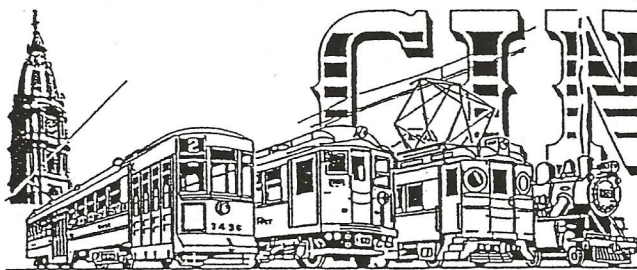


75th Anniversary -- 1936 - 2011



CINDERS

JUNE 2011



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Volume 72

Number 6

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

Meeting Notice

FRIDAY EVENING, JUNE 10, 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 June 10, 2011 meeting will feature a Hollywood feature film,
The Great Locomotive Chase, which was produced in 1956,
featuring Actors Fess Parker and Jeffrey Hunter. Familiar to some
of our members, it is a true Civil War story about the Andrews
Raiders, a band of 22 Union spies, who commandeered a train
from the Confederate troops based near Atlanta in a daredevil
attempt to wreck the tracks and bridges of the Western & Atlantic
Railroad. The VHS tape has been furnished by Chapter Member
Bill Thomas, runs 87 minutes, and promises to provide an
excellent and enjoyable way to close out our meeting schedule for
the 2010-11 year. Make sure you're here for our June 10 meeting.

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, JUNE 7, 2011 to **National Director
Larry Eastwood at 215-947-5769**. The menu for the June 10
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, June 4, 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. It's an enjoyable full-course meal, plus
informal conversation, all priced at an affordable \$20.00 per
person. Optional glasses of wine, \$2.00 each.

NOTE JUNE MEETING DATE!!

**Please take note of the meeting date for
our June, 2011 meeting in the Meeting
Notice at the left. It is on the second
Friday, June 10, 2011. Mark your calendar!**

2011 Bill Wagner Summer Dinner at Moonstruck on August 19

Philadelphia Chapter's annual Bill Wagner Summer
Dinner will return in 2011 to Moonstruck Restaurant, 7955 Oxford
Avenue, in the Fox Chase section of Philadelphia. Moonstruck is a
one-block walk from SEPTA's Fox Chase Regional Rail station.
The date will be Friday, August 19, 2011.

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

The price of the meal this year will be \$46.00 per
person, and the deadline for ordering will be Monday, August 8,
2011. There will be another issue of *Cinders* prior to the dinner
date deadline, but we provide this advance notice so members may
mark their calendars. Reservations, with remittance payable to
"Philadelphia Chapter, NRHS", should be sent to: Summer
Dinner, Philadelphia Chapter, NRHS, P. O. Box 7302,
Philadelphia, PA 19102-7302.

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

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 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 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- Summer, 2011

**Tuesday, July 26, 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 is no longer available to us because it is being converted into a computer laboratory.

For our June, 2011 meeting, our optional dinner will be in the Eakins Lounge, on the first floor of the Alumni Hall. The June meeting itself will be in Room 207 of the Alumni Hall. A notice will be posted with the Security Officer as you enter the building as a reminder. Please look for it.

Chapter Requests September 25 "Farewell to Silverliners" Trip

Philadelphia Chapter has requested what may be a *real* "Farewell to the Silverliners" rail excursion, tentatively on Sunday, September 25, 2011, subject to the approval of SEPTA's Regional Rail Division. Members may recall a similar farewell trip operated last October, which was somewhat premature inasmuch as none of the replacement Silverliner V cars were yet in service.

The routing of this potential excursion has not been finalized at this time. SEPTA will be performing a large number of infrastructure projects during the summer and fall season, which will dictate potential destinations. One such project will involve heavy work at "Arsenal" interlocking in West Philadelphia over four weekends, precluding operation of a trip on the Media/Elwyn Line, often a favorite for excursions.

It is expected that complete details will be available for the issue of *Cinders* toward the end of July. Philadelphia Chapter is looking forward to giving these venerable cars a good sendoff after nearly a half-century of reliable service; the train consist is expected to include both Budd and St. Louis cars.

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 and a replacement copy will be promptly be sent to you.

CINDERS Summer Publication Schedule

As we do each year, *Cinders* will alter its publication schedule during the summer months. This issue is earlier than normal because of the early June 10 meeting date, and thus the content is somewhat abbreviated.

Recipients of *Cinders* may expect to receive your next issue near the end of July and the September issue in the last week of August. Our September meeting will be on Friday, September 16, 2011, and we will mail before the Labor Day holiday on September 5.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



SEPTA TRANSIT

On Monday, May 9, SEPTA made its first test runs over the newly-completed trolley tracks on Frankford Avenue, which will serve as the eastern end of Route 15 during the upcoming reconstruction of I-95 in Port Richmond (see May *Cinders* and previous issues). The two test cars were Kawasaki #9103 and PCC-II #2336, with only minor problems encountered from the Girard Avenue connection to the new loop at Delaware Avenue. A few regular Route 15 trips are expected to turn back there, effective with the June 19 timetable change..... The long-discussed plan to construct a branch of the Norristown High Speed Line from Hughes Park to the King of Prussia Mall soon will take a modest step forward. Funds have been budgeted in the new fiscal year to update the 2003 Alternatives Analysis Study, as well as to recalculate the estimated capital and operating costs of the extension.

SEPTA's \$1.23-billion operating budget for Fiscal Year 2012 and \$311.5-million capital budget were expected to receive board approval at the May 26 meeting (see May *Cinders*). SEPTA maintains a "service stabilization fund," currently about \$90 million, which is sort of a "rainy-day" account to be used in times of budget deficits. Thanks to a surplus this year, the fund is being replenished after having been partially drawn down in 2010. For the first ten months of FY 2011 SEPTA passenger revenues are running \$34.5 million or 4.6 percent above budget, and \$34.5 million or 11 percent higher than during the same period last yearSEPTA has completed 21 of the 32 projects being funded under the Federal ARRA stimulus program. To date, \$161 million of the \$191 million in ARRA funds awarded to SEPTA have been paid out. The largest single project is the rebuilding of the Girard and Spring Garden stations in the Broad Street subway, budgeted at \$30.6 million. It is due to be completed in January 2012.



SEPTA
REGIONAL
RAIL

By mid-May 19 Silverliner V cars had been delivered to SEPTA, with 12 of them in revenue service. Of that total seven were single cars (#701 through 708 except for #702, which was still in Canada for climate testing), and 12 were in married pairs (#801-802 through 811-812). Further deliveries from the Hyundai-Rotem plant in South Philadelphia were expected later in May, with the last of the 120-car order promised for June 2012. About 60 car shells were at the Weccacoe Avenue facility last month, including those on the production line and others stored outside.

An additional 38 shells were in storage at the nearby Packer Avenue Marine Terminal, with a few of them found to be water-damaged due to their protective covers being torn. During the week of May 16 two six-car sets of Silverliner V's were in rush-hour service but assigned to employee training in the midday periods. The weekly schedules can be found on the website www.septa.org.

SEPTA will reissue all of its Regional Rail timetables effective Sunday, June 12. Service on the Manayunk-Norristown line will see three midday round-trips eliminated because single-track operation is necessary to accommodate a catenary replacement project over the next nine months. It will be recalled that on March 3 a train from Norristown snagged the catenary north of Conshohocken, pulling down some 4,000 feet of wire. Most of the catenary on the line dates to the Reading Company's electrification in 1933. In addition, a signal upgrading project on the Chestnut Hill East Line will require shuttle busing between Wayne Junction and Chestnut Hill East on four weekends starting June 11-12.....The signage project is proceeding apace on the Paoli-Thorndale line, with new blue-and-white signs installed at several former R5 stations. Also, new blue-and-white "lollipop" signs are springing up, such as the one reading "Wayne Train Station."

The new pedestrian tunnel beneath the AMTRAK mainline has been completed at Malvern station. Some work remains before it can be opened to traffic, when it will replace the narrow walkway in the Warren Avenue underpass. It is part of a \$17-million improvement project at the station, including expansion of the parking lot.....SEPTA currently is building a high-level platform at the Primos station, on the Media-Elwyn line, and plans major improvements at the nearby Secane station. Restoration work has been largely completed on the historic ex-Pennsy station buildings at Morton (vintage 1880) and Clifton-Aldan (1869).....SEPTA dedicated its newly-completed Fox Chase station on Friday, May 20..... The Fox Chase Line will be bused between Fox Chase and Fern Rock middays from August 15 through November, while a tie renewal and track surfacing project is carried out.

SEPTA helped operate a special train from Willow Grove to New Hope and return on Sunday, May 15, as part of Willow Grove's ongoing tricentennial celebration. The train consisted of six NEW HOPE & IVYLAND coaches and one baggage car, with ex-NORFOLK SOUTHERN, ex-CONRAIL C39-8 #8211 hauling the train northward and GP30 #2198 leading southward. On the return trip SEPTA genset switcher #70 was added ahead of #2198 from Warminster to Willow Grove, due to the need for cab signals. The original request to use NH&I steam locomotive #40 on the train had to be denied.

(Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)

SEPTA once again plans to run half-hourly service on the Manayunk-Norristown line for the International Cycling Race on Sunday, June 5. Thousands of spectators are expected to take the train to watch bicycle riders battle their way up the steep "Manayunk Wall." During last year's event, more than 15,000 passengers were carried on the line.....SEPTA ran six extra morning trains on Sunday, May 8, for the annual Mother's Day Race for the Cure event in center citySecurity was stepped up on rail and transit systems around the country after documents were found indicating that al-Qaeda terrorists were interested in attacking passenger trains in the U.S. The threats were contained in a huge collection of material seized in the May 1 raid on Osama bin Laden's headquarters in Pakistan, in which the terrorist mastermind was killed by Navy SEALs. Although no specific targets were revealed, bin Laden apparently wanted the attack to occur on an anniversary of 9/11 or on some American holiday.

Last month saw relatively few problems of note on the Regional Rail system. Early on Friday afternoon, May 6, a fire broke out at Jenkintown on Silverliner II #258, the third of four cars in train #533 out of Lansdale. The fire department extinguished the blaze but the train was annulled, its passengers transferred to following train #435. An unusual problem occurred on Sunday, May 8, at "Forest" siding on the Doylestown Line when seven-car train #522 was too long to get in the clear for opposing train #519. The solution was to execute an old-fashioned "saw-by." Service on the Paoli-Thorndale line was disrupted early on Wednesday, May 11, when a tree fell into the catenary at St. Davids station around 6 AM. Service had to be suspended, resulting in the annulment of at least 14 SEPTA trains and delays to several others. (Some shuttle buses were provided at closer-in stations.) AMTRAK's Keystone Service also suffered delays as electric power had to be shut down on all but #1 track. After about two hours tracks #2 and 3 were reopened and trains began moving, but #4 remained out of service until evening when the Amtrak catenary crew completed repairs. Around 12:25 PM that same day a tree limb struck the catenary on the Fox Chase Line near Ryers station but it was quickly removed, resulting in a delay to only one train, #829. AEM-7 #2307 became disabled at Bristol on Monday morning, May 16, forcing Trenton-Philadelphia express #9724 to be terminated there. Passengers were transferred to train #726.



AMTRAK

AMTRAK's 40th anniversary National Train Day turned out to be a big draw at 30th Street Station and at numerous other venues around the country. At 30th Street the crowds enjoyed many displays, kids' activities, a culinary demonstration and the "Great Migration" exhibit which recounted the large-scale movement of African Americans by train from the South to the Midwest and Northeast during the 1930's. Amtrak also had many souvenir items available for purchase. On the Lower Level both old and new equipment was spotted for walk-through tours. On #2 track (from north to south) were NJ TRANSIT ALP46A electric locomotive #4664, NJT multilevel coaches #7671 and 7026, Amtrak coach #25034, lounge #28014, heritage diner #8507,

Viewliner sleeper #62040, coach #82995 (wrapped in a "Looney Tunes" paint scheme) and club dinette #43393. On #1 were JUNIATA TERMINAL SW1500 #9275, JT slug #8850, private cars **Golden Tower** lounge, NYC **38** café-parlor, **Braddock Inn** café-parlor, sleeper-lounge business cars **Mount Vernon** and **Ohio River** and Amtrak AEM-7 #921. On Upper Level track #4 SEPTA displayed a set of new Silverliner V MU's headed by #810. Not present were any of the Amtrak locomotives recently decked out in historic paint schemes, although the 40th anniversary display train was scheduled for display at 30th Street on May 28-29. Bennett and Eric Levin's ex-Pennsy E8's and three private cars traveled from Philadelphia to Chicago for a National Train Day event there.

AMTRAK last month was awarded \$450 million in Federal high speed rail funds for track, signal and power improvements on the Northeast Corridor. The money comes from the \$2 billion grant that was turned back to U.S. DOT by the governor of Florida, who refused to approve a proposed high-speed rail line between Orlando and Tampa. Amtrak intends to use much of its funding to upgrade a 24-mile section between Trenton and New Brunswick, NJ, for speeds of up to 160 mph. Currently, the fastest permissible speed in that area is 135 mph. In addition to the direct funding to Amtrak, another \$345 million will go to the States of New York and Rhode Island for projects to speed travel on the NEC, and PennDOT will receive \$40 million for interlocking improvements on the Keystone Corridor. Another selected project is replacement of the century-old bridge across the Susquehanna River at Perryville, MD, with \$22 million provided for engineering and environmental work (*Trains*, NARP).

The compromise budget for the balance of Fiscal Year 2011, passed by Congress in mid-April, cuts AMTRAK's funding by \$78 million through September 30. This is compared with the appropriation Amtrak received in FY 2010. The law also eliminates all new money for high-speed rail. Amtrak's next challenge will be to fight for funding in FY 2012, which begins October 1. The budget process no doubt will become an intense partisan battle in Congress over the next few months, with the Republican leadership demanding major reductions in spending (NARP).....AMTRAK carried nearly 2.7 million passengers in April, 9.9-percent more than in April 2010. This was the 18th consecutive month of ridership increases for Amtrak. Northeast Regional service set a single-month record of 692,376 passengers, a 13.3-percent year-over-year increase (NARP). But President Joseph Boardman said last month that Amtrak's losses will worsen this year in spite of increasing ridership, due mainly to its deficit-ridden long-distance services. According to a *Wall Street Journal* report, the railroad projects an operating loss of \$506 million in Fiscal Year 2011 versus \$420 million last year.

Four cars of Empire Service train #254 deadheading from Penn Station, New York, to Sunnyside yard derailed in the East River tunnels on Sunday, May 8. The accident, caused by a broken rail, delayed some Amtrak trains and snarled LONG ISLAND RAIL ROAD service the next morning. It was the third service interruption in a month on the section of railroad shared by Amtrak and the LIRR.....On Friday, April 29, P42 locomotive #76 suffered an air brake failure after leaving Pittsburgh with train #42, but fortunately its HEP generator continued to function. NS furnished two diesels to haul the train to Harrisburg, where it arrived 3-1/2 hours late. An AEM-7 electric locomotive was sent to Harrisburg to bring the train into Philadelphia.....Regional train #130 was delayed at Baltimore for 45 minutes on Friday, May 6, when its lead AEM-7,

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

#915, shut down. It was cut off and the second unit, #909, took the train on to Philadelphia where a protect engine was added ahead. The 915-909 are among the pairs of AEM-7's which often run doubleheaded because of reliability problems.....AMTRAK's former produce yard near "Zoo" tower in West Philadelphia has been turned into a facility to assemble track panels, which frequently are used for temporary repairs.



CSX,
NS,
OTHER ROADS

NJ TRANSIT formally introduced its new dual-mode locomotives on May 11 when #4500, the class unit of the 26 ALP-45DP's ordered from Bombardier, was placed on display at Newark Penn Station. These will be the first-ever locomotives capable of taking power from 12,000-volt AC catenary or operating from a self-contained diesel prime mover (see April *Cinders*). The ALP-45DP's will allow NJT trains that originate on non-electrified lines to operate directly into Penn Station, New York, without an engine change.....ACES issued a new timetable for weekend express service between Penn Station, New York and Atlantic City, effective May 13. The service, operated by NJT but supported by several casinos, had been suspended for the winter due to low ridership.....The May issue of *Railpace* contains a photo of NJT River Line light rail car #3517 dressed in a wild Super Pretzel advertising wrap. "Soft, Warm ...and Delicious!" appears in big letters below the windows.

The Ringling Bros. Red Unit "Fully Charged" circus played at Trenton May 11-15, with most of the 59-car train parked in CONRAIL's Morrisville yard. This is the same train that visited South Philadelphia in February. Reports indicate the train was to remain at Morrisville until May 23 when it will move via NORFOLK SOUTHERN to Hershey, PA, for a May 25-30 engagement.....CSX last month announced a three-for-one stock split, a 38-percent quarterly dividend increase and a \$2-billion share buyback program. Since 2006 the railroad had repurchased \$5.6-billion worth of common shares and raised its dividend by 300 percent. CSX stock currently is trading at \$74 per share.....The leadership of the United Transportation Union has agreed to a new five-year contract with the four largest U.S. railroads, including CSX and NS. It is subject to ratification by UTU's 38,000 members who work on those railroads (*Trains*).

CSX reports that its coal traffic increased substantially in 2010, as the railroad carried 1.6 million carloads of coal accounting for 31 percent of its revenue. NS also enjoyed a big increase in coal traffic, carrying 1.5 million carloads which accounted for 28 percent of its revenue.....The freight carbuilding industry is enjoying a renaissance as rail traffic grows with the improving economy. At least 37,000 new cars are expected to be delivered this year and 43,000 more in 2012 (*Railway Age*).....Governor Corbett's Transportation Funding Advisory Commission is at work trying to come up with a solution to the huge shortfall in State funding for road and bridge repairs and support for transit systems. Although the Governor has

ruled out any tax increases, the *Inquirer* reports that some fees such as those for driver's licenses could be raised to produce an estimated \$450 million per year. Many such fees have not been increased in 35 years.

It was just 40 years ago, in the spring of 1971, that then-Penn Central President William H. Moore told *Railway Age* Magazine that "We are going to make it." The bankrupt railroad, of course, did not make it, but instead was folded into the government-created CONRAIL. Later, with the energetic leadership of Chairman L. Stanley Crane, Conrail did go on to become a profitable business. (Crane, like Moore, came over from the Southern Railway.) Among Moore's famous last words in that 1971 interview were these: "I am even more confident now than I was six months ago that this property will be turned around." He estimated the turnaround period to be four to five years. Actually, five years later PC's financial situation had become desperate, as Conrail rode to the rescue on April 1, 1976Not too long after, another rather unsuccessful prognosticator was making news in the railroad press. A senior executive at Illinois Central Gulf insisted that the newly-developed 100-ton freight cars were a disaster and would slowly destroy the track structure because of their high axle loadings. Today, these cars, which when loaded weigh up to 263,000 pounds, are standard while even heavier loads are handled on many mainlines. Track conditions are generally very good.

"The Great Locomotive Chase"

starring
Fess Parker and Jeffrey Hunter

at
Philadelphia Chapter, NRHS Monthly Meeting
Friday, June 10, 2011, 7:30 PM
Thomas Jefferson University Alumni Hall
1020 Locust Street, Philadelphia, PA

High Iron Travel Sets August 5-8 "Erie Limited" Revisited

High Iron Travel Corporation has announced a rare mileage trip which will involve some Pennsylvania rail lines of interest to local rail historians.

According to the High Iron website, sleeper-observation car **Caritas** and 14-4 sleeper **Cimarron River** will be used on the trip, which begins on August 5 in Hoboken, NJ, operating via the ex-Erie and DL&W to Corning, NY, then to Bath for an overnight. On August 6, the trip resumes from Bath, NY to Meadville, PA with a stop at Jamestown, NY to dedicate the rebuilt Erie station.

On August 7, the special will run from Meadville to Youngstown, OH, then on to Pittsburgh for an overnight at the Amtrak station; the next day, August 8, finds the special returning to Philadelphia from Pittsburgh via the Conemaugh Line.

No fares have been listed, and information may be obtained by contacting High Iron Travel Corp., P. O. Box 337, Waunakee, WI 53597-0337, by E-mail to info@highirontravel.com or by phone: 608-285-5489.

Willow Grove Celebrates 300 Years with Rail Excursion, Rail Display Panels

As outlined in an article in April *Cinders*, the community of Willow Grove in Montgomery County is marking its Tri-Centennial from April through June, and various events are highlighting the public transportation heritage which has been so important, particularly during the era that the famed Willow Grove Park was attracting thousands of daily customers from when it opened in 1895.

On Sunday, May 15, the much-anticipated train excursion operated Willow Grove to New Hope and return, through the cooperative efforts of SEPTA and the New Hope & Ivyland Railroad. Because of the unavailability of NH&I's Baldwin-built 2-8-0 Consolidated #40 (Baldwin #48824, built 1925 for the Lancaster & Chester Railway for \$25,125.96), diesel power was used on the train.

Powering the train northward to New Hope was NH&I General Electric C39-8 #8211 (ex-Norfolk Southern #8211, ex-Conrail #6017, built 1986), in NS black, and on the south end was NH&I EMD GP30 #2198, resplendent in a fresh coat(s) of paint. SEPTA Genset switcher #70 was added to the south end of the train between Warminster and Willow Grove to provide cab signal capability. NH&I #8211 has cab signals, but #2198 does not.

The passenger consist for the train was NH&I coach 1220 (ex-Reading 1220), NH&I 4907 (ex-Canadian National 4907), NH&I 1424, 1430, 1127 and 1505 (all ex-Reading, same number), and NH&I baggage car #1096.

The train left Willow Grove, on time, at 12:30 PM, with 297 revenue passengers on board, and returned nearly on-time at 5:00 PM. Intricate moves were needed to minimize interference with SEPTA's own Warminster Line trains, important because they are through-routed to the Airport Line on each trip. The weather cooperated for most of the day, with a heavy downpour occurring as the train approached SEPTA territory at Warminster on the return trip. A historical narration was provided on the return trip, and comments from those on board gave high marks to both SEPTA and NH&I for a nearly flawless operation.

SEPTA Service Planner and Chapter Member Harry Garforth and Chapter Editor Larry Eastwood drew from a wide range of rail history sources to create four 36" x 48" historic panels detailing the history of passenger rail transportation to Willow Grove. The panels were laid out by SEPTA's advertising agency, and were first placed on display at Willow Grove station on Sunday, May 15, to coincide with the NH&I trip. Chapter Member John Pawson contributed photos to the panels, and material from the Chapter's Joseph M. Mannix collection were also a significant part of the exhibit panels.

SEPTA manned a table at a Street Fair on Davisville Road adjacent to Willow Grove station on Saturday, May 21, and the above panels were also on display at that event for local residents to enjoy. Ultimately, they will be permanently mounted in SEPTA's Willow Grove station. Illustrated on one panel are two small Philadelphia & Reading Railway schedules from 1903 and 1906, which show four trains departing Willow Grove for Reading Terminal each evening as the Park would close.

In another connection with local transit, the famed Allentown Band gave a John Philip Sousa concert on Sunday evening, May 22 in the parking lot of the Willow Grove Park Mall, not far from where the famed bandshell stood where Sousa performed. A rainy evening did not dampen the spirit of that event, and a number of Chapter members and their families were observed in attendance.

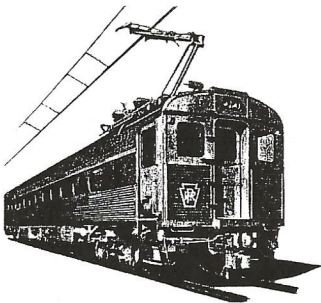
Willow Grove Park, which opened in 1896, was owned by the Philadelphia Rapid Transit Company, which had two trolley lines (Routes 6 and 55) and a large complex at Willow Grove to house trolleys carrying thousands of passengers to the Park. Indeed, one of the marches Sousa created and which was played at the May 22 concert was "March of the Mitten Men" a tribute to PRT's icon Thomas E. Mitten, and the hundreds of PRT employees who served Park-goers. The trolleys on Route 55, operating along Old York Road, were converted to bus on September 8, 1940. The Route 6 trolley between City Line and Willow Grove was converted to bus June 8, 1958.

Quite a number of memorabilia items are on display in some storefront windows near Bloomingdale's in the Mall during the *Willow Grove 300* celebration, which continues through the end of June. The website www.willowgrove300.com contains a full schedule of events.

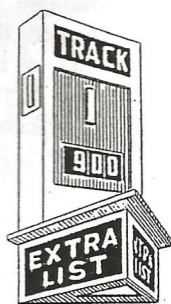
Silverliner Update

Our last SEPTA Silverliner update appeared in our March issue. Since then, a number of cars have been delivered and two six-car sets are actually in revenue service. On Monday, May 23, married pair #813-814 were being picked up from CSX at Woodbourne yard for movement to Wayne Electric Car Shop. In early May, cars #701, 703-704 and 801-808 were noted in revenue service. Single cars #705-708 and married pairs #809-814 are on SEPTA property. Car #702 continues to undergo climate tests at the National Research Council facility in Ottawa, Canada. During most of May, the in-service cars were operating on Chestnut Hill East, Elwyn, Norristown and Wilmington/Newark trains. Completion of platform adjustments at Langhorne and West Trenton are awaited to permit operation to West Trenton.

As for the Budd Silverliner II fleet, Car #213 came back to life during May, and #219 has been noted in service, too. No further Budd or St. Louis cars have been scrapped since #214 was cut up in February. As noted in March, Budds #205, 251 and 257, as well as St. Louis Silverliner III's #222, 224, 232, 233, 234 and 237 are shown as retired at various facilities.



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



JUNE 4: Annual Spring "Bus Fling" will take place at the Museum of Bus Transportation (Antique Automobile Club of America Museum), 161 Museum Drive, Hershey, PA, 8:30 AM to 4:30 PM. Admission: \$2.00 per person. An all-day transportation-related flea market will be held in the Museum building (table rental \$35.00 each). Antique, contemporary and other interesting buses will be on display in the Museum and on the grounds. For more information, telephone 717-566-7100, extension 119 or visit website: www.busmuseum.org.

JUNE 4-5: Annual Pennsy Days at Railroad Museum of Pennsylvania, Strasburg, featuring displays of railroad art, photography and signaling, operating O-scale and HO-scale layouts and other PRR-related attractions. Special presentations include "Pennsylvania Railroad Advertising and Poster Art" by Author Michael Zega, Saturday 10 AM; "The Lingering Presence of the PRR in Central Pennsylvania" by Author Jeremy Plant, Saturday 11 AM; "The Wreck of the Red Arrow" by Author Dennis McInlay, Saturday 2 PM and "Remembering the PRR" by Author Kenneth Springirth, Saturday 3 PM. Regular museum hours and admission charges apply. The Museum parking lot is closed due to an ongoing project, but visitors may park in the Strasburg Rail Road lot across the street. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

JUNE 18: Mass Bay RRE and Berkshire Scenic Railway Museum present "Berkshire County Rambler" excursion from Lenox to Pittsfield and Great Barrington, MA. Trip departs Lenox, MA at 10:30 AM, returning at 4:45 PM. Trip capacity is limited, and tickets are \$59 each (MBRRE/BSRM members \$49), children under 14 \$29. Optional box lunch \$11. Order tickets, making checks payable to Mass Bay RRE and including #10 stamped, self-addressed envelope to: Mass Bay RRE, Box 4245, Andover, MA 01810-0814. For additional information, telephone 978-470-2066, or visit website www.massbayrre.org.

JUNE 25: Steamtown Founders' Day excursion from Scranton to East Stroudsburg, PA and return, expected to be headed by former Reading FP7's #902 and 903. Train departs Scranton (Steamtown Station) 9:00 AM, returns about 5:30 PM. Fare: adults 16-61 \$54, seniors (62 and older) \$49, child (6-15), \$32. Children under 6 are free, but ticket is required. For information and reservations, telephone 570-3405204 or visit website: www.nps.gov/stea.

JUNE 29-JULY 4: Annual Reading Railroad Days at Railroad Museum of Pennsylvania. Numerous special activities, including large modular HO scale model railroad layout from the Reading Company Technical & Historical Society. For contact information, see "Pennsy Days" listing above.

THROUGH JUNE 30: *Willow Grove 300:* a celebration of the Tricentennial of Willow Grove, PA. Many different activities throughout the Abington and Upper Moreland Township community in Montgomery County. See article contained in April *Cinders* or visit website: www.willowgrove300.com for updated list of events.

AUGUST 19: Philadelphia Chapter, NRHS's annual Bill Wagner Summer Dinner at Moonstruck Restaurant, Oxford

SEPTA Pushes High Level Platforms

In recent years SEPTA has begun following an industry trend toward expanding the use of high-level platforms at its rail stations. To date, 33 of SEPTA's 152 Regional Rail stations have—or soon will have—full-length high-level platforms, nearly half of them recent additions with several more on the drawing boards. (Stations with the short "mini-high" platforms intended for wheelchair passengers are not included in this list.) High-level platforms have several advantages, including easier passenger access to trains which speeds loading and unloading.

Here is a current list of Regional Rail stations with high-level platforms:

Airport Line

Airport Terminal A
Airport Terminal B
Airport Terminals C & D
Airport Terminals E & F

Chestnut Hill West Line

Chestnut Hill West
Allen Lane*
Cheltenham Avenue

Fox Chase Line

Ryers**
Cheltenham*
Olney*

Lansdale-Doylestown Line

DelVal College*
New Britain*
Chalfont*
Link Belt*
Colmar*
Ambler*
Fort Washington*

Media-Elwyn Line

Primos**

Norristown Line

Elm Street, Norristown

Paoli-Thorndale Line

Thorndale (south side only)
Wayne*

Trenton Line

Trenton
Croydon*
North Philadelphia

Warminster Line

Warminster

Multi-Line Stations

Melrose Park*
Fern Rock
Wayne Junction –
outbound side only
Temple University
Market East Station
Suburban Station
30th Street Station
University City

* - Recent construction

** - Currently under construction

Avenue, Philadelphia, PA, one block from SEPTA Fox Chase Line station. Full details on Page 1, this issue.

SEPTEMBER 3, 4: *Railfest 2011* at Steamtown National Historic Site, Scranton, PA, marking the 25th anniversary of the Park. Additional details in July *Cinders*.

SEPTEMBER 25: Planned "Farewell to the Budd and St. Louis Silverliners" excursion, operated by Philadelphia Chapter, NRHS over SEPTA Regional Rail lines. Final details not yet available. Additional information will be available by sending self-addressed, stamped envelope to: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.

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).

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

(This column appears on a reasonably regular basis to provide *Cinders* readers with some useful as well as interesting information which has been gathered from miscellaneous sources. Mr. Hudson pens a column called "Comments from Track 34" for New York RRE; he has given us permission to use material from that publication for Philadelphia Chapter members.)

VIA RAIL CANADA snapshot: Canada's rail passenger service operates with 78 locomotives, 396 passenger cars and operates 503 trains per week on nine routes covering 7,750 miles, serving 195 stations. A total of 3,000 employees work to handle more than 4 million passengers. VIA's fare revenues are about C\$265 million, and the Canadian government provides an almost equal amount in subsidy to the carrier (*Passenger Train Journal*)......Boston seems to always encounter cost overruns on infrastructure projects (remember the infamous "Big Dig"?). The *Boston Globe* reports that the first private subway was in 1897, took 2-1/2 years to build, and was completed ahead of schedule and under its \$5 million budget. MBTA, meanwhile, is working on a new station at State Street (begun in 2004), which is three years behind schedule and \$2 million over budget (Boston Chapter, NRHS *Steel Wheels*)......While talking about underground railways, the PATH station at "Pavonia" on the New Jersey side of the Hudson River has been renamed "Newport". It formerly served the Erie/New York, Susquehanna & Western ferry/train terminal; in fact the station's support columns still feature the old "Erie" diamonds (*NJ Transport Heritage*).

East of the Hudson River: All service on the New York, Westchester & Boston Railway was discontinued at Midnight on December 31, 1937.....Matthias N. Forney developed the "Forney"-type steam locomotive, which was typically a bi-directional 4-4-0T. By 1880, there were more than 300 of the machines working on Manhattan's elevated railroads. They could handle 5-7 cars with ease (H. B. Comstock).....The Long Island Rail Road holds the record for operating the last all-parlor car train in the Western Hemisphere. It was, of course, the famed seasonal **Cannon Ball** which operated to Montauk at the southern tip of Long Island. For a time, the Pennsylvania and New Haven Railroads were known for operating heavy parlor service on trains such as the **Yankee Clipper**, **Merchants Limited**, **Senator**, **Congressional** and the PRR-PRSL (Fridays only) **Atlantic City Limited** (Roy and his staff).....Christopher Elliot says, "Getting to the Airport in some American cities is a joke. Have you tried driving from Manhattan to JFK Airport with the usual Van Wyck Expressway traffic jam? What's the option? AirTrain is criticized for being inconvenient (lots of transfers with luggage), and dicey in places (especially after hours), but hey, at least there's a train! I'll spare you the stories of the speedy, seamless, sparkling, convenient and cheap airport trains in Frankfurt, Germany and Vienna, Austria (*National Geographic Explorer*).

On January 18, 1905, the Pennsylvania Railroad's Fairview Yard opens and is not completed until 1906, but is renamed Enola Yard on January 25, 1905 to match the nearest station and post office (C. T. Baer).....In case you're interested, in 1928, the first revenue bus crossed the United States. Pioneer Stage Lines leaves San Francisco and arrives in New York five days and 14 hours later. Ouch!! (*Metro Magazine*)...

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