

CINDER

DECEMBER 2008



IN THIS ISSUE

Chapter News.....	2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
Extra List.....	7
ODDS AND ENDS, by Roy L. Hudson.....	8

Volume 69

Number 11

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

SEASON'S



GREETINGS

As your new President, it is my pleasure once again to write this holiday message. But times have changed dramatically since I stepped down from this office 13 years ago, as we face challenges unforeseen in that "distant past." With our national and international economies in a crisis which some experts call the worst since the Great Depression, it would appear to be an inauspicious time to celebrate the approaching holiday season.

I disagree. One of the best features of the holidays is that we tend to forget our troubles and concerns while focusing on those things that really matter in our lives—family, friends and faith.

This year has been a difficult one for many of us, but that should only heighten the need to count our blessings, both personal and for the nation as a whole. One small corner of our lives revolves around the wonderful hobby that we all share. For the railroad industry that we admire the times are really not all that bad. Because of their energy efficiency and a resurgence of both freight and passenger traffic, railroads and mass transit actually are doing quite well. We wish them continued success in the New Year.

As a new Administration assumes power in Washington, both Amtrak and the transit agencies anticipate an improved climate for public funding. It is less clear what will happen in the area of government regulation, changes in which could become a deterrent to the vital services provided by our private freight railroads. Security concerns will remain high on the agenda, as will the state of the economy insofar as it generates both passenger and freight business for the rails.

With regard to our own National Railway Historical Society, its vital signs are decidedly mixed. Membership is declining due in part to the economy, to changing demographics and to the policies of the national organization, but there are still many dedicated members who are working to restore NRHS to its once-pre-eminent position. Your own Chapter, which in spite of some loss of membership is still the largest in the Society, continues to explore various options for our future.

I personally would like to thank each of you for remaining a loyal member of the Philadelphia Chapter, and extend warm wishes to you and your family for a most memorable Christmas and Hanukkah season. Let us also look forward to a New Year brimming with renewed hope for the future of our country, our railroads and our hobby.

FRANK G. TATNALL
President

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

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

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

ANNUAL MEMBERSHIP DUES: \$50.00 per person, which includes Chapter and National dues. Chapter-only dues \$17.00 per person per year. Membership applications should be forwarded to: Membership Chair, P. O. Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only membership.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. **PLEASE INCLUDE YOUR NEW TELEPHONE NUMBER** and E-mail address so our Membership List is complete. We will notify the NRHS National Headquarters of the change.

Cinders is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor at P. O. Box 7302, Philadelphia, PA 19101-7302. If your *Cinders* is received damaged or incomplete, contact the Editor at the address shown below for replacement.

EXCHANGE COPIES should be sent to: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

MEETING CANCELLATION NOTICE!

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting day, Chapter officers will make a decision on whether to hold the meeting as scheduled. If in doubt, members should telephone 215-947-5769 after 12 Noon on the day of the meeting for a recorded advisory. Thank you.

MEETING NOTICE

FRIDAY EVENING, DECEMBER 12, 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 program for the December 12 meeting will feature West Jersey Chapter (and Philadelphia Chapter) member Richard J. Magee, who will provide a slide documentary on the Pennsylvania-Reading Seashore Lines during the 1960's and early 1970's, with particular emphasis on the transition period during the construction of the PATCO High-Speed Line, much of which was built on PRSL right-of-way between Lindenwold and Camden.

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, DECEMBER 9, 2008 to National Director Larry Eastwood at 215-947-5769.** The menu for the December dinner will be roast turkey with gravy, fresh cranberry, garlic mashed potatoes and grilled vegetables, or sliced filet of beef with sauce served over garlic mashed potatoes, grilled vegetables. Tossed garden salad, pecan pie with whipped cream, rolls and butter and beverage round out the dinner. Why not come out for dinner before our meeting. The price of these special holiday meals is only \$20 per person. Why not treat yourself during this Holiday Season by joining your fellow members for a delicious dinner, followed by an excellent program on the Pennsylvania-Reading Seashore Lines.

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.

Membership Renewals Flowing In; Contributions Welcomed

As November ended, nearly 200 Philadelphia Chapter members had renewed for the year 2009, according to Treasurer Rich Copeland. Bills to members were mailed on October 3 this year, marking the first time in recent memory that this had occurred at the scheduled date.

During any given year, the Chapter incurs expenses above and beyond that which the basic level of dues supports. FP7 expenditures, meeting program costs and other items are a necessary part of our operation. Given the tight economic times that many of us face, any contribution in addition to your dues is most welcome, and many members have provided such support with their renewals. The Chapter's officers are grateful for your generosity.

On a negative note, some 42 members, with a membership total of 924 years, did not renew in 2008, virtually all citing the excessive 50 percent increase in National dues. In addition, three members whose membership totaled some 172 years departed this life in 2008. This loss of historical experience will be hard to replace as the Chapter goes forward in 2009.

Kodak Carousel Trays Offered

Chapter National Director Larry Eastwood has been given a large quantity of Kodak Carousel slide trays by an acquaintance who resides in Bryn Athyn, Montgomery County.

The supply is more than he can use, and if any Chapter members are in need of some Carousel trays (the price is right – they are free!), kindly contact Larry at 215-947-5769 or by E-mail to reastwood@comcast.net. Available are trays of both sizes (80 and 140 slide capacity).

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

**SEPTA
TRANSIT**



Last month SEPTA conducted an internal review of its performance on Phillies Parade Day, October 31 (see November *Cinders*). This was the biggest ridership day in SEPTA's 40-year history, as the system carried nearly triple its normal weekday load. SEPTA officials even put together a power point presentation documenting the event in statistics and photos. (Some of the pictures were clipped from Philadelphia Chapter's website.) Regional Rail and the Broad Street subway were overwhelmed by an army of humanity coming to town to celebrate the Phillies' World Series victory, an army which later descended on SEPTA en masse to try to get home in the afternoon. Many other SEPTA lines also carried heavy loads during the day.

The surge began around 7:30 AM, after which managers in the Control Center struggled to adjust service levels to cope with the huge throngs. It was a full 12 hours later before operations returned to normal. One lesson learned was that the pleas of Mayor Nutter and other officials for parade-goers to ride mass transit were all too effective, overloading the transit system while some highways, streets and parking areas in South Philadelphia were underutilized. And many transit lines from the suburbs, other than Regional Rail, could have handled more riders. In a future event of this magnitude, it is obvious that better education of the public will be needed. In fact, SEPTA and the City have been working on a master evacuation plan to be used in the event of an emergency.



**World
Series
2008**

Regional Rail trains carried an estimated 350,000 riders that day, compared with a normal weekday ridership of 135,000. Many inbound trains were loaded to capacity before completing half of their runs, causing them to pass up waiting riders at closer-in stations. Regular riders found themselves swamped by the crowds, and even SEPTA General Manager Joseph Casey could not get on his regular R3 train! (He wisely drove to International Airport where he was able to board an R1 train to center city.) Several R2 trains were fully loaded before they even left Warminster station, where the large parking lot was jammed with cars and many riders were forced to park in the nearly Wal-Mart

lot. (Some parade-goers even boarded *outbound* trains, then remained on board at Warminster to assure their space on the inbound trip.) Parking was chaotic at many stations as SEPTA lots quickly overflowed, and even SEPTA's largest lot at Cornwells Heights had all 1,900 spots filled by 9:30 AM. SEPTA calculates that it increased seating capacity on most Regional Rail lines by anywhere from 50 to 100 percent, with all available crews and equipment in service. Yet many would-be passengers had to wait as long as two to three hours to board the trains.

A total of 21 extra trains were operated starting at 8:30 AM, while many regular outbound trains were turned back short of their destinations at points such as Willow Grove, Woodbourne, Secane and Penllyn. All seven push-pull sets made at least one extra round-trip in the morning. SEPTA was forced to suspend the Federally-mandated hours-of-service rules due to the emergency, so that crews could make extra trips during their normal break periods. (This action had to be reported to the Federal Railroad Administration.) Finally, at 1 PM SEPTA halted all inbound service in order to marshal equipment for the expected homeward rush from center city, which materialized in spades. After 1:30 PM wall-to-wall crowds at Suburban and Market East Stations forced SEPTA officials to queue passengers in the concourses, allowing them onto the platforms only after each train was announced. (But 30th Street proved to be a good option for northbound riders.) Congestion persisted through the normal rush-hour period, exacerbated by what SEPTA termed the "family crowd" with kids wanting to get home for Halloween trick-or-treating that evening.

The Broad Street subway, which runs beneath much of the parade route, also was stretched well beyond capacity. SEPTA estimated that the line carried nearly 400,000 passengers that day, far more than its normal weekday ridership of 150,000. A total of 540 trips operated on the BSS. The Broad-Ridge spur was shut down in the morning, releasing ten additional cars for mainline service. But in spite of a 50-percent increase in midday capacity and 20 percent in the peak period, trains running to South Philadelphia were packed to the doors. Many northbound trains were turned back at Erie or Girard stations and, starting at 1 PM, all southbound trains were terminated at Race-Vine due to safety concerns with overflowing crowds at City Hall and Walnut-Locust stations. The trains were later deadheaded to Pattison Avenue for northbound service, helping carry the massive crowds after the parade ended. Starting at 3 PM, a fleet of buses also was deployed at Pattison to haul passengers to the 2nd & Market station of the Market-Frankford Line.

The Market-Frankford subway-elevated was busy, but experienced fewer problems with overcrowding. Peak-hour service was operated all day for a total of 424 trips, providing a 35-percent increase in midday capacity. The 1,000-space parking garage at Frankford Transportation Center was filled. Subway-surface capacity also was beefed up, with a 15-percent increase in

(Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)

midday runs, and additional buses were pressed into service. (All told, 27 bus routes had to be detoured during the parade.) The Route 100 Norristown High Speed Line operated two-car trains during much of the day on 15-minute headways, resulting in a 160-percent increase in capacity. Extra trips also were made on the Route 101 Media and 102 Sharon Hill lines.

In the week following the parade, SEPTA issued public statements apologizing for the inconvenience suffered by its riders. Much of the criticism directed at SEPTA concerned a perceived lack of communication to the public before and during the rush. But Matthew Mitchell of DVARP countered by telling the *Inquirer* that SEPTA was "asked to do an impossible job." In a seat flyer directed to its regular Regional Rail customers, General Manager Joseph Casey pointed out that some 215,000 extra riders tried to board trains that were already crowded. Even though every available piece of equipment was pressed into service and many extra runs were made, he said that "there was simply no means to carry everyone." But he was pleased that "never before have so many people safely ridden the SEPTA system in a relatively brief period of time."

Casey also wrote letters to the editors of local newspapers, in which he asked "how does a transit system already operating at full capacity accommodate a tidal wave of people going to the party?" For SEPTA, he said, "it was a day of historic proportions (and) despite the crush, the best news was that no one was injured." That safe performance was accomplished in spite of the overflow conditions and the fact that passengers at some stations actually stood in the track gauge or were pushed onto the tracks by the crowds. Lady Luck also smiled on SEPTA in that there were virtually no equipment failures anywhere on the system during that most stressful day.

On November 7 SEPTA issued its request for proposals to design and build a new electronic "smart card" system for fare collection (see November *Cinders*). It is hoped that a contract can be awarded by next spring in a project expected to cost at least \$100 million.....SEPTA is working on its proposed capital budget for Fiscal Year 2010, which starts next July 1. A public meeting to discuss the budget is set for the week of January 12 at 1234 Market Street.....The five-year strategic plan mentioned here last month is still a work in progress, but a "final" document is expected to be presented to the SEPTA board in February. It then will be aired at a series of public meetings.....SEPTA has appointed a new chief press officer, Jerri Williams, replacing James Whitaker who passed away in May. Ms. Williams recently retired after a 26-year career as a special agent with the FBI, where she served in recent years as spokesperson for the Philadelphia Division of that agency.

The support columns for SEPTA's new Market Street elevated will soon be decorated with murals painted by volunteers from the City Year organization. The beautification project is intended to enhance the new single-column structure, as well as to discourage graffiti vandals. The first effort is already underway at the 52nd Street station, where a mural will be painted on the pillars beneath the station. City Year recently painted a 500-foot-long mural outside the new Millbourne station, depicting the history and culture of the borough and its residents.....Five

teenage thugs charged with beating a 36-year-old Starbucks manager in the concourse near SEPTA's 13th Street subway station last March 26 will be tried as adults on third-degree murder charges. The victim died of an asthma attack triggered by the beating (see May-June *Cinders*)..... The official dedication of the new Route 100 station at Gulph Mills will be held on December 3, with a ribbon-cutting ceremony..... SEPTA has begun to place reflective decals on the third rail covers along its Route 100 Norristown High Speed Line. This action follows the early-morning death last year of an intoxicated 19-year-old man who was electrocuted while trespassing on the railroad in Haverford.

SEPTA says that the value of its pension fund investments has declined because of the current crisis in the financial markets, according to an *Inquirer* report. Coupled with lower payments due to falling State tax revenues, the situation may force SEPTA to scale back some of its plans to expand service and upgrade its infrastructure. In the past 12 months SEPTA's pension fund dropped 30 percent, from \$800 million to \$550 million, but there are no current plans to raise fares. However, SEPTA may find it necessary to dip into its \$130-million "service stabilization" emergency fund which is not shown in budget documents (see August *Cinders*). Last year SEPTA paid out about \$60 million in pensions to its 3,900 retirees.

To kick off the holiday shopping season, SEPTA again planned to run its traditional "Santa Express" trains to the Gallery at Market East on "Black Friday," November 28. The trains were scheduled to originate at the Paoli and Chestnut Hill West stations on Regional Rail, at 69th Street Terminal and Frankford Transportation Center on the Market-Frankford Line, and at Fern Rock on the Broad Street Line (terminating at 8th & Market).....SEPTA operated weekend shuttle buses on the Broad Street Line between the Wyoming and Fern Rock stations over the weekends of November 15-16 and 22-23. This was to allow construction work to proceed at the Logan station.....Weekend outages continued on the Market Street el last month, except for the Thanksgiving weekend. As usual, shuttle buses operated between 69th Street Terminal and the 40th Street subway station.....PennDOT reopened Germantown Avenue in Mount Airy on November 21, after nearly a year of reconstruction. The \$17-million project included not only replacement of the road surface and utility lines but installation of new track and wires for the mothballed Route 23 trolley line.



SEPTA REGIONAL RAIL

The slippery rail season continued with a vengeance last month, with widespread train delays reported. On Thursday afternoon and evening, November 13, the R3 West Trenton and R5 Paoli-Thorndale lines were hard hit. R2 train #4244 arrived at Warminster station at 6:03 PM, 33 minutes late, and some R5 trains out of Thorndale and Malvern were so late that "protect"

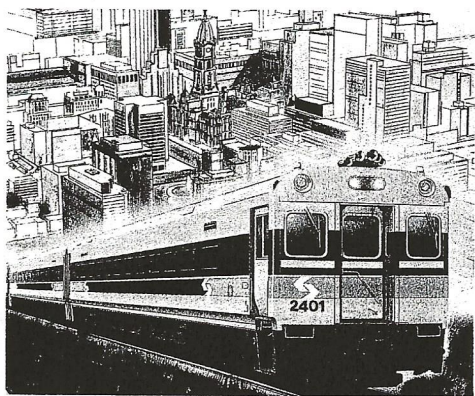
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PHILADELPHIA EXPRESS

(Continued from Page 4)

trains for Lansdale had to be dispatched from 30th Street to maintain the schedule. The next day, Friday, 74 trains were delayed account of slippery rails and on the following Monday the 17th the rails continued their mischief. SEPTA had been operating three nocturnal work trains to spray water at high pressure on the railheads (later reduced to two), but the effectiveness of this treatment was spotty. By early last month "traction gel" was also being applied, as evidenced by the white coating seen on railheads along the Paoli-Thorndale, West Trenton and other lines. Also on Friday afternoon the 14th eastbound R5 train #578 had to be annulled at Downingtown when sticking brakes on MU #124 began smoking. Passengers were transferred to following train #580, which incurred a 25-minute delay.

Work continues on the "K" interlocking project near 30th Street Station. Some 32,000 feet of welded rail, 4,300 new ties, 13 switches, electric switch machines and switch heaters, along with new crossovers, are being installed in the area just west of the Spring Garden Street overhead bridge. A total of 3.25 miles of track have been raised, lined and surfaced in the project. A new signal gantry using reconditioned Pennsy position light signals has been erected and new retaining walls built. Under a 50-year agreement with AMTRAK, SEPTA has taken over all trackage within "Zoo" interlocking territory that is used exclusively by SEPTA trains. Completion of the project is expected in March 2009 when the final signal cutover will allow the SEPTA Control Center to take command of "K." Meanwhile, some weekend delays will continue for R5, R7 and R8 trains that pass through the area (the R6 Cynwyd trains do not operate on weekends)R5 train #7565 has been operating as an express from 30th Street to Villanova (see November *Cinders*), but effective December 1 it becomes less of an express. The push-pull train also will make stops at Bryn Mawr and Rosemont, adding four minutes to its schedule.



Certain Regional Rail timetables will be reissued effective January 4. Schedules on the R5 Lansdale-Doylestown line will be adjusted due to catenary replacement work, which will require midday single-tracking between Glenside and "Gwynedd"Once again this year, SEPTA will lease a push-pull trainset to AMTRAK for use during the Thanksgiving weekend rush. The train will go over to Amtrak Friday afternoon and is to be returned by Monday morning. Its likely assignment? Standby service on the Keystone Corridor..... SEPTA is expecting delivery soon of a new 1,500-hp diesel switcher from National Railway Equipment of Mount Vernon, IL, supplementing its five existing diesel units—RL1's #60 and 61, rebuilt BL15's #50 and 51, and SW1200 #52.....

Have you noticed those colorful posters advertising the R1 Airport service, which feature a stylized drawing of an MU train snaking its way into center city?.....SEPTA wants to jump in on the "Stimulus II" program being proposed in Congress. A possible \$50 million in capital funding could be obtained through the American Public Transportation Association.



**NORTHEAST
REGIONAL**

AMTRAK

AMTRAK President Alexander Kummant resigned unexpectedly on November 14, after two years at the helm. Press reports indicate that Kummant's departure was not due to any operational problems but rather to a disagreement with the Amtrak board over the restructuring of the railroad's debt. But a source close to the board was quoted as saying that Kummant "was not hands-on. He didn't have a handle on finances or operations. His personality often was confrontational." But others praised Kummant for his advocacy of Amtrak's long-distance trains. Chief Operating Officer William Crosbie will be in charge as acting president until a successor is named (*Trains, Railway Age, NARP*).....A section of the recently-approved Passenger Rail Investment & Improvement Act (see November *Cinders*) requires the FRA by December 15 to issue a request for proposals to establish high-speed rail service on any of the 11 potential corridors already designated by the government. Private companies which submit proposals must show how existing services can be speeded up by at least 25 percent, or in the case of the Northeast Corridor to a maximum of two hours between New York and Washington. (The fastest Acela Express now takes two hours and 46 minutes.) One key Congressman called AMTRAK "essential" to any public-private partnership developed for the NEC (NARP).

As *Cinders* went to press, AMTRAK was gearing up for another big Thanksgiving travel week. Once again, a special Northeast Corridor timetable was issued to be effective Tuesday, November 25 through Monday December 1. The 36-page timetable comes with an attractive early morning scene on the cover, evidently photographed somewhere in New England. As usual, Amtrak leased several trainsets from NJ TRANSIT and MARC for the 3000-series "holiday extra" service to be operated on Sunday the 30th. Four holiday extras were scheduled in each direction between New York and Washington, using four NJT sets and two MARC sets. There were 14 "Northeast Regional extras" scheduled, mostly between Boston and Washington. In addition, several Acelas normally originating or terminating at New York were extended to Boston, or their schedules adjusted. (On Wednesday the 26th, two New York-Washington Acelas in each direction were to be extended to Boston, an extra Acela was added from Boston to New York and another from Washington to New York. Several weekday-only or Saturday-only Acelas also were to run on Sunday.) Certain Regional trains were shifted from Fridays-only to Wednesdays-only. In another change, reservations were required on the usually unreserved Keystone trains between Philadelphia and Harrisburg. The Thanksgiving week is traditionally Amtrak's busiest time of the year, with over 665,000 passengers carried during the 2007 holiday period. The day before Thanksgiving is the busiest of all, Amtrak saying that it expects to move 128,000 passengers on Wednesday alone.

(Continued on Page 6)

PHILADELPHIA EXPRESS

(Continued from Page 5)

AMTRAK ridership in October increased 4.4 percent over the same month in 2007, although ridership on the Northeast Corridor was down. Long-distance trains enjoyed an increase of 14.3 percent and short-distance trains outside of the Corridor 10.1 percent. But Acela Express business fell by 6.3 percent, apparently due to declining business travel in an ailing economy, while Northeast Regional ridership was off by 4.5 percent (NARP).....Inquirer Columnist Tom Belden posted two articles last month, both of them upbeat about AMTRAK's prospects under the new Obama Administration. President-elect Obama has called for rebuilding the transportation infrastructure and promises to support investment in Amtrak and public transportation in general. Belden says that the "most striking change in the transport area (may be) how Amtrak and other passenger-rail service will be treated by the White House".....AMTRAK carried several thousand people to and from the Phillies parade on October 31, but had few problems in spite of standing-room-only trains from Paoli. Many parade-goers also boarded at Lancaster, Wilmington and Trenton but no serious hitches were reported.

AMTRAK has extended its "Rule 562" bi-directional operation 15 miles eastward on track #1 from "Rheems" interlocking near Mount Joy to Lancaster. Rule 562 governs in areas where cab signals are in service without fixed wayside signals (except at interlockings). Bi-directional signaling already is in service on both tracks over the 22 miles from "Rheems" to Harrisburg (see May-June, August *Cinders*), and eventually will be extended all the way east to Philadelphia as part of the Keystone Corridor project.....It will be interesting to see how much additional service, if any, AMTRAK is able to provide to Washington for the inauguration of President Barack Obama on January 20. Reportedly, the largest-ever crowd for a swearing-in ceremony is expected, perhaps as many as three million people. No doubt some private cars will be seen in Washington Union Station!.....AMTRAK has a notice in its current system timetable that there will be reduced Acela Express service during the Christmas holiday period.....Work has begun on the rebuilding of "Shore" interlocking at Frankford Junction (see September *Cinders*).....For safety reasons, AMTRAK was forced to suspend the operation of its popular **Auto Trains** beginning on November 18 after cracks were discovered in the underframes of the auto carrier cars. Emergency repairs were made on 50 of the two-year-old cars, and service was restored four days later (NARP).

many just a few short years ago doubted would ever occur".....*G.I. Jobs* Magazine has ranked NORFOLK SOUTHERN among the 50 top military-friendly companies in the U.S. for its hiring of service veterans (*Trains*).....The Association of American Railroads, which represents the freight rail industry, formally congratulated Barack Obama on his election last month. "Throughout the campaign," said the AAR, "President-elect Obama has emphasized the importance of rebuilding our nation's infrastructure so that it can support the economic growth of our nation while creating more American jobs. America's freight railroads find this a worthy goal to ensure that America's economic potential is reached." Earlier, Obama had told an industry group that he favored more investment in railroads, because rail transportation is a "highly-efficient way to transport freight and relieve congestion on our highways" (*Trains, Traffic World*).

The WEST CHESTER RAILROAD and the Chester County Historical Society last month celebrated the 150th anniversary of the arrival of the West Chester & Philadelphia Railroad's first train. This line later became the West Chester branch of the Pennsylvania Railroad and today is owned by SEPTA and operated for tourist service by the WCRR.....Former SUSQUEHANNA RDC M-7 (ex-New Haven and METRO-NORTH #43) arrived last month at SOUTHERN RAILROAD OF NEW JERSEY's Winslow Junction shop. Apparently, SRNJ has plans to operate excursions with the car (Trainorders.com).....Oddly enough, magazine ads now being run by NRHS for its 2009 convention in Duluth, MN, show a large photo of an EAST BROAD TOP train in Pennsylvania.....MIDDLETOWN & HUMMELSTOWN 2-6-0 #91 was returned to active service in October, hauling several M&H excursions. It is ex-CANADIAN NATIONAL #91, a sister of STRASBURG #89 (Harrisburg Chapter).....The group known as Lancaster Streetcar Company, which is promoting the return of trolleys to downtown Lancaster, has placed an ex-SEPTA PCC car on display at the corner of Prince & West Chestnut Streets. It is one of three PCC's purchased from the Baltimore Streetcar Museum (Harrisburg Chapter).

**Reading Company's Newtown Branch
Program by Member Jim Boyd
Friday, January 16, 2009, 7:30 PM
TJU Alumni Hall, 1020 Locust Street**

**Wyoming Valley Trackless Trolley
Book Issued by West Jersey Member**

"Riding the Winged Wheel: The Trackless Trolley Era in the Wyoming Valley" is the title of a new 142-page soft-cover book written by West Jersey Chapter Member Wayne W. Thomas.

This excellent work is fully annotated, with a complete history from the inception to last run of trackless trolleys in the Wilkes-Barre, PA area. There are over 75 photographs and illustrations, 20 of them in color, with a complete system map of the operation. Included is historical information which impacted the trackless operation in this northeastern Pennsylvania area, and a route chart and complete roster are part of this 8-1/2x11-inch perfect-bound publication.

The book is priced at \$28.00, plus \$3.00 shipping, and should be ordered directly from the author: Wayne W. Thomas, 161 Pearlcroft Road, Cherry Hill, NJ 08034-3338.



**CSX, NS,
OTHER ROADS**

CSX CEO Michael Ward has been selected as Railroader of the Year by *Railway Age* Magazine. He is the first CSX recipient of the annual award since Hays T. Watkins in 1984. "Michael Ward has led a remarkable turnaround at CSX," said Editor William C. Vantuono. "Through his leadership, he has brought a level of consistency and profitability to the railroad that



DECEMBER 6-7, 2008: 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.

DECEMBER 6,13: "Home for the Holidays" event at the Railroad Museum of Pennsylvania, Strasburg, with special holiday decorations, Yuletide music, displays, costumed interpreters and a visit from Santa for the kids. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

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 9, 2009: "Railroad Landscapes" photography exhibit by Daniel Troy at Bucks County Visitors Center, 3207 Street Road, Bensalem, PA. This is part of the "Discover the Arts in Bucks" program. Hours: 9 AM-5 PM daily. Admission is free. For information, telephone 800-836-2825.

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).

Chapter Discontinuing Book Sales; Remaining Inventory Offered at Cost

After many years of operation, Philadelphia Chapter is ending its ongoing book sales program. The declining number of train shows in the Philadelphia area, the logistics of maintaining and moving a large inventory, plus a growing number of sellers at the remaining shows are factors in making this decision.

The Chapter will still continue to appear at local shows as we can staff them, to provide membership information as well as publicity for our historical preservation efforts.

We are selling our considerable supply of Morning Sun Books, at cost plus 6% Pennsylvania State sales tax. This sale offers considerable savings to our members and will be ongoing in each issue of *Cinders*. To reserve a book listed below, contact National Director Larry Eastwood at 215-947-5769 or by E-mail to reastwood2@comcast.net to determine availability. All of the titles offered this month are priced at \$38.16 (\$36.00 each plus \$2.16 tax - normal List Price is \$59.95 each):

Baldwin Diesels -1 in Color (Roads A-G)
Baldwin Diesels - 2 in Color (Roads H-P)
Baldwin Diesels - 3 in Color (Roads Q-Z)
Boston Trolleys in Color (Vol. 1 - The North Side)

Boston Trolleys in Color (Vol. 2 - The South Side)
Burlington Northern Color Guide to Freight/Passenger Equipment
California Trolleys in Color, Vol. 1: San Diego & Los Angeles
Canadian National Steam in Color, Vol. 1 - Ontario and East
Canadian Pacific Steam in Color, Vol. 2 - Montreal & West
Canadian Trolleys in Color, Vol. 1 - Eastern Canada
Chesapeake & Ohio Railway in Color, Vol. 1
Chessie System Color Guide to Freight Equipment
Chicago, Burlington & Quincy in Color, Vol. 4
Chicago, South Shore & South Bend in Color
Erie Lackawanna in Color, Vol. 5 - Merger Memories
Erie Lackawanna Through Passenger Service, Vol. 1: 1960-1965
Grand Trunk Western in Color, Vol. 1: Steam & Green 41-61
Lehigh & Hudson River in Color
Monon in Color
New Haven in Color, Vol. 3: Into the Abyss (1961-1968)
New Jersey Trolleys in Color
New York Central in Color, Vol. 1
New York City Trolleys in Color
New York Harbor Railroads in Color, Vol. 2
NYC Color Guide to Frt./Psgr. Equipment, Volume 2
Pennsy Electric Years, Volume 2
Pennsylvania Shortlines in Color, Volume 2
Pennsylvania Trolleys in Color, Vol. 4 - the 1940's
PRR Color Guide to Freight/Passenger Equip., Vol. 3

Again, the price of each of the above books is \$38.16 each, and all are available to our members, please on a first-come, first-served basis. Delivery arrangements can be made on an individual basis; If books are to be shipped, that cost will be extra.

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 now pens a column called "Comments from Track 34" for New York RRE; perhaps he resides in a stored New York Central sleeper in the bowels of Grand Central Terminal.)

Norfolk Southern's Oak Island Yard is near Newark, NJ and was once the Lehigh Valley's principal facility in the New York area. Today, it's a semi-automatic hump yard with push-button switching and radar-controlled retarders executing manually pre-set release speeds for each of 30 class tracks. It normally humps about 1,000 cars per day to and from the North Jersey area. NS, we are told, is now using steel crossties in industrial tracks throughout its system (Gary Price, *Whistle Stop*).....A memorial ceremony was held at the site of the Newark Bay bridge of the Jersey Central recently. It marked 50 years since the terrible accident in which CNJ Train #3314 from Bay Head to Jersey City plunged into Newark Bay, claiming 48 lives. The railroad and the bridge are all gone, with just some near-shore concrete bridge piers left as sad memories (*Asbury Park Press*).....On November 18, 1922, the Pennsylvania Railroad operated 41 special trains to Princeton for the Princeton-Yale football game. In November, 1932, meanwhile, the PRR and the Reading Company signed an agreement consolidating their South Jersey lines, which in effect, led to the creation of the Pennsylvania-Reading Seashore Lines (C. T. Baer, Hagley Museum).

The last GG1 electric locomotive ran 25 years ago. In the Fall of 1979, Conrail retired its fleet of GG1's and on July 1, 1980 conveyed 13 of them to New Jersey Transit. Just six of them were officially in service, with only three (4877, 4879 and 4882) actually operating. On May 1, 1981, Amtrak retired its 40 GG1's, making the three NJT units the last in service. The 4877 was painted Tuscan red with pinstripes in May, 1981 by NJT. On the evening of Friday, October 28, 1983, GG1 #4879 made the last regular scheduled run on Train #3323, departing Penn Station, New York at 5:20 PM, with locomotive change at South Amboy, NJ. The following day three ceremonial round trip excursions were run on NJT using all three of the G's. (Lancaster Chapter, NRHS *Lancaster Dispatcher*).....Speaking of Penn Station, a traveling salesman (who just missed a train) came up to the gate attendant and, gasping for breath, says "I've got to get to Chicago in the worst way!" The attendant, without blinking an eye, replied, "Have you tried the Erie?" (*Vaudeville*).

Remember the last trolley in Manhattan (and New York City)? During its last ten years of life, the Queensboro Bridge Railway Company operated from an underground station at 59th Street in Manhattan to Welfare Island (reached by an elevator), at Queens Plaza and Northern Boulevard. It ran six cream and orange cars over the 1.6-mile route. The line was owned by famed Short Line moguls H. E. and Murray Salzberg. Roy rode on it a few times, but (Shame on Me!) never took a photo. (*Mass Transit Directory, 1945*).....In 1896, Washington, DC began operating streetcars using a buried electrical conduit. Only New York City, on Manhattan Island, would adopt this type of operation in the United States (*Ties and Tracks*).....*Season's Greetings and a Healthy, Prosperous 2009 from Roy!!!*

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