

**75<sup>th</sup> Anniversary -- 1936 - 2011**



# CINDERS

**DECEMBER 2011**



## IN THIS ISSUE

Philadelphia Chapter Meeting Notice.....	2
Snow in October??/R. T. Lane, Jr. Obituary.....	3
PHILADELPHIA EXPRESS, by Frank Tatnall.....	4
Extra List.....	7
Silverliner Update.....	7

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Number 11

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

**PHILADELPHIA CHAPTER, NRHS WEBSITE ADDRESS: [www.phillyNRHS.com](http://www.phillyNRHS.com)**



As we approach another festive Holiday Season, it's a good time to reflect on the past year as well as what may be in store for us in 2012. While millions of Americans continue to be impacted by the lagging economy, we still can be optimistic about the future. Certainly, our friends on the freight railroads have been weathering the downturn quite well, with Class I carriers such as CSX and Norfolk Southern reporting record earnings and many of their employees enjoying regular work and higher pay.

The good life is less certain for Amtrak people in terms of future funding, and to some extent the nation's transit operators are also the victims of reduced financial support. And of course this will be an election year, which poses its own uncertainties. Still, we can be hopeful that the New Year will bring better times for our nation, our families, friends and ourselves.

Philadelphia Chapter celebrated its 75<sup>th</sup> anniversary this past April, but during 2011 we also regretted the passing of longtime members and friends. Conversely, in order to expand our membership, we need to reach out to people who have an active or latent interest in railroads and transit. We will be pleased to welcome them into the Philadelphia Chapter.

As members of our Chapter, and of all organizations large and small whose purpose it is to study and appreciate America's rail systems, we understand the vital role that our transportation infrastructure will play in rebuilding America's economy. We should do everything we can to convince our fellow citizens and our legislators of this crucial fact.

Speaking for the officers of Philadelphia Chapter, I wish you and your loved ones a very Merry Christmas, Happy Hanukkah and a New Year full of renewed promise for all of us.

FRANK G. TATNALL  
President



## Meeting Cancellation Notice

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

## Meeting Notice

### FRIDAY EVENING, DECEMBER 9, 2011

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**

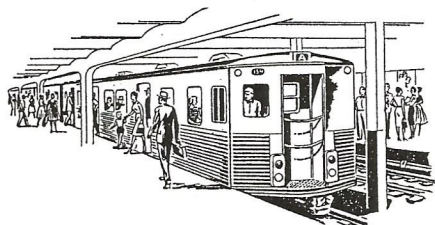
Parking in Wills Eye Hospital garage, 9<sup>th</sup> Street above Locust (\$6.00 after 6 PM), Parkway garage, also 9<sup>th</sup> above Locust (\$9.00 after 5 PM). There is a new underground garage directly across from the Jefferson Alumni Hall (entrance on 11<sup>th</sup> Street just above Locust) which is very handy. *(Please note that we are in the process of updating the garages and prices and this will be completed during the fall months.)*

**PLEASE NOTE THAT OUR DECEMBER MEETING IS TRADITIONALLY HELD ON THE SECOND FRIDAY OF THE MONTH – PLEASE MAKE SURE THE PROPER DATE IS CIRCLED ON YOUR CALENDARS!!**

Our meeting program on Friday evening, December 9, 2011 will feature well-known Delaware transit consultant and rail historian Scott Spencer, who will provide a PowerPoint presentation entitled *High-Speed Rail Consideration for the Northeast Corridor*. Spencer's career has dealt with many different rail passenger and public transit subjects; with Congress having threatened to basically zero-fund high speed rail projects, this is a very pertinent and timely program that you will not want to miss.

The evening begins with our usual optional sit-down dinner in the Eakins Lounge, ground floor, Jefferson Alumni Hall, beginning at 6:15 PM, at a cost of \$20.00 per person. **DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, DECEMBER 6, 2011 to National Director Larry Eastwood at 215-947-5769.** The menu for the December 9 dinner was not available due to the early press deadline for this issue of *Cinders*. It will be placed on National Director Larry Eastwood's answering machine on Saturday, December 3, 2011. The Chapter needs to meet a minimum guarantee of 18 meals in order to provide a meeting room for members. Come out for dinner before our meeting. Enjoy a full-course meal, plus informal conversation, at a very affordable \$20.00 per person. Optional glasses of wine, \$2.00 each.

The Chapter's officers thank the membership for their support of the optional dinners. It is of assistance to Philadelphia Chapter.



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

Post Office Box 7302, Philadelphia, PA 19101-7302

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

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**MEETINGS:** 7:30 PM, third Friday of each month (except second Friday in December 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.

**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](mailto: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](mailto:ayrestower@comcast.net).

## Philadelphia Chapter, NRHS Board of Directors Meeting- Winter, 2012

**Tuesday, January 10, 2012  
7:00 PM to 8:30 PM  
Passenger Services Conference Room  
Amtrak 30<sup>th</sup> Street Station**

**Members of Philadelphia Chapter are  
welcome and encouraged to attend**



## Snow in October? Never Happens In Philadelphia? It Happened!

An early-season nor'easter roared through the region on Saturday, October 29, bringing rain, sleet and finally snow—and leaving behind a trail of destruction. The December-like snowfall dropped less than half an inch in Philadelphia but as much as ten inches in some northern suburbs. Conditions were much worse to the north and west, with some areas of Pennsylvania, New Jersey, New York and New England suffering major power outages. The effects of the autumn storm were magnified because most leaves had not yet fallen, causing trees and branches to collapse under the weight of the wet snow onto electric lines. Peco Energy reported more than 240,000 of its customers without power, and in North Jersey nearly 650,000 residents and businesses went dark. On Saturday afternoon New Jersey Governor Christie declared a state of emergency, with up to a foot of snow on the ground in some places. Parts of New England became disaster areas—especially Connecticut where many communities lost power for days and even weeks. Some three million electric users from Georgia to Massachusetts were affected by the storm, and by the following Wednesday, 1.7 million of them still were off line. In addition to the snow, high winds and flooding were responsible for much of the misery. But Peco customers generally were more fortunate, with all of them restored by Tuesday except for a few isolated pockets in Chester and Bucks Counties.

Transportation in the Philadelphia region was severely impacted by the nor'easter, although the problems were somewhat mitigated because the storm happened to arrive on a Saturday. The sleet and snow caused highway backups, forced the cancellation of some 85 departing flights at International Airport, disrupted rail travel and—even though the sun came out on Sunday—generally made for a miserable weekend. Amtrak, SEPTA and NJ Transit all had to cancel some services due to fallen trees and electrical failures. Amtrak's Northeast Corridor operations were slowed on Saturday and all service on the Harrisburg line was cancelled. By Sunday morning most Corridor trains were running although Amtrak warned passengers of delays, while service remained suspended between New Haven and Springfield, on the **Vermont** route between New Haven and St. Albans, VT, and the **Lake Shore Limited's** CSX line between Albany and Boston. SEPTA encountered some transit delays in Philadelphia and the suburbs due to street conditions, but its major problems were confined to the Regional Rail Paoli-Thorndale line. The freight railroads also felt the effects of the storm.

Trees fell at several locations on the Harrisburg mainline Saturday afternoon, causing extensive wire damage and signal power outages and forcing Amtrak to shut down its Keystone Corridor as well as SEPTA's Paoli-Thorndale service. Train #43 **Pennsylvanian** left Philadelphia on time behind its regular diesel power but was stopped by a signal outage at Bryn Mawr, then reversed back to Philadelphia. It departed for the second time at 4:05 PM but got only as far as Lancaster, where it had to be terminated because of impassable tracks west of there. Meanwhile, eastbound #42, running at 90 mph, collided with a fallen tree at Elizabethtown about 4:10 PM, smashing the windshields on P42 locomotive #152. No one was injured but the train was towed back to Harrisburg and terminated. Earlier that day, at 12:50 PM, train #663 with cab car #9646 in the lead struck a tree at milepost 97 west of Middletown, damaging the front end

(Continued on Page 7)

## Richard T. Lane, Jr. October 29, 2011

Former Philadelphia Chapter Member Richard T. Lane, Jr., passed away on October 29, 2011, after suffering a stroke at the Stapeley in Germantown retirement community. Known to many of his friends as "R. T.," Richard was employed by the Pennsylvania Railroad and Penn Central for nearly 20 years, before resigning in 1973 to become the director of Seashore Trolley Museum in Kennebunkport, ME. He had a long fascination with railroads and trolleys, and was one of the key individuals in the acquisition of ex-Philadelphia Transportation Company Nearside car #6618 (Brill 1912) for the Seashore Collection. He joined Philadelphia Chapter in 1954, and was presented with his 50-year NRHS membership pin in 2003.

Richard was born in Poughkeepsie, NY on July 4, 1931, and grew up close to the mainline of the New York Central Railroad. As part of a devoted Quaker family he attended a Friends preparatory school before graduating from Haverford College in June 1953. He immediately sought employment with PTC where he was told there was no future in the streetcar business. But Richard followed his railroad instincts by hiring on with the PRR's Freight Rate Department, and over his 20-year career worked exclusively in the Traffic (later Sales & Marketing) Department in Philadelphia. But his intense interest in transit, and his many years as a volunteer at the Seashore Trolley Museum, led him to accept the position of director at that pioneering museum, the largest of its kind in America. After retirement from that position in 1996, Richard stayed in Maine for several more years as a resident of the Town of Kennebunk, but health issues finally led him to return to Philadelphia in 2002. He then took up residence at the Quaker-operated Stapeley in Germantown, but continued to maintain his interest in all things rail and transit.

Richard is survived by his brothers Peter (Juliet) of Westtown and Charles (Marga) of Lancaster, and sister Elizabeth Lane (Mrs. Vaughn W.) Morrison of Sandy Spring, MD, as well as five nephews, one niece, three great-nephews and four great-nieces. A memorial service will be held at the Friends Center, 1515 Cherry Street, Philadelphia, at 2 PM on Saturday, December 3. The family suggests donations in his memory to the charity of one's choice.

## Dues Payments Rolling In; Contributions Helping Out

Philadelphia Chapter members have responded to the 2012 dues renewal process by promptly sending in their renewals during the month of November. More than 120 members had renewed by *Cinders* deadline prior to Thanksgiving.

The officers of the Chapter appreciate very much the contributions from our members above and beyond the annual dues. These monies are even more significant in tough economic times as we stabilize our Chapter finances. For those who have yet to renew, please consider Philadelphia Chapter as you make year-end financial contributions. Thank you again!!

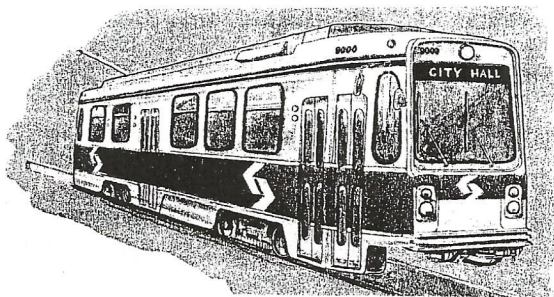


# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

## SEPTA TRANSIT



Repairing the damage caused by the twin storms Irene and Lee will probably cost SEPTA more than \$5 million. The most expensive single item is the project to stabilize and rebuild the embankment on the Norristown High Speed Line at Rosemont, which collapsed during Tropical Storm Lee on September 8. That work alone will cost about \$3 million (see October, November *Cinders*). Repairing the AEM-7 locomotive, coaches and MU's caught in the Hurricane Irene flood at Trenton station on August 28 is expected to cost another \$1.5 million. Rebuilding the track structure in seriously flooded areas such as Jenkintown also required a quick response in the wake of these two disasters, an added challenge to SEPTA's Engineering and Maintenance Departments. SEPTA generally was commended for its ability to restore rail services quickly, and in most cases where there were longer delays, such as on the Paoli-Thorndale line, the responsibility rested with others. An application will be submitted to the Federal Emergency Management Agency (FEMA) for reimbursement of some of these expenses.

Stabilization of the NHSL embankment at Rosemont continued last month, with temporary repairs to be completed around December 1. This will allow full service to and from Norristown to be restored to that shown in the August 29 timetable, replacing the half-hourly service imposed because of delays through the work area. A large retaining wall is to be built below the 40-foot-high embankment, with permanent construction to be finished in January.....SEPTA soon will ask for bids to prepare an environmental impact statement for the long-discussed extension of the Norristown High Speed Line to King of Prussia.....SEPTA announced that it would run the annual "Santa Express" trains to center city on "Black Friday," November 25. Regional Rail specials were to originate at Elwyn and Warminster, and subway-el trains at 69<sup>th</sup> Street Terminal, Frankford Transportation Center and Fern Rock. Constellation Energy was sponsoring free rides for families.....SEPTA offered special coupons to weekly and monthly passholders, letting them treat a companion to a free ride on trains or buses over the Thanksgiving weekend, November 24-27, as long as the passholder accompanied them.

One of SEPTA's historic bus lines, the Route C on Broad Street, will be replaced by two new numbered routes. They are Route 4 operating between Fern Rock and Pattison, and Route

16 between Cheltenham & Ogontz and City Hall. All bus stop signs will be replaced with more informative signs.....SEPTA has begun referring to the 69<sup>th</sup> Street Terminal as "69<sup>th</sup> Street Transportation Center." When did this become official?.....SEPTA has completed 25 of the 32 projects paid for by Federal stimulus funds, and expects to complete all of them by the end of this calendar year. Total cost: \$191.1 million.....Congress last month passed and President Obama signed a "minibus" bill to fund the Department of Transportation and certain other Federal agencies through Fiscal Year 2012. The Federal Transit Administration will receive \$10.6 billion, up three percent over FY 2011.....Republicans in the House have announced plans for a long-term transportation reauthorization bill that would use revenue from expanded domestic oil drilling to fund transportation infrastructure projects over a five-year period. It would be known as the "American Energy Infrastructure Jobs Act" (*Progressive Railroading*).....SEPTA now has a Twitter feed that provides current service information for rail lines.

On November 16 SEPTA awarded the long-awaited contract for its new payment technology (NPT) system. The \$129.5-million contract went to ACS Transport Solutions Group of Maryland, which will develop and install the "smart card" system on all SEPTA modes, allowing users to tap their credit or debit cards on electronic readers—including cards issued by banks or by SEPTA. It is expected that deployment of the new system will take up to three years, and adapting it to Regional Rail remains a "challenge," as SEPTA Board Chairman Pasquale T. Deon, Jr., put it. The contract provides for financial penalties if the specified deadlines are not met.....Two official motorcades briefly disrupted operations last month on SEPTA Regional Rail and trolley lines in Southwest Philadelphia. On Tuesday, November 8, President Obama rode in a motorcade from International Airport to an appearance in Yeadon, and three days later Vice President Biden flew in to speak at the annual Veterans Day parade in Media. For the latter event Route 101 trolleys were turned back at Providence Road station.

The \$50-million rebuilding of Dilworth Plaza just west of City Hall was due to begin late last month. But first the "Occupy Philly" squatters, who had maintained their tent city on the plaza since early October, had to move out, as Mayor Nutter began to lose patience with them for threatening to delay the job-creating project. The plaza overhaul was to be tied in with the modernization of the City Hall and 15<sup>th</sup> Street subway stations, but a lack of funding has indefinitely delayed those projects.....U.S. Transportation Secretary Ray LaHood visited SEPTA on November 3 to stomp for President Obama's plan to spend \$50 billion to help rebuild the nation's aging transportation infrastructure. Like his deputy Peter Rogoff did in July, LaHood visited the bridge which carries the Norristown High Speed Line over the Schuylkill River at Norristown. The 3,175-foot-long span, built by the Philadelphia & Western in 1911, needs \$34

(Continued on Page 5)



# PHILADELPHIA EXPRESS

(Continued from Page 4)

million in badly-needed repairs, which SEPTA says are vital for the continued safety of NHSL operations but right now cannot be funded.....A 20-year-old man was charged with accidentally shooting himself aboard an eastbound Market-Frankford train at the Church Street station on the evening of Monday, October 31.



## SEPTA REGIONAL RAIL

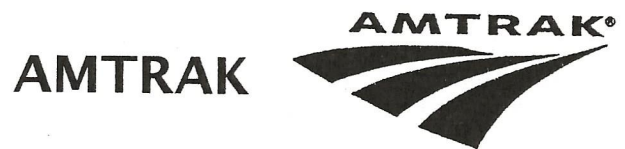
As of mid-November 53 Silverliner V cars had been delivered to SEPTA, nearly half of the total order of 120. On November 15 there were 37 of the new cars in service .....SEPTA's new electrical substation at Spring Garden Street is nearing completion. The facility will replace an unreliable 1930's-era AMTRAK substation near 30<sup>th</sup> Street (now maintained by SEPTA) which supplies power to the center city tunnel and nearby yards and trackage.....AMTRAK is installing a new Pennsy-style position light signal for eastbound traffic on a track at "Zoo" normally used for westbound traffic .....The new westbound high-level platform is in service at Primos station on the Media-Elwyn line. Construction continues on the eastbound platform.....The leaf cleaning campaign began in October, and by mid-November three night-time work trains were using high-pressure water to spray leaves off the railheads, as well as a special traction gel which deposits a white coating on the rails.

SEPTA will reissue all 14 of its Regional Rail timetables effective December 18, the fourth reissue this year. Among the important changes, weekend trains to and from Doylestown will be retimed to pass at the Long siding just west of Doylestown station, and stops at Link Belt and New Britain eliminated. Adjustments will be made on the Manayunk-Norristown line to reflect completion of catenary replacement on the outbound track and the start of wire work on the inbound track. Catenary replacement will begin on the Warminster Line, requiring some service cutbacks as well as early-morning bus substitutions. Tie and surfacing work on the Chestnut Hill East Line has been completed, allowing though midday service with the Trenton line to be restored. Four inbound rush-hour and two outbound rush-hour trains on the Media-Elwyn line will be speeded up by eliminating the stops at close-in Angora and 49<sup>th</sup> Street stations.

In a ceremony on October 28, SEPTA celebrated the completion of its \$19-million rebuilding project at Croydon station on the Trenton line. The project included new high-level platforms, ramps, heated shelters, lights, signage, landscaping and expanded parking areas.....AEM-7 #2305, which was damaged in the flood at Trenton station on August 28, was returned to service during the week of November 14, but the coaches and MU cars caught in the flood still were being repaired .....While SEPTA has negotiated contracts with most of its unions, the Brotherhood of Locomotive Engineers & Trainmen and United Transportation Union are still unsigned

.....New hours of service rules for train crews will be implemented on April 8, 2012, based on fatigue studies conducted by the Federal Railroad Administration (see October *Cinders*).....SEPTA used its track geometry car to inspect several lines after the 5.8-magnitude earthquake that struck the region on August 23.

Here are some recent delays on the Regional Rail system. Wednesday, October 26: The Silverliner V consist on train #6415 had cab signal problems at Warminster, then successive power failures at Willow Grove, Roslyn and Glenside, but finally was able to back into the siding at Glenside. All passengers were transferred to other trains but massive delays occurred on the Warminster Line. Thursday, October 27: A bomb threat involving Trenton-bound #9745 held that train for 17 minutes at Holmesburg Junction while police searched it. Nothing suspicious was found. Monday, October 31: The Warminster Line was the scene again when a pantograph on train #6415 snagged the catenary north of Willow Grove at 7:30 AM. At least 16 trains were annulled between Willow Grove and Warminster and hundreds of passengers inconvenienced. Some buses were substituted until full rail service was restored around 2:45 PM. Tuesday, November 8: Intermittent power failures on AMTRAK's Harrisburg line delayed numerous Paoli-Thorndale trains, one of them (#581) for over two hours. Sunday, November 13: Amtrak train #669 headed to Harrisburg became disabled at "Paxon" interlocking in West Philadelphia due to a pantograph failure, and had to be towed by diesels back to 30<sup>th</sup> Street Station where its passengers were transferred to a protect train. Seven SEPTA Paoli-Malvern trains were delayed by the power failure, two for over an hour. Monday, November 14: Early-morning train #6322 bound for West Trenton struck an automobile at the Township Line Road crossing a mile north of Woodbourne. The car had gone around the crossing gates and gotten stuck, but no one was injured. One other train was annulled and several delayed.



AMTRAK last month was gearing up for the annual Thanksgiving rush, its busiest travel period of the year. In addition to pressing all of its own available equipment into service, several Holiday Extra trains were to be run, the 1100-series with Amtrak equipment and the 1000-series with leased commuter equipment. The plan was to lease two six-car MARC trainsets for Northeast Corridor service, two eight-car NJ TRANSIT MU trains and one SEPTA push-pull set. As in past years, the SEPTA train was held as protect at Philadelphia in case it was needed. For the holiday period reservations were required on Keystone Corridor trains. As always, a special 36-page timetable for the period was issued .....AMTRAK has managed to survive a budget-cutting-minded Congress. Support for operations of \$466 million in Fiscal Year 2012 was a reduction of \$95 million from last year and is described as "perilously tight," but capital funding was increased to \$952 million, enough to continue work on the orders for new electric locomotives and long-distance passenger cars. All money for high-speed rail projects in this fiscal year has been eliminated (NARP).....Meanwhile, the Chairman of the House Transportation & Infrastructure Committee, Republican

(Continued on Page 6)



# PHILADELPHIA EXPRESS

(Continued from Page 5)

John Mica of Florida, said he no longer would seek to privatize the Northeast Corridor, but instead support Amtrak's efforts to bring the NEC up to true high-speed standards (*Railway Age*).

The first step in the ambitious plan to redevelop the area around 30<sup>th</sup> Street Station into a welcoming "gateway" for the City took place last month (see August *Cinders*). The new pedestrian plaza along the south side of the station facing Market Street was dedicated on Wednesday, November 2, with lights, trees, benches and umbrellas replacing a former driveway. A similar public plaza is under construction along the south side of Market Street.....The press last month carried a story about passengers having to break through a door at Lancaster station on November 2 in order to reach the platform for an early morning AMTRAK train. Amtrak apologized for the "scheduling error" with the employee charged with opening the station (*Trains*). On Wednesday, October 26, AMTRAK's train #43 **Pennsylvanian** was delayed for an hour 25 miles west of Johnstown when P42 #41 broke down. Two NORFOLK SOUTHERN engines were called to tow the disabled train to Pittsburgh. The next morning eastbound train #42 was powered by P42 #152, which had been cut off train #30 **Capitol Limited** at Pittsburgh. This was the second time in a week that #43 became stranded in the Pennsylvania mountains, as the train had struck a fallen tree west of Johnstown on October 21 and was assisted to Pittsburgh by two NS engines.

AMTRAK last month issued its winter-spring National timetable, featuring a cover photo of the center city Philadelphia skyline on a snowy evening. A double-headed train #97 **Silver Meteor** was photographed from the South Street bridge. One change in the new timetable is the elimination of Sunday-only train #44 **Pennsylvanian** Pittsburgh-Philadelphia-New York. Train #42 with its earlier schedule now operates daily.....In late October AMTRAK expanded its free "AmtrakConnect" Wi-Fi service to include Northeast Regional trains, Keystone and Empire Service to supplement the existing connections on Acela Express trains. Wi-Fi service, which requires special wireless equipment on each car, allows passengers with computers to access the Internet from their seats. It is also available on a number of other routes .....Ten unions have come to an agreement with the nation's Class I railroads, including AMTRAK, that lessens the possibility of a nationwide rail strike. President Obama in October headed off an immediate strike by naming an emergency board to seek a solution to the contract dispute (NARP).

AMTRAK has announced that it is integrating its proposal to develop a 220-mph high-speed rail system between Boston and Washington with its business development plan for the existing Northeast Corridor. At the same time, it was revealed that Al Engel, Amtrak's vice president for high-speed rail, would leave the railroad. Engel came on board just a year ago to head the high-speed planning effort, but funding has become very problematic. Amtrak plans to release its updated Northeast Corridor Infrastructure & Investment Development plan by the end of this year. "The NEC is Amtrak's premier asset and expanding high-speed rail service is essential to maximizing its success," said Amtrak President Joseph Boardman. Stephen Gardner, formerly vice president of policy & development at Amtrak, was named to the new post of VP for NEC infrastructure & investment development.....In an effort to reduce costs, AMTRAK last month offered voluntary buyouts to certain non-union

employees. If it does not realize the expected savings, Amtrak said that it would begin an involuntary reduction in its workforce. At the same time Amtrak reorganized itself into six lines of business, including Northeast Corridor infrastructure investment and NEC operations (NARP, *Trains*).

The carnage of trespasser deaths continued last month. Shortly after 8 PM on Wednesday the 2<sup>nd</sup>, southbound Acela Express #2119 ran over a trespasser on the Northeast Corridor mainline a mile south of Wilmington station. The 242 passengers on board—none of whom were injured—were delayed for more than two hours until police released the scene, and ten other trains were held for up to two hours. Then, about 4 PM on Tuesday the 8<sup>th</sup> Harrisburg-bound train #647 struck and killed a man at Overbrook station. The man reportedly was running to cross the tracks but slipped and fell in front of the train. (Dozens of people cross the four tracks at Overbrook every day, where no intertrack fence exists, apparently heedless of the danger on this busy railroad.) Service on SEPTA's Paoli-Thorndale line was suspended during the afternoon rush with over a dozen trains delayed, and at least two Amtrak trains also were delayed in addition to #647. Around 12:45 the same afternoon, Acela #2117 struck and killed a trespasser near Hamilton station, just east of Trenton. The train was terminated and its passengers transferred to #171, but 18 other Amtrak and 20 NJ TRANSIT trains suffered delays over the next several hours. Since last year Hamilton has been the scene of at least five suicides.



CSX,  
NS,  
OTHER ROADS

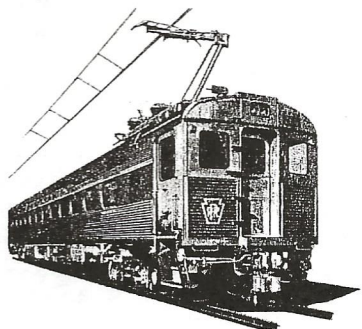
NORFOLK SOUTHERN has begun taking delivery of 40 new fuel-efficient SD70ACe locomotives from EMD, numbered 1025-1064. EMD is now owned by Progress Rail, a subsidiary of Caterpillar, Inc. (Trainorders.com).....NS's new Dillerville yard along the Columbia secondary track in Lancaster has been completed, but is not yet in service. It will replace the ex-Pennsy yard closer to downtown, with part of the old property to be used for expansion of Franklin & Marshall College (Harrisburg Chapter).....NJ TRANSIT's Camden-Trenton River Line last month was still operating on a modified Sunday schedule due to a massive washout south of Bordentown caused by Hurricane Irene in late August. The failure of an embankment along the Delaware River has forced the closure of a key passing siding on the single-track line. Press reports indicate that passengers are growing increasingly unhappy with the less frequent service and crowded trains.....NJT again this year is fighting the autumn leaves with its "AquaTrack" train, which employs a high-pressure rail washing system to clean the railheads. It is used primarily on the Morris & Essex lines on weeknights, and on the Main/Bergen County lines on weekends.

The *Inquirer* on November 8 carried a lengthy article on the "Duffy's Cut" excavation project being carried out by Immaculata University researchers. For those who haven't heard of it, the project now in its ninth year is aimed at uncovering the remains of 51 Irish construction workers hired by a contractor named Duffy for the State-sponsored Philadelphia & Columbia

(Continued on Page 8)



## Silverliner Update



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

As we celebrate Thanksgiving, we note that there are now 53 Silverliner V's on SEPTA property. They include single cars #701 and #703-718, and married pairs #801-836. During November, car assignments had pretty much remained steady, although there have been some outages due to teething issues with the new cars. Off-peak operation seems to be mostly Roberts Yard starts, and as of November 15, no weekend assignments were noted.

A total of 20 Silverliners are now shown as retired: Budds #201, 204, 205, 206, 208, **211**, 251 and 257, **262**, **263**, and **9003**, plus St. Louis #220, 222, 224, 228, 231, 232, 233, 234 and 237 (**bold underlined** cars are November additions). St. Louis "Airport" cars #236 and 238, plus former Reading Budd #9011 remain on the "inactive" list. Although the number of new cars in service grows, SEPTA still remains plagued by rather frequent consist shortages.

There is one change in the status of the push-pull trainset damaged in the flooding at Trenton in August: AEM-7 #2305 has been returned to service, but cab cars #2401, 2405, and coaches #2503, 2506, 2508, 2509 and 2512 remain out-of-service at Frazer shop.

### DECEMBER 3:

Pennypack Ecological Restoration Trust will sponsor "Train Crash Walk" to commemorate 90<sup>th</sup> anniversary of December 5, 1921 Bryn Athyn Train Wreck on the Philadelphia & Reading's Newtown Branch. *Cinders* Editor Larry Eastwood will give 45-minute presentation on the wreck, followed by three-mile hike guided by Larry Eastwood and PERT Education Specialist Jennica Nobre through the woods to the actual crash site. The hike includes a stretch of unused railroad track overgrown with weeds and fallen trees so dress appropriately. Fee: PERT members free, non-members \$5. Event begins at PERT, 2955 Edge Hill Road, Huntingdon Valley, PA 19006. Advance reservations, please by Friday, December 2 to PERT at 215-657-0830.



**DECEMBER 3-4:** Annual Holiday Train Show & Sale in Ocean City, NJ at the historic Music Pier on the Boardwalk at Moorlyn Terrace. Running displays, model trains of all gauges. Parking available. Admission: \$5 adults, \$1 children. Show hours: Saturday, 10 AM to 5 PM, Sunday 10 AM to 3 PM. For additional information, call 609-525-9300.

**DECEMBER 5:** Ceremony commemorating 90<sup>th</sup> anniversary of Bryn Athyn Train Wreck of December 5, 1921, will take place at Bryn Athyn Post Office (ex-Reading station), 999 Feters Mill Road, Bryn Athyn, PA 19009, 10 AM.

**DECEMBER 10:** 2<sup>nd</sup> Annual Holiday Railfest, sponsored by Southampton Railroad Station Society, at North and Southampton Reformed Church, 1380 Bristol Road, Churchville, PA, 10 AM-3 PM. Show features operating toy train layouts, historical groups and exhibits, 1921 Bryn Athyn Train Wreck Model Display, food and vendors. Admission: \$5 adults, children under 12 free. For additional information visit Southampton Railroad Station website, [www.srrs.org](http://www.srrs.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](http://www.rrmuseumpa.org)).

## Snow in October? Never Happens In Philadelphia? It Happened!

(Continued from Page 3)

of the car. There were no injuries but diesel #514 was dispatched to shove the train the last eight miles to Harrisburg station.

Among other places where downed trees had to be cleared from the right-of-way or removed from the wires were at MP 65.8 east of Lancaster (the tree was on fire), MP 9.4 west of Ardmore, MP 9.8 east of Bryn Mawr (removed by the crew of train #666), MP 22 west of Malvern, MP 26.3 east of Exton, MP 79 to 80.1 at Mount Joy (the catenary was knocked down), MP102.3 in Harrisburg and at several locations between Bryn Mawr and Paoli. After the blockages were cleared, SEPTA was able to restart service to Paoli and Malvern on Sunday morning with #519 the first westbound train, but because of extensive wire damage west of Lancaster Amtrak did not resume Harrisburg service until late Sunday afternoon with #669 the first westbound train. Regional Rail also suffered a signal power interruption Saturday afternoon on the north side of the system, which delayed some 20 SEPTA trains, and a tree fell on the catenary that evening at Doylestown, knocking out service to the Bucks County seat.

NJ Transit operations in the northern half of New Jersey were crippled by the storm. Service was suspended Saturday on the Morris & Essex Lines, including the Gladstone branch and the Montclair-Boonton line because of downed trees and extensive catenary damage. Service was restored on Tuesday morning, November 1. The NJT-run Port Jervis line west of Suffern, NY, had sustained extensive damage from Hurricane Irene in late August, but is expected to resume full service November 28.

## A Geography Lesson.....

One of *Cinders* readers, himself a retired professional rail journalist and consummate rare mileage collector, has pointed out an egregious geographical lapse in our last issue!!

Columnist Roy L. Hudson stated that Madawaska, ME was the Northern-most point on our national rail network in the continental U. S. Not so! Rail crossings from Minnesota to Washington are mostly at the 49<sup>th</sup> parallel, while Madawaska is below the 48<sup>th</sup> parallel. This is proof that our readers cover every word of *Cinders*. Back to seventh grade geography for all of us!!!!



# PHILADELPHIA EXPRESS

(Continued from Page 6)

Railroad in 1832. They were long thought to have died from a cholera epidemic but recent findings suggest that some were murdered. Most of the dead workers are known to have been buried at a site near the present AMTRAK mainline just west of Pottstown. The Delaware Valley Regional Planning Commission has fired its advisory group known as the Regional Citizens Committee. According to an *Inquirer* report, long-running dissension in the RCC led to the action, specifically the alleged "hijacking" of the group by individuals pushing their proposal to revive the Newtown Regional Rail line. DVRPC plans to replace the RCC with a new public task force.

The project to rebuild 15 passenger cars into a luxury fleet for the proposed "Greenbrier Express" (see *March Cinders*) has been shut down, at least temporarily. The work, led by well-known Rail Entrepreneur Ross Rowland, was being done in an ex-Bethlehem Steel plant in Pottstown, where 38 workers had been employed on the refurbishing project but 21 of them were laid off last month, according to the Pottstown *Mercury*. The financier behind the "Greenbrier Express," West Virginia Billionaire Jim Justice, purchased the famed Greenbrier Resort at White Sulphur Springs, WV, a few years ago from CSX. He said the train project would be put on hold until new FRA safety regulations for passenger cars can be evaluated. If and when completed, the premium-fare "Greenbrier Express" would operate over the route of AMTRAK's *Cardinal* between Washington and White Sulphur, perhaps with steam power part of the way.

In October EMD unveiled the first diesel locomotive it has built in the U.S. in over 20 years, a FERROMEX SD70Ace. After its purchase by Progress Rail in 2010, EMD moved its operations from London, ON, to a long-vacant plant in Muncie, IN (*Trains*).....Former SEPTA Chairman Lewis F. Gould, Jr., of Bryn Mawr was re-elected last month to his fifth term as a Lower Merion Township commissioner.....The new PENNSYLVANIA NORTHEASTERN RAILROAD based in Lansdale now has five six-axle locomotives to handle freight business along several SEPTA-owned lines in Montgomery and Bucks Counties (see September *Cinders*). The units are ex-NS C39-8's #8211 and 8212, ex-CANADIAN PACIFIC SD40 #5517 and two former CANADIAN NATIONAL SD40-2W's, #5315 and 5342 (*Railpace*).....EAST PENN has leased GMTX GP38-2's #2173 and 2179 for use on its ex-Wilmington & Northern and Octoraro lines. Dressed in a sharp new blue-and-yellow paint scheme, they are ex-BELT RAILWAY OF CHICAGO units (*Railfan & Railroad*).....An idea has been floated to turn the lower six miles of BLACK RIVER & WESTERN between Ringoes and Lambertville, NJ, into a recreational trail. The line has been out of service since 1995 but a BR&W official said it is "not currently for sale" (*Railpace*).

## If your *Cinders* Arrives in Bad Condition

If your *Cinders* arrives damaged or with pages missing, contact Editor Larry Eastwood at 215-947-5769 or [reastwood2@comcast.net](mailto:reastwood2@comcast.net) and a replacement copy will be promptly be sent to you.

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