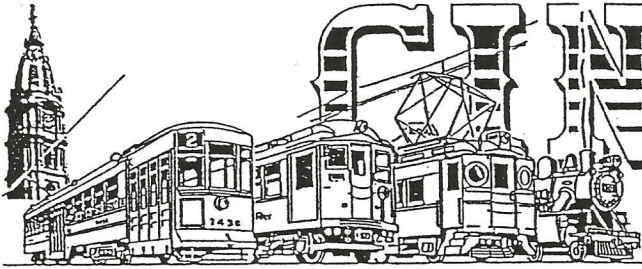


75th Anniversary -- 1936 - 2011



CINDERS

SEPTEMBER 2011



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Volume 72

Number 8

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, SEPTEMBER 16, 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.)*

We'll begin our new meeting season with what promises to be a
very interesting program presented by Chapter Webmaster John
Almeida. John will screen many views of SEPTA's Work Trains
over the past 20 years. This valuable behind-the-scenes equipment
is vital to making the Regional Rail system functional, and some of
our own members work the wire trains and other equipment.
Don't miss this special presentation.

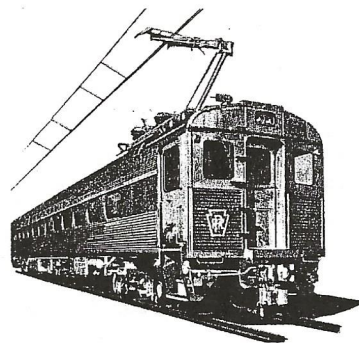
The evening begins with our usual optional sit-down dinner in the
Eakins Lounge, ground floor, Jefferson Alumni Hall, beginning at
6:15 PM, at a cost of \$20.00 per person. **DINNER
RESERVATIONS ARE MANDATORY and MUST BE MADE
BY TUESDAY EVENING, SEPTEMBER 13, 2011 to National
Director Larry Eastwood at 215-947-5769.** The menu for the
September 16 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,
September 10, 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.

Come out on September 16 and be a part of Philadelphia Chapter
during the coming meeting year. Bring a friend, too!!

Ticket Orders Being Processed for "Farewell to the Faithful Silverliners" Excursion, Scheduled for September 25

Philadelphia Chapter is receiving and processing orders
for its "Farewell to the Faithful Silverliners" excursion covering
various SEPTA Regional Rail lines on Sunday, September 25.

As the end of August approached, the Chapter was
awaiting delivery of special commemorative tickets for the trip,
and those who have ordered tickets can expect them to be mailed
about September 1st.



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

The excursion
schedule proposed by the
Chapter has been
approved by SEPTA's
Service Planning and
Operating personnel. As
outlined in the August
issue, there will be some
operating constraints on
varied weekends through-
out September and early
October, which will
require our schedule to
minimize interference
with regular schedules. A
schedule will be mailed
with ticket orders.

As veteran SEPTA riders are aware, none of SEPTA's
Silverliners are equipped with operating restrooms, and riders
should "take precautions". We will have only limited restroom
availability outlying points, and plenty available during the lunch
stop. Trip flyers have been mailed and tickets are on sale at \$50.00
per person. Ticket orders should be sent to: Ticket Agent,
Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA
19101-7302. Information requests may be directed to 215-947-
5769 or by E-mail to avrestower@comcast.net. All Aboard!!

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

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

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December and June), at Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Check at Security Desk in Lobby for exact dinner and meeting room location. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

ANNUAL MEMBERSHIP DUES: \$54.00 per person, which includes Chapter and National dues. Chapter-only dues \$18.00 per person per year. Membership applications should be forwarded to: Membership Chair, P. O. Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold a Chapter-only membership.

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

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. **PLEASE INCLUDE YOUR NEW TELEPHONE NUMBER** and E-mail address so our Membership List is complete. We will notify the NRHS National Headquarters of the change.

Cinders is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor at P.O. Box 353, Huntingdon Valley, PA 19006-0353. **EXCHANGE newsletters should be sent to:** R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353, or by electronic mail to ayrestower@comcast.net.

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

Steamtown Looking for Railroad Operations Volunteers for 2012

Looking for a volunteer career in railroad operations? Steamtown National Historic Site in Scranton may be just the answer for your aspirations. Steamtown is recruiting volunteers for its Railroad Operations Department for the 2012 season. Those accepted will get the chance for intensive training for the position of either trainman, conductor, fireman or engineer.

Applications are available at the Park Visitor's Center in Scranton, or on-line at www.nps.gov/stea. There will be a mandatory orientation class for new volunteers on Saturday, November 5, 2011 at 10:00 AM in the Steamtown Maintenance Building Conference Room.

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.

2011-2012 Meeting Dates Scheduled

Philadelphia Chapter has announced a tentative schedule of meeting dates for the Chapter for the 2011-2012 season. The schedule, issued by Chapter Secretary Larry Eastwood, is subject to approval by Thomas Jefferson University. Most meetings will be held on the third Friday of the month. Two meetings, however, have been scheduled for the second Friday of the month: December 2011 and June 2012. There are no conflicting religious holidays with the proposed 2011-12 schedule. The dates are:

September 16, 2011
October 21, 2011
November 18, 2011
December 9, 2011 (*second Friday*)
January 20, 2012
February 17, 2012
March 16, 2012
April 20, 2012
May 18, 2012
June 8, 2012 (*second Friday*)

The June, 2012 meeting is again this year scheduled for the second Friday of the month, because the NRHS Convention at Cedar Rapids, IA will run from June 18-24, 2012. Members should note these dates on their calendars.

Philadelphia Chapter, NRHS Board of Directors Meeting- Fall, 2011

**Tuesday, October 18, 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**

Supplement to High-Level Station List

The June issue of *Cinders* included a list of SEPTA Regional Rail stations with high-level platforms. We inadvertently overlooked the new high platforms at North Wales station on the Lansdale-Doylestown line. This brings to 34 the number of Regional Rail stations that now have—or soon will have—high-level platforms.

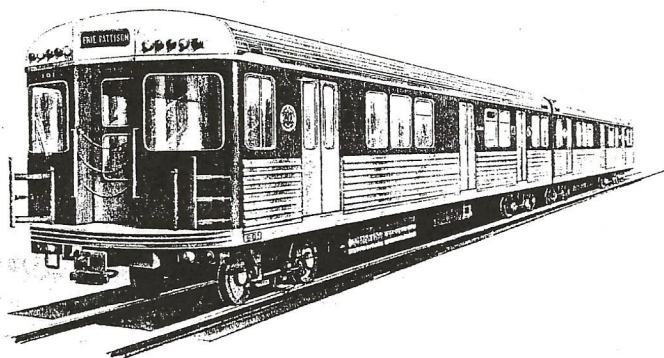
Thanks to Pete Urbaitis for pointing out this omission.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



SEPTA reports that it carried 334 million passengers in Fiscal Year 2011 which ended June 30, its highest ridership since 1989. This was four percent more than in FY 2010, which officials credited to service improvements, higher gasoline prices and the growing use of transit by young adults. "Our surveys show that we get a positive reaction from our new riders," said General Manager Joseph M. Casey. "When they do try our system they like it, and they come back." Year-over-year passenger revenues rose by \$43.5 million, or 11 percent, to \$438 million. Subway, bus and trolley ridership rose more than on commuter trains but the Regional Rail system came close to setting a new record with 35.4 million passengers during the year.

Some interesting statistics released by SEPTA last month: It is the 6th largest public transportation agency in the U.S., carrying an average of 1.1 million passengers per day. Its fleet includes 1,408 buses, 32 trackless trolleys, 141 Kawasaki-built trolleys, 18 PCC-II trolleys, 125 Broad Street subway cars, 220 Market-Frankford cars, 26 Norristown High Speed Line cars and 375 Regional Rail cars (including the Silverliner V's delivered as of July 1). SEPTA's infrastructure includes 397.4 miles of mainline track, 30.8 miles of elevated track, 58.4 miles of underground track, 90 interlockings, 182 highway grade crossings, 342 stations, bus loops and terminals, 77 substations or switching stations and 23 maintenance shops.....SEPTA's chief of rail transportation, Richard J. Hanratty, abruptly retired on August 8, effective the same day. James Foley is his interim replacement.

SEPTA has a backlog of more than \$700 million in badly-needed capital improvements which still await funding. Many of these projects involve bridges and power stations on the Regional Rail system (see below), but a number are on rail transit lines. These include the rebuilding of City Hall station on the Broad Street subway—which has seen few improvements since it was opened in 1928—together with renovation of the 15th Street Market-Frankford subway/trolley stations, at a cost of \$100 million, rehabilitation of the Norristown High Speed Line bridge over the Schuylkill River at Norristown (\$34 million) and replacement of the key NHSL bridge over the Market-Frankford

Line yard at 69th Street Terminal (\$9.5 million)..... As of July 1, SEPTA has paid out \$166.3 million of the \$190.9 million it received in Federal stimulus funds for carrying out 32 capital improvement projects, one of the largest being the renovation of the Girard and Spring Garden stations on the Broad street subway (\$20.3 million).

U.S. DOT said last month that it will seek authority for the Federal Transit Administration to regulate safety practices on the nation's transit systems. FTA Administrator Peter Rogoff pointed out that the Federal government already enforces safety rules on airlines and railroads (including commuter systems), but transit regulation is left up to the individual states..... Heavy rains on Tuesday, August 9, and Sunday the 14th caused some transit delays due to flooding. As often happens, on both days Route 102 trolleys had to be turned back at McDade Blvd., short of the Sharon Hill terminus due to flooding in the underpass beneath the CSX railroad bridge. On that Sunday a near-record 4.84 inches of rain were officially measured at International Airport.....Guns were fired in two recent incidents on SEPTA transit lines. A man fleeing from a gunman jumped aboard a westbound Market-Frankford train at the Somerset station in Kensington on Monday evening, August 8, as the pursuer fired a single bullet into the side of the train. A few days earlier six people were hauled into court for a shooting incident that involved a Route 47 bus on June 18 (see August *Cinders*). Four were held for trial.



SEPTA REGIONAL RAIL

By mid-August Hyundai-Rotem had delivered 37 Silverliner V's to SEPTA, 11 single cars and 13 married pairs. About 28 were in revenue service, mostly during rush hours but at least seven midday trips were being operated on the Chestnut Hill East, Media-Elwyn, Trenton and Wilmington-Newark lines. Production at the South Philadelphia assembly plant is still running behind schedule. A brief strike by workers in June and a dispute over employees joining the Transport Workers Union may have complicated the situation. The *Inquirer* reported that nine fired employees were reinstated and given back pay after alleging that they were unfairly disciplined as compared with nonunion workers. In late June some of the car shells stored at the nearby Packer Avenue Marine Terminal were moved to the assembly plant for inspection of possible water damage during storage. Also

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PHILADELPHIA EXPRESS

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in June, car #702 was returned to Philadelphia after months of climate testing at a laboratory in Ottawa, Canada.

The office of chief engineer has made a list of bridges on SEPTA's Regional Rail system that are most in need of rebuilding or replacement. They include four ex-Pennsy viaducts on the Media-Elwyn line: Crum Creek (925 feet, built 1895), Cobbs Creek (377 feet, 1891), Ridley Creek (641 feet, 1896) and Darby Creek (339 feet, 1900). Funding is being sought, with the Crum Creek bridge considered the most critical. The average age of the 304 undergrade bridges on Regional Rail is more than 80 years. Other priority projects are replacing the 1916-vintage PRR Chestnut Hill West Line bridge over the Mainline near North Philadelphia station, and the vital Jenkintown power substation, built by the Reading Company in the early 1930's. Design work is complete on the latter two projects, which await funding.

SEPTA reissued timetables for all of its Regional Rail lines effective August 28. As noted in the last *Cinders*, the most noticeable schedule changes are in Lansdale-Doylestown service, due to the cutover of a new signal system and "Link" passing siding on the Doylestown Line. With several weekday Lansdale trains now extended to Link Belt, Colmar station with its large parking lot will see ten additional departures for center city and eight new arrivals. Shuttle buses will be used between Doylestown and Lansdale on the weekends of August 20-21 and 27-28 to allow the completion of trackwork, including replacement of the Route 202 crossing near ChalfontAs mentioned here last month, special service arrangements will be in effect on the Airport, Wilmington and Media-Elwyn lines over four weekends beginning September 17-18 to allow for a project at "Walnut" interlocking in the University City area. Wilmington trains will operate into and out of the Lower Level of 30th Street StationDVARP reports that SEPTA is considering the abandonment of the Eddington station on the Trenton line. It is the most likely candidate among ten lightly-used stations named in the current Annual Service Plan..... A rare beast showed up on Regional Rail in July. It was #149, one of the few remaining Sperry rail detector cars. Sperry, which now runs some 50 hi-rail vehicles equipped for rail testing, once was known for operating a fleet of 1920's-era doodlebugs converted to detector cars and painted yellow. All of the old doodlebugs have been retired, but the company later built seven similar-looking cars, such as #149 dating from 1986.

The escalating price of copper and other industrial metals has resulted in a sharp increase in thefts from railroads and utilities, with the booty being sold to scrap dealers. In recent months SEPTA, AMTRAK, PATCO and freight railroads have lost copper wire, electrical parts and other metal to thieves, with some of the losses affecting operations. But perhaps the most brazen incident occurred in July in Norristown, where a Bridgeport man was arrested for cutting expensive catalytic converters off the undersides of automobiles in SEPTA parking lots!..... In June several autos were broken into inside the SEPTA parking garage at Norristown Transportation Center and in the outdoor parking lot, with various pieces of electronic equipment stolen.

SEPTA riders have been among the victims of the numerous service disruptions that have occurred this summer along AMTRAK's Northeast Corridor (see below). But SEPTA had

enough problems on its own lines, including the following incidents. On Sunday morning, July 24, and again on Tuesday afternoon, July 26, service was suspended for a time on the Chestnut Hill West Line due to power outages on Amtrak (see below). Then, on Wednesday afternoon, July 27: Chestnut Hill West service again was disrupted for an hour by a power loss. Two trains had to be annulled, after a trespasser reportedly threw a metal pole into the catenary. That same morning a homeless woman either jumped or fell onto the #4 track at Suburban Station. She was taken to Hahnemann Hospital with a broken leg and lacerations. At least nine trains were delayed. A storm on Tuesday, August 9, caused a tree to fall onto the SEPTA parking lot at Sharon Hill station, damaging two automobiles. Northbound train #1256, consisting of six new Silverliner V cars, broke down in Amtrak's "Holly" interlocking north of Wilmington about 8 PM on Wednesday, August 10. Passengers were transferred to #9260, but soon after #1256 was able to move on to Philadelphia with controls cut out on the head car, #704.

At 7:40 AM on Friday, July 29, another of the all-too-frequent suicides by train occurred. A 52-year-old Harleysville man stepped in front of train #516 near the Hancock Street crossing in Lansdale and was killed. The police investigation tied up the railroad for almost an hour, after which there was single-track operation until both tracks were released at 9:55 AM. The result was four partial train annulments and a host of delays. It was the fourth suicide on SEPTA rails in a little over two months. On Thursday, August 4, a suspicious package left on the platform at Lansdale station delayed six trains until the Bomb Squad detonated the package. A body was found lying in the gauge of #2 track at North Wales late on the evening of Friday, August 12, though not an apparent suicide. Train #596 passed over the corpse before the train could be stopped, but evidently did not strike it. In addition, no evidence was found that the previous train had come in contact with the victim. Train 596 proceeded to Lansdale after a brief delay, but a bus was sent to Gwynedd Valley station to pick up passengers off following train #598.

Riders on the West Trenton line had a few rough days during the week of August 15. On Monday afternoon a rain-caused mudslide blocked the #1 track south of Trevoise station, forcing single-track operation for a time. Dispatchers also lost control of the CSX-maintained "Wood" interlocking at Woodbourne and "Trent" interlocking at West Trenton for several hours, causing further delays. Fortunately, though, the heavy rains on Sunday and Monday the 14th and 15th caused very few other delays. But, on Tuesday a litany of problems began early that morning when a tree fell onto the #2 track at Yardley, causing all trains to operate on #1 for the next hour. Train #3507 had to be cancelled out of West Trenton because its crew was stuck on an eastbound train. At 3:45 that afternoon a switch again failed at "Wood" interlocking, causing more delays. At 5 PM push-pull train #6374 **Pennypack Limited** to West Trenton had to be annulled near Temple U station when ALP-44 locomotive #2308 lost power. Some 450 passengers were rescued by following train #6378 **Neshaminy Limited** spotted on an adjacent track. Train 6378 later was delayed for 12 minutes at Woodbourne when AEM-7 #2303 shut down, but the crew was able to recycle the unit. Wednesday the 17th saw a third consecutive day of delays on the West Trenton line, this time caused by CSX freight train Q418 which had an emergency brake application at Yardley. The disabled train blocked the #2 track for nearly an hour starting at 2:35 PM, delaying one eastbound SEPTA train and another CSX

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PHILADELPHIA EXPRESS

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freight. The conductor on Q418 had to replace a broken air hose. Then, for the third day in a row, a switch failed at CSX's "Wood" interlocking, delaying West Trenton-bound train #4356 a half-hour. The very same #43 switch at "Wood" failed again on Thursday afternoon, delaying two West Trenton trains.



AMTRAK

Many questions remain about the last-minute deal reached in early August between Congress and the President to raise the U.S. debt ceiling and cut Federal spending by \$2.1 trillion over ten years. How much spending will be cut on transportation, including highways, transit and AMTRAK, remains unclear, as do the decisions which could be made over the next three months by a Congressional "supercommittee" charged with finding additional ways to reduce the nation's monumental deficit..... Congress still needs to approve a new surface transportation spending bill to replace the existing SAFETEA law, as well as funding for AMTRAK and many other appropriations in Fiscal Year 2012 beginning October 1.....AMTRAK has begun a free application for iPhone users that will enable them to check schedules and make reservations on their mobile devices. The app also provides train status updates.

AMTRAK's motive power shortages have become increasingly critical during the summer, especially with electric locomotives on the Northeast Corridor. On August 14 there were only 32 AEM-7 units available for service with 16 more out of service, as compared with 38 available on July 1 and ten out of service. A total of 34 AEM-7's are required for assignments on a daily basis. Only seven HHP-8 locomotives were available with eight out of service as compared with eight and seven on July 1. The shortages have often resulted in units being borrowed from MARC or diesels running under the wire, as happened on Thursday, August 11, when train #84 from Richmond had to be operated with diesel power through to Philadelphia instead of changing to electric at Washington. Train #85 returned south with diesels. Not that the availability of diesels is all that good. In mid-August, of the 298 active P42's 160 were available for 161 assignments and 38 were shopped. Thirteen out of 15 P40's were available..... Those NORFOLK SOUTHERN GP38-2 diesels often seen parked at the Race Street terminal near 30th Street Station are leased by AMTRAK for work train use.

As mentioned above, this has been a very tough season for AMTRAK, its passengers and transit agencies along the Northeast Corridor. There have been so many electrical disruptions and train breakdowns, in fact, that the *Inquirer* ran a front-page article on July 29 headlined "Amtrak power failures stalling public transit in Philadelphia area," then another story on August 14 entitled "Failures on aging Northeast rail system spur delays, worries." The stories recounted some of the failures described in this column as they affected SEPTA and NJ TRANSIT riders—as well as Amtrak customers—who have suffered through numerous delays over the past three months. A serious incident occurred on Friday, July 22, which was not Amtrak's fault but still forced an extended shutdown of all service between New York and Boston. Around 5:30 PM a large garbage

truck careened off an overhead bridge onto the Amtrak mainline just east of New Haven, CT, tearing down the catenary wires in the process. Partial train service did not resume until early the next morning.

Then followed a series of disruptions through the rest of July and into August, many of them related to locomotive or electrical failures. Friday afternoon, July 22: a sagging catenary wire over #2 track just north of Washington Union Station due to high temperatures caused delays to seven Amtrak and several MARC trains. Sunday morning, July 24: Catenary power was lost on #4 track for over an hour between "Zoo" and "Holmes" in Philadelphia, reportedly caused when the pantograph on a deadheading NJT locomotive somehow fouled the wires near "Zoo." Several Amtrak trains were delayed for relatively short periods but power on SEPTA's Chestnut Hill West Line was lost for over an hour. Two days later, on Tuesday the 26th, a similar event occurred around 4 PM when a pantograph on SEPTA train #835 headed to Chestnut Hill West snagged the catenary in "Lehigh" interlocking near North Philadelphia station. This again knocked out power on #4 track between "Zoo" and "Holmes," delaying nine Amtrak trains and causing an outage on the CHW Line.

Numerous electric locomotive failures on AMTRAK also impeded travel over the past two months. Monday, July 25: Eastbound Keystone train #618 was terminated at Exton when AEM-7 #950 developed traction motor problems. Passengers were transferred to following train #620. Wednesday afternoon, July 27: HHP-8 engine #661 on train #186 suffered a broken pantograph at Newark, DE. Some passengers were transferred to Acela #2168 and others to train #94. Its pantograph secured, the locomotive was able to proceed north with train #186 after a nearly three-hour delay, 80 of its passengers still on board. A few SEPTA trains also were held while waiting for delayed Amtrak trains to pass. Tuesday afternoon, August 2: While hauling train #42 **Pennsylvanian**, a pantograph on AEM-7 #902 snagged the catenary somewhere east of "Zoo," the train finally stopping at "Lehigh" interlocking near North Philadelphia where it was terminated. Traction power was lost on #2 track between "Girard" interlocking near "Zoo" and "Shore," a distance of six miles. The 179 passengers on #42 were transferred to train #94 which came up alongside it on #3 track. Wire was down at two locations on #2, shifting Amtrak traffic to the other tracks while repairs were made. SEPTA's Trenton and Chestnut Hill West services were suspended for 1-1/2 hours, causing six trains to be annulled and several others delayed.

An accident that reverberated up and down the NEC occurred at 8 AM on Tuesday, August 9, when the last two cars of a ten-car westbound NJ TRANSIT train derailed on a switch just outside of Penn Station, New York. Both cars remained upright and no one was injured, and an hour later the 300 passengers aboard were evacuated onto another train. The train involved, #3823 bound for Trenton, derailed in a critical location, blocking access to and from one of the two North River tunnels. Severe congestion resulted for the rest of the day and into the evening, delaying AMTRAK trains up and down the Corridor. The north tube was closed until 11 AM on Tuesday, with all traffic operating through the south tunnel in both directions and causing a nightmare of delays and cancellations. After the derailed train was removed and the switches repaired, limited access to the north tube was restored, but delays to both Amtrak and NJT service continued into

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PHILADELPHIA EXPRESS

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Wednesday morning. Seven Keystone trains to Harrisburg were cut back to originate at Philadelphia and seven eastbounds from Harrisburg were terminated at 30th Street. NJT's Midtown Direct trains were redirected to Hoboken Terminal.

Another trespasser fatality occurred around 8:15 PM on Sunday, August 14, when eastbound AMTRAK #166 struck a man near Holmesburg Junction in Northeast Philadelphia. At least three Amtrak trains were delayed and two SEPTA Trenton line trains were cancelled while seven others were delayed. Around 8:30 PM on Tuesday, August 2, catenary power was lost on #3 track from 30th Street Station south to "Baldwin," and north on #4 to "Zoo," reportedly because some concrete fell onto the #5, 6 and 7 tracks at the station. Power was restored within two hours, but there were delays to five Amtrak, one NJT and two SEPTA trains. A week later, on Tuesday the 9th, a signal power outage occurred about 1 PM between "Baldwin" interlocking at Eddystone and "Ragan" just south of Wilmington, apparently due to severe thunderstorms. That same afternoon a tree fell onto the railroad near Claymont station, halting northbound train #84 and causing delays to seven other Amtrak and seven SEPTA trains.



CSX,
NS,
OTHER ROADS

The City last month completed installation of the automatic electric gates at the Locust and Race Streets pedestrian crossings of CSX's main tracks along the Schuylkill River (see August Cinders and previous issues). The gates close and lock upon the approach of a train. This is the culmination of a years-long effort—including negotiations between the City and the railroad and at least one lawsuit—to preserve access to the popular park which is sandwiched between the river and the railroad for more than a mile. Under construction is a new pedestrian bridge over the tracks south of Locust Street.....The new PENNSYLVANIA NORTHEASTERN RAILROAD last month took over CSX's local freight operations in the so-called "Lansdale Cluster," according to a report on Trainorders.com. The lines over which PNR is to operate are all SEPTA-owned, including the Main, Bethlehem, Doylestown and Warminster Lines. CSX will continue to operate into Lansdale to interchange there with PNR. The shortline plans to use two or more of the five ex-NORFOLK SOUTHERN, ex-CONRAIL six-axle C39-8 units which had been stored on the NEW HOPE & IVYLAND, plus ex-CANADIAN PACIFIC SD40-2 #5577. PNR is said to be a joint venture of NH&I and EAST PENN RAILROAD.

NORFOLK SOUTHERN has reported record earnings of \$557 million for the second quarter of 2011, while its operating ratio (the ratio of costs to revenues) held at 69.5 percent. Revenue per carload increased by 14 percent over the same period last year, while intermodal volume was 9.4 percent higher than in the same period of 2010. NS's performance compares with CSX's net earnings of \$506 million in the second quarter and operating ratio of 69.3 percent.....Both CSX and NS stocks dropped during the volatile performance on Wall Street last monthNS is rebuilding five ex-commuter coaches at

the Altoona shop for its upcoming steam excursion program out of Chattanooga, TN, in cooperation with Tennessee Valley Railroad Museum. Steam specials will operate out of Chattanooga for the big Railfest event over Labor Day weekend, celebrating TVRM's 50th anniversary. NS has just launched an impressive new website for the program, www.21stcenturysteam.comNS has purchased the kit for a 2,000-hp low-emissions genset switcher from R.J. Corman, which will be assembled at Altoona and then sent to CONRAIL for operation in North Jersey.....A male trespasser was struck by an NS freight train at a street crossing in Pottstown late on Monday, August 8, but survived in spite of being dragged by the train for over 800 feet.

The much-anticipated "Pacific Express" rare mileage excursion operated August 5-8 from Hoboken, NJ, to Philadelphia via Upstate New York and western Pennsylvania. The consist was JUNIATA TERMINAL's famed ex-Pennsy E8's #5711 and 5809 and private cars Mount Vernon, NYC 6, Cimarron River, Caritas, Chapel Hill and the Levins' Warrior Ridge and Pennsylvania 120. At least seven Philadelphia Chapter members were on board: Sheila Dorr, Rich Copeland, Bill Crawford, John Harmon, Rob Mandeville and Meg and Tom CoughlinThe last two miles of the ex-Reading Chester Valley branch out of Bridgeport, most recently operated by EAST PENN, were torn up in the past few months..... A group in the Pottstown area is trying to raise interest in a tourist operation on the ex-Reading Colebrookdale branch to Boyertown, now owned by Berks County and operated by shortline EASTERN BERKS GATEWAY RAILROAD. Earlier, the Reading Company Technical & Historical Society had discussed leasing some of its equipment for such an operation.

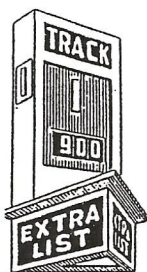
Due to high restoration costs, the Railroad Museum of Pennsylvania plans to deaccession (remove) the two ex-Pennsy Pioneer III MU cars now stored in its yard. Known as Silverliner I's on SEPTA, they were among six experimental commuter cars delivered by Budd to the PRR in 1958 and were the forerunners of the vast fleet of stainless-steel MU's later built by Budd and other manufacturers.....A photo on Trainorders.com showed CP train #158 cruising over the Philadelphia High Line on August 5, led by one of CP's two remaining GP38-2 locomotives still dressed in the former D&H blue-and-silver paint schemeThe ABC television network is advertising a new sitcom series for this fall entitled "Pan Am." It's about the lives of stewardesses on the once-famed airline, complete with Pan Am's famed logo which we understand is now owned by PAN AM RAILWAYS, so ABC probably paid the railroad a pretty penny for the right to use the name and logo!The latest issue of Mass Bay RRE's newsletter *The Callboy* contains another in its series of hilarious (and sometimes outrageous) gaffes spotted in rail-oriented publications. At the top of the "Illiterate Railfan" column is this passage, excerpted from Editor Tom Nemeth's editorial in the May issue of *Railpace*: "Despite the rants of some *uniformed* politicians, AMTRAK trains don't run empty..." (emphasis added). The contributor asks, "What kind of uniform do those politicians wear, so we know who they are come election time?"

2012 NRHS Convention

(The first ever in the State of Iowa!!)

Cedar Rapids, Iowa

June 18-24, 2012



SEPTEMBER 3, 4, 2011: *Railfest 2011* at Steamtown National Historic Site, Scranton, PA, marking the 25th anniversary of the Park. For complete details, see August *Cinders*.

SEPTEMBER 17: Tioga Central Railroad "Rail Days", with a whole host of trips and activities on the Tioga Central Railroad at Wellsboro, PA. For complete information, please visit website: www.tiogacentral.com, or phone 1-570-724-0990.

SEPTEMBER 19: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th and Station Avenues, Haddon Heights, NJ, 7:30 PM. Program will be "Member Photo Night", with members invited to screen up to 35 images. Those wishing to project must contact Dave Homer of West Jersey Chapter at dsomerwoowoo@comcast.net.

SEPTEMBER 25: "Farewell to the Budd and St. Louis Silverliners" excursion, to be operated by Philadelphia Chapter, NRHS over SEPTA Regional Rail lines. Trip will depart Suburban Station (Track #5) 10:00 AM, 30th Street Station (Track #3 or 4) 10:05 AM, return about 5:00 PM. Fare: \$50 per person. Separate mailing of trip flyer was made in early August, and complete information and trip flyer may be found on Chapter website. Additional information will be available by sending self-addressed, stamped envelope to: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302; telephone requests will be accepted at 215-947-5769, or by E-mail to ayrestower@comcast.net.

SEPTEMBER 25: **Dover Harbor** Chefs' Table dinner aboard Washington, DC Chapter, NRHS heavyweight Pullman **Dover Harbor**, in Washington Union Station. Two dinner seatings: 4:15 PM or 7:00 PM. Complete full-course dinner. Price: \$65 for Washington, DC Chapter members, \$75 non-members. Make reservations to: Mike Martin, Reservation Agent, Washington, DC Chapter, NRHS, 503 Mayfield Avenue, West Chester, PA 19380-5211.

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

SEPTEMBER 27: "The Great Train Wreck of 1856: the Wreck of the Shackamaxon" lecture, on the North Penn Railroad at Camp Hill (Fort Washington), PA, presented by George Ditter will be held at 7:30 PM at the Upper Moreland Township Building, Council Room, Park Avenue south of Easton Road, Willow Grove, PA. Lecture is free and open to the public.

OCTOBER 1-2: Special Fall Foliage Railfest 2011, sponsored by Altoona Railroaders Memorial Museum, includes rail excursions originating at terminating in Harrisburg and Altoona. Saturday trip will operate Harrisburg-Altoona-Gallitzin-Altoona-Tyrone-Lock Haven-Harrisburg-Altoona. Sunday trip operates Altoona-Pittsburgh-Pittsburgh-Altoona-Harrisburg. Both days have considerable freight-only mileage. For additional information, contact: Altoona Railroaders Memorial Museum, 1300 Ninth Avenue, Altoona, PA 16602-2413; telephone: 1-888-4ALTOONA or website: www.railroadcity.com.

OCTOBER 2: Solebury Township Train Show and Sale, 9 AM to 2 PM at New Hope-Eagle Fire Company, 46 North Sagan Road, New Hope, PA. More than 100 tables of all train gauges, food available, free parking. Admission: \$5.00 per person, children under 12 free. For information, contact John DeAngelis at 267-926-9999 or E-mail at: johndeangelis@comcast.net.

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

NOVEMBER 12: New York Transit Sampler, sponsored by Washington, DC Chapter, NRHS. Activities will include NYCTA subway routes 1, S and A, Metro North, NJ Transit, PATH and Long Island Rail Road. Visit passenger hubs at New York Penn Station, Grand Central Terminal, Newark Penn Station, LIRR Jamaica Station and PATH World Trade Center Station. Tour starts New York Penn after arrival of Amtrak Train #162 from Washington at 9:42 AM, concludes about 6:00 PM. Fare: \$49 Washington, DC Chapter members, \$69 non-members. Reservations should be made to: Washington, DC Chapter, NRHS, c/o Mike Martin, Reservation Agent, 503 Mayfield Avenue, West Chester, PA 19380-5211.

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).

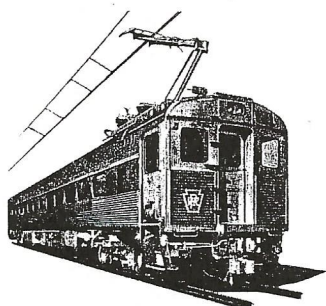
Roanoke Chapter Sets Amtrak Trips in Southwestern Virginia

Roanoke Chapter, NRHS has announced two Amtrak excursions in Virginia on the weekend of November 5 and 6, 2011.

On Saturday, November 5, the Amtrak special will operate from Roanoke to Abingdon, VA and return, where most passengers will detrain for 3-1/2 hours in this historic town. Those who wish to ride to Bristol, VA may do so, but will not be permitted to detrain at Bristol. There will be limited food service on board the train, but an optional box lunch will be available. The special train leaves Roanoke at 8:00 AM, arrives Abingdon 11:45; returning, leaves Abingdon 3:15 PM, arrives Roanoke at 7:00 PM.

On Sunday, November 6, the special will travel from Roanoke to Bluefield, WV and return, leaving Roanoke 8:00 AM, arriving Bluefield 11:30, departing Bluefield 2:00 PM, and arriving back in Roanoke at 6:00 PM.

Fare for either excursion is \$150 coach, with optional lounge class at \$215 and dome class at \$275. The box lunch on Saturday is \$10.00. Those desiring further information may contact Roanoke Chapter at 1-540-774-0611 or visit their website at www.RoanokeNRHS.org.



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

Silverliner Update

As September approaches, we'll provide another in our series of SEPTA Silverliner updates. The last one appeared in the June issue.

As of Friday, August 19, there were 37 Silverliner V's on SEPTA property: single cars #701 and #703-712, and married pairs #801-826. Of those cars, 28 are available for service and the remaining 9 are being set up or used for training.

There are 11 Silverliners shown as retired: Budds 205, 206, 251 and 257, plus St. Louis #220, 222, 224, 232, 233, 234 and 237. Budd #208 is in a non-revenue status. The following cars are shown as "inactive": Budds 201, 9003 and 9011, as well as St. Louis 231, 235, 236, 238 and 239. This means that all eight of the former St. Louis "Airport" cars are currently not running. However, none of the older cars have been scrapped since the #214 last spring.

Philadelphia's Lost Waterfront Book Published by Chapter Member

Philadelphia Chapter Member and Historian/Author Harry Kyriakodis has published a new book, *Philadelphia's Lost Waterfront*.

The book is an examination of Philadelphia's central waterfront on the Delaware River, going back to the time of William Penn. It includes considerable discussion of many past and present factories, warehouses, piers, ferry landings and the like along a two-mile stretch of the City's original port district. Rail entities included are the Philadelphia Belt Line, the Market-Frankford Subway-Elevated, the Delaware Avenue extension, Reading Railroad facilities at the foot of Willow Street and the Pennsylvania Railroad's facilities at the foot of Washington Avenue.

Kyriakodis begins his book at Spring Garden Street and proceeds south along Front Street and Delaware Avenue to Washington Avenue. Notable past and present places along the Delaware River are discussed, as is the overall history of Old City, Society Hill and Queen Village. A chapter near the end talks about the origin of Penn's Landing, while the concluding chapter discusses the process by which Interstate 95 was routed through the central waterfront some years ago.

The ultimate thrust of *Philadelphia's Lost Waterfront* is a study of the conflict of land use—commercial vs. residential and residential vs. transportation—along the Delaware River over time. The book retails for \$21.99 and is available at amazon.com as well as "brick and mortar" bookstores.

Phillies Ride Amtrak to D. C.

Increasingly, professional sports teams, as well as their fans, are finding that, particularly in the Northeast, riding Amtrak to opponents' cities is a quick, comfortable way to travel.

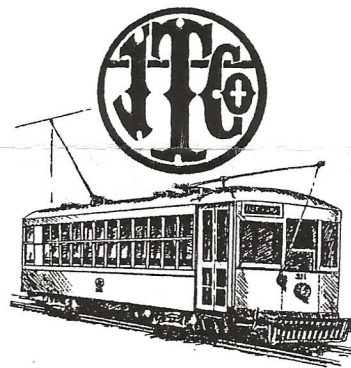
On the August 19-21 weekend many Phillies fans, including Editor Larry Eastwood, rode Amtrak to Nationals Park in Washington, DC to watch the Phils play the Washington Nationals in a three-game set.



On Sunday, August 21, the Phils team returned to 30th Street Station from Washington on a special Amtrak train, consisting of AEM-7 #917, Amfleet club-dinette #48155, Amfleet coach #82515 and former Metroliner Conference Car #9800.

Railways to Yesterday Needs Help in Returning Johnstown Traction Co. #311 to Operation

Railways to Yesterday, Inc., operators of the Rockhill Trolley Museum at Rockhill Furnace, PA, have begun a fund drive to return former Johnstown Traction Company double-truck Birney car #311 to operation.



The venerable ex-Johnstown car has been out of service since 2003 and RTY would like to restore the car to operating condition by August 2012, which will mark Rockhill Trolley Museum's 50th anniversary. Returning it to operation will mean that both Johnstown cars in the Museum are in operating condition.

The Museum needs to raise \$30,000 to complete the restoration work. The initial work, finishing the trucks for the car, will cost \$20,000. The remaining donations will be used to complete the carbody work. The work is meaningful because #311 was the Museum's first acquisition.

Contributions of any type are most welcome, and should be sent to: Railways to Yesterday, Inc., Post Office Box 1601, Allentown, PA 18105-1601.

Important Phone Numbers

CINDERS lists below the telephone numbers which should be used to report suspicious sightings, emergencies or other conditions affecting rail operations, including trespassers, vandalism, fires, defective equipment, etc.

<u>AMTRAK</u>	<u>800-331-0008</u>
<u>CSX</u>	<u>800-232-0144</u>
<u>CONRAIL Shared Assets</u>	<u>800-272-0911</u>
<u>NJ TRANSIT (NJ only)</u>	<u>800-242-0236</u>
<u>NORFOLK SOUTHERN</u>	<u>800-453-2530</u>
<u>SEPTA</u>	<u>215-580-8111</u>

65 Years Ago in Fairmount Park.....

(It's been 65 years since the Fairmount Park Trolley was discontinued, in September, 1946. Below we've reprinted an article which appeared in the Evening Bulletin on the line's demise.)

Crowds Jam Park Trolleys for Last Ride

Thousands of Philadelphians yesterday made a nostalgic pilgrimage to Fairmount Park to ride on the famous old open-sided trolley cars—which make their last runs today after 49 years and 10 months of operation.

Elderly couples, frequently accompanied by their grandchildren, were as prominent in the crowd of eager trolley riders on the 6.2-mile route yesterday as were amateur photographers, recording every detail of the magnificent route, were everywhere.

CROWDS JAM CARS

So large were the crowds at some of the stations with the flavorsome names—Greenland, Strawberry, Mansion, The Lilacs, Willows and Chamounix—that the bulging trolleys simply could not take on more riders.

The last cars will run today and tonight from the two terminals at 33rd & Dauphin Streets and at 44th Street and Parkside Avenue.

The trolleys have found a warm spot in the hearts of millions of Philadelphians since the first section of the line was opened in the West Park on November 10, 1896—particularly in the days when the automobile was still a rarity. But cold financial facts have sent them to limbo.

LOSS SET AT \$19,800

The Fairmount Park Transit Co. early this year appealed for permission to discontinue service, and the Public Utility Commission approved the appeal on May 17.

Tomorrow, when the park trolley line's dipping and soaring rails are strangely quiet, PTC buses will carry on in their place—but the buses will visit only the accessible-by-road parts of the route.

SPAN CLOSED TO BUSES

The buses will not go across Strawberry Mansion bridge, used by the trolleys, since that span is closed to buses and trucks. Known as Route 85's, the buses will swing north over the Falls Bridge, and hence will not get very close to the Mansion Bridge for the Chamounix sections.

Eastbound, the bus route will leave Parkside Ave. near 44th St., then go over this course: Parkside Ave., 52nd St., Columbia Ave., Parkside Ave., Belmont Ave., Monument Rd., City Line Ave., East River Drive, Ridge Ave., 33rd St. to Dauphin.

10-CENT BUS FARE

Westbound, they will start from 33rd and Dauphin Sts., then go over Dauphin St., Ridge Ave., East River Drive, City Line, Monument, Belmont, Parkside, Columbia, 52nd, Parkside to the Parkside loop.

The bus fare will be 10 cents—two more than the trolleys. Free transfers, however, will be given to all intersecting PTC lines, except Route A, which will require a three-cent exchange ticket.

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.)

RDC's Live!! Three passenger train operators are still using 50-year-old "Budd cars". One, Trinity Rail Express in the Dallas-Fort Worth area, has a number of ex-VIA Rail Canada units that were completely stripped to their shells and rebuilt. VIA Rail Canada itself uses the cars on two routes in Canada (Vancouver Island and Sudbury-White River, Ontario) and Portland's Tri-Met has two ex-Alaska Railroad RDC-2's as backup for its regular DMU vehicles. Also, tourist lines own and operate more than a handful of the historic units (Tom Smith, *The Transfer Table*).....From Norfolk Southern's 2010 annual report we get this snapshot: Operating revenue was \$9.5 billion, dividend \$1.40 per share, miles operated 36,349, operating ratio 72.8%. The Thoroughbred stables 4,163 locomotives, 87,414 freight cars (including 168 cabooses) plus 6,468 RoadRailers. The largest commodity group—coal (NS).....How the mighty have fallen: It was once a major city on the Pennsylvania Railroad with thousands of shop and railroad workers. Today, Altoona, PA is known as the home of the

oldest wooden roller coaster, a pretzel factory and world headquarters of the ever-expanding Sheetz gas and convenience store chain!! My, do times change. (*Wall Street Journal* and *Pennysylvania*).

.....What Did I Do????? Roy donated money (twice) to the restoration of PRR K4s 4-6-2 Pacific #1361 while it was at Steamtown in Scranton. I might as well have flushed the gift! I also gave towards the Boston & Maine's Budd-built **Flying Yankee** train. It has moved around to several locations but still does not run. I have also given to the restoration of Boston & Maine 4-6-2 Pacific #3713, which is also at Steamtown (for over ten years) and still needs more work (and money) to finish its project. But, at least, the latter project has some promise of being completed.....In February, 1976, Penn Central was in its death throes and there were problems everywhere. I went to the Syracuse station enroute to Worcester, MA. Amtrak's **Lake Shore Limited** pulled in from the West over two hours late, led by one of the infamous EMD SDP40F's, #600, and E8A #427. The train had sleepers, coaches and a diner, all of various heritage. I was directed to coach #5655 (ex-New York Central), which was boiling hot and had mostly opaque lexan windows. At Albany, the little Boston section was led by black ex-PC E8A #319. It didn't look like much, but it had some pep remaining under the chipped paint and we were down by only 90 minutes at Springfield, MA (Rev. Walter F. Smith – Bridge Line Historical Society).

The Reading and the Long Island – Commuter Equipment Sharing

On three different occasions during the 1950's and the '60's, the Reading Company either leased or sold excess passenger equipment to the Long Island Rail Road, a perhaps unusual partnership because of the LIRR's long affiliation with the Pennsylvania Railroad.

At some point, reportedly in the early 1950's, but perhaps earlier, the Reading leased 24 84-seat coaches in the 1100 and 1200 series to the LIRR, as follows: 1101, 1105, 1107, 1117, 1118, 1119, 1122, 1126, 1132, 1133, 1135, 1136, 1140, 1142, 1143, 1152, 1157, 1224, 1262, 1264, 1265, 1266, 1268 and 1271. It is believed that these cars retained their RDG lettering and numbers. Most were returned to the Reading by the Long Island during 1955 as "Dashing Dan" received Pullman-Standard coaches 2901-2980. However, the 1224 was reportedly retired in August, 1946, maybe while on Long Island. When most of the above cars were returned, they were either scrapped, or were part of a group being sold in 1960 to International Railway Equipment Company.

In June, 1962, the Reading sold three coaches to LIRR, which numbered them 8514-8516. The lineage of these cars on the RDG is as follows:

8514 – ex-RDG 1238, built November, 1922

8515 – ex-RDG 1374, built March, 1919

8516 – ex-RDG 1458, built July, 1914

The retirement date of these cars by LIRR is unknown.

In January, 1968, Reading, with all its locomotive-hauled passenger trains discontinued, except for the push-pull set used on Trains 4 and 7 between Philadelphia and Reading, leased three steam-generator-equipped Alco RS3's to the Long Island for a very short period of time while awaiting delivery of the last group of Alco Century 420's (#222-229). The Reading units were #466, 469 and 470, and their tenure was short, all being returned during 1968 as the LIRR's last Centuries were delivered.

Morning Sun to Issue Three PRR Books

Cinders has learned that Morning Sun Books has three more of its familiar all-color 128-page titles in the pipeline that will be of interest to Pennsylvania Railroad historians. All will have a suggested retail price of \$59.95. They are:

Pennsylvania Railroad Facilities in Color: Vol. 14: Buckeye Division east of Columbus Union Station (#1413), due September 1, 2011.

Pennsylvania Railroad Facilities in Color: Vol. 15: Buckeye Division west of Columbus Union Station (#1420), due November 1, 2011.

Trackside Around Harrisburg with Thomas F. Seaman (1968-1988) (#1424), due November 15, 2011.

Members may want to show this list to Santa Claus, since the North Pole will become busy rather soon. --*From Pennsy News* by Jerry Britton (via Ed Mayover)

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