

75th Anniversary -- 1936 - 2011



CINDERS

JANUARY 2011



IN THIS ISSUE

| | |
|--|---------|
| Nor'easter Snarls Post-Christmas Travel..... | 1, 3 |
| Philadelphia Chapter News, Meeting Notice..... | 2, 8, 9 |
| PHILADELPHIA EXPRESS, by Frank Tatnall..... | 4 |
| Extra List..... | 8 |
| Transit in Parks, by Bill McKelvey..... | 9 |

Volume 72

Number 1

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

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Nor'easter Snarls Post-Christmas Travel

A vicious snow and windstorm blasted Philadelphia and the entire East Coast from Virginia to Maine on Sunday and Monday, December 26-27, disrupting the plans of millions of holiday travelers. Airports became a sea of stranded passengers as airlines cancelled flights, trains were annulled or seriously delayed, and many streets and highways were littered with stalled vehicles as crews struggled to clear the fast-accumulating snow. The major river bridges in this area were restricted to 25 mph.

The massive nor'easter roared up from the South, causing misery everywhere along its route but giving some communities in Georgia their first "white Christmas" in at least a century. Philadelphia measured an official 12.4 inches of snow accompanied by wind gusts of 50 mph or more. New York City was buried under more than 20 inches while communities on the Jersey Shore reported up to 28 inches. New England experienced one of its worst early-winter storms in memory, with gale-force winds creating whiteout conditions in many areas. Storm surges caused flooding along the coast as meteorologists in Boston said that the winds did as much damage as a Category 3 hurricane!

Needless to say, public transportation had some serious difficulties in dealing with this onslaught. Philadelphia International Airport never closed but for much of Sunday and Monday—both busy travel days on this holiday weekend—only one of the four runways was operable, forcing the cancellation of hundreds of flights. New York City and North Jersey were hit much harder, as all four metropolitan airports were totally shut down from early Monday morning until after 6 that evening. The Big Apple was nearly paralyzed, with snow piled high in the streets, the Long Island and Metro-North railroads at a standstill and its transit system crippled.

Here is how the rails fared in our region:

AMTRAK – From Sunday through Tuesday literally hundreds of trains were delayed or cancelled on the Northeast Corridor between New York, Philadelphia and Washington, due to drifting snow, frozen switches, catenary and signal problems and equipment shortages. Several delays were caused by the need to

clear packed snow out of car vestibules! Some trains that did operate made unscheduled stops at additional stations. Among the worst delays on Monday were those experienced by train #91 **Silver Star** out of New York, which arrived Washington Union at 3:14 AM Tuesday, more than 12 hours late; Regional train #129 arrived Washington at 3:33 AM, seven hours and 38 minutes late; and #19 **Crescent** at 12:29 AM, six hours and 47 minutes late. All of these trains and several others were held at Penn Station after a catenary wire fell Monday afternoon just west of the Bergen tunnel portal in the Meadowlands of North Jersey. On Tuesday many NEC trains still were running late, and Amtrak announced four Regional trains would be cancelled. Train #91 **Silver Star** originated in Washington instead of New York.

Horrendous conditions along the Shore Line in Connecticut and Rhode Island forced Amtrak to suspend all Regional and Acela service east of New York effective at 5 PM Sunday. Limited service was resumed around 7 AM on Monday. Some Downeaster trains between Boston and Portland, ME, also were cancelled. Several Keystone Service trains to and from Harrisburg were delayed for an hour or more, among the worst examples being #641 and 647 on Monday afternoon, each of which arrived in Harrisburg upwards of four hours late. (Much of that delay was incurred on the Corridor out of New York City.) Train #43 **Pennsylvanian** bound for Pittsburgh had to be terminated at Harrisburg on Monday afternoon due to a freight train derailment (see below), its passengers bused on to their destinations, and returning #42 the next day originated at Harrisburg. On Sunday at least six trains were annulled between Washington and Richmond/Newport News. Finally, Amtrak announced that normal service would resume over the entire Northeast Corridor on Wednesday morning the 29th, though some delays still could be expected.

SEPTA – Regional Rail experienced only minor delays on Sunday the 26th, but Monday was a different story as the storm worsened. At least 283 trains ran late (half of them by more than 20 minutes) and 49 were annulled, out of a total of 739 scheduled trains. Most

(Continued on Page 3)

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

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

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Check at Security Desk in Lobby for exact 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 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.

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 be E-mail to reastwood2@comcast.net.

**Philadelphia Chapter, NRHS
Board of Directors Meeting- Winter, 2011
Tuesday, January 11, 2011
7:00 PM to 8:30 PM**

**Passenger Services Conference Room
Amtrak 30th Street Station**

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

IMPORTANT NOTICE!!!! Regarding our Dinner/Meeting at Thomas Jefferson University

Philadelphia Chapter has been notified by the Catering Manager at Thomas Jefferson University that the Faculty Club we have been having dinner and meetings in for several years will no longer be available to us because it is going to be converted into a computer laboratory.

Each month may find us having our optional dinner and our meeting in different locations in the Alumni Hall. We will post a notice with the Security Officer as you enter the building for your information.

MEETING CANCELLATION NOTICE

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

MEETING NOTICE:

FRIDAY EVENING, JANUARY 21, 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, 9th Street above Locust (\$6.00 after 6 PM), Parkway garage, also 9th above Locust (\$9.00 after 5 PM). There is a new underground garage directly across from the Jefferson Alumni Hall (entrance on 11th 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.)*

Our meeting on Friday, January 21, 2011 will feature the screening of the official video of the 2010 Convention in Scranton, PA. Come out and enjoy **Endless Mountain Rails: The 2010 NRHS Convention**, produced by Penn Rail Videos, and furnished to the Chapter for the evening by Member Dan Murray. If you rode the trains, see what it looked like trainside as you went by. If you didn't get to participate in all the trips, the video does, and you won't miss any of the activities.

The evening begins with our usual optional sit-down dinner in the Faculty Club, 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, JANUARY 18, 2011 to National Director Larry Eastwood at 215-947-5769.** The menu for the January 21 dinner had not been finalized by Jefferson's Catering Department by the deadline for this issue of *Cinders*. The entrée choices will be put on Larry Eastwood's answering machine on Saturday, January 15, 2011. The Chapter needs to meet a minimum guarantee of 18 meals in order to provide this benefit for members. Why don't you come out for dinner before our meeting. It's an enjoyable full-course meal, plus informal and interesting conversation, and it's priced at an affordable \$20.00 per person.

Nor'easter Snarls Post-Christmas Travel (Continued from Page 1)

of the annulments were on the Paoli-Thorndale and Cynwyd lines, both of which were shut down for a time due to a signal power outage on Amtrak and multiple switch failures at "Zoo." Five inbound morning trains from Bryn Mawr were cancelled and during the midday period 13 outbounds to Malvern and Thorndale (plus one Bryn Mawr local) were annulled. Switch failures that morning at "Schuylkill" interlocking near 30th Street Station delayed several trains. Many afternoon rush hour trains ran behind schedule—some by as much as an hour—and all regular express trains made local stops as well. Even #9561 **Great Valley Flyer** which normally runs express to Paoli stopped at intermediate stations, finally arriving Thorndale 59 minutes late. Timekeeping was better on Tuesday but 165 trains still were late, some because of a morning switch failure at "Kay" interlocking near 30th Street. A total of 15 trains were annulled. Wednesday saw a number of weather-related car shortages and disabled trains.

Service on at least four bus lines was suspended on Monday while a handful of others were cut back or detoured. Almost all bus and trolley routes experienced some delays. There was no A/B limited service on the Market-Frankford Line, Broad Street subway express service was cancelled and Norristown High Speed Line express trains were making local stops. But by Tuesday afternoon most transit service was running reasonably well.

NJ TRANSIT – New Jersey took a heavier blow from the storm than did Pennsylvania, forcing NJT to drastically scale back service. Bus service statewide was suspended at 8:30 PM Sunday, and was only gradually restored beginning early Tuesday morning. Rail service on Monday and Tuesday was operated on an "enhanced" weekend schedule, except on the Atlantic City Line where normal weekday service was to be maintained. River Line trolley service was suspended for a time between the Walter Rand Transportation Center and the waterfront in Camden, but regular service continued between Camden and Trenton with some delays. By Monday evening full service was restored. The Newark City Subway light rail line ran a reduced schedule on Monday and the Hudson-Bergen light rail service was suspended entirely.

More-or-less normal rail service finally was restored on Wednesday morning the 29th, although a half-dozen trains were annulled on the Northeast Corridor, North Jersey Coast, Raritan Valley and Morris & Essex Lines, presumably for lack of equipment. Cross-honoring of tickets between modes continued through Wednesday. NJT reported that more than 100 of its 2,000 buses became stuck in the snow during the storm and had to be towed. Crews spent many hours digging out 140 rail cars which were buried in snow in the yards, as well as clearing tracks and freeing up switches.

PATCO – A slightly reduced schedule was offered on Monday and there was no express service. Frequent train operations seemed to minimize the problem of snow packing around the third rails. By late Tuesday afternoon normal operations had resumed.

FREIGHT RAILROADS – Both Norfolk Southern and CSX had planned to reduce their normal service over the Christmas weekend, but some trains were delayed or held back due to the storm. Operations at several intermodal terminals in North Jersey were affected by the heavy snowfall on Monday, which is

normally a lower-volume day. Some shortlines also curtailed operations. Service improved on Tuesday, although some terminals were still digging out and CSX freight service from and to the hard-hit South was not yet back to pre-storm levels.

Even though Harrisburg received no snow, the high winds on the fringe of the storm caused a serious accident on the ex-Pennsy Rockville bridge just west of town. At 4:20 PM on Monday, as NS double-stack train 21T enroute from Harrisburg to St. Louis was crossing the bridge, seven cars carrying 31 containers were tipped over by a powerful gust of wind, dumping containers onto the adjacent tracks. Two empty containers actually were blown into the Susquehanna River. All three tracks on the bridge were blocked, and traffic had to be held in both directions until contractors cleared the debris and reopened the mainline the following day. *Trains* reported that a few high-priority trains were detoured around the scene. Amtrak's **Pennsylvanian** was annulled in both directions between Harrisburg and Pittsburgh.

It remains to be seen whether this storm was merely a blip in the winter weather pattern or a precursor of things to come.

West Jersey Chapter, NRHS Changes Meeting Location and Date

After a long tenure meeting at Haddonfield Borough Hall, West Jersey Chapter, NRHS has been forced to find a new meeting location, and with the change will come a new meeting night.



Effective with the January meeting, the Chapter will meet on the **third Monday** of each month in the Haddon Heights Borough Hall, located at 625 Station Avenue (corner 7th & Station Avenues) in Haddon Heights, one block west of the Haddon Heights railroad station. The meetings will still begin at 7:30 PM as in the past.

The first floor meeting room is handicapped accessible, but, unlike Haddonfield, is not close by public transportation in the evenings. In exchange for the meeting room, the Borough of Haddon Heights is encouraging attendees to patronize local businesses, which can be found on the Haddon Heights website, www.haddonhts.com. The Chapter has announced their program schedule for January through March, 2011, as follows:

MONDAY, JANUARY 17 – Joel Spivak will provide a program on his new book, co-authored with Allen Meyers, *Philadelphia Railroads*, discussing how the book was researched and assembled, along with the history.

MONDAY, FEBRUARY 21 – Dale Woodland will present *The Reading: Then and Now*, with action photos prior to 1976, with contemporary scenes in the same location, providing a glimpse of how things have changed over the years.

MONDAY, MARCH 21 – Kevin Painter will present *Santa Fe Railroad Through the Years*. Kevin's photos haven been assembled from the Library of Congress Archives and the Internet and will include locomotives, rolling stock and stations, and will be representative of the entire Santa Fe system.

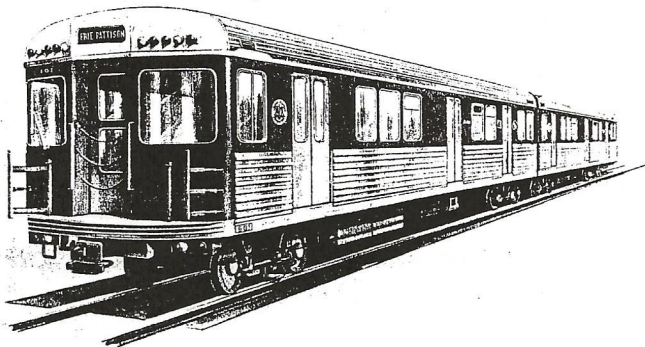
West Jersey Chapter has a whole host of formal and informal events on tap early in 2011, and full details are available through their website, www.westjersey-nrhs.org.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT

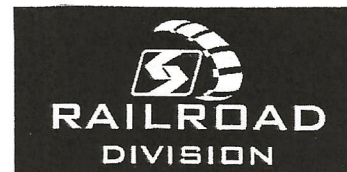


SEPTA held a public meeting last month to gain input on its capital budget priorities for Fiscal Year 2012 beginning July 1, and its capital program for the next 12 years. It was made obvious, as the result of substantially reduced support from the State, that the upcoming budget will be far below the funding level that SEPTA needs. (The current capital budget of \$303.7 million represented a 25-percent cut below the previous year.) SEPTA officials said that the 2012 budget would focus mainly on financial and contractual obligations, safety needs and essential vehicle replacement and maintenance, leaving no room for major new programs such as the proposed "smart card" fare collection system.

Because Congress could not reach consensus on a new surface transportation funding package to replace the expired SAFETEA law, a so-called continuing resolution will maintain Federal spending at current levels through March 4. Sources in Washington report that a new six-year transportation funding package will be approved by Congress sometime this summer, but total expenditures on highways and transit probably will not exceed by much the \$53 billion per year authorized in SAFETEA. Any hopes for more spending on highways and transit as advocated by the Obama Administration most likely will fall victim to worries about the rising Federal deficit. According to Federal Transit Administration figures, SEPTA handled 346.5 million passengers in 2009. Of that total 180.9 million rode buses, 95.1 million rode the subway-elevated lines, 29.6 million rode light rail, 35.7 million were Regional Rail customers and 5.5 million rode trackless trolleys. The average trip length was 4.4 miles.

After more than a decade of talk but little action, SEPTA this spring expects to issue a request for proposals (RFP) to conduct a feasibility study for the extension of the Norristown High Speed Line to King of Prussia Mall. Federal funding exists to pay for the study, which will determine the costs and benefits of building the proposed 2-1/2-mile branch off the NHSL mainline from Hughes Park to the Mall. The present N5 fleet is large enough to provide the additional service without the need for more cars. The compromise tax bill approved by Congress last month contained the sought-after extension of the

\$230-per-month tax-free benefit for commuters who use public transportation. In this area the TransitChek program allows employers to offer the benefit to their workers. Previously, the credit was only \$120 per month (NARP). Former SEPTA Manager Joseph Boscia chartered Kawasaki car #9000 for a fantrip on Wednesday, November 3, the 30th anniversary of #9000 making the first revenue trip of the new Kawasaki cars in 1980. Boscia wrote the article on the K-cars that appeared in December *Cinders*. An eastbound Route 36 trolley struck a nearly empty school bus at 70th Street & Elmwood Avenue at 5:30 PM on Wednesday, December 15. Fourteen adults were slightly injured, 12 of them on the trolley.



SEPTA REGIONAL RAIL

In spite of repeated promises by Hyundai-Rotem during the summer and fall to begin delivery of production Silverliner V cars to SEPTA, the first attempt was not made until late December. On a snowy Sunday the 26th, the plan was to haul single-car #703 and married pair #803-804 from the Rotem plant in South Philadelphia to SEPTA's Wayne Junction shop. Chapter Webmaster John Almeida was on the scene to photograph the operation as CSX GP15T #1519 shifted the cars out of the plant for a handoff to two road units led by GP40-2 #6076, but a problem with the brakes forced the move to be postponed. At presstime no word had been received concerning a second attempt. The very first production car, #702, was sent to Ottawa, Canada several months ago for climate testing and to date has not returned. Meanwhile, assembly work continues at the Rotem plant on several dozen more Silverliner V's. Many additional car shells remain stored outside the plant and at nearby Packer Avenue Marine Terminal, where they were unloaded after their voyage from South Korea. The final shipment of 11 car shells was due to arrive in Philadelphia this month. The total order calls for 120 cars, ostensibly to be delivered to SEPTA by the end of this year.

Last month the three original pilot cars, #701 and 801-802, continued in seven-day revenue service around the Regional Rail system. However, they took a week-long hiatus during the holiday season. Platform adjustments at International Airport have been made to permit the new cars to operate there. Only the West Trenton line remains off-limits because of a platform issue at Woodbourne station. Given the substantial delays in delivery of the production Silverliner V's, SEPTA may find itself nursing some of the aging Budd and St. Louis cars through yet another season. This is borne out by a request for bids issued last month to supply new steel wheels for the Budd Silverliner II cars, the second such request since September 2010.

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

Updating the information in last month's Cinders, a general reissue of Regional Rail timetables will occur on March 13 rather than in February. But the new Sunday round-trips to Wilmington (see December *Cinders*), will begin March 6 to coincide with the opening of the Philadelphia Flower Show at the Pennsylvania Convention Center.....To meet heavy ridership demands a seventh MU car has been added to Doylestown express #6576 **North Penn Limited** on Monday through Thursday afternoons.....The last rail cleaning train of the fall leaf season ran on Friday night, December 3. With new locomotive #70 available, it was not necessary to lease a unit from the WEST CHESTER RAILROAD as was done in past years.....DVARP reports that the proposed restoration of rail passenger service from Lansdale to Quakertown may be cut back to Pennridge, near Sellersville, a good site for a park and ride station.

December 2010 was a terrible month in terms of service failures in the Philadelphia region, demonstrating in particular the extreme vulnerability of the aging electrical infrastructure. The catenary and signal networks that AMTRAK and SEPTA inherited from the Pennsylvania Railroad are between 72 and 95 years old, and with less than adequate upgrading over the years have become rather fragile. The current batch of trouble started on the very first day of December, when heavy rain contributed to all sorts of delays throughout the Regional Rail system. At 8:15 AM a downed tree fouled #1 track at Paoli and a short time later Amtrak lost all catenary power west of Malvern. This was due to catenary damage on #1 track near Downingtown, where eastbound SEPTA train #542 suffered pantograph damage caused by a fallen tree limb. Five westbound SEPTA trains had to be annulled between Malvern and Thorndale and several eastbounds were either annulled or delayed. Then, a few minutes after 11 AM a large tree fell on #3 and 4 tracks and caught fire just west of Bryn Mawr. This resulted in train #523 reversing at Bryn Mawr and six later Paoli-Thorndale trains being cancelled in their entirety, as were their corresponding turns. Track #3 was restored to service through Bryn Mawr around 1:40 PM and #4 at 2:45, but normal service to Thorndale did not resume until the next morning. Due to track restrictions imposed by Amtrak, the only westbound rush-hour train permitted to operate through to Thorndale was #9561 **Great Valley Flyer**, with all other trains being turned at "Frazer" in order to serve Malvern station. Exton, Downingtown and Thorndale passengers were being urged to board westbound Amtrak trains at Paoli station, on which their tickets would be cross-honored. Whitford passengers only were to be bused up to 7:45 PM, after which all passengers for stations west of Malvern were placed on shuttled buses. The Downingtown incident also caused delays to Amtrak's Keystone service trains in both directions, with eastbound #642 and 644 nearly two hours late arriving at 30th Street. Some delays to the Harrisburg service continued through the day but the trains did in fact run.

That same afternoon, on the SEPTA side, a signal power failure caused delays to at least 15 Lansdale-Doylestown and Warminster Line trains. A second signal power loss on the Mainline around 6:25 PM caused major delays to six Lansdale-Doylestown trains, and although power was restored after a 15-minute outage the signals remained dark on the Doylestown Line until 10 PM. Shortly after 5 PM, NJ TRANSIT train #3719 enroute to the NJT yard at Morrisville got its pantographs entangled in the catenary on AMTRAK's Northeast Corridor

mainline at "Morris" interlocking, causing lengthy delays to four SEPTA Trenton line trains as well as to NJT and some Amtrak trains. This compounded earlier delays on the Corridor after New York-bound NJT train #6632 snagged the overhead wire near the "Portal" bridge west of Secaucus Junction around 11:30 AM, shutting down all service between Newark and Penn Station, New York. One of the two tracks was restored to operation by 2:30 PM with the second track opened about two hours later. While major delays affected both Amtrak and NJT, somewhat normal service was restored in time for the rush hour.

The next major incident occurred a week later, on Wednesday the 8th. At 6:20 AM northbound train #220 got a pantograph twisted in the catenary over #2 track at AMTRAK's "Wine" interlocking in Wilmington, and Newark express #1295 tore a shoe of the pantograph of AEM-7 #2305 at "Landlith," a short distance to the north. Service was suspended between Marcus Hook and Wilmington, but after the defective shoe was removed and the pan locked down power was restored around 9:30 AM and engine #2305 was able to operate southward using its rear pantograph. When the damaged pan was removed from MU #294, train #220 was permitted to operate through to Philadelphia, expressing from Claymont and arriving three hours late. In all, six SEPTA trains were annulled and several others delayed--#1295 finally arrived at Newark two hours and 40 minutes late. Following the restoration of power, train #3223 was the first southbound train to operate through to Wilmington, arriving 28 minutes late. In addition to SEPTA's problem the service suspension affected a dozen Amtrak trains. Two southbound Acela Express trainsets were turned back at 30th Street Station and two other Acelas were turned south at Wilmington. A grand total of 22 Regional trains suffered major to moderate delays.

Thursday, December 9, was another dark day for SEPTA commuters. At 7:18 AM a pantograph on train #9534 eastbound out of Thorndale snagged a broken trolley wire in the catenary on #1 track at "Thorn" interlocking. Its passengers had to wait more than two hours to be rescued and eventually were put onto an AMTRAK train for center city. At least ten trains were annulled between Thorndale and Paoli or cancelled altogether, their passengers picked up by Amtrak trains or bused to Paoli. Diesel #60 had to be dispatched from Wayne Junction to bring the disabled #9534 equipment to Overbrook shop. Eight Amtrak Keystone Service trains also were delayed from 20 to 60 minutes. Just four days later, about 8 PM on Monday the 13th, traction power was lost between "Zoo" and Bryn Mawr, due to a catenary defect at "Stiles" interlocking in West Philadelphia. Five Paoli line trains were annulled, and three others delayed that evening, plus two eastbound and one westbound Amtrak Harrisburg trains were delayed from 30 to 63 minutes. Then, at 8:45 PM on Thursday the 16th signal power was lost on the Northeast Corridor south of Wilmington, and at 9:55 PM catenary wires were found to be damaged on #1 and 2 tracks at milepost 36.9 just north of Newark (DE). High-voltage utility wires had fallen across the catenary. The only SEPTA train affected that evening was #272, delayed for a half-hour, but by early the following morning the power problem had not yet been corrected which resulted in seven annulments of SEPTA Newark/Wilmington trains. Three Amtrak trains were terminated and ten others delayed for up to six hours during the overnight period. According to press reports, more than 1,700 Amtrak passengers were stranded overnight in stations and on board trains.

(Continued on Page 6)

PHILADELPHIA EXPRESS

(Continued from Page 5)

Another disruption on the Keystone Corridor happened a week later, about 9 PM on Thursday, December 23, when a tree fell just east of Villanova, blocking all four tracks and catching on fire. Eight Paoli-Thorndale trains had to be annulled and AMTRAK suspended all service to and from Harrisburg. Malvern-bound #583 was terminated at Rosemont and its passengers bused beyond. Eastbound Amtrak #620 was terminated at Thorndale, its passengers bused to Philadelphia, and buses were ordered for westbound passengers at 30th Street. Some delays persisted into the next morning due to speed restrictions at the site of the damage, as only three of the four tracks were restored to service by 7 AM. Finally, another signal power outage on the Corridor occurred at 5:15 PM on Sunday the 26th between "Phil" interlocking and Marcus Hook. Three Amtrak and three SEPTA trains were held for less than an hour until power was restored. In addition to all of the above activity, the near-blizzard of December 26-27 struck the area (see separate article elsewhere in this issue). One non-electrical event of note happened about 7:10 PM Monday, December 6, when a female trespasser strayed into the tunnel west of Market East Station and was struck by Chestnut Hill West train #851. Her hand was severed and she was rushed to the hospital. The #3 track remained out of service until 9:50 PM.



**NORTHEASTTM
REGIONAL**

AMTRAK

The third edition of the "Liberty Limited" private-varnish train ran on Saturday, December 11, from Washington, DC, to South Philadelphia and return (see December Cinders). Organized by the Levin family, Bennett, Vivian and Eric, the mission of the "Liberty Limited" was to bring a cadre of wounded soldiers, sailors and Marines from the Walter Reed and Bethesda Naval Hospitals to the annual Army-Navy football game at Lincoln Financial Field—and treat the veterans of the Iraq and Afghanistan wars like true heroes. As they did in 2005 and 2006, the Levins lined up many of their private-car-owning friends, AMTRAK, CSX and CONRAIL and a host of suppliers to donate their time, services and products to entertain the honored guests.

Headed by JUNIATA TERMINAL's ex-Pennsy E8's #5711 and 5809, gleaming in tuscan red and gold trim, the 19-car train was a colorful assortment of private cars, with Bennett Levin's former PRR office car Pennsylvania 120 carrying the "Liberty Limited" tail sign. One of the cars was **Dover Harbor**, owned by Washington, DC Chapter NRHS. The train was about an hour late leaving Washington Union Station due to a brake problem, but arrived at the CSX South Philadelphia intermodal terminal around 12:15 PM—plenty of time before the 2:30 kickoff. Navy won the game 31-17. In spite of virtually no advance publicity, many photographers were spotted along the Northeast Corridor to capture images of this impressive train. And AMTRAK "gave it the railroad" almost all the way to Philadelphia.

With the House of Representatives now firmly in the control of Republicans, supporters of AMTRAK fear that the increased funding given the railroad over the past few years may soon be cut back. At present, under a continuing resolution passed by Congress in December, the railroad is being funded at the 2010 level of \$1.57 billion. Some deficit hawks, however, have said that

Amtrak's appropriation should be rolled back to the 2008 level of \$1.33 billion, a cut of \$240 million, which would be a serious blow to its plans for expanding and improving service.....AMTRAK reissued its New York-Washington Corridor timetable effective January 3, making several relatively minor schedule changes.....Last month AMTRAK celebrated the 10th anniversary of the introduction of the Acela Express, America's first high-speed train. In Fiscal Year 2010 the Acelas carried more than 3.2 million passengers and earned \$440 million in ticket revenue. In all, more than 25 million passengers have ridden the Acela service since its introduction in 2000.

AMTRAK reopened its historic Wilmington station on December 6 after a multi-year \$38-million restoration. A formal rededication ceremony for the 104-year-old structure, designed by famed Architect Frank Furness, will take place on March 6. In addition to enlarging the street-level concourse and enhancing safety features, track and platform improvements were made including a short high-level platform on track #1, used mostly by SEPTA trains.....AMTRAK has announced that it handled a record number of passengers over the Thanksgiving 2010 holiday travel week. More than 704,000 passengers were carried systemwide during the seven-day period, up 2.7 percent over the previous year. Some 134,000 rode Amtrak on Wednesday, November 24, itself a new record for the single busiest day in the history of the railroad.

Following a mandate of Congress, AMTRAK last month began accepting unloaded firearms in checked baggage service, for movement on trains within the United States. Travelers must make reservations for the service no later than 24 hours before scheduled train departure. To begin handling guns, Amtrak had to install secure storage areas at checked baggage stations and modify 142 baggage cars for transporting the weapons.....Last month, one of the model trains that circled under the National Christmas Tree, located on the Ellipse in Washington, was supplied by AMTRAK. The G-scale train consisted of two Genesis P42 diesels, four Amfleet coaches and an Amcafé car.....To better serve University of Delaware students, AMTRAK last month added three more train stops at the Newark (DE) station: southbound #133 on Fridays and northbound #182 every Saturday and Sunday. Previously, the only southbound trains that stopped at Newark were #87 and 135 (weekends) and 193 (Monday-Friday), and northbound #156 (weekends), 134 (Thursday-Friday) and 186 (Monday-Friday).

A \$20-million Federal grant will be applied to the \$45-million cost of installing a third track on the Northeast Corridor between "Yard" and "Ragan" interlockings south of Wilmington. Construction should begin early this year (*Railway Age*). Currently, this mile-and-a-half-long two-track segment is a choke point for AMTRAK and SEPTA trains.....Eugene K. Garfield, who started the original Auto-Train service in 1971, died last month at the age of 74. The operation was shut down in 1981 but revived by AMTRAK in 1983, and has become one of the railroad's most successful services.....AMTRAK train #158 struck and killed a trespasser near the New Brunswick station about 9:30 PM on Saturday, December 11. Service on the Corridor was disrupted for a time. Two days before that train #110 was delayed by a downed catenary wire near New Brunswick, its passengers transferred to another train in this early-morning incident. NJ TRANSIT had to suspend its Corridor service for a short time. A fallen wire briefly delayed Amtrak and MARC trains in and out of Penn Station, Baltimore on Monday morning, December 20, but power was restored in about 20 minutes and trains began moving (*Trains*). (Continued on Page 7)

PHILADELPHIA EXPRESS

(Continued from Page 6)



CSX, NS, OTHER ROADS

NJ TRANSIT continues to take delivery of its new ALP46A electric locomotives, 46 of which are being built by Bombardier in Germany. Older ALP44 locomotives dating from the early 1990's are being placed in storage as the new units arrive (*Railpace*). SEPTA has considered purchasing one or two of the ALP44's, which are sisters to SEPTA's own ALP44 #2308A report circulated that NJT's Atlantic City Express (ACES) service between New York City and the gambling resort would be suspended after January 9, perhaps to resume in May (Bob Vogel).....Taking a leaf from SEPTA's book, NJT is expanding its "quiet commute" program to all peak-period trains running to and from Newark and New York City. Quiet cars are the first and last cars of each train (DVARP)The State of New Jersey has decided to fight the U.S. DOT's effort to collect \$271 million in penalties after Governor Christie cancelled the ARC tunnel project into Manhattan (see December *Cinders*). But DOT Secretary Ray LaHood later said that if New Jersey pays the bill the Federal government will put \$128 million into a fund for future transportation projects in the State.....NJT's "Dinky" train service between Princeton and Princeton Junction apparently has been saved from abandonment. The Regional Planning Board at Princeton voted unanimously last month to reject a proposal to build a busway on the 2-1/2-mile-long ex-Pennsy branch. But the Princeton rail station is to be moved about 400 feet east to accommodate an expansion of the Princeton University campus.

PATCO fares were not increased on January 1 as scheduled, but will go up instead on July 1 at the same time that bridge tolls are raised. The Delaware River Port Authority last month agreed to hike train fares by ten percent at the same time that the two-way bridge toll goes from \$4 to \$5. The board also approved a \$194.2-million contract with Alstom to rebuild PATCO's fleet of 120 cars, 74 of which were delivered for the startup of the line in 1969 and the rest in 1980. Overhaul of the entire fleet is expected to take about five years.

NORFOLK SOUTHERN CEO Wick Moorman has been named *Railway Age Magazine's* "Railroader of the Year" for 2010. Moorman told the magazine that NS spent about \$1.5 billion for capital improvements in 2010, and that its capital budget for 2011 will be driven by Positive Train Control projects, new locomotives and reinvestment in the hopper car fleet for coal traffic. Meanwhile, CSX CEO Michael Ward said his railroad's capital spending increased to \$1.8 billion in 2010.....A CSX freight train struck and killed a male trespasser at a grade crossing in Sharon Hill around 2 PM on Wednesday, December 1 NS is removing the old catenary poles along its ex-Pennsy branchlines south and east of Harrisburg. Over 1,700 steel support poles will be removed (PRRT&HS *Keystone*)In mid-November a new railroad overpass was opened in Upper Gwynedd Township, Montgomery County,

carrying the SEPTA-owned Stony Creek branch over Sumnetytown Pike. The ten-mile branch between Norristown and Lansdale is primarily used by CSX local freight trains. The new bridge allows the highway to be widened from two to four lanes (*Railpace*).

Famed ex-Chesapeake & Ohio 4-8-4 No. 614, which has been stored at the READING & NORTHERN shop in Port Clinton, PA, for the past decade, is to be moved via NS to the Virginia Museum of Transportation in Roanoke. It will be displayed there with ex-Norfolk & Western 4-8-4 #611. The 614, owned by well-known Railroad Promoter Ross Rowland, supposedly is to be rebuilt for use on the proposed "Greenbrier Express" luxury train between Washington, DC, and White Sulphur Springs, WV (*Trains*).....SMS RAIL at Bridgeport, NJ, is working on the restoration of ex-U.S. Army 0-6-0 #9. Built in 1942, the switcher later ran on the old Virginia Blue Ridge Railway until it was purchased in 1964 for service on the NEW HOPE & IVYLAND. It was used there sporadically but then stored at New Hope for 20 years until SMS purchased it in 2009 (*Railpace*).....A new book has been released by Morning Sun entitled *Philadelphia Trolleys in Color* by Edward M. Ridolph, with many pictures by local Photographer Al Holtz. List price is \$59.95 and it is available at the SEPTA Transit Museum Store.

The Federal Railroad Administration has awarded the Delaware DOT \$450,000 to conduct a feasibility study for possible passenger rail service from Wilmington southward along the Delmarva Peninsula (*Trains*).....The Southampton Railroad Station Society has unveiled a six-foot-long scale model of the notorious 1921 collision between two trains at Woodmont, PA, on the Reading's Newtown branch. Editor Larry Eastwood has collected extensive material on this wreck and has presented programs on the subject before several local groups, as well as to Philadelphia Chapter.....A new state-of-the-art Philadelphia Regional Produce Market is to open in February on Essington Avenue in Southwest Philadelphia, replacing the obsolete produce terminal along Packer Avenue. A rail freight siding may be built off of SEPTA's Airport Line.....The New York Times last month ran a lengthy article on the phaseout of Kodachrome film. Kodak had been making the world-famous film since 1935 but stopped production in 2009 as more and more users turned to digital photography. The very last Kodachrome processing lab, at Dwayne's Photo in Parsons, KS, was shut down on December 30. There actually was a last-minute rush by Kodachrome devotees to develop thousands of rolls of the film (Pat Purcell).

First Production Silverliner V's Arrive

In late breaking news, CSX local freight B738 out of Lansdale moved Silverliner V's #703, 803 and 804 (see "Philadelphia Express" on Page 4, this issue) from ROTEM's South Philadelphia facility to Wayne Electric Shop on Thursday, December 30. CSX GP40-2's #6240-6153 did the honors, with SEPTA RL1 #60 picking the cars up at CP-Nice. Some final assembly work and testing still must be performed on the three cars. See www.PhillyNRHS.com for photos by Chapter Webmaster John Almeida for full coverage.

Door Prizes, Coordinator Needed

Philadelphia Chapter needs an individual to coordinate solicitation and other arrangements for door prizes to be awarded at our 75th anniversary banquet on Saturday, April 9, 2011. Please contact National Director Larry Eastwood at 215-947-5769 or by E-mail to reastwood2@comcast.net if you can assist in this function.



JANUARY 15-16, 22-23, 29-30, 2011: Keystone N-Trak Model Railroad Club was to hold their 2011 open house in basement auditorium of Burholme Baptist Church, 905 Cottman Avenue (Five Points), one block east of SEPTA's Ryers Regional Rail stop on the Fox Chase Line. **THIS EVENT CANCELLED!**

JANUARY 15: Grand opening of new exhibit on the Philadelphia & Reading Railroad at Reading Railroad Heritage Museum, Hamburg, PA, 10 AM-4 PM on Saturday, 12 Noon to 4 PM on Sunday. Admission: \$5 adults, \$4 seniors (65 and over), \$4 children (5-12). Companion exhibit on the P&R's role in the Civil War also will be introduced. Both exhibits will run through October 2011. For information, telephone 610-562-5513 or visit website: www.readingrailroad.org.

JANUARY 16: "Birth of a Town: How the Railroad Gave Life to Lansdale", will be presented by Richard D. Shearer, Lansdale Historical Society President, at the Historical Society of Montgomery County headquarters, 1654 DeKalb Street, (just south of Johnson Highway), Norristown, PA. Admission free. Program time not available at presstime, but will be provided in January *Cinders*. For additional information, telephone the Society at 610-272-0297 or visit website: www.hsmcpa.org.

JANUARY 17: West Jersey Chapter, NRHS regular monthly meeting. See separate article this issue for new meeting location and program information.

JANUARY 28: Railroad Film Night at National Canal Museum, Two Rivers Landing, 30 Centre Square, Easton, PA. Featured film program will be on the evolution and decline of the steam locomotive presented by NRHS Media Director Mitchell Dakelman. Showing begins at 7:30 PM and will run about three hours. Admission: \$7 per person. For information, telephone 610-559-6613.

FEBRUARY 5: Annual Super Saturday Streetcar Special over SEPTA trolley routes in Southwest Philadelphia, sponsored by Wilmington Chapter, NRHS. Rebuilt PCC-II car will be used, departing Elmwood depot, Island & Elmwood Avenues, at 10 AM. Fare: \$40 per person. Make reservations with Steve Barry, 117 High Street, Newton, NJ 07860, with checks payable to "Wilmington Chapter NRHS." For information, telephone 973-383-3355 weekdays between 9 AM and 5 PM.

FEBRUARY 21: West Jersey Chapter, NRHS regular monthly meeting. See separate article this issue for new meeting location and program information.

MARCH 5-6: Greenberg's Train & Toy Show at Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA 19456, 10 AM to 4 PM both days. More than 400 tables featuring over 90 vendors, selling all types of rail material and models; operating layouts featured as well. Admission: \$7 per adult (good both days), children under 12 free.

MARCH 19: 25th annual Railroad Show & Collectors Market sponsored by Harrisburg Chapter NRHS, 9 AM-3 PM, at I. W. Abel Union Hall, 200 Gibson Street, Steelton, PA. Donation at door: \$5.00 per person. Railroadiana sales, movies, train layouts and model railroad items will be featured. For information, telephone 717-732-3867.

MARCH 21: West Jersey Chapter, NRHS regular monthly meeting. See separate article this issue for new meeting location and program information.

THROUGH MARCH 26, 2011: "The Railroad in Delaware History" exhibit at Delaware History Museum, 504 Market Street, Wilmington, DE. Museum open Wednesdays-Fridays 11 AM-4 PM, Saturdays 10 AM-4 PM. Admission is free on Fridays. Extensive exhibit on Delaware's railroads is housed in former Woolworth store, a short walk from Amtrak's Wilmington station. For information, telephone 302-656-0637.

APRIL 3: Reading Company Technical & Historical Society 8th annual spring Train Meet, at Leesport Farmers Market, off PA Route 61 in Leesport, PA, 9 AM to 2 PM. Railroadiana, model trains and accessories of all gauges, door prizes. Refreshments for sale on site. Admission: \$4 per adult. Additional information available evenings from Chuck at 610-777-2053, or Dale at 610-372-3759.

APRIL 9: Dinner and program celebrating the 75th anniversary of Philadelphia Chapter NRHS, at Maggiano's Little Italy Restaurant, 12th & Filbert Streets, Philadelphia, adjacent to Reading Terminal Market. Program will be presented by *Classic Trains* Editor and Chapter Member Rob McGonigal. Tickets: \$50 per person. Order tickets from: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. More information will appear in upcoming issues of *Cinders* and at Chapter meetings.

MAY 13-14: East Penn Traction Club will sponsor 20th National Model Trolley Meet at the Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA 19456. Layouts, displays and dealer tables. Additional information will be available in forthcoming issues of *Cinders*.

Mary Mannix Passes at Age 90

Mrs. Mary J. Mannix, widow of 71-year NRHS member Joseph M. Mannix, passed away at Lancaster, Pennsylvania on December 24, 2010, at the age of 90. Joe had preceded her in death in September, 2008 at the age of 89.

Mass of Christian Burial was celebrated at the Chapel of St. Joseph Villa in Flourtown, PA on Friday, December 31. Frank Tatnall and Larry Eastwood represented the Chapter at the service.

Have YOU Paid Your 2011 Dues????

Have you remembered to renew your relationship with Philadelphia Chapter (and NRHS) for the Year 2011??

As of December 31, 2010, a total of 227 individuals had signed up as Chapter and NRHS members for the year 2011. The majority of those holding Chapter-only memberships have also renewed for this year.

Chapter officers note with gratitude to our membership that more than \$2,400 has been contributed so far during the 2011 campaign. This year, these funds will provide badly-needed support for the Chapter's programs and operations, as we expect to encounter tight finances through our 75th year of existence.

Transit in Parks

By Bill McKelvey

An outstanding example of transit in a park is at the Lowell National Historic Park in Lowell, MA. But, in the past there was another very fine example, closer to home, and this is the subject of this article.

The location is the over 4,000-acre Fairmount Park in Philadelphia, which flanks the Schuylkill River from City Line Avenue to Spring Garden Street. It is partially bordered on the east by 33rd Street and on the west by Parkside Avenue and the former Woodside (amusement) Park. Located within Fairmount Park, of course, are the Philadelphia Zoo, historic mansions and homes, two halls and other sites. Four hundred and fifty acres in West Fairmount Park were loaned as the site of the great Centennial Exhibition of 1876. This latter sub-area was extensive enough to warrant the construction of a narrow-gauge steam railway.

In-park trolley operations of the Fairmount Park Transportation Company did not begin until 1896. A year later, a strategically-located bridge over the Schuylkill was completed, connecting the two main sections of the Park. The 8.5-mile line was extremely well-built, with 90 pound rail and entirely grade-separated from vehicular traffic. It featured four cut stone viaducts, six girder bridges, the river crossing, a power house, a carbarn sufficient for 80 trolley cars, and ornate terminal buildings. The amusement park was a subsidiary of the trolley company.

The eastern lobe of the trolley route provided the main connection for passengers to and from the City at Dauphin Street Terminal. Here six PRT trolley routes (the #61 Ridge Avenue line was later converted to trackless trolley) and one bus line converged. A lesser hub of three city trolley lines was at the Parkside Avenue loop. Substantial ridership was generated by patrons of the amusement park. They rode the trolley loop simply for the joy of the ride in an open bench car and returned to the same station at Woodside Park.

There was a charm, a cheerfulness, a respite brought about by journeying through the extensive Fairmount Park woodlands at 20 miles-per-hour. Although the principal destination of the trolley riders was Woodside Park, many of the passengers were joy riders without a destination in mind other than to ultimately return to their starting point. They rode to enjoy the cooling breezes and woodsy fragrances experienced on an open car as it passed through the extensive woodlands. The greatest thrill was the crossing of the Strawberry Mansion bridge high above the Schuylkill River. And, in the early days the riders could view the coal-laden canal boats passing underneath, frequently on their way to New York via the Delaware & Raritan Canal across the waist of New Jersey.

Attendance at the amusement park was extremely sensitive to the weather, as was the traffic load on the trolleys. Joy riders on the hot, sultry days and evenings for which Philadelphia is famous made peak loads on the trolley cars more demanding than at Woodside Park. Traffic peaks for the trolley company came and went not only with the day-long weather, but also with weather changes due to showers and thunderstorms. Peaks also came and went with the hour of the day or evening due to arrival and departure of throngs at the Park.

The Fairmount Park Trolley suffered from the costs of its overbuilt infrastructure and was reorganized in 1917 as the Fairmount Park Transit Co. The business was viable during the 1920's, grossing nearly a quarter million dollars per year. However, the Great Depression caused revenues to sink by 70 percent and maintenance was deferred. The firm filed for abandonment less than five months after V-J Day and operations ceased on September 9, 1946. It has been documented that longtime West Jersey Chapter, NRHS Member Bob Stanton was the last paying passenger on the Fairmount Park trolley.

Riverview Beach Park, in southern New Jersey, purchased the little train from Woodside Park when it was closed and Bob Stanton himself purchased the train and track when Riverview closed. The train ended up near Edaville, MA because it did not match Bob's plans. The Strawberry Mansion Bridge has in recent years undergone a restoration for its auto and pedestrian traffic. Most of the Fairmount Park Trolley right-of-way today is basically intact.

This article was originally printed in New Jersey Transport Heritage, Volume 19, Number 4, August 2010. Much information for this article was gleaned from Fairmount Park Transit, a photographic journey by New Jersey Rail Historian Frederick A. Kramer, published in 1998. This book is available from Railroad Avenue Enterprises, Post Office Box 114, Flanders, NJ 07836-0114 for \$6.95 per copy, plus \$3.00 shipping. It possibly is available at the SEPTA Transit Museum Store, Lobby Level, 1234 Market Street, downtown Philadelphia. Call 215-580-7168 for availability.

Chapter Facing Meeting Changes; Dinner Participation Needed

As you've read in the recent issues of *Cinders*, the Chapter is facing some challenges to holding our regular monthly meetings at Thomas Jefferson University's Alumni Hall downtown.

During 2010, we were informed that the Faculty Club, on the Mezzanine level of the Club, would be closed and converted into a computer laboratory. Through the end of the year, we have been fortunate enough to have some limited use of the Club for our optional dinners, and Jefferson has provided a media-friendly auditorium-style classroom for our meeting programs.

We need to have this relationship with Jefferson continue, if possible; arranging an alternate suitable meeting location convenient to public transportation downtown is difficult without incurring considerable expense to the Chapter, which at this time we cannot afford.

Our ability to continue to meet at Jefferson will be greatly advanced if more members participate in the optional monthly dinners through their catering department. We need to guarantee a minimum of 18 diners each month, and sometimes that proves a stretch. The dinners are reasonably priced at \$20.00 each, and include salad, entrée and dessert, as well as the common beverages. The Chapter's management urges each member to participate in the monthly optional dinner. That support will serve to strengthen our relationship with Jefferson. We need your help!

Railroad Job Descriptions

(For your amusement, we print some tongue-in-cheek railroad job descriptions, some of which no longer exist. They come from an unknown source, provided by an anonymous locomotive engineer.)

SWITCHMAN – A man dedicated for doing less today than what he did yesterday. Looks his best when standing in the rain. Some of these men, after years of training, can spot a returnable bottle at 75 cars lengths if the light is good. Can also carry three times his body weight in copper, brass or grain—depending on the season.

HEADEND BRAKEMAN – A new man who does all his thinking with his feet, Target of criticism for the rest of the crew. If unrushed, he can generally add short columns of single digits.

REAR BRAKEMAN – The conductor's stooge; a lazy fellow of average ignorance who bosses the head brakeman, tries to act like an old head while silently contemplating on how he would do the work if he were the conductor.

CONDUCTOR – A grouchy individual, void of soul, with a big head and flat feet. Continually advising rear brakeman as to both handling women and running engines.

FIREMAN – A mental midget with a pointed head, hero worshiper of the engineer. He is usually found talking to the beaney queen or trying to figure his time. Also coaches student brakeman.

ENGINEER – A marked success story, an authority on government and financial matters. Can usually write his own name. Has a burning envy of road foreman; spends most of his time at the water tank taking slack or oiling around.

CREW CALLER – An absolutely friendless character who takes fiendish delight in making calls too short when you want to eat and too long when you want to sleep. Passes the buck and sheds crocodile tears for the rawhided crew. Apathetic soul when timeslipped.

TRAIN DISPATCHER – Dot-dash expert wired for sound. Tonnage hog and side track artist. Sees all, knows nothing, poor guesser whose hobby is delaying trains.

ROAD FOREMAN – A rare blend of talent and tact. A job taken by those engineers with a marked inability to handle switch engines. Usually promoted at insistence of customers to prevent further damage to their goods.

ASSISTANT SUPERINTENDENT – Typewriter expert greatly impressed by his own importance. Loves to make tests and instruct students. Chief qualifications: learn to smoke cigars and look intelligent.

SUPERINTENDENT – A brakeman or switchman who couldn't add short columns of single digits; abhorred criticism; couldn't act like an old head because he didn't know how to do the work. Chief qualification: has a name with a nice ring to it to go on the cover of the timetable.

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