

75th Anniversary -- 1936 - 2011



CINDERS

AUGUST 2011



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Newsletter of the
PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.
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NATIONAL RAILWAY HISTORICAL SOCIETY
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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 and June), at Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Check at Security Desk in Lobby for exact dinner and meeting room location. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

Last Call for 2011 Summer Dinner at Moonstruck on August 19

Members are reminded of Philadelphia Chapter's annual Bill Wagner Summer Dinner, to be held on Friday, August 19, 2011 at Moonstruck Restaurant, 7955 Oxford Avenue, in the Fox Chase section of Philadelphia. Moonstruck is a one-block walk from SEPTA's Fox Chase Regional Rail station.

The menu includes a garden salad, entrée choices of stuffed chicken breast with mushrooms and herbs in Madeira wine sauce, or grilled or broiled filet of salmon in a choice of sauces (lemon dill, tomato seafood or balsamic), and assorted varieties of Moonstruck's homemade gelato or sorbetto for dessert.

The price of the meal this year is \$46.00 per person, and the deadline for ordering will be **Monday, August 8, 2011.**

ANNUAL MEMBERSHIP DUES: \$54.00 per person, which includes Chapter and National dues. Chapter-only dues \$18.00 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 a Chapter-only membership.

Individuals interested in supporting Philadelphia Chapter and its local rail preservation activities may become a part of Philadelphia Railfriends. This non-membership category is available for an annual contribution of \$25.00. Forward remittance, payable to "Philadelphia Chapter, NRHS" to the Chapter's P. O. Box above, indicating it is for "Philadelphia Railfriends".

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 353, Huntingdon Valley, PA 19006-0353. **EXCHANGE newsletters should be sent to:** R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353, or by electronic mail to ayrestower@comcast.net.

If your *Cinders* is received damaged or incomplete, please contact the Editor at the address above to receive a replacement copy. Requests may also be made by telephone to 215-947-5769, or by E-mail to ayrestower@comcast.net.

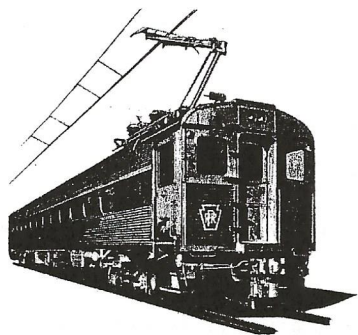
Reservations, with remittance payable to "Philadelphia Chapter, NRHS", should be sent to: Summer Dinner, Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19102-7302, to arrive by the above deadline.

Members riding SEPTA's Fox Chase Line to the dinner will have a chance to see the brand new Fox Chase station, which was dedicated on Friday, May 20, 2011. Join your fellow members for an enjoyable evening meal and casual conversation on Friday, August 19, 2011 at Moonstruck in Fox Chase.

Farewell to the Faithful Silverliners
Sunday, September 25, 2011
Story - Page 2 this issue
Ticket Order Form - Separate Mailing

Chapter Accepting Ticket Orders for "Farewell to the Faithful Silverliners" SEPTA Excursion on September 25

Philadelphia Chapter has announced and is accepting ticket orders for a "Farewell to the Faithful Silverliners" excursion on SEPTA's Regional Rail lines on Sunday, September 25, 2011.



Ride the beautiful silver fleet . . . the last word in restful, air-conditioned comfort!

During July, it was announced that a total of 32 new Rotem Silverliner V MU cars had been delivered to SEPTA, more than a quarter of the total order of 120 cars. Of those 32, 24 are in active revenue service, and in the coming months, as more cars are accepted and crews trained, it is expected that more of the Budd Silverliner II and St. Louis Silverliner III cars will be placed in an inactive status.

At presstime, a tentative schedule had been submitted to SEPTA for approval. There will be, however, one major disruption to weekend Regional Rail service during September and October, and that is the renewal of the trunk between 30th Street Station, University City and "Arsenal" interlocking. As a result, our trip will be unable to use the Airport, Media/Elwyn or Marcus Hook/Wilmington Lines. Because of these operating constraints, the trip is expected to originate on Track #5 at Suburban Station, departing there at 10 AM, making a passenger pickup on Track #3 at 30th Street Station at 10:05 AM. The trip is expected to return to Center City between 4 and 5 PM. Full details will be sent with tickets.

While not all lines will be available to us, the Chapter has, however, worked up what we believe is a good schedule with numerous photo opportunities for this special trip. There will be a lunch stop on the trip. We have requested one ex-Reading and one ex-Pennsylvania Budd car for the trip, bracketing a St. Louis car to provide an opportunity to ride and photograph these venerable veterans before next winter.

A flyer for the trip is in preparation and will be mailed separately from *Cinders*, due to space considerations in this issue, hopefully during the first week of August. Ticket orders, however, are now being accepted, and should be sent to: Ticket Agent, Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. Please include a stamped, self-addressed #10 business envelope for your tickets to be mailed to you. Tickets are \$50.00 per person, and remittance should be made payable to **Philadelphia Chapter, NRHS** and submitted with your order.

Philadelphia Chapter has a long history of successful multiple-unit electric excursions on SEPTA and its predecessors; we cordially invite you to join us as we commemorate these venerable veterans of nearly 50 years on Sunday, September 25.

Railfest 2011 at Scranton on Labor Day Weekend

The National Park Service has announced the highlights of its annual "Celebration of Railroading" for Railfest 2011, to be held at Steamtown National Historic Site in Scranton on Saturday and Sunday, September 2 and 3, 2011.

Many activities have already been confirmed as follows: Amtrak's 40th Anniversary Exhibit Train, behind-the-scenes demonstrations in the Locomotive Shop, visiting Norfolk Southern locomotives, plus tours of the newly-restored ex-Lackawanna Mattes Street tower, and the cavernous Steamtown Office Building storage and artifact area.

Other events will include caboose rides, "Scranton Limited" short train rides, steam and diesel excursions to Moscow, with runbys, expanded Lackawanna County Trolley Museum rides, turntable demonstrations, a special exhibit "First Aid on the Railroads". Complimenting the last item will be an American Red Cross Blood Drive.

Featured during the weekend are former Reading Railroad FP7's #902 and 903, owned by the Reading Company Technical & Historical Society and Philadelphia Chapter, NRHS, respectively, as well as the Anthracite Railroads Historical Society's newly-painted "DL&W" EMD F3 locomotives; there will be cab tours of the Union Pacific "Big Boy" #4012.

Steam or diesel excursions will operate both days to Moscow, PA and return, featuring photo runbys. Excursion fares are \$24 for adults 17 to 61, \$22 for seniors 62 and older, and \$17 for children ages 6-16. Children 5 and under require a "no-charge" ticket. Reservations are highly recommended and may be obtained by telephoning 1-570-340-5204 or 1-888-693-9391. Updated information will be available on Steamtown's website: www.nps.gov/stea.

WALTER W. MEUSER

May 9, 2011

It is with regret that we inform you of the passing of Philadelphia Railfriend Walter W. Meuser, of Downingtown, PA on Monday, May 9, 2011, following a battle with cancer. Walter had been a member of NRHS since 1988. He rarely attended Chapter meetings, but he was a regular library volunteer in the NRHS Library in Philadelphia prior to its closing in 2008.

A native of the New York metropolitan area, Walter had a 37-year career with the New York Central and Penn Central Railroads, finishing it out with Conrail. He was also an Army Reservist, with his MOS speciality rail transportation. Walter's hobbies, besides rail history and train travel, included skiing, gardening and cycling with his Harley-Davidson cycle.

Walter is survived by his wife, Sue, and his son Chris, as well as an extended family. A celebration of life was held on May 16 at the James J. Terry Funeral home in Downingtown. We offer our sympathy and condolences to Walter's family.

PHILADELPHIA



FRANK G. TATNALL, JR.



**SEPTA
TRANSIT**

After more than a year of development, SEPTA in June introduced its new "TransitView" service to the riding public. Using global positioning system (GPS) transmitters installed on each bus and trolley, TransitView shows where each vehicle on a line is located and in which direction it is traveling. The system can be accessed by means of the www.septa.org website or through various mobile devices. The new service began as the experimental "BusView" (see June 2010 *Cinders*) which was confined to just two bus routes. TransitView is somewhat similar to the existing TrainView service, which displays the status of SEPTA Regional Rail trains by using dispatcher reports rather than a GPS system. Commuter trains are not equipped with GPS transmitters.....The old designations "Blue Line" (Market-Frankford Subway-Elevated), "Orange Line" (Broad Street subway) and "Green Lines" (City trolley routes) have been eliminated from official use. Started during David Gunn's tenure as general manager in the 1980's, the terms really were never accepted by the riding public. SEPTA now uses the color "green" to emphasize the environmental advantages of transit in general. Blue, orange and green, however, will continue to be used to indicate the respective rail lines on system maps, along with purple for the Norristown High Speed Line (still referred to by older riders as the "P&W").

The SEPTA board on May 26 approved the agency's proposed \$1.23-billion operating budget for Fiscal Year 2012, which began July 1 (see June *Cinders*). No fare increases or service cuts were included in the plan. The somewhat-reduced capital budget of \$311.5 billion also was approved.....Because of an operating surplus in just-completed FY 2011, SEPTA has been able to inject about \$20.4 million into its so-called "rainy-day fund" (see June *Cinders*). Intended as a reserve for use during financial shortfalls, it had been drawn down by \$30 million to close an operating budget gap in FY 2010. The fund now stands at \$109 million, but the *Inquirer* reports that most of this money could be tapped over the next two years because State subsidies are not expected to cover operating costs. The next fare increase probably will not occur until 2013.....SEPTA last month was preparing to award the initial contract in its \$100-million new payment technology project (see May *Cinders*). The \$9-million contract is with LTK Engineering of Blue Bell to oversee installation of the "smart card" system over the next several years. In September SEPTA hopes to award the contract for actually installing the system.

Governor Corbett's special Transportation Funding Commission last month proposed several measures which would generate about \$2.5 billion per year for improvements to roads, bridges and mass transit in the State. Among the recommendations are to increase the wholesale tax on petroleum products and raise the fees for driver's licenses and vehicle registration.....

Fifteen bus and trolley operators have filed a class-action lawsuit against SEPTA, claiming that they were forced to do 15-minute pre-trip vehicle inspections on their own time before clocking in. The report in *Metro* states that the drivers are asking for overtime pay.....A fire at the Girard station on the Broad Street subway on the afternoon of Wednesday, July 13, caused train operations to be suspended in the area, with shuttle buses pressed into service. This was the second time this year that a fire at Girard interrupted subway service.

SEPTA has a number of transit construction projects underway this summer. Work continues on the installation of new Route 13 track on Chester and Kingsessing Avenues, which will continue through Labor Day (see May *Cinders*) as shuttle buses operate between the 40th Street portal and Yeadon loop. Then, from September 6 to October 29 track replacement will begin on the outer end of the line, with trolleys turning back at Mount Moriah loop and buses running beyond.....On the Norristown High Speed Line, work on the inbound track between Hughes Park and Radnor will require single-track operation in that segment middays during the week until the end of August. A special train schedule has been announced.....On Saturday, July 2, street closures forced Route 10 cars to operate over the little-used 54th Street turnback, with buses shuttling between 52nd Street and the 63rd & Malvern loop.....A Route 47 bus driver became a hero late on Saturday night, June 18, when gunmen began shooting at his bus—and apparently at a specific passenger—near 7th Street & Cecil B. Moore Avenue. The *Inquirer* reported that the 32-year-old driver yelled "get down!" to his screaming passengers, then sped his vehicle to Temple University Hospital on Broad Street with the assailants pursuing in an SUV. Police were waiting at the hospital but no arrests were reported.

Federal Transit Administrator Peter Rogoff toured SEPTA on July 11 to get an idea of how much money is needed to bring the agency's rail infrastructure to a state of good repair. According to an *Inquirer* report, SEPTA's estimate is \$4.2 billion. U.S. DOT is budgeting \$333 million for SEPTA capital projects in the next fiscal year, about triple what it is receiving this year from the Federal government. Rogoff was escorted by General Manager Joseph M. Casey, Senator Robert Casey, Mayor Michael Nutter, Congressmen Jim Gerlach of Chester and Montgomery Counties and Chaka Fattah of Philadelphia. He was shown a few of SEPTA's 27 bridges which are deemed to be in poor condition, including the Schuylkill River bridge which carries Norristown High Speed Line trains. With the press and others looking on, Rogoff pulled several rusted pieces from girders that support the span. He also visited the dilapidated City Hall station of the Broad Street subway which needs \$100 million for rebuilding and repairs, as well as several Regional Rail stations.

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PHILADELPHIA EXPRESS

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SEPTA REGIONAL RAIL

By the third week of July, 32 new Silverliner V cars had been delivered to SEPTA, out of the 120 ordered from Hyundai-Rotem. The last cars received from the South Philadelphia assembly plant were married pair #821-822, bringing the total to ten single cars and 11 married pairs on the property. Twenty-four of the cars were in revenue service. No longer confined to rush hours, the new cars were operating weekdays on mid-morning round trips to and from Trenton (trains #9725/9736) and Elwyn (trains #9331/9350). Thirteen other weekday trains on the Chestnut Hill East, Paoli-Thorndale, Trenton and Wilmington-Newark lines were advertised with Silver V's. As of last month, none of the new cars were based at Powelton yard in West Philadelphia, but were assigned instead to Roberts yard and Wayne Junction, where the electric car shop was handling prep work on newly-delivered cars and maintenance of the in-service fleet. To date none of the old Silverliner II and III cars have been taken out of service in favor of the Silver V's, but instead are being used to fill out trains that had been chronically short of equipment. Some in-service failures of the new cars still were reported, as the fine-tuning process continued.....SEPTA continues to spread the word about its popular QuietRide cars, in which loud talking and the use of cell phones are strongly discouraged. New posters carry the headline: "Respect the Quiet Ride Car. We provide the peace, you provide the quiet." The QuietRide car is always the first car in weekday-fare trains of three or more cars.

All Regional Rail timetables will be reissued effective August 28. The biggest schedule changes will be seen on Lansdale-Doylestown trains as a new signal system is cut over on the south end of the single-track Doylestown Line, and a new controlled siding between Colmar and Chalfont is placed in service (see December *Cinders*). The new "Link" siding will replace the shorter "Forest" siding just north of Chalfont. Sixteen weekday off-peak Lansdale trains will be extended to the new siding, making stops at Fortuna, Colmar and Link Belt stations.....SEPTA has rebuilt three of the abandoned yard tracks at Chestnut Hill East station, with a capacity of 20 cars. When it opens on August 28, the yard will be used to store MU's during midday periods, relieving congestion at Roberts yard caused by the influx of new Silver V cars. Nine trains then will originate and terminate at Chestnut Hill East.....As noted in the June *Cinders*, Fox Chase service will be bused middays between Fox Chase and Fern Rock through November, to permit a tie renewal and track surfacing project.....The Airport Line also will be bused on four weekends beginning September 17-18 for trackwork in the University City area. Media-Elwyn service will be bus-bridged between 30th Street and 49th Street stations and Wilmington-Marcus Hook trains will operate into and out of the Lower Level of 30th Street Station.

The long-planned and expensive Ardmore Transit Center project (see May *Cinders* and previous issues) has been severely reduced in scope. Faced with a major funding gap, the

Lower Merion Township Board of Commissioners in late May decided to proceed only with the redevelopment of a section of downtown Ardmore, creating doubt as to whether a new rail station for SEPTA and AMTRAK passengers will be built in the foreseeable future. SEPTA at one time had pledged \$10 million toward the station project, but cuts in its capital budget forced that promise to be held in abeyance.....SEPTA's \$1.7-million signage project on its Paoli-Thorndale line has seen new blue-and-white station and directional signs installed at most stations from Overbrook to Wayne. The entire project as far west as Thorndale is to be completed by late summer. The project includes new red-and-white signs reading "Danger keep out of track area" at Overbrook, Narberth and Bryn Mawr stations, where no track fences exist due to the presence of crossover tracks or curvature restrictions.

At a dedication ceremony on July 17 at SEPTA's recently-rebuilt Ambler station, a plaque was unveiled in honor of Mary Johnson Ambler, for whom the borough is named. Mary Ambler was a Quaker widow who rushed to the aid of stricken passengers at the infamous wreck at nearby Camp Hill on July 17, 1856. In 1869, a year after her death, the North Penn Railroad named a station in her honor and in 1888 when the borough was established at that location it was named "Ambler." The North Penn became part of the Reading Company and the line on which the fateful accident occurred is now a part of SEPTA's Mainline to Lansdale.....SEPTA engineers reportedly are unhappy with the new requirement that they wear yellow reflective vests when on duty, which SEPTA maintains is for safety and security reasons. But the engineers' union claims it is a first step toward its members being forced to wear uniforms.

With a new study in hand, Montgomery County transportation officials are strongly pushing their proposal to place tolls on U.S. Route 422 west of Valley Forge (DVARP). This would help finance the estimated \$300-million cost of starting rail commuter service on NORFOLK SOUTHERN's ex-Reading, ex-CONRAIL Mainline between Norristown and Reading, which would in turn help relieve the choking rush-hour congestion on Route 422 (see September 2009 *Cinders* and previous issues). But convincing both elected officials and the public that tolls are the answer to the present traffic gridlock may be difficult—until things get even worse. SEPTA's original "MetroRail" scheme in the 1990's envisioned an electrified passenger line all the way to Reading, but high costs proved to be its undoing. The current plan would see diesel-powered trains operating over existing NS tracks—possibly with new dual-powered locomotives to eliminate the change between diesel and electric at Norristown. NJ TRANSIT currently is taking delivery of 26 breakthrough ALP-45DP locomotives, which can operate either on 12,000-volt overhead power or with self-contained diesel power when beyond electrified territory.

On June 28 SEPTA managers and local officials celebrated the completion of the new Langhorne station on the West Trenton line. The new station, replacing the former Reading structure, was paid for with \$1.4 million in stimulus funds from the American Recovery & Reinvestment Act (ARRA).....As more Silverliner V cars come on line, we have noticed an increase in mixed consists of older Silverliner IV's, III's and II's in some trains. For years this was done on a very limited basis due to differing maximum speeds. The Silver V's, however, cannot MU

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with any other equipment.....On Sunday, June 5, SEPTA handled more than 13,000 passengers on its Manayunk-Norristown line, many of them spectators going to the International Cycling Race. Trains were run every 30 minutes, and six-car consists of Silverliner II's and III's were operated in two of the trainsets. Ticket offices were opened for the day at East Falls, Manayunk, Conshohocken and Norristown.....Special late-night trains were run on all lines (except Cynwyd) on the night of Monday, July 4, to accommodate those attending the fireworks show on the Ben Franklin Parkway.....The six-car WEST CHESTER RAILROAD excursion train to Lansdale Day on Saturday, June 4, was headed by WCRR Alco RS18 #1803 and SEPTA genset unit #70. No problems were encountered through the center city tunnel.

The stifling heat which often has gripped the Philadelphia Region this spring and summer causes problems not only on the highways but on transit as well. SEPTA's Railroad Division and its riders have experienced numerous delays over the past few weeks, some of them attributable to the heat—such as sagging catenary wires and the mandatory maximum train speed of 50 mph when the temperature exceeds 90 degrees (special system Rule F-S1). As this column is written on Friday, July 22, the East Coast is blanketed by a dome of hot air which drove the mercury to a record 103 degrees today in Philadelphia. SEPTA appeared to survive Thursday's 98-degree weather in reasonably good shape and it hopes this good performance will continue, although a rash of "hot" cars with inadequate air conditioning was reported. Back on Thursday, June 9, when the mercury reached an official 99 degrees, a rash of switch failures occurred at several locations. During the afternoon dispatchers also lost control of the "Wood" and "Trent" interlockings on the West Trenton which resulted in a cascading series of delays. (CSX maintains the signal system between Woodbourne and West Trenton.)

But the biggest single cause of delays over the past few weeks—some also heat-related—was catenary and power failures. In chronological order we list the major outages. Monday afternoon, May 30: Catenary wire over #2 track fell at East Falls, causing one annulment and three delays. (A project already has begun to replace the 1933-vintage wire on the Manayunk-Norristown line.) Friday night, June 3: Overhead power was lost from Ambler to Doylestown, resulting in three long delays. Wednesday afternoon, June 8: With the temperature at 98 degrees, Trenton-bound train #9747 snagged the catenary in AMTRAK's "Mantua" interlocking near "Zoo," bringing down a wire and halting several other Trenton and Chestnut Hill West trains. Train 9747 and five more were annulled not to mention a host of other delays (SEPTA even issued a public apology and press release the next day). Monday morning, June 13: Failure of a static converter at the Wayne Junction substation forced a reduction in power to trains on all former Reading lines. Only a few minor delays were reported before full power was restored at 1 PM.

Early Friday morning, June 17: During a heavy storm a Peco power cable fell onto the Warminster Line just north of Willow Grove station, knocking out catenary and signal power and forcing SEPTA to suspend service. Numerous annulments resulted until service was restored just after 12 Noon. Tuesday, June 28, 6:45 AM: Once again, AMTRAK overhead wires came down on a SEPTA train near "Zoo" tower, causing two Trenton trains to be

annulled and delaying several other Trenton and CH West trains. Normal operations resumed at 12:15 PM. Saturday, July 2, 8 PM: Overhead power failed at "16th Street Junction" in North Philadelphia, apparently due to a defective pantograph on West Trenton train #3461. A long list of annulments and delays ensued until repairs were completed at 7 the next morning. At almost the same time on Saturday evening, the catenary fell on top of train #3465 at Trevoose station, forcing that train to terminate and delaying many other trains until power was restored at 11 AM the next day. Friday evening, July 8: an obstruction in the catenary damaged the pantograph on train #473 at Willow Grove, annulling that train and two others and seriously delaying three additional Warminster Line trains. Monday morning, July 11: Wire problems between 30th Street Station and "Walnut" interlocking in University City wreaked havoc on Media-Elwyn, Airport and Wilmington service. The cause was a wire down on top of Airport train #9222 in "Schuylkill" interlocking east of 30th Street. Some single track operation was possible before full power was restored at 3:15 PM.

Suicides and suicide attempts continue to plague railroads in the Philadelphia area. SEPTA engineers and passengers were victimized last month when two people put themselves in the path of Warminster trains a few days apart at nearly the same location in Hatboro. Early on Friday, June 17, a 44-year-old Warrington man lay down in front of train #474, after first calling police to report that he had bludgeoned his wife and son to death. Then, four days later, on Tuesday the 21st, a 29-year-old Hatboro woman committed suicide in front of train #463 at the same crossing. An earlier trespasser death occurred on Sunday, May 22, when a man laid his head on the rail near Edgewood Road west of Yardley and was run over by West Trenton-bound train #4324. (The lead car of that train was "Pennsylvania"-lettered Silverliner II #269.) Then, around 11:30 PM on Thursday, July 21, a 22-year-old Langhorne man was killed by train #396 just south (west) of Langhorne station. Police ruled it a suicide.

Two collisions with all-terrain vehicles also happened in June, the first on Monday the 13th when northbound train #2372 struck an unoccupied ATV near Neshaminy Falls, causing little damage to the train. The second incident occurred the following Monday when a CSX freight train hit an ATV near Olney station, throwing the occupant in between the CSX track and SEPTA's adjacent Fox Chase Line. Fox Chase service had to be suspended for nearly three hours. On the evening of Monday, July 18, train #465 struck a trespasser at the Moreland Avenue crossing in Hatboro. It is uncertain whether this was another suicide attempt but the woman was seriously injured and rushed to the hospital. Around 2 AM on Friday, June 24, the crew switching at West Trenton yard pushed a train into a bumper block. One truck on MU #213 was damaged and had to be put on a dolly, then the car was moved at ten mph in an extra train to Jenkintown. It was stored there until sent on to Wayne Junction shop. On Monday evening, June 20, westbound train #575 was stranded at Overbrook station when a fire broke out in an electrical box under Silverliner IV #123, the last of four cars in the train. Passengers were evacuated and catenary de-energized so firefighters could extinguish the blaze. Two following Paoli-Thorndale trains were delayed for more than an hour, with #577 operating on #2 track picking up the passengers displaced from #575. AMTRAK Keystone train #655 also was held for a half-hour.

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SEPTA management has become concerned about the push-pull trains and their epidemic of failures this summer. Every week brings reports of breakdowns or delays with these trains, which are hauled by locomotives now approaching their 25th year of service without a major overhaul. (As yet, they can't be spared.) During the third week of July, for example, there were at least three such failures, including train #9340 which was terminated at Secane on Monday the 11th when AEM-7 #2301 shut down, train #6325, annulled at Langhorne on Wednesday the 13th after AEM-7 #2303 lost power, and #9561 **Great Valley Flyer** which was cancelled on Thursday the 14th when smoke was seen emanating from one of the coaches after the train entered the center city tunnel. Perhaps more rigorous inspections of this equipment may be required to help reduce the number of problems.



AMTRAK

Since our last issue AMTRAK's 40th anniversary train has been on public display at 30th Street Station, Perryville, MD, Harrisburg, Strasburg, Springfield and New Haven, CT. The train, hauled by refurbished P40 #822 and former F40 #406—both painted in the retro Phase III "cigar-band" scheme—consists of three converted ex-Santa Fe baggage cars filled with all sorts of displays, Amfleet gift shop/exhibit car #85999 and Heritage crew sleeper #10020 (built by Budd for the UNION PACIFIC in 1950). The train later will travel to Midwestern cities and the Pacific Coast, and early next year to locations in the South.

In May, AMTRAK announced that it is developing a business plan that will encourage private investment—along with public funding—in a true high-speed rail system between Boston, New York, Philadelphia and Washington (see October *Cinders*). The \$115-billion high-speed line would mainly be built on new right-of-way, providing service at up to 220 mph, while conventional service would continue on the existing Northeast Corridor. Amtrak's new vice president for high-speed rail, Al Engel, said that 26 private firms already have expressed interest in the request for proposals (RFP) the railroad issued in April. The plan would help blunt the efforts of Congressman John Mica of Florida, the chairman of the House Transportation & Infrastructure Committee, who would effectively phase out Amtrak in favor of private operators. Later, the Congressional Research Service issued a statement that privatizing Amtrak probably would violate the Takings Clause of the U.S. Constitution. In a June hearing, Mica softened his criticisms of Amtrak President Joseph Boardman by saying that he "takes a beating from time to time, sometimes from me, unwarranted, and I apologize publicly for that, but he does as good a job he can with the cards he's dealt" (*Trains*, NARP).

AMTRAK's 30th Street Station will become a major "gateway" to Philadelphia, under an ambitious plan being advanced by Amtrak, the City, PennDOT, the University of Pennsylvania, Drexel University and SEPTA. The *Inquirer* reported last month that the landmark station, which plays host to more than seven million Amtrak, SEPTA and NJ TRANSIT passengers each year, will be enhanced with pedestrian plazas on both sides of Market Street between 29th and 30th Streets as part of

PennDOT's rebuilding of the street infrastructure in the area. A forthcoming master plan from Amtrak will include the proposed "Station Square" and new developments to extend the Drexel campus eastward toward the station. All of this work should help change the impression that the station is isolated, cut off on all sides by the Schuylkill River, the Expressway, a cordon of busy streets, numerous parking lots and, of course, the railroad's own Penn Coach yard and engine terminal. The aim is to make the area more pedestrian and tourist-friendly, and banish the sterile atmosphere which one Drexel official described as "about as inhospitable as the surface of another planet."

AMTRAK is forecasting that its ridership in Fiscal Year 2011 ending this September will top 30 million, breaking the record in the 40 years that the railroad has been in business. The previous mark of 28.7 million was achieved in 2008 and again in 2010. For the first nine months of FY 2011 national ridership was up 6.4 percent over the previous year, the Northeast Corridor gained 5.6 percent, short-distance corridors 7.8 percent and long-distance trains 3.9 percent. The news of record ridership comes as the Republican-led House Transportation & Infrastructure Committee voted to cut FY 2012 funding for Amtrak operations by 25 percent. (Amtrak's request is for \$616 million in operational support, versus \$592 million in the current fiscal year.) The House also voted to divert \$1 billion in unobligated ARRA stimulus funding for high-speed and intercity passenger rail to flood relief in the Midwest and South. Meanwhile, Congressman Mica floated a proposal to replace the present surface transportation funding law known as SAFETEA with new legislation that would provide \$230 billion for highway and transit programs over six years, slashing current spending levels by almost a third. Democrats and highway interests are bitterly opposed to the scheme, saying that Republicans are focused on a budget deficit when they should be looking at the infrastructure deficit. Said one official from a construction engineering firm, "This country is going to pay a horrible price for the underinvestment that we've been making over the last several years, and now we're going to make it worse" (*Railway Age*, NARP).

AMTRAK has appointed Jeffrey E. Geary as vice president of operations, overseeing all transportation, engineering and mechanical functions. He has more than 30 years of rail experience at CONRAIL, CSX and FLORIDA EAST COAST, where he served as chief operating officer. He will be based at the National Operations Center in Wilmington. Amtrak said that his role will be different than that of former COO William Crosbie, who was terminated last October (*Trains*).....U.S. DOT announced last month that it will make available \$101 million in "Sustainability Initiative" funding to promote the innovative use of clean and renewable fuels in transit (NARP)The renovated Elizabethtown station on the Keystone Corridor was reopened May 4. The project included restoration of the ex-Pennsy stone station building and installation of elevators and high platforms (Harrisburg Chapter).....P42 #145, resplendent in its newly-applied Phase III "cigar-band" paint scheme, made a Philadelphia-Pittsburgh round-trip May 28-29 on trains #43-44 **Pennsylvanian**.....U.S. DOT last month awarded AMTRAK \$24.3 million which, along with \$3.4 million contributed by PennDOT, will fund the elimination of the last three highway grade crossings on the mainline to Harrisburg. Two of them will be replaced with bridges and the other one closed. (The Eby Cheques Road and New Comers Road crossings near Mount Joy are just over one mile apart.)

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AMTRAK will receive a \$562.9-million loan from the Federal Railroad Administration to purchase 70 new ACS-64 electric locomotives for Northeast Corridor service. Dubbed "Amtrak Cities Sprinters," the ACS-64's were ordered last fall from Siemens (see November *Cinders*) to replace the aging and failure-prone AEM-7's and HHP-8's, many of which have logged more than 3.5 million miles. Deliveries of the desperately-needed ACS-64's are to begin in early 2013. As mentioned below, road failures on the NEC have become all too frequent, especially during very hot weather, with motive power stretched thin as too many units are sidelined for repairs. For example, on July 15, there were 48 AEM-7's on the active roster, 34 were needed to handle trains and just 14 units were out of service. Of the 15 newer HHP-8's, eight were needed, seven were available and eight were out of service. As a result, Amtrak sometimes is forced to use diesels under the wire or borrow electric units from MARC.

AMTRAK has experienced numerous mishaps on the Northeast Corridor during the past few weeks, many of them motive-power or catenary-related. One of the worst happened at 1:30 PM on Wednesday, May 25, when a pantograph on AEM-7 #936 hauling northbound train #176 snagged the overhead wire at "Ragan" interlocking three miles south of Wilmington, stranding the 369 passengers and de-energizing the catenary. At about the same time southbound Acela Express #2117 also suffered pantograph damage at "Ragan." A hold was placed on all Amtrak and SEPTA traffic south of Wilmington. Train #176 sat without head-end power for about an hour and 40 minutes in 85-degree temperature, but finally was able to get underway. Passengers on #2117 were transferred at "Ragan" to train #125 which was towed through the area by diesels #576-578. Several other trains also received diesel assists through the dead section, but many delays were recorded before two tracks were restored to service around 5:20 PM. The cause of the failure was found to be a broken "cross feeder tap" wire at "Ragan," which fell below the trolley wire and fouled the pantograph on engine #936 and in turn tore down a steady span across the entire interlocking plant.

Here are some locomotive problems of note. Tuesday, June 7: Train #125 was terminated at Morrisville when smoke erupted from AEM-7 #915. Passengers were quickly transferred from the stalled train on #3 track to #645 on #4 track, while six other trains including SEPTA #9740 were delayed. Wednesday, June 8: The incident detailed above, in which SEPTA train #9747 damaged the catenary at "Mantua" interlocking in North Philadelphia, also delayed 19 AMTRAK trains. Two days later, a broken catenary wire at "Girard" interlocking just east of "Zoo" was seen and reported by a SEPTA crew before any train could snag the wire. Thursday, June 9: Keystone train #644 had to be terminated near Parkesburg due to a breakdown of AEM-7 #951. Monday, June 27: Train #620 was terminated at about the same location when the same AEM-7 #951 shut down. Friday, June 10: Train 80 was terminated near Elkton, MD, when HHP-8 #657 became disabled for the third time that day. Its 162 passengers were moved to train #188.

At 1:45 PM on Sunday, June 12, another serious failure occurred to a northbound train, #88, this time five miles north of Perryville, MD. HHP-8 #662 was the culprit this time, stranding 450 passengers with a complete loss of power for two hours on a

sweltering day. AMTRAK personnel arrived on the scene with bottled water and other supplies, until passengers were transferred to a Keystone trainset dispatched out of Philadelphia, which then operated through to New York. More than a dozen other trains were delayed as the transfer took place where only two tracks are in service. On Wednesday, June 15, train #42 **Pennsylvanian** was delayed for over three hours on NORFOLK SOUTHERN's Pittsburgh Line at Lewistown, PA, when a traction motor caught fire on P42 diesel #77. Head-end power was maintained for most of the time, as three NS engines off a local train were dispatched to haul the train to Harrisburg. Keystone train #622 struck a deer just west of Elizabethtown on Tuesday, June 21, breaking the air pipe on the third car. Another trainset was sent from Harrisburg to pick up the nine passengers on #622.

In late June three service disruptions in three days on the Northeast Corridor between Trenton and New York delayed thousands of AMTRAK and NJ TRANSIT passengers. Just after midnight on Tuesday the 21st a raccoon crawled into a substation at "County" interlocking, just west of New Brunswick, shorting out a transformer and starting a fire. Traction power was cut to 7,000 volts, which effectively shut down a key section of the NEC between Newark and Trenton. Service was suspended until power was restored at 6:30 AM, causing 20 Amtrak trains to be delayed for anywhere from seven minutes to four hours and forcing NJT to cancel many trains on the NEC and North Jersey Coast Lines, even after power was restored at 6:30 AM. Two days later, around 7:05 AM, a low-voltage problem affected the NEC between New York and Philadelphia, after all four rotary converters at the Richmond station in Philadelphia went off line. Full power was restored within 50 minutes but the damage was done, as the power loss stalled many Amtrak, NJT and SEPTA trains. Then, at 4:05 PM the same day voltage again dropped between New York and Philadelphia, also because of converter shutdowns at Richmond. By 5:30 PM two of the machines were back on line but delays to Amtrak, NJT and SEPTA trains persisted. Amtrak later traced the problem to a glitch in its computer control system.

AMTRAK also became a victim of the epidemic of trespasser deaths. At 6:45 PM on Wednesday, May 25, train #193 struck a man walking along the track in Bristol, hurling his body off the embankment. Westbound service was suspended for 1-1/2 hours, after which #193's passengers were transferred to train #137. Two inbound SEPTA trains were annulled at Trenton and others delayed. Then, around 1:50 PM on Saturday, June 4, Keystone train #166 struck a trespasser at Grant Avenue in Torresdale, forcing Amtrak to shut down two of the four tracks for two hours. Police concluded it was a suicide. Three Amtrak trains were delayed and six SEPTA trains to and from Trenton were cancelled. Finally, at 3:35 PM on Friday, July 8, train #85 ran over a trespasser at Iselin, just east of Metro Park, NJ. Passengers were transferred to train #173 but the two westbound tracks were shut down until 6:30 PM. Many Amtrak and NJT trains were delayed.



**CSX, NS,
OTHER
ROADS**

The City last month began installing steel gates at the Locust Street and Race Street pedestrian crossings on CSX's main tracks parallel to Schuylkill River Park (see April *Cinders*). As previously reported, CSX already had erected sets of "quiet signals" which will display a large "X" if the remotely-controlled

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gates are properly closed, thus authorizing the engineer not to sound the locomotive horn at these crossings. The City has started construction of an overhead pedestrian and bicycle bridge south of Locust Street, as required in a 2007 agreement with the railroad. The bridge work had been delayed due to a dispute with neighbors because it will dislodge an existing "dog park" on the west side of the tracks (Ray Cooney).....CSX ran the 49-car Strates carnival train through Philadelphia early on June 11, enroute from Taft, FL, to Danbury, CT. Later the show will play several engagements in New York State before returning to Danville, VA, in September.....On Wednesday morning, July 13, a CONRAIL local train struck and killed a man on the ex-Reading Richmond industrial track near Kensington & Lehigh Avenues in North Philadelphia. The location is near the Frankford el overpass.

NORFOLK SOUTHERN plans to close "Alto" tower in Altoona later this year. "Alto" is the last open tower on the ex-Pennsy mainline between Harrisburg and Pittsburgh.....United Parcel Service has placed a multi-year order for 53-foot containers which can be handled in double-stack service. This will be a dramatic change from the smaller containers and even many conventional trailers on wheels which have been standard with this major intermodal customer for many years (Harrisburg Chapter).....Peco Energy has switched its Eddystone generating plant to natural gas, cancelling the coal trains that have long fed that facility (*Railpace*).....Governor Christie, in ending New Jersey's participation in a cap-and-trade program to reduce greenhouse gases, has said power companies will not be allowed to build any new coal-fired electric plants in the State.

CSX reported net earnings of \$506 million in the second quarter of 2011, a 28-percent increase over the same period last year. Revenue per unit rose by ten percent while overall traffic volume increased by only three percent. The operating ratio, the ratio of costs to revenues, declined to an excellent 69.3 percent. CEO Michael J. Ward recently told investors that CSX is "targeting a compound annual growth rate in earnings per share of 18 to 20 percent through 2015," while achieving a 65-percent operating ratio by 2015. Ward said that the railroad had invested \$8.3 billion in improvements over the past five years and expects to plow an average of 18 percent of its revenues back into its business through 2015.....It is a fact that there are no transportation companies included among the 30 major corporations which make up Wall Street's Dow Jones Industrial Average.....*Railway Age* reports that the United Transportation Union, which represents some 38,000 workers on CSX, NS, BNSF, UNION PACIFIC and a number of smaller railroads, has negotiated a 17-percent wage increase as part of its new five-year national agreement.....Trespasser fatalities on U.S. railroads increased 14 percent to 130 during the first four months of this year, while highway grade crossing accidents declined by 1.2 percent to 85, as compared with the year-ago period.

NJ TRANSIT will spend \$13.8 million on the second and final phase of the \$32-million Pennsauken Transit Center, which will provide a direct link between the River Line light rail service and the Atlantic City Line. Phase I of the project which is currently underway covers the River Line section with a new 200-foot platform and 60-foot canopy, lighting and ticket vending machines, while Phase II will include two 300-foot high-level

platforms and 100-foot canopies along the Atlantic City rail line, which crosses above the River Line at this point. It also will see the construction of a 280-space parking lot and improvements to the access road from Derousse Avenue. The entire facility should be open for service in early 2013.....NJ's board last month approved a \$1.85-billion operating budget and \$1.16-billion capital budget for Fiscal Year 2012, which began July 1. The operating budget reflects a \$33-million increase in State funding as compared with FY 2011. The capital budget includes continued support for the ongoing program to acquire more than 1,400 new buses, 400 multilevel rail cars and more than 50 electric and dual-power locomotives.....The Atlantic City Express (ACES) train service, which operates on Fridays, Saturdays and Sundays between New York City and Atlantic City with funding from several casino operators, did resume operation as advertised on May 13. The trains run via Philadelphia with a leased AMTRAK P40 diesel on one end and an ALP-44 electric locomotive on the other.

Chapter Members Harry Garforth and Larry Eastwood helped put together the display of historical panels for this year's 300th anniversary of the Willow Grove community. Now they have supervised the mounting of the four panels in SEPTA's Willow Grove station, which include many colorful pictures of local trains, trolleys, and oldtime attractions such as Willow Grove ParkPATCO is in the midst of an effort to choose a successor for its general manager's job, after longtime GM Robert A. Box retired in April (see May *Cinders*). PATCO also plans to spend \$3 million to rehabilitate its car storage and maintenance yard at Lindenwold.....Installation of a geothermal heating and cooling system at the Railroad Museum of Pennsylvania in Strasburg is about 65 percent complete as of mid-July, with final completion expected by the end of the year. The \$6-million project, which involved drilling over 100 wells, is designed to provide stable temperatures in the Rolling Stock Hall throughout the year (see April *Cinders*). The museum also was mentioned favorably in an article in the August issue of *Trains*, which reported that state-funded railroad museums across the country are coping with reduced support from cash-strapped states. RRMC was forced to cut staff but has "kept on without missing a beat," said Executive Director Charles Fox.

The August issue of *Trains Magazine* carries a major article entitled "Baldwin's Jurassic Park," covering the many Baldwin-built diesels in service or stored on SMS RAIL LINES at Bridgeport, NJ. The large collection of Baldwins at Bridgeport is, ironically, just a few air miles from Eddystone where the units were built in the 1940's and '50's.....*Railfan & Railroad's* annual survey of serviceable steam locomotives in the U.S. includes 12 in Pennsylvania—down from 14 last year. Of the 12, five are based on the STRASBURG RAIL ROADIn May the boiler of ex-Pennsy K4 #1361 was trucked from the Steamtown shop in Scranton to its old home at the Railroaders Memorial Museum in Altoona. The tender was moved last fall but, as of early last month, the locomotive's heavy frame was still awaiting highway movement to AltoonaA vicious storm toppled several trees onto the WANAMAKER, KEMPTON & SOUTHERN's track near Kempton, PA, forcing passenger service to be suspended over the Memorial Day weekend until the damage could be cleared by volunteers (*Trains*).....On June 10 the new Pottsville Transportation Center was dedicated, as the READING & NORTHERN ran a special diesel-powered train from Port Clinton for the occasion (Rick Bates).

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Overbrook-Paoli Main Line: A Living "Museum" Close to Home

It was 180 years ago that the State-sponsored Main Line of Public Works began building a railroad to connect Philadelphia with the Susquehanna River. In 1915 the successor Pennsylvania Railroad completed its electrification project as far west as Paoli, through the suburbs that had adopted the term "Main Line" as their common identity. Meanwhile, residents of those communities created a tremendous demand for commuter service to the city, which in effect forced the PRR to electrify. But over the 96 years since electrification there have been remarkably few physical changes to the 14.5 miles between Overbrook and Paoli.

As a result, we have a unique "operating museum" in our backyard, which at the same time is a heavily-traveled passenger railroad. Title to the property was conveyed from the PRR to Penn Central in 1968 and then to Conrail in 1976, but Amtrak has owned what is now known as the "Keystone Corridor" for the past 34 years. SEPTA is a tenant, providing local commuter service to and from Philadelphia.

Consider the following points that contribute to the historic character of the railroad between Overbrook and Paoli:

- o All in-service signals are of the original PRR position-light variety. Even today, only the #3 track is signaled for both east and westbound movements. (The two-way signaling on #3 allowed the PRR's fleet of long-distance trains to bypass the morning commuter rush from Paoli to Philadelphia.) The other three tracks still are signaled in one direction only, but all tracks are equipped with the innovative cab signal system installed by the PRR in the early 1930's
- o Two manned lineside towers ("Overbrook" and "Paoli") are among the last of their kind still in service in the U.S. (Four other manned towers survive on the Keystone Corridor, controlling sections of the line at "Zoo" in Philadelphia and at "Thorn," "Cork" and "State" west of Paoli.) As has been the practice for more than 125 years, dispatchers direct the movement of trains via the tower operators, as none of the railroad is remotely controlled from the dispatching center
- o Three interlocking plants, "Overbrook," "Bryn Mawr" and "Paoli," today are virtually unchanged from 60 or more years ago. They are controlled from the manned towers
- o Almost all of the original 1915-vintage PRR tubular catenary poles remain in service, as well as much of PRR's wire and electrical infrastructure
- o The original PRR 11,000-volt AC power system continues in operation (stepped up to 12,000 volts)
- o Fifteen PRR station buildings still are in use, ten of them dating from the 19th Century. Every station on the line has low-level platforms, except for the newly-installed high platforms at Wayne which supplement the original platforms
- o There has been no shift in alignment of the railroad for over a century, except for a slight deviation at the I-476 highway bridge west of Villanova. The grade, which reaches a maximum of nearly one percent between Overbrook and Narberth, is unchanged

- o All four original main tracks are in service. They were laid mostly with old jointed rail until replaced in 2006-2007 with welded rail and concrete ties, which allowed an increase in speed from 70 to 80 mph on the #2 and 3 inside tracks
- o Several of the classic PRR stone-arch bridges remain in service. The oldest is the Conestoga Road underpass in Devon which predates the expansion of the line to four tracks and is so low and narrow (just eight feet vertical clearance) that only one automobile can pass through it at a time. Among the larger stone-arch bridges still in use are those at Roberts Road in Bryn Mawr, Airdale Road in Rosemont and Wynnwood Road in Narberth. Numerous other highway bridges, both overhead and undergrade, are supported by century-old stone abutments

To complement the throwback nature of the physical plant, most passenger cars operating on the Philadelphia-Harrisburg line—both Amtrak and SEPTA—have reached or exceeded their normal service lives. They were built anywhere from 30 to 48 years ago, the only exceptions being SEPTA's somewhat-younger push-pull coaches used during rush hours and a handful of recently-delivered Silverliner V MU cars.

While Amtrak, PennDOT and SEPTA have ambitious plans to rebuild all of the Keystone Corridor to a state-of-the-art railroad, until now most attention has been focused on replacing track and upgrading the catenary and signal systems west of Paoli. Converting the entire 102-mile Harrisburg line to centralized train control, modernizing the electrical infrastructure, constructing new stations at Ardmore and Paoli, stringing new high-voltage transmission lines and replacing obsolete interlockings, will cost hundreds of millions of dollars. (Even then, some of the features mentioned above will not significantly change.) It will be years before all of the planned modernization is completed, at which time one of America's last bastions of traditional rail technology on a heavy-duty railroad finally will move into the 21st Century.

--- Frank Tatnall

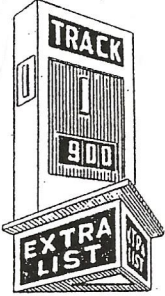
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The management of Maryland's MARC system was forced to issue a public statement to the effect that, contrary to the belief of some of its employees, photographing trains from a safe location is a constitutionally-protected activity. Some railfans in recent months had been ordered by MARC police to cease their photography, but a threat by the American Civil Liberties Union to sue the agency brought about the change in policy (*Trains*)The *Inquirer* carried a major article in its June 17 editions on the possibility of converting the old railroad viaduct which once led to Reading Terminal into an elevated trail. Members of the Reading Viaduct Project envision something similar to the very popular High Line Park in Manhattan, which utilizes a long-abandoned New York Central elevated structureNoted Rail Author and Historian William D. Middleton died July 10 at the age of 83. Middleton wrote 23 railroad or trolley-oriented books, including "The Interurban Era," as well as contributing countless articles and photos to *Trains* and other magazines..... Haverford Resident George Harding has published a new book entitled "Main Line by Rail: Its History and Transformation." It's available by ordering online at www.mainlinebyrail.com.

Editor's Note: Because of the large volume of local rail and transit news which has taken place since our June issue, the "Extra List" has been shortened to include only those items which would be considered timely until our September issue, which should be mailed to members on September 6.

AUGUST 19: Philadelphia Chapter, NRHS's annual Bill Wagner Summer Dinner at Moonstruck Restaurant, Oxford Avenue, Philadelphia, PA, one block from SEPTA Fox Chase Line station. Full details on Page 1.



AUGUST 27: Rockhill Trolley Museum will operate "PCC Car Celebration", commemorating return of New Jersey Transit PCC Car #6 to operation and 75th anniversary of the first production PCC's. Museum will operate ex-NJT #6 as well as ex-SEPTA PCC #2743 throughout the day. For additional information, contact Matt Nawn at mwntrolley@aol.com, or telephone the Rockhill Trolley Museum at 1-814-447-9576.

SEPTEMBER 3, 4: *Railfest 2011* at Steamtown National Historic Site, Scranton, PA, marking the 25th anniversary of the Park. Additional details on Page 2, this issue.

SEPTEMBER 25: Planned “Farewell to the Budd and St. Louis Silverliners” excursion, operated by Philadelphia Chapter, NRHS over SEPTA Regional Rail lines. Full details and schedule not available at presstime. Separate mailing of trip flyer

will be made in early August. Additional information will be available by sending self-addressed, stamped envelope to: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302; telephone requests will be accepted at 215-947-5769, or by E-mail to ayrestower@comcast.net.

SEPTEMBER 25: Lehigh Valley Chapter, NRHS will operate 35th annual Railroadiana & Model Train Show and Sale at Dieruff Senior High School, 815 North Irving St., Allentown, PA, 10 AM to 4 PM. Tickets are \$4 per person, children 12 and under free. For additional information, contact Peter Terp at 610-824-7730 or by E-mail to trolleys@ptd.net.

THROUGH OCTOBER 30, 2011: “The P&R Railroad and the Civil War: Pulling for the Union”. Special exhibit explaining the Reading Railroad’s role in the Civil War, with displays of Philadelphia & Reading Railroad artifacts, takes place at the Reading Railroad Heritage Museum of the Reading Company Technical & Historical Society, 500 South 3rd Street, Hamburg, PA. Museum is open 10 AM to 4 PM Saturdays and Noon to 4 PM on Sundays. For additional information, telephone 610-562-5513 or visit website: www.readingrailroad.org.

THROUGH DECEMBER 31: "Rail Traffic Control" exhibit on railroad communications and signaling at the Railroad Museum of Pennsylvania, Strasburg. Displays, photographs, artifacts and videos will tell the story of railroad "C&S" over the years. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

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