

# CINDERS

MARCH 2008



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Volume 68

Number 3

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](http://www.phillyNRHS.com)**

## MEETING CANCELLATION NOTICE!

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

## MEETING NOTICE:

### FRIDAY EVENING, MARCH 14, 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, 9<sup>th</sup> Street above Locust  
(\$6.00 after 6 PM), Parkway garage, also 9<sup>th</sup> above Locust  
(\$5.75 after 6 PM), or Downtown Garage, Walnut Street east of  
10<sup>th</sup> (\$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 March meeting is unusually special, as we honor those members who have reached 25, 50 and 60-year mileposts with NRHS. This year there are 14 members at 25 years and one member at 60 years (see February *Cinders* for their names). They will be invited to dinner, courtesy of the Chapter.

Our program will feature Chapter Member Harry Pinsker, who will provide a slide lecture on some New York City Transit Authority lines, namely the JFK route and the AirTrain route, which connects Long Island Rail Road's Jamaica station with JFK Airport.

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, MARCH 11, 2008 to National Director Larry Eastwood at 215-947-5769. The menu choices are Caesar salad, entrée choice of Filet Mignon au Poivre fanned over scalloped potatoes with grilled vegetables, or Honey-gkazed sea bass with lemon pepper asparagus and Orzo pilaf. Dessert is homemade apple pie. Rolls and beverage are included. **NO-shows are responsible for payment for meals ordered!** (*Meetings for the 2007-08 year are held in the Faculty Club, on the 2<sup>nd</sup> Floor of the Alumni Hall.*) Why not come out for dinner before our meeting. It's an enjoyable full meal, plus informal and interesting conversation, it's priced at only \$20.00 per person. Try it!!

## Notice of Annual Meeting & Election

Notice is hereby given of election of Chapter officers for the year 2008-2009, to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday evening, April 18, 2007, at the Faculty Club, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA 19107, beginning at 7:30 PM.

Any member in good standing who is interested in service as President, Senior Vice President, Vice President & Treasurer, Secretary or National Director, may be nominated from the floor at the March 14 or April 18 meeting, or by placing your name in nomination by writing, before April 1, 2008 to: Mr. C. Bruce Irvin, Chairman, Nominating Committee, Philadelphia Chapter NRHS, 116 Linden Drive, New Holland, PA 17557-9490.

Of particular interest is the position of Secretary of our Chapter, a position which is vacant at the time of this notice.

## Bee Line Festival/Grand Opening April 12 at RDG Heritage Museum

The Reading Company Technical & Historical Society has announced "Bee Line Festival", the grand opening of the Reading Railroad Heritage Museum on Saturday, April 12, 2008. The Museum is on 3<sup>rd</sup> Street between Arch and Maple Streets in Hamburg, PA, north of the old Blue Mountain & Reading shop.

Included will be Museum tours, music, craft tables, ex-Reading conductors telling their stories, and children's activities. Admission to the event is \$10 for adults, \$5 for children and \$25 for a family of four. Bee Line Festival runs from 10 AM to 5 PM, marking the 175<sup>th</sup> anniversary of the Reading Railroad.

Through dedication and hard work over the past 25 years, the RCT&HS has amassed the largest railroad collection in the United States dedicated to a single railroad. Philadelphia Chapter members desiring information on the Reading Railroad Heritage Museum should visit the Society's website at [www.readingrailroad.org](http://www.readingrailroad.org). During March, the Reading Museum is open 10 AM-5 PM Saturdays and Noon-5 PM Sundays.



**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**

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Senior Vice President.....William Thomas III (215) 545-3198  
Vice President & Treasurer.....Richard Copeland (215) 343-2765  
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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.

## **Donald W. Kehl**

**January 19, 2008**

We regret to report to you the passing of longtime NRHS and Philadelphia Chapter-only member Donald W. Kehl, of Larkspur, CA, on Saturday, January 19, 2008, at the age of 81. Donald was a native of Philadelphia, his interest in rail history spurred by his father's railfan interests.

Don joined the Navy during World War II, serving in the South Pacific and occupied Japan. Following his graduation from Temple University, Don worked in the freight department of the Pennsylvania Railroad in Philadelphia and Canton, OH. In 1957, he relocated to California and was employed Republic Carloading in Emeryville and later Yellow Freight in Hayward until his retirement in 1991.

Kehl, originally a Philadelphia Chapter member, attended our meetings in his youth, and served on the staff of *Cinders*. After his move to the West Coast, he worked with fellow NRHS members Ed Graham and John Francis to get the Central Coast Railway Club affiliated with NRHS, accepting the charter for Central Coast Chapter at the NRHS convention in Baltimore, MD in 1968.

Don was awarded his 60-year NRHS pin in 2007, a year which marked his 50<sup>th</sup> anniversary as a member of the Central Coast group. Don maintained many friends in the Philadelphia area and remained active in Central Coast Chapter until his health failed late last year.

*(Courtesy CENTRAL COAST CHAPTER, NRHS)*

## **If Your *Cinders* Arrives in Bad Condition**

Your issue of *Cinders* is generally mailed about 10-14 days prior to our monthly meeting. This schedule may fluctuate due to holidays, weather, production problems, etc. *Cinders* is processed on high-speed Postal Service letter sorting machines. If it arrives damaged, contact Editor Larry Eastwood at 215-947-5769 or [reastwood2@comcast.net](mailto:reastwood2@comcast.net) and a replacement will be promptly sent to you.

## **RCT&HS Sets 3<sup>rd</sup> Annual Convention**

Kicking off several different but related events within eight days, the Reading Company Technical & Historical Society will hold its 3<sup>rd</sup> Annual Convention on Saturday, April 5, 2008 at the Leesport Fire House, off PA Route 61 in Leesport, PA.

Registration for this day-long event begins at 8:30 AM, and presenter programs begin at 9:00. The price is \$20.00 per person. An optional lunch is available for \$10.00, and vendor tables will also be available for \$20.00 per table.

Seminars will include Preston Cook with **Inside EMD**, a 2-1/2 hour program on the development of the various classes of EMD locomotives and the inside story on each. Preston, who has made many presentations, will be retiring from EMD at the end of this year, making this a "must-see" program. Author Ben Bernhardt will provide a program on **Port Richmond**, Modeler John Greene will detail **Philadelphia & Reading Wooden Passenger Equipment** and Mike Smith of RCT&HS will provide **Reading Company in its final years**.

All registrants will receive a tour of the Reading Railroad Heritage Museum in Hamburg, opening the following Saturday, April 12 (*see separate article this issue*).

On Sunday, April 6, RCT&HS will conduct a Train Meet at the Leesport Farmer's Market, off Route 61 in Leesport. Details are in the *Extra List* on Page 7 of this issue.

To register for the RCT&HS Convention, send remittance, payable to RCT&HS, to Post Office Box 15143, Reading, PA 19612-5143.

## **NRHS National Address Change**

Effective February 1, 2008, all mail addressed to the NRHS National office must be mailed to:

**National Railway Historical Society  
100 N. 20<sup>th</sup> Street, 4<sup>th</sup> Floor  
Philadelphia, PA 19103-1443**

Please note this change on your files.



# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



**SEPTA  
TRANSIT**

In his first message to the public since taking over as general manager, Joseph M. Casey said last month that “now is the time to begin writing a new story about SEPTA by focusing on our core business—people.” With its financial affairs stabilized, Casey said that he wants “to demonstrate that SEPTA is the smart travel option by making our service easy and convenient to use.” As previously reported, a major step in this direction will be to modernize the fare collection system and bring a so-called “smart card” to SEPTA customers. An interesting sidelight of Casey’s first news conference was his answer to a reporter who asked whether he actually rode the system. “They seemed genuinely astonished to learn that I’ve used our trains, trolleys and buses every day since my first day on the job at SEPTA—26 years ago.” The *Inquirer* also quoted Matthew Mitchell of DVARP as saying that his group had “worked well with Joe Casey in the past...The question is whether he’ll have his hands tied by the board. He’ll need both hands to change the culture at SEPTA.”

In spite of being almost a year late, a ceremony celebrating the 100<sup>th</sup> anniversary of the Route 100 Norristown High Speed Line is scheduled for Saturday, May 10, at 69<sup>th</sup> Street Terminal. The original Philadelphia & Western Railway began service on May 22, 1907.....Ron DeGraw’s recently-released book on the history of the P&W, *Pig & Whistle*, is on sale at SEPTA’s Transit Store for \$59.95 per copy, with a discount for SEPTA passholders.....We note that municipal vehicles in the Borough of Media carry an official seal with a drawing of an antique trolley on Orange Street ..... SEPTA will hold a community meeting on March 20 to discuss an upcoming project to replace the Route 11 tracks in Woodland Avenue between 60<sup>th</sup> and 68<sup>th</sup> Streets.....In January and February, gangs of school-age boys and girls carried out a series of random attacks against other youths on Broad Street Line trains and at the North Philadelphia and Tasker-Morris stations, the *Inquirer* reported. SEPTA said it is beefing up patrols by uniformed and plainclothes police officers.

SEPTA increased weekday service frequencies on the Market-Frankford Line by about 12 percent, effective with the February 10 schedule change. Peak-hour headways were shortened to four-minutes and midday service to six minutes..... SEPTA has scheduled hearings on the Fiscal Year 2009 operating budget for the week beginning Monday, March 31, with the Philadelphia hearing set for Thursday, April 3, presumably at the Pennsylvania Convention Center. Hearings on the capital budget will take place on Monday, April 7 in the SEPTA Board Room.....SEPTA again issued reduced-rate Bouquet passes good for unlimited one-day travel on all SEPTA lines during the Philadelphia Flower Show, which occupies the Convention Center March 2-9. The \$9 passes are good

everywhere except on Regional Rail morning peak-hour trains and service to and from Trenton.....President Bush’s Federal budget for Fiscal Year 2009, submitted to Congress last month, proposes to increase mass transit funding by \$600 million to \$10.1 billion, but this still is \$200 million less than the level authorized by Congress. Worse, the budget proposes to divert \$3.2 billion from the Mass Transit Account to the Highway Trust Fund, which the American Public Transportation Association called an “outrage” (NARP).

The *Inquirer* published an article in its February 11 edition under the title “Transit lines seeking smartest ‘smart card.’” The subhead read “Goodbye tokens, hello plastic,” but the real question is—what kind of plastic? While PATCO’s recently-introduced “Freedom Card” currently is restricted for use only on the PATCO system, SEPTA appears to be leaning toward the adoption of special bank-issued credit or debit cards as fare instruments (see December *Cinders*). Unlike old-style cards such as SEPTA’s TransPasses, these smart cards would be of the “contactless” variety, meaning that they have embedded computer chips which allow passengers simply to pass them in front of an electronic reader. Each subway-elevated station, trolley and bus would be equipped with these readers, which instantly deduct the appropriate fare from the value pre-loaded into the card and report the transaction via a wireless network. One question is to what extent such cards may someday be accepted on more than one system (e.g., SEPTA, NJ TRANSIT, PATCO), sort of like an “E-ZPass” for transit riders.

**SEPTA  
REGIONAL  
RAIL**



The schedule changes originally intended to become effective March 9 (see February *Cinders*) have been delayed two weeks to Easter Sunday, March 23. Eliminating one five-car train start on the R3 Media-Elwyn line and rearranging other service freed up enough equipment to expand consists on several other trains, convert six locals to rush-hour express trips and create new local runs. All of this represents an initial effort to address the overcrowding on the Regional Rail system, where ridership has increased 11 percent over the past year. A further short-term step may be to purchase or lease additional equipment from other commuter agencies before the new Silverliner V cars begin to appear in late 2009 or early 2010. SEPTA’s seven AEM-7 electric locomotives are nearly 20 years old but probably will not receive an overhaul until the Silverliner V’s begin to arrive.

The underground entrance from Suburban Station to the new Comcast Center building at 17<sup>th</sup> & Arch Streets was opened in January.....Construction is underway on SEPTA’s new

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# PHILADELPHIA EXPRESS

(Continued from Page 3)

"K" interlocking west of the Spring Garden Street bridge. The year-long project will see new switches, rail and ties installed, and is designed to speed service on the R5, R6, R7 and R8 lines. Although this section of railroad is actually owned by AMTRAK, the interlocking will be used only by SEPTA trains and controlled from the SEPTA Operations Center.....An economic development group is exploring the possibility of building a light rail line between Phoenixville and Paoli, according to an *Inquirer* report. The ten-mile line would use an ex-Pennsylvania Railroad branch, recently taken out of service by NORFOLK SOUTHERN, as far as Devault, then an abandoned Reading spur from Devault toward Paoli. The report states that in addition to track construction, two new bridges would be needed. Right now, the group is trying to determine if there is sufficient demand to justify the project.

The historic station building at Shawmont, on the R6 Norristown Line, may be in danger of demolition, according to members of the Roxborough Historical Society. Evidently, SEPTA still owns the stone structure, even though it was discontinued as a passenger stop in 1990. Official records cited in Edward Lewis' book *Reading's Victorian Stations* indicate that the station was built in 1892, but the historical society believes that it actually dates back to 1834 and was a stop on the original Philadelphia, Germantown & Norristown Railroad. If true, this could make it the second oldest surviving railroad station in the U.S. Efforts are underway to preserve the building, which currently is occupied by a tenant.

To accommodate visitors headed to the Philadelphia Flower Show, SEPTA beefed up service on the R5 Paoli-Thorndale and Lansdale-Doylestown lines by operating midday trains half-hourly rather than hourly March 3-7..... Lower Merion Township officials last month conducted a tour of the proposed recreational trail along SEPTA's out-of-service Ivy Ridge Line between Cynwyd and Manayunk. More than 250 township residents turned out for the tour, which included a walk across the massive ex-Pennsy viaduct spanning the Schuylkill River and the Expressway. SEPTA has leased 1.2 miles of this right-of-way to the township for conversion to a trail (see October *Cinders*).

SEPTA faced a number of operational challenges in January and February. Early on Thursday, February 7, the catenary was found to be damaged over #1 track on AMTRAK's Harrisburg mainline west of Frazer. All SEPTA service between Malvern and Thorndale had to be annulled until the wire was repaired at 10 AM, forcing 12 R5 trains to be turned back at Paoli. SEPTA passengers at the affected stations were picked up and discharged by Amtrak trains operating on #4 track. At 10:40 AM on Tuesday, January 29, R2 train #4216 snagged a pantograph in the catenary approaching Warminster station. The rear two cars were cut off and returned to Hatboro as #4127 but pantograph damage on those cars forced the train to be terminated at Glenside. All service was cancelled between Willow Grove and Warminster until 2 PM, with buses substituted. The real problem was found to be a catenary defect at "Grove North" interlocking, but Warminster trains could pass by coasting through the area with pantographs dropped.

Disabled equipment was responsible for numerous delays during the period. On Monday, January 21, 18 trains were delayed on five different lines due to equipment failures, such as inoperative brakes and power outages. The next day 19 trains were delayed, including R1 train #0105 which lost traction power at Jenkintown around 5:30 AM, causing a cascade of delays to other trains of up to 40 minutes. On Monday, February 4, a spate of similar problems occurred on the R3 West Trenton, R7 Trenton and R8 Chestnut Hill West lines and on Friday the 8<sup>th</sup> disabled trains were reported at Fern Rock, Chestnut Hill West and at "Schuylkill" interlocking near 30<sup>th</sup> Street. Several other train breakdowns on Wednesday the 13<sup>th</sup> affected trains at four different locations. On Monday, January 28, all switches at AMTRAK's "Lehigh" interlocking just west of North Philadelphia station became locked in the normal (straight) position for half an hour during the evening rush, delaying a number of R8 Chestnut Hill West trains. R8 train #1855 out of Fox Chase struck a couch placed on the track near Ryers station on Saturday, January 19, breaking an air pipe and disabling the train.



Recurrent pantograph problems delayed several other trains. On Saturday morning, February 9, deadheading train #1503 knocked out the power twice on AMTRAK's Harrisburg line at Whitford station, delaying three R5 trains due to late turns from 1503. At 10:55 PM on the 10th northbound train #4370 was stopped on the Airport Line #1 track when the crew noticed electrical arcing from a bent pantograph on car #226. The car was cut off, the remaining two cars proceeded and all trains operated on #2 track until catenary repairs were completed the next morning. That same morning, Monday the 11<sup>th</sup>, R3 train #329 reported pantograph damage at West Trenton, and #331 had a cable entangled in the pantograph of one of its cars. Pans were lowered, the trains were coupled together and proceeded south at reduced speed. Soon after, at 9:35 AM, power was lost between Woodbourne and West Trenton when a steady span dropped just west of the Delaware River bridge, fouling both tracks. All trains had to be turned at Woodbourne until power was restored at 2:15 PM. AEM-7 #2304 was a troublemaker on two consecutive Fridays last month. During the afternoon rush on the 8<sup>th</sup>, #2304 was assigned to R5 train #5561 **Great Valley Flyer**, but lost power before leaving Fern Rock. The train had to be annulled. The following Friday #2304 was in charge of R3 West Trenton express #6374 when its brakes locked up at Philmont. Passengers had to be transferred to following train #376 on the opposite track.

Switches, signals and weather also took their toll last month. A switch failure at "Arsenal" interlocking south of 30<sup>th</sup> Street early on Monday the 11<sup>th</sup> caused numerous delays to many R1 Airport, R2 Wilmington and R3 Media-Elwyn trains, and at least four annulments. At about the same time, a switch failure at Paoli forced all eastbound R5 trains to operate on #2 track as far as Bryn Mawr through the morning rush, with consequent delays. A signal failure at "Media" on Sunday the 10<sup>th</sup> required local control of the interlocking for several days. Heavy rains on Tuesday the 12<sup>th</sup> caused a rash of delays during the afternoon and evening, with light snow, sleet and freezing rain in the suburbs adding to the woes. Slippery rails, icy roads and platforms were reported in many locations and all switch heaters were turned on.

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# PHILADELPHIA EXPRESS

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## AMTRAK

President Bush last month unveiled his record \$3.1-trillion Federal budget for Fiscal Year 2009, in which he once again proposes only \$800 million for AMTRAK, plus \$100 million for intercity rail projects initiated by the states. This figure is \$525 million less than this year's funding of \$1.325 billion and if approved could well lead to a shutdown of the railroad. The \$800 million is divided \$300 million for operations and \$500 million for capital improvements, which many agree is totally inadequate .....Conservative Leader Paul M. Weyrich told Washington Journalist Wes Vernon last month that he will not vote for Republican Presidential Candidate John McCain, because of McCain's well-documented anti-rail views. Weyrich, who heads the Free Congress Foundation, said that in this respect Senator McCain "would be even worse than the present administration."

AMTRAK last month reached a tentative agreement with the United Transportation Union covering 2,300 conductors and assistant conductors, retroactive to 2000 (NARP). This comes on top of the agreement with nine other unions announced in January (see February *Cinders*).....AMTRAK has installed a new signal system over the ten miles between Middletown and Harrisburg on the Keystone Corridor. This system provides four additional cab signal speed indications of up to 150 mph and retains the existing bi-directional signaling while using microwave code transmission to replace copper wires. The track speed of 110 mph remains in effect (Harrisburg Chapter) .....It is presumed that the thousands of concrete ties recently installed on the Harrisburg line between Philadelphia and Paoli will last much longer than wood ties. But the recent discovery of defective concrete ties on sections of the Northeast Corridor in New Jersey means that their lifespan cannot always be guaranteed.

AMTRAK last month deployed the first of its new 15-member security teams at 30<sup>th</sup> Street and other stations along the Northeast Corridor. According to an *Inquirer* report, the security program will include a random inspection of passengers and scanning of their luggage by a newly-developed portable explosive-residue detector. The inspections will be speedy, Amtrak said, with no delay to trains, and passengers will not be asked to walk through metal detectors or take off their shoes as is the current practice at airports.....AMTRAK will receive \$25 million from the Federal Transit Grant Security Program to "harden underground and underwater track and tunnels" and for other security improvements (NARP).

Two AMTRAK trains recently became disabled in the Philadelphia area, delaying both Amtrak and SEPTA service. On Friday, January 18, southbound Acela Express #2103 broke down at Folcroft and had to transfer its passengers to another train. Then, on Friday, February 1, westbound Keystone Service train #653 was stalled at Frankford Junction, and again made a train-to-train transfer of passengers.....While MARC commuter train #419 was discharging passengers at Washington Union Station on the morning of February 7, it was struck by an AMTRAK switching locomotive. Seven passengers were

hospitalized with minor injuries (NARP).....A water main break flooded AMTRAK's Empire tunnel in Manhattan on February 9, severing the track connection between Penn Station and Albany. Some Empire Service trains were cancelled while others plus the **Lake Shore Limited** and **Adirondack** were detoured via METRO-NORTH to New Rochelle and Amtrak's mainline to Penn Station (NARP).



## CSX, NS, OTHER ROADS

CSX and NORFOLK SOUTHERN again this year will handle the Ringling Bros. circus train through eastern Pennsylvania, New Jersey and New York. CSX will run the 61-car Blue Unit train from Hampton, VA, to East Rutherford, NJ, via Philadelphia on March 3, after which it will move to Long Island and New York City before returning to East Rutherford in early April. On April 14 CSX will operate the train from there to South Philadelphia for shows at the Spectrum April 16-27. On April 28 CSX will move the train to Providence, RI, and on May 12 it will return from Hartford, CT, for appearances at Trenton May 14-18. NS then will run it to Hershey, PA, for shows May 21-26, and to Wilkes-Barre via NS-CANADIAN PACIFIC where the circus will perform May 29-June 1. The Red Unit train will visit Baltimore March 12-23 and State College, PA, April 24-27 (presumably with the train parked at Bellefonte).

NS has rebuilt one side of the old PRR Thurlow yard on the Northeast Corridor between Chester and Marcus Hook. Thurlow once was a large operation but was abandoned in the Penn Central days. The new yard will consist of seven tracks used to store cars for Marcus Hook refineries and other customers (Pottstown & Reading Chapter).....Both CSX and NS expect to benefit from a big growth in coal traffic from Appalachian mines to the Port of Hampton Roads. Export coal traffic should increase by nearly 50 percent this year to 42 million tons, due mainly to the weak U.S. dollar and flood damage to Australia's coal shipping infrastructure (*Trains*). Anthracite mines in Pennsylvania also are gaining new European customers as the result of the declining dollar.....CSX has been running a TV and radio ad campaign using the theme "CSX: How tomorrow moves".....CSX reportedly will spend \$48.5 million to upgrade its ex-New York Central Water Level Route across Upstate New York, following a series of accidents on the line over the past year (*Trains*).

NJ TRANSIT has announced that the startup of its planned "casino express" trains between New York and Atlantic City has been postponed at least until this summer (see March, October 2007 *Cinders*). The weekend-only service, to be subsidized by three casino operators, will feature NJT's new multilevel coaches and the four P40 diesel units leased from AMTRAK. It had been slated to begin last December.....NJT has opened its \$113-million servicing facility and yardmaster's control tower in Morrisville, across the Delaware River from Trenton at the end of NJT's busy Northeast Corridor Line. Several years ago NJT built a new commuter train yard on the site of the former Pennsy/CONRAIL Morrisville yard and has

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

(This column will appear from time to time to provide *Cinders* readers with some hopefully interesting, yet useful information which has been gathered from miscellaneous sources).

On modern railroads a "CP" or "Control Point" is the location where the dispatcher controls signals and possibly an interlocking plant as well. Conrail crews working at the Gang Mills terminal near Corning, NY would often stop, after work or during breaks at the nearby AM/PM convenience store for coffee. This facility was commonly known among railroaders as "CP AM/PM" (Eric B. Lee, *The Green Block*).....Recently, Union Pacific had a coal train derailment that temporarily closed two of Denver RTD's adjacent light rail stations in Littleton, CO. After the mess was cleaned up, UP personnel showed up at the reopened RTD stations with Starbucks coffee, orange juice, scones and candy. It was something the railroad wanted to do to say "Thank You" to the commuters for their understanding (*Danville Flyer*).....The 13-mile Crab Orchard & Egyptian Railroad in Illinois has received a grant of over \$150,000 for track repairs. The shortline is believed to have been the last common carrier to haul freight (and piggyback!) exclusively with steam locomotives. Steam quit on the CO&E on September 8, 1986. They also had a diesel (#1161) named after local celebrity Marion Ross of "*Happy Days*" fame (*Danville Flyer*).

The original storage location of the Pennsylvania Railroad's historic collection was in the old car shop building at the East Trenton (NJ) engine terminal, where the equipment was taken in the Fall of 1940, at the close of the New York World's Fair. When Trenton was closed in 1956 and relocated as a diesel facility to Morrisville (PA) yard, the historic equipment was moved to Northumberland, PA, with much of it later moving to the Railroad Museum of Pennsylvania at Strasburg (Bert Pennypacker).....Miss Amelia Earhart left her Pullman space, donned overalls and rode in the cab safely and on-time with Pennsy locomotive engineer John C. Sloan from Pittsburgh to Greensburg, PA on July 25, 1928. She said, "It was something she wanted to do since she was a child". It was a shame she didn't have Mr. Sloan as a good luck charm with her over the Pacific Ocean in 1937! (*Harrisburg Rail Review* and Roy).....Got some extra cash (\$\$\$) on hand? The number plate from Reading T-1 4-8-4 #2120 recently sold on eBay for a modest \$3,550!!! (Rick Bates).....The world record for a non-stop passenger train run is still (2008) held by the old Chicago, Burlington & Quincy (Burlington Route) train, the **Pioneer Zephyr**, which made a non-stop run from Denver to Chicago (1,015 miles) is 13 hours and 5 minutes on May 26, 1934 (*Les Dean-Today's Railways Europe*).

Want to save a piece of Philadelphia-area transportation history? Seashore Trolley Museum is asking for donations to acquire Boston MBTA Boeing-built LRV #3424. As a start, they need \$12,000 to have the car transported to Kennebunkport, ME. To contribute any amount, call the Museum at 207-967-2800 or use the website [www.trolleyvmuseum.org](http://www.trolleyvmuseum.org). Checks and credit cards are welcome (Boston NRHS *Steel Wheels*).....My Kind of Guy Department: .....then we bought coffee and went around to see the **Gull** go north from Bangor Union Station with a couple of E units, an RPO, three baggage cars, two coaches and two sleepers. At that time I was dating my future wife who live in Orono (ME), on the route of the **Gull**. I would time my goodnight kiss so I can see #23 highballing up through Veazie as I headed home to Bangor (Rev.

Walter F. Smith in Bridge Line Historical Society *Bulletin*).....Sometimes, trolleys were named but most often were numbered. In 1898, St. Louis Car Company built 99 cars for New York City's Third Avenue Railway Company. Some of these cars wound up at a dealer who resold one of them to the Auburn, Winthrop & Gardiner Street Railway in Maine. They numbered it #24 and also named it "*Worromontogus*" (A. R. Lind).

### Philadelphia, Wilmington & Baltimore Railroad – 1870 Profile

(A Roy L. Hudson Railroad Snapshot)

prepared by R. L. Eastwood, Jr.

**President – Isaac Hinckley** (Philadelphia, PA)

**Master Mechanic – George W. Perry** (Wilmington, DE)

**Gauge – 4', 8-12"**

**Rail – 50 to 68 pounds**

**Miles of Line – 99.6 miles** (second track, 80.1 miles)

**Locomotives – 59**

**Passenger Cars – 85**, seven first-class, eight combines and 46 baggage, mail and express

**Freight cars – box cars (538), stock cars (66), flat cars (207), dump cars & miscellaneous (102)**

**Passengers carried – 1,472,846**

**Freight carried – 331,493 tons**

**Total Revenue in 1870 – \$2,577,147**

*In the year 2008, a passenger can ride over most of the PW&B on Amtrak's Acela Express service!*

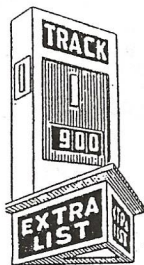
--Source: *Poor's Manual of Railroads, 1871*

Going back to prior years in March, we find that in the third month of 1945, New York Central placed its first 4-8-4 Niagara steam locomotive in service. Six years later, in March, 1951, the Central ordered 387 diesel locomotives from all the builders, the single largest order at that time (*Time Line*).....In March, 1963, the last Fairbanks-Morse diesel locomotive was outshopped at Beloit, WI. Model H16-44 #604 was headed for Mexico's Chihuahua Pacific Railroad (*Time Line*).....Pullman parlor car **Wall Street Special** in 1930. On weekends it ran northbound to Shamokin on Saturday, returning on Sunday. The car had 14 parlor seats, one drawing room and a buffet-lounge. It originally operated on the Boston & Maine and was air-conditioned in 1934 and later withdrawn from RDG-CNJ service in 1939 (Joe Wirzbicki).....In February 1936, Raymond Loewy design streamlining is applied to Pennsylvania Railroad K4s 4-6-2 #3768 and during the spring and summer of that year was exhibited around the system, but stationary and in service. Train crews dubbed the 3768 as the "Torpedo" (Chris Baer).

Stay Off the Tracks Department! Patrick Deans, 18, was walking between parallel tracks on CSX (ex-B&A, NYC, PC, CR) in Springfield, MA when he saw a westbound freight train coming toward him. He moved over to the other track, only to be struck from behind and killed by a Boston-bound freight (Boston NRHS

(Continued on Page 8)





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

**MARCH 15:** Annual Canal History & Technology Symposium at Lafayette College, Easton, PA, sponsored by National Canal Museum. Panel of speakers will present programs on historic canal and bridge subjects. Advance registration (by March 3) \$60 per person, which includes continental breakfast, buffet lunch and copy of the proceedings. Send check to: National Canal Museum, 30 Centre Square, Easton, PA 18042-7743. For information, telephone 610-559-6616.

**MARCH 25:** West Jersey Chapter, NRHS monthly meeting, second floor, Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ, beginning at 7:30 PM. Location is several blocks east of PATCO Haddonfield station. Program will feature NRHS Member Jim Brazel with program "Reading Railroad's Chester Valley Branch", which was presented at Philadelphia Chapter last year – for those members who didn't see the program, it's excellent and worth the trip to Haddonfield.

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

**APRIL 5:** Reading Company Technical & Historical Society 3<sup>rd</sup> Annual Convention, Leesport, PA Fire Hall. See separate article on Page 2 of this issue.

**APRIL 6:** Reading Company Technical & Historical Society Train Meet, 9 AM-3 PM at Leesport Farmer's Market, Route 61, Leesport, PA. Adult admission: \$4.00, children age 12 and under free with an adult admission. Vendor tables \$20, which includes one adult admission per table. For additional information, contact Dale at 610-372-3759, or write: RCT&HS, P. O. Box 143, Reading, PA 19612-5143.

**APRIL 12:** Dedication and Grand Opening of Reading Railroad Heritage Museum at Hamburg, PA. See separate article on this page.

**THROUGH MAY 4, 2008:** "Spanning Centuries: Railroad Bridges of Pennsylvania" exhibit at Railroad Museum of Pennsylvania, Strasburg, including historic photos, blueprints and facts. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: [www.railroadmuseumpa.org](http://www.railroadmuseumpa.org)).

**MAY 17, 2008:** Berkshire Flyer special train from Lenox to Pittsfield, MA and then to Canaan, CT, over tracks of Housatonic Railway, sponsored by Massachusetts Bay RRE. Special train leaves Lenox, MA 10:30 AM, returning about 6:00 PM. Coach fare: \$75 (\$65 for current Mass Bay members), children 12 and under \$35. Optional box lunch \$9 by advance order only. For additional information and/or tickets, contact Mass Bay RRE at 978-470-2006, or E-mail to [massbayrre@comcast.net](mailto:massbayrre@comcast.net).

**AUGUST 29-SEPTEMBER 1:** Electric Railroadeers' Association, Inc. will hold ERA 2008 Convention in Philadelphia, PA over Labor Day weekend. Further information will be forthcoming in future issue of *Cinders*.

## PCC-II Conversion Chart

Courtesy of Member Ed Springer of SEPTA's Light Rail Operations, below are listed the conversion numbers for the SEPTA PCC-II cars remanufactured by Brookville.

<u>PCC-II Car #</u>	<u>Original Car #</u>	<u>Shipped to Brookville</u>	<u>Delivered to SEPTA</u>
2320	2750	2/25/2002	9/09/2003
2321	2738	3/18/2002	12/23/2003
2322	2770	2/27/2002	1/29/2004
2323	2777	6/20/2002	3/11/2004
2324	2798	7/15/2002	3/26/2004
2325	2741	8/08/2002	4/13/2004
2326	2197	8/28/2002	4/28/2004
2327	2747	9/09/2002	5/14/2004
2328	2726	9/23/2002	5/27/2004
2329	2182	10/00/2003	6/23/2004
2330	2730	12/19/2002	9/29/2004
2331	2758	11/04/2002	7/30/2004
2332	2196	11/18/2002	8/24/2004
2333	2746	12/05/2002	9/14/2004
2334	2753	12/19/2002	9/29/2004
2335	2158	1/02/2003	10/19/2004
2336	2790	1/23/2003	11/04/2004
2337	2783	2/06/2003	11/23/2004

We don't believe that we have previously published this list in *Cinders* for the benefit of roster historians, and we thank Ed for sharing the information with us.

## Last Issue of *Cinders* for Unpaid Members

This will be the last issue of *Cinders* sent to both Chapter and Chapter-only members who have not renewed for 2008. Of the 440 full Chapter members from 2007, about 325 have renewed for 2008, as of February 25.

NRHS has said its contractor, Fernley & Fernley, will shortly send out final notices to unrenewed members. However, if you receive one, and you believe you've already renewed, contact Editor Larry Eastwood before sending in another payment. The remittance window provided to our Chapter by F&F is very inflexible (one day a month!) and as a result, we may be holding your dues payment waiting for our remittance date.

We will do everything we can at the Chapter level to insure that your membership status is correct.



## PHILADELPHIA EXPRESS

(Continued from Page 5)

since expanded it. The new servicing facility is fully enclosed with two tracks, each of which can accommodate a 12-car train with one or two locomotives (*Railway Age*).....Lehigh County commissioners last month adopted a non-binding resolution favoring increased rail freight service through the Lehigh Valley and new studies on the possible restoration of rail passenger service, the Allentown *Morning Call* reported.

Starting in April, PATCO will install a \$4-million network of security cameras in stations, parking lots and along its rail line. Ultimately, the Port Authority will place cameras on each of its four Delaware River bridges.....Bennett Levin's JUNIATA TERMINAL has outshopped SW1500 switcher #9625, resplendent in its Pennsy-style livery. The unit is ex-Southern Pacific and UNION PACIFIC, and was acquired from the NEW YORK CROSS HARBOR RAILROAD.....The History Channel taped some footage of steam action on the STRASBURG RAIL ROAD in January for its "Modern Marvels" series. The show should air soon (*Trains*, Harrisburg Chapter).....On the evening of February 14 CONRAIL local freight WPCA51 northbound on the Beesleys Point secondary track struck a pickup truck at the Clements Bridge Road crossing in Barrington, NJ. The lead unit, CSX GP40-2 #4451, suffered little damage and the truck driver escaped with minor injuries (Trainorders.com).....*Railpace* reports that the old Tidewater Grain elevator at the PRR's Girard Point yard in South Philadelphia was demolished in December.

The Berks Area-Reading Transportation Authority will receive \$1.2-million in Federal funding to help restore the abandoned Franklin Street rail station in downtown Reading. BARTA now has a total of \$2.1 million for renovation of the dilapidated, vacant building which it acquired in 2004 (Harrisburg Chapter).....The Reading Company Technical & Historical Society opened its Reading Railroad Heritage Museum at Hamburg, PA, in December, and has scheduled a formal dedication on April 12. While much work has yet to be done at the new museum, RCT&HS has moved at least 15 of its 70 pieces of ex-Reading rolling stock to the site.....Under new Federal Railroad Administration rules, rail managers and employees may face fines of from \$7,500 to \$16,000 for serious safety violations. These include leaving switches open or allowing cars to foul an adjacent track. The new regulations also give employees the right to challenge instructions from superiors that they believe to be in violation of safety rules (*Trains*).

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

(Continued from Page 6)

*Steel Wheels*).....Mr. Juraj Barbaric single-handedly pulled a 350-ton train a distance of 25 feet along a railroad track at Kosice, Slovakia on May 25, 1996. As soon as Slovakia joins the European Union – they plan to have locomotives! (*Guinness Book and Roy*).....More than 182 years ago, at the dawn of U. S. railroading, in 1825, Colonel John Stevens operates his British-built locomotive on a circular track on his estate in Jersey City, NJ. You may see a replica in the Railroad Museum of Pennsylvania at Strasburg (*Raildates*).

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