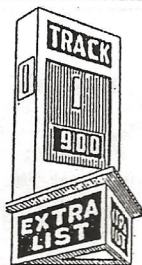
Addendum to Railroad Street Running Sites

Following up on our report in the July issue on street-running locations in Pennsylvania and New Jersey, an additional site has come to our attention through Trainorders.com:

<u>City</u>	<u>Railroad</u>	<u>Street</u>	<u>Mileage</u>
Uniontown, PA	Southwest Pennsylvania	South Beeson Avenue	0.2*

* -- former Pennsylvania Railroad/Penn Central trackage

If readers know of additional street-running sites in the Tri-State region, please submit information for use in a future issue.



OCTOBER 11-12, 2008: "Model Railroading Days" at the Railroad Museum of Pennsylvania and the National Toy Train Museum, Strasburg. Special one-day tickets good at both museums are available for adults 18 and over for \$10 and youngsters (6-17) for \$6. Regular museum hours apply. For information, telephone 717-687-8628.

OCTOBER 11, 18: Steam excursions from Port Clinton to Jim Thorpe, PA and return via Reading & Northern Railroad, using recently-restored 4-6-2 #425. Special train leaves Port Clinton at 9 AM, returning about 6 PM, with a three-hour layover in Jim Thorpe. Coach fare: \$69 per person. 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.rbmnrr.com/passenger. For additional information, telephone 610-562-2102 between 9 AM and 5 PM weekdays.

OCTOBER 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.

OCTOBER 12, 18, 26: Excursions Scranton to Moscow, PA 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.

OCTOBER 12, 19: Diesel-powered excursions from Port Clinton to Jim Thorpe, PA and return via Reading & Northern Railroad. Special train leaves Port Clinton at 9 AM, returning about 6 PM, with a three-hour layover in Jim Thorpe. Coach fare: \$39 per person. For ticket ordering information, see October 11 item above.

OCTOBER 18-20: Private car trip from Philadelphia to Pittsburgh and return using Bennett Levin's **Pennsylvania 120 and Warrior Ridge**, sponsored by Erie Lackawanna Dining Car Preservation Society. Cars will be attached to Amtrak's **Pennsylvanian**, leaving 30th Street Station Saturday at 12:42 PM. Fare: \$785 per person, which includes rail fare, all meals on train and two nights (double occupancy) at Courtyard by Marriott Downtown in Pittsburgh. Reservations may be made by website www.elcdps.org. For information, telephone Barb Colangelo at 570-575-9202.

OCTOBER 18: "Fall Circle Tour" special train over Providence & Worcester Railroad from Worcester, MA to Groton, CT, returning from Providence to Worcester, using Amtrak Northeast Corridor between Groton and Providence. Fare: \$79, children 12 and under, \$39. First Class accommodations subject to availability. Optional box lunch available for \$11. Special train leaves P&W headquarters, 75 Hammond St., South Worcester at 9:00 AM, returning at 5:30 PM. For tickets and information, contact Mass Bay RRE at P. O. Box 4245-BV, Andover, MA 01810-0814. Order form is posted on Mass Bay RRE website: www.massbayrre.org, or call 1-978-470-2066.

OCTOBER 19: *Underground Philadelphia: Subways, Railways & Stations:* Become acquainted with Center City's extensive transit system and its principal rail stations. Starting at 30th Street Station, the tour will proceed via LRV to Suburban

Station and will then explore downtown's underground concourse system. Along the way, learn about the Market Street Subway, the Subway-Surface lines, the Broad Street Subway, the Commuter Rail Tunnel, Market East Station, and Reading Terminal. Cal 215-925-2251 or E-mail tours@philalandmarks.org for information and meeting place. Offered through Landmark Tours: starting time 10:00 AM; RESERVATIONS REQUIRED: \$15.00 per person.

OCTOBER 19: Trackless trolley charter over SEPTA Routes 59, 66 and 75, using one of the new 800-series coaches, sponsored by Friends of Philadelphia Trolleys. Fare: \$35 per person. Excursion leaves SEPTA Frankford depot at 11 AM, returning about 3 PM. Order tickets from: Chuck Greene, 122 Biddle Drive, Exton, PA 19341-1706, making checks payable to "FPT, Inc." For further information, E-mail Harry Donahue at had2709@aol.com.

OCTOBER 27: NRHS Member Russ Jackson will present a slide program on the history of PATCO Transit, featuring the years 1968 and 1969, 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.

NOVEMBER 1: Special train powered by ex-Reading FP7 locomotives from Philadelphia (30th Street Station) to Strasburg and return, via SEPTA, Amtrak and Strasburg Rail Road, sponsored by Reading Company T&HS and Philadelphia Chapter NRHS. Train leaves 30th Street at 9 AM, Paoli 9:30 AM, returning to 30th Street about 5 PM. Fares: \$95 adults, \$65 children (12 and under), which includes admission to the Railroad Museum of Pennsylvania. Order tickets from: RCT&HS, P. O. Box 15143, Reading, PA 19612-5143, making checks payable to "RCT&HS" and enclosing stamped, self-addressed envelope. MasterCard and Visa also are accepted, with card number, expiration date and signature.

NOVEMBER 1: Rare mileage excursion over freight-only Housatonic Railroad from Danbury to Kent, CT and return, sponsored by Danbury Railway Museum. Two-hour stop in Kent to explore town. Metro North will be used. Train departs Danbury 10 AM, returns 4:30 PM. Tickets \$50 per person. Order tickets from website: www.danbury.org/drm or by phone at 1-203-778-8337 Tuesday-Saturday, 10 AM-5 PM, Sunday 12 Noon-5 PM.

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.keystonetrak.us.

Extra List (Continued from Page 9)

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.

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).

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.)

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).....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).

**NATIONAL RAILWAY HISTORICAL SOCIETY
PHILADELPHIA CHAPTER, INC.**

Post Office Box 7302

Philadelphia, PA 19101-7302

FIRST CLASS MAIL

U. S. Postage

PAID

Permit Number 12

Huntingdon Valley, PA 19006



FIRST CLASS MAIL

Paul G. Moore
1957 Inverness Dr
Scotch Plains NJ 07076-2636

