



CINDERS

APRIL 2012



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Volume 73

Number 4

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

Notice of Annual Meeting & Election

Notice is hereby given of election of Chapter officers for the year 2012-2013, to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday evening, April 20, 2012, in Room 207, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA 19107, beginning at 7:30 PM.

Any member in good standing who is interested in service as President, Senior Vice President, Vice President & Treasurer, Secretary or National Director, may be nominated from the floor at the April 20 meeting, or by placing your name in nomination by writing, before April 15, 2012 to: C. Bruce Irvin, Chairman, Nominating Committee, 116 Linden Drive, New Holland, PA 17557-9490.

"Farewell to the Faithful Silverliners" Tickets Being Mailed & Still Available

Those individuals who have ordered tickets for the Sunday, May 6, 2012 "Farewell to the Faithful Silverliners" excursion on SEPTA's Regional Rail lines should expect their tickets to arrive during early April. During the last week in March, the tickets were enroute from the printer to the Chapter.

The Chapter is uncertain what cars will be available for the May 6 outing. The active fleet of Silverliner II and III cars was down to 26 as of March 27. At presstime, we had requested former Reading Budd #9001, St. Louis (ex-Airport) car #235, and a suitable ex-PRR Budd. SEPTA has been retiring the old cars at a rate of about three per week.

The trip schedule submitted by the Chapter has been approved by SEPTA, and will include the Chestnut Hill West, Cynwyd, Fox Chase and Norristown Lines. Numerous photo opportunities have been put into the schedule. We expect the train to provide a "last chance" ride over the "high bridge" at 52nd Street in West Philadelphia. Construction is well under way to reconfigure access to the Cynwyd Line.

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MEETING NOTICE:

FRIDAY EVENING, APRIL 20, 2012

Room 207, 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 hopefully be completed during the spring months.)*

Our meeting on Friday evening, April 20, 2012, will feature Chapter National Director Larry Eastwood with a new PowerPoint program, *Delaware & Hudson, Bridge Line to (Northern) New England*. The program covers the period 1967-1990, from Wilkes-Barre to Montreal. Don't miss the chance to see some vintage views of the D&H. Our annual election of officers and presentation of 25- and 50-year pins will round out a busy evening.

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, APRIL 17, 2012** to **National Director Larry Eastwood at 215-947-5769**. The menu choice for April 20 is chicken Madeira, garlic mashed potatoes, grilled vegetables, **OR** pan-seared red snapper, root vegetable puree, sautéed green beans, with iced carrot cake for dessert. Salad, rolls and butter and beverage are included. The Chapter needs to meet a minimum guarantee of 18 meals in order to provide a meeting room for members. Come out for dinner before our meeting. Enjoy a full-course meal, plus informal conversation, at a very affordable \$20.00 per person. Optional glasses of wine, **\$3.00 per glass**. **MEMBERS WHO RESERVE A DINNER AND DO NOT SHOW UP ARE STILL OBLIGATED TO PAY THE CHAPTER FOR THAT MEAL, BECAUSE THE CHAPTER MUST PAY FOR IT!!!!!!**

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

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

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

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Trip.....R. L. Eastwood, Jr. (215) 947-5769
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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. Additional Chapter membership 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 an Additional Chapter membership. Members joining this category are required to furnish Philadelphia Chapter with their home chapter and membership number.

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.

Philadelphia Chapter, NRHS Board of Directors Meeting- Spring, 2012

**Tuesday, April 10, 2012
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**

FREDERICK A. WINKLER

March 24, 2012

We regret to inform you of the passing of longtime Philadelphia Chapter and NRHS Member Frederick A. Winkler, of Clarksboro, NJ on March 24, 2012. Fred was 83 years of age, and had been a member of NRHS since 1953.

A graduate of Drexel University, Winkler had a long and varied career in the transportation industry. He started with the Baltimore & Ohio in 1945, later worked for the Chicago, Burlington & Quincy, the Louisville & Nashville, and the Richmond, Fredericksburg & Potomac.

Winkler left the railroad industry in 1968, joining Westinghouse Electric Corp. in Lester, PA, where he worked until that facility closed in 1985. He then returned to the railroad industry, first with the Eastern Shore Railroad (now Bay Coast) and in 1987 joined the Winchester & Western in Bridgeton, NJ as General Agent, a position he held for a quarter century.

In addition to NRHS, Fred held industry memberships on the South Jersey Transit Corp. Advisory Committee, the Traffic Club of Philadelphia and was a founding member of the New Jersey Shortline Railroad Association.

Services were held on Friday, March 30 in Woodbury, with interment in Eglington Cemetery. Fred is survived by his brother, Robert, as well as several nieces and a nephew. He was a faithful member and supporter of Philadelphia Chapter, and his presence will be missed.

GEORGE C. WIEDERSUM, JR.

February 25, 2012

It is with sadness that we report the passing of Philadelphia Chapter and NRHS Member George C. Wiedersum, Jr., of Granite Farms Estates, Media, on February 25, 2012. George was 87 years of age, and had been a member of NRHS since 1988. He often attended our Chapter meetings.

A native of Baltimore, Maryland, Wiedersum was a graduate of Johns Hopkins University, with a degree in mechanical engineering. He was an officer in the United States Navy during World War II. He was a member of St. Mark's United Methodist Church in Broomall, and had a 36-year career with PECO until he retired in 1987. He held a membership in the American Society of Mechanical Engineers.

A memorial service was held at Granite Farms Estates on Saturday, March 10, 2012. George is survived by his son Carl, of West Chester, and his daughter Karen Ley, of Radnor, as well as four grandchildren.

He had a collection of railroad ephemera and videotapes, which Mrs. Ley has generously donated to Philadelphia Chapter. Much of this material will be shared with Chapter members at future meetings.

We extend our condolences and sympathy to George's family, and thank them for sharing his friendship with our members.

Philadelphia Chapter Optional Dinner Policy

For any number of years, Philadelphia Chapter, through the various venues where we have met, have provided an optional dinner prior to our meetings for those who wish to partake of this social event. This arrangement with the Catering Manager at Thomas Jefferson University will continue at least through June, 2012. After that, our meeting location may be uncertain, although we have been offered the potential for an alternate downtown location if necessary.

The \$20.00 charge for these dinners does not cover the full cost of what we are charged by the University for them; that having been said, Jefferson also provides us, at present, with a meeting room without charge. We believe this subsidy to be a worthwhile investment in our membership. The officers of the Chapter also appreciate the strong support in recent months of these dinners – it helps in our relationship with Jefferson, particularly as we look forward.

Over the past few years, the option of providing wine with the meal has seemed to make these more attractive; however, we believe it proper to fully cover the cost of providing this beverage. After consulting with Chuck Mullin, the Jefferson Catering Manager, we have determined that the \$2.00 per glass the Chapter charges each attendee is insufficient to cover the cost of the wine to us. Accordingly, **effective with the April 20 meeting, the charge for wine will be \$3.00 per glass**, still a quite reasonable price. A similar glass of wine at any theatre or concert event downtown is usually about \$7.00. We hope you'll understand the necessity for this price adjustment.

It is also appropriate to mention that if a dinner attendee does not show up on the meeting night, our Chapter is still charged for the meal and must pay for same. Accordingly, if you miss a meal, you will be expected to remit \$20.00, payable to the Chapter, to Editor Larry Eastwood.

We encourage you to come out and enjoy a fine meal and informal social conversation prior to each meeting, and we thank you for your support and understanding.

Philadelphia Chapter LCL (Less-than-Carload)

Philadelphia Chapter extends its sympathy to former Chapter President **Michael Burshtin** and his wife, former NRHS Office Manager **Lynn Burshtin**, on the passing of Mike's father, **Walter Burshtin**, of Richland, New Jersey, at the age of 84, on March 7, 2012.....The Chapter also notes the passing of former Wilmington Chapter President **Walter G. Robbins, Jr.** on February 21, 2012. Walt was a pillar in our sister chapter to the south, having held virtually every office in Wilmington Chapter at one time or other.....We extend our gratitude once again this year to Chapter Members **Pete** and **Judy Senin** and family, who once again provided 2012 Orchard Supply wall calendars, containing numerous fine paintings, to members present at the January meeting. The artwork on this fine calendar is spectacular.

NRHS 2012 Convention Announces Special Equipment, Public Tix Sales

NRHS has announced additional information about some of the equipment to be used at the 2012 Convention in Cedar Rapids, IA. On April 17, public sales will open for most events.

Those interested in purchasing premium tickets for various rail events should know that seating will be available on the **Dover Harbor**, Washington, DC Chapter's vintage heavyweight Pullman or the **Cedar Rapids**, a 1948-built Milwaukee Road Skytop observation car. Washington, DC Chapter is also selling space in the **Dover Harbor** between Washington and Chicago and return for those wanting a longer trip in this well-known car.

NRHS has also announced that Union Pacific Railroad has confirmed that their locomotive #1995 will be used on the Chicago-Cedar Rapids inbound and outbound trains. It was the fifth of UP's "Heritage Series" of EMD SD70ACe locomotives, this one painted as a tribute to the Chicago & North Western Railway, absorbed into UP in 1995. Potential attendees are reminded that use of specific equipment is always subject to change without notice due to operating conditions, but every effort is being made to insure that this will not happen.

The 2012 Convention Staff has been working with Amtrak and Union Pacific to try and let riders on the eastbound Cedar Rapids to Chicago trip following the convention make connections to Amtrak trains out of Chicago. That eastbound trip will leave at 7:30 AM instead of 9:00 AM on June 25 to hopefully facilitate connections at Chicago Union Station.

NRHS members were able to purchase tickets for the 2012 Convention as early as October 31, 2011. At *Cinders* presstime, tickets were still available for all events except the Thursday ADM tour; other events, however, are close to selling out. Public sales will begin on Tuesday, April 17, so immediate attention is required. In addition, the Clarion Hotel & Convention Center in Cedar Rapids has made additional rooms available for the convention.

For updated information on the 2012 NRHS Convention in Cedar Rapids, visit www.nrhs.com.

"Farewell to the Silverliners" (Continued from Page 1)

The trip originates at Suburban Station at 10:00 AM, and will make a passenger stop at 30th Street Station's Upper Level (Track 3 or 4) at 10:05 AM. Individuals driving their car should use the convenient Amtrak parking garage adjacent to 30th Street. Passengers are reminded that SEPTA's Regional Rail fleet is not restroom-equipped, and "appropriate precautions" should be taken in this regard. At the Fox Chase lunch stop, there are plenty of restroom locations in the fast-food facilities nearby. That stop is scheduled from 12:30 to 1:30 PM.

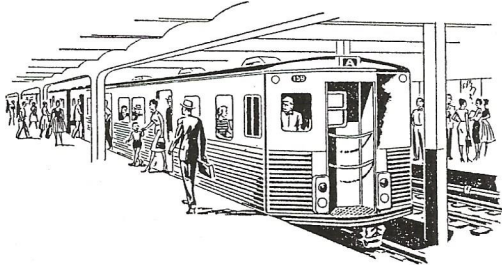
Tickets for this "Farewell to the Faithful Silverliners" excursion are \$50.00 each, and a full-color souvenir ticket has been produced for the trip. Ticket orders should be sent to: Ticket Agent, Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, with remittances payable to **Philadelphia Chapter, NRHS**.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



Work continues on the \$3-million-plus project to rebuild a 40-foot embankment on the Norristown High Speed Line in Rosemont (see February *Cinders* and previous issues). The fill was partially washed out by the heavy rains of Tropical Storm Lee last September, forcing cuts in NHSL train service. Speed restrictions still are in effect through the area, although 20-minute midday service to and from Norristown was restored with the February 20 timetable. Construction has been completed on a large retaining wall at the base of the Rosemont fill, but there is still more earth-moving to be done. Route 15 Girard Avenue should return to trolley service April 28, following completion of a \$1.2-million track and wire upgrade. The new loop at Frankford & Delaware Avenues will become the eastern terminus for the duration of the I-95 rebuilding project in the Port Richmond area. A trackwork project on Route 34 along Baltimore Avenue will begin June 17 and extend through the summer, with bus service provided between the 40th Street portal and 61st Street.

SEPTA's proposed \$303-million capital budget for Fiscal Year 2013 beginning this July 1 will be the subject of public hearings on April 11. A funding shortfall will dictate a 25-percent reduction in capital spending as compared with three years ago, when the budget received an additional \$191 million in Federal stimulus money. Hearings on the proposed \$1.28-billion operating budget for FY 2013 and five year financial plan will begin on April 18. Congress last month agreed on a 90-day extension of the SAFETEA surface transportation funding law, which was due to expire on March 31. This action allows the government to continue collecting motor fuel taxes and funding highway and mass transit projects. SEPTA plans to order 245 new buses, including 155 60-foot articulated and 90 40-foot vehicles, from a Canadian subsidiary of Volvo, at a cost of \$171 million. Most will be hybrids, with the first units to start arriving in December. The *Inquirer* reports that SEPTA General Manager Joseph M. Casey has urged Pennsylvania's two Senators to support Federal legislation to eliminate dollar bills in favor of dollar coins—just as was done in Canada. Coins are much easier for transit agencies to handle, since they can be counted by machine rather than by hand.

Transit police went on strike against SEPTA on March 21. The union representing the 219 officers was asking a 50-cent-per hour pay raise for mandatory recertification training, while

SEPTA offered 15 cents. An 11.5-percent increase in basic salary levels was not an issue in the strike, which was tentatively settled on March 30 as the officers returned to work. To help fill in on subway-elevated lines and elsewhere during the walkout, SEPTA deployed its own supervisors and paid the overtime costs for City police as well as hiring security personnel from an outside agency. Three teenage boys got off a Route 52 bus at 54th Street & Greenway Avenue in Kingsessing on Saturday afternoon, March 17, then returned to attack the driver. They pulled him off the bus and beat him, resulting in a broken nose and lacerations. A passenger called police, who quickly arrested the attackers two blocks away. Overhead wires fell on top of a Route 66 trackless trolley at Frankford & Harbison Avenues on Monday afternoon, March 12, after a truck crashed into a support pole. No one was injured but power to the area was shut down, forcing bus substitutions until repairs were made. Some concourse areas around City Hall have been closed off to pedestrians due to the reconstruction of Dilworth Plaza on the west side of the building (see March *Cinders*).



SEPTA REGIONAL RAIL

More Silverliner V's continued to arrive last month from Hyundai-Rotem, as detailed elsewhere in this issue, with nearly three-quarters of the 120-car order already on the property. Old Silverliner II's and III's were being retired almost on a weekly basis, in spite of the fact that SEPTA riders experienced car shortages almost every day. It now appears that Philadelphia Chapter's "Farewell to the Faithful Silverliners" scheduled for May 6 could indeed be the last hurrah for these nearly 50-year-old cars. It is understood that a waiver granted by the Federal Railroad Administration for their continued operation will expire in June. Fewer than 25 of the old cars remained on the active roster by late March, the majority of them ex-Reading Silverliner II's. (The first train of retired Silverliners reportedly was set to move to a scrapper in northern New Jersey.) The *Daily News* on March 21 reported one glitch caused by the introduction of Silver V cars—the step-up boxes on some low-level platforms are spaced for the older end-door cars and do not line up with the quarter-point doors on the new cars. SEPTA is spending some \$4 million to install new boxes at certain stations on its own lines but has only begun the work on AMTRAK-owned lines. SEPTA has issued a sleek publicity pamphlet on the Silverliner V's. The title page of the photo-filled booklet is headlined "Welcome to the most advanced SEPTA yet."

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PHILADELPHIA EXPRESS

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SEPTA has begun work to lay a half-mile of track over a long-abandoned Pennsy-Penn Central freight right-of-way west of 52nd Street (see February *Cinders*). This will connect the Ivy Ridge Line to the AMTRAK mainline and allow Cynwyd-bound trains to avoid using a long through-truss bridge which Amtrak would like to remove.....The Malvern station project has been completed, with opening of a new pedestrian tunnel alongside the Warren Avenue underpass and expansion of the paved parking lot on the inbound side.....SEPTA says that it will cost nearly \$100-million to complete a Positive Train Control (PTC) collision-avoidance system on all its lines, an "unfunded mandate" under Federal law. The current deadline is the end of 2015 but Congress may extend that date as part of a transportation funding bill currently under consideration. The *Inquirer* reported in February that SEPTA would award a \$99-million contract for installation of PTC to Ansaldo of Pittsburgh, the former Union Switch & Signal. The cost of this contract will force SEPTA to postpone other capital projects, and last year the agency had to borrow \$427 million to help pay for the new Silverliner V cars and the proposed "smart card" fare collection system (see December *Cinders*).

SEPTA reissued all of its Regional Rail timetables effective April 1. As mentioned here in February, the new schedules reflect some changes due to construction projects such as midday busing on weekdays between Warminster and Willow Grove for catenary replacement. Hourly midday service has been restored to the Manayunk-Norristown line after substantial completion of a catenary renewal project.....The rail system performed reasonably well under the strain of heavy ridership during the Philadelphia Flower Show at the Pennsylvania Convention Center March 4-11. Some train consists were increased for Flower Show traffic, and certain Norristown trains were filled out to five cars for the so-called "Pub Crawl" crowds between Manayunk and center city on Saturday, March 3 and Saturday, March 10. The system also coped well with additional ridership on St. Patrick's Day, Saturday, March 17.....SEPTA has completed the construction of its new electric substation at "Kay" interlocking west of 30th Street Station, but as of late March it was not yet on line. It will replace an ancient and unreliable sub in AMTRAK's Penn Coach yard.....The rebuilding of Wayne Junction station is well underway, with the north end of both platforms barricaded off for construction.

As mentioned above, Regional Rail has been plagued with persistent car shortages in spite of the influx of new Silver V cars. This became especially acute during the last two weeks of March when two push-pull sets were out of service and the Comet set missed several runs on the West Trenton line. None of this, however, has deterred SEPTA from accelerating its retirement of the old Budd-built Silverliner II's and St. Louis-built III cars. It was interesting that on the evening of Wednesday, March 28, the Comet set that usually runs on West Trenton express #6374 was unavailable so a six-car set of old Budds was substituted, and operated on time. Then, ironically, on Friday the 30th six Silverliner II's and III's substituted for Silverliner V's on train #380 from Elwyn to West Trenton, because the new cars were subbing for the out-of-service Comets on #6374.

The toll of trespassers putting themselves in harm's way continued unabated last month. At 11:55 PM on Friday,

March 2, train #276 headed for Norristown ran over and killed a 39-year-old man lying on the track at East Falls station. Three other Norristown Line trains had to be annulled. Early on Wednesday morning the 14th a 39-year-old man was struck and killed by Trenton-bound train #777 near Cornwells Heights. Due to the late hour no other trains were delayed and 777's passengers were picked up by a following AMTRAK train. Then, on Monday evening the 19th a 25-year-old Lansdale man walking along the track near Fortuna station was injured by train #584 heading to Doylestown. He was transported to Abington Hospital. Train #584 was terminated, its passengers bused on, and three other trains delayed. Finally, on Friday morning the 23rd a woman was seen standing on #4 track at North Broad station. Police responded and took the woman into custody, delaying only train #3507.

Downed wires were responsible for several train delays last month. Around 4:30 AM on Thursday, March 1, train #1701 ran into fallen catenary wires inside the 34th Street tunnel near "Zoo" tower. That train bound for Trenton and many other Trenton and Chestnut Hill West trains were delayed throughout the day as they were forced to operate over the slow-speed Berry track in front of the tower. Early on Monday the 5th AMTRAK reported the catenary down over #3 track on the Northeast Corridor at Sharon Hill, after a pantograph on a southbound SEPTA deadhead train damaged the wire. There were minimal delays but #220 out of Wilmington had to be annulled due to its equipment being stuck at Sharon Hill. A damaged steady span was reported on #2 track south of Temple station around 9:30 AM on Sunday, March 18, apparently caused by a pantograph on train #206. After it was terminated, diesel #60 pulled the train to Temple where its 60 passengers could transfer. Several other trains were delayed before power was restored on #2 by noontime. Then, at 10:19 AM on Thursday the 22nd, a pantograph on Silverliner V #823 leading train #548 snagged the wire over #1 track just east of Devon on Amtrak's Harrisburg mainline. Passengers were walked back to Devon station where a bus picked them up. At least ten SEPTA trains in addition to #548 were annulled and others delayed, until track #2 was reopened for service about 1 PM. The first westbound SEPTA train to operate through the area was #531 leaving Suburban Station at 12:45 PM. Three eastbound Amtrak trains also were delayed, operating via #3 track from Paoli.

A derailment in "Broad" interlocking just inside the 20th Street portal of the center city tunnel caused a host of delays on all lines for more than five hours on Friday, March 23. While crossing over from #3 to #2 track, train #3421 enroute to the Airport derailed trucks on the second and third MU's, #331 and 178. The lead and trailing cars of the four-car train did not derail. Many delays and annulments resulted as some tracks had to be de-energized for a time and crews worked to rerail the two cars. The crews cleared up for the afternoon rush but then resumed track and switch repairs that night and through the day on Saturday. Four days earlier, on Monday evening the 19th, catenary power was lost through the center city tunnel and the 32nd Street tunnel toward University City. Power was restored within an hour but at least 15 trains were annulled and passengers on many other trains suffered delays.

Other relatively minor problems included delays on the Northeast Corridor last month while AMTRAK was testing a new signal system. The testing had been in progress for some time, and affected only SEPTA's Wilmington-Newark, Chestnut Hill West and Trenton line trains. A damaged cable caused the loss of signal power on the Airport Line for about three hours on Friday,

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PHILADELPHIA EXPRESS

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February 24. Several trains were delayed as switches had to be lined manually. On Sunday, March 25, sections of track #2 were found to have subsided on the Pennypack Creek bridge south of Bethayres, forcing a reduction of West Trenton service until work to stabilize the uneven track was completed. A piece of work equipment reportedly damaged one of the movable point frogs at "Carmel" interlocking in Glenside early on Tuesday, February 28. A PENNSYLVANIA NORTHEASTERN freight train then ran through the switch, causing further damage. Several SEPTA trains had to be annulled, including at least five between Jenkintown and Warminster. Service on the Warminster Line resumed at 8 AM and all repairs were completed soon after 1 PM.



AMTRAK is getting ready for its 5th annual National Train Day on Saturday, May 12. The main events will be at 30th Street Station, New York's Grand Central Terminal, Chicago Union Station and Los Angeles Union Station. Actress Rosario Dawson is Amtrak's spokesperson for National Train Day—she is remembered especially for playing a lead role in the 2010 railroad-themed movie "Unstoppable." The 30th Street event, open from 11 AM to 4 PM, will again include train equipment displays, a Kid's Depot, model train displays, K-9 unit exercises, live cooking demonstrations by Amtrak master chefs and free samples of culinary specialties featured on board trains. Several retail areas will sell railroad-related memorabilia. It can be expected that the new spring-summer National timetable will be issued around the same time.....President Obama has appointed former Congresswoman Yvonne B. Burke of California to the AMTRAK board of directors.

AMTRAK's 40th anniversary exhibit train will soon complete its year-long tour of the United States, appearing at the National Train Day celebration in New York City next month. Headed by retro-painted P40 #822 and F40PH #406 (see August 2011 *Cinders*), the train made a two-day stop at Wilmington station March 31-April 1, its last appearance in our area PennDOT is working on a plan to replace the Sellers Avenue bridge over the Northeast Corridor in Ridley Park. The bridge still contains some historic components dating from the 1870's when Pennsy-predecessor Philadelphia, Wilmington & Baltimore Railroad built a passenger station on the original bridge. Les Dean represented NRHS at a PennDOT briefing on the subject last month.....A Birdsboro man was jailed in late February after he was caught by police while attempting to steal copper wire from AMTRAK at Whitford station, on the Harrisburg mainline..... Work is proceeding well on reconstruction of the 40th Street overhead bridge across the AMTRAK Harrisburg line in West Philadelphia.

AMTRAK reports that by the end of this year it will have tripled the number of its owned track-miles equipped for Positive Train Control. PTC is a system mandated by the Federal government to prevent train-to-train collisions on all rail passenger routes and freight lines that carry certain hazardous materials. President Joseph Boardman says that Amtrak currently has about 530 track-miles equipped with its ACSES system (which complies

with PTC standards), mostly in New England, and plans to install it on the remaining 1,200 track-miles along the Northeast Corridor and Harrisburg mainline. Its NEC locomotive fleet will be fully equipped by 2013 and PTC components will be installed on 50 diesel locomotives that operate over other railroads that have PTC systems in service. Federal law now mandates that all routes subject to PTC rules be equipped by the end of 2015, which the freight rail industry opposes because of the high cost involved, and in fact Congress is considering a postponement or modification of the deadline.



**CSX,
NS,
OTHER ROADS**

NORFOLK SOUTHERN has expanded its program to paint new locomotives in the liveries of predecessor roads (see March *Cinders*). A total of 19 units will receive commemorative paint schemes, the first being General Electric-built ES44AC #8098 which emerged from the Altoona shop on March 15 resplendent in CONRAIL blue. The next, ES44AC #8099, was painted in Southern Railway green and white at the Chattanooga (TN) shop, and released on March 20. The units, bearing colors ranging from Pennsylvania Railroad tuscan red to Reading yellow and green, are to operate systemwide. NS CEO Wick Moorman said that the "heritage locomotives reflect the pride we take in our long and colorful history." NS actually is the fourth U.S. railroad to adopt retro paint schemes for some of its locomotives, the others being UNION PACIFIC, AMTRAK and PAN AM..... NS SW1001 switcher #2100 got stranded when a tree fell in Manayunk on Monday, March 19. The tree knocked down an elevated pipe which in turn collapsed across the canal and onto a local freight train moving along the ex-Reading Venice industrial track on Venice IslandThe 56-car Ringling Bros. Blue Unit circus train is due to arrive in Trenton on May 15 via CSX from Hartford, CT. Then, on the morning of May 21 the train will move via NS for its annual visit to Hershey, PA.

At the end of March NJ TRANSIT still was struggling to reopen a second track on the River Line south of Bordentown, which was damaged by Hurricane Irene last August. The passing track was knocked out by the collapse of an embankment, which forced a reduction in service due to the inability of trains to pass at that point. NJT already has built two new 170-foot-long retaining walls at the site and anticipated completion of a third wall by the end of March. When that is done the siding track can be installedNJT trains had several encounters with trespassers in the past few weeks. On Monday evening, March 19, a New York-bound North Jersey Coast train struck and killed a man just north of Asbury Park station, and two nights later a man was struck and seriously injured by an Atlantic City train on a bridge above Aramingo Avenue in Northeast Philadelphia. On Tuesday, February 28, another Atlantic City train plowed into an unoccupied automobile at the Washington Avenue crossing in Berlin. No rail passengers were injured in any of these incidents.

NJ TRANSIT is looking at the possibility of building a \$46-million bus rapid transit system which would operate between center city Philadelphia and Deptford and Winslow Townships in South Jersey. The system would provide for dedicated traffic lanes on Routes I-676, 42 and 5, with new park-and-ride lots along the

(Continued on Page 7)



APRIL 16, 2012: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM. Program will feature Bob Wise sharing his father's PRR movies, taken between 1954 and 1957. Locations will include PRR Middle Division, Shamokin iron ore trains, Horseshoe Curve and New York & Long Branch. Some of the films have original sound.

APRIL 19: IEEE Vehicular Technology Society, Philadelphia Chapter meeting, 6:00-8:00 PM, Bossone Research Center, Room 302 (formerly Commonwealth Hall), Drexel University, 3128 Market Street, Philadelphia (next to LeBow Engineering Center). Program speaker will be Ed Mortlock, P.E., Senior Program Director, Parsons Brinckerhoff will provide a presentation on train control principles for high-speed rail operation. Additional information: Harvey Glickenstein, h.glickenstein@ieee.org.

APRIL 21: Mass Bay RRE will sponsor "Fall River Extra" rare mileage excursion from Middleboro to Attleboro and Fall River, MA. Train will depart MBTA's Middleboro/Lakeville commuter rail station 9:45 AM, returns about 6:30 PM. Fare: Adult Mass Bay member \$65, non-member \$75. Child (under 12) \$29; Box lunch \$11. For more information, contact Mass Bay RRE at 978-470-2066, or visit website: www.massbayrre.org.

APRIL 21-DECEMBER 30: *Role of Railroads in Pennsylvania During the Civil War* exhibit showing contributions of Pennsylvania's railroads to the Union Army's eventual victory, at Railroad Museum of Pennsylvania, Route 741, Strasburg. Photos, documents and artifacts are included. Regular museum hours and admission apply.

MAY 5: "Hopper Jet" rare mileage excursion over Reading & Northern Railroad, sponsored by Lackawanna & Wyoming Valley Chapter, NRHS. See separate article and order form in the March issue of *Cinders*.

MAY 6: Rescheduled "Farewell to the Faithful Silverliners" excursion which was cancelled last September, operated by Philadelphia Chapter, NRHS. Complete details and trip flyer are in the February issue of *Cinders*, or visit Philadelphia Chapter website, www.PhillyNRHS.com.

MAY 11-13: Conrail Days at the Railroad Museum of Pennsylvania, Route 741, Strasburg, PA. Regular museum hours and admission charges apply. For more information, contact RRMPA at 717-687-8628, or visit website www.rrmuseumpa.org.

MAY 20: Mass Bay RRE will sponsor "Hoosick Junction Limited" rare mileage excursion from Rutland, VT to Hoosick Junction, NY and return. Train will depart Amtrak station, Rutland, VT at 9:30 AM, returns about 6:30 PM. This is first trip to Hoosick Junction since 1989. Fare: Adult Mass Bay RRE member \$79, non-member \$89. Optional Subway box lunch \$9. For more information, contact Mass Bay RRE at 978-470-2006, or visit website: www.massbayrre.org.

MAY 21: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM. Program will feature Member Frank Kozempel, with a potpourri of Pennsylvania

Railroad and Pennsylvania-Reading Seashore Lines slides that were taken prior to 1965.

JUNE 2: 2012 Spring Fling at The Museum of Bus Transportation, 161 Museum Drive, Hershey, PA, 8:30 AM to 3:30 PM. Vendor tables available at \$35.00 each, or 2 for \$65.00, first-come, first-served. Museum admission charge will apply.

JUNE 16: Conrail Historical Society, Inc. will sponsor *The Susquehanna Limited* excursion from Washington, DC to Harrisburg, PA and return via Amtrak Northeast Corridor and Norfolk Southern's Port Road. Train will cross the Susquehanna on Shocks Mill bridge, roll through Enola yard and back across Rockville bridge, before returning to Washington via the Port Road. Complete details were contained in February *Cinders*.

THROUGH JULY 1, 2012: *Trains in the Lehigh Valley* exhibit at the Lehigh Valley Heritage Museum, 432 W. Walnut Street, Allentown, PA 18102. Authentic photographs, artifacts, model train displays. Admission: Adults \$6, children \$3, under 5 free. Hours of operation: Tuesday-Saturday, 10 AM-4 PM, Sunday Noon-4 PM, closed Mondays. For more information, contact the Museum at 610-435-1074 or visit website: www.lehighvalleyheritagemuseum.org.

PHILADELPHIA EXPRESS

(Continued from Page 6)

way. The plan soon will be submitted to the Delaware Valley Regional Planning Commission, and would be in addition to the proposed light rail line between Camden and Glassboro which already is the subject of an \$8-million environmental-impact study being paid for by NJT.....CSX is co-sponsoring a race car on the NASCAR circuit. Driven by Regan Smith, the Chevrolet Impala will publicize CSX's grade crossing safety campaign with a large decal reading "I BRAKE FOR TRAINS. Play it safe around railroad tracks" (*Railway Age*) SMS RAIL LINES of Bridgeport, NJ, already known as an operating haven for Baldwin diesel locomotives, has acquired two ex-Santa Fe GE B23-7 units for use in its operation at Gunderland, NY, near Albany. SMS also has a few EMD's working at its four scattered locations (*Railfan & Railroad*).

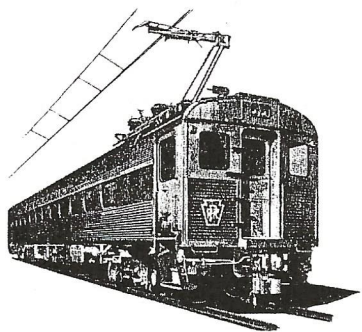
Grenloch, NJ Station Demolished

From West Jersey Chapter President Rich Magee, it has been learned that the former Atlantic City Railroad/Pennsylvania-Reading Seashore Lines station building at Grenloch, NJ was demolished on Friday, March 9, 2012.

Originally constructed as a dwelling in 1884, it was purchased by the ACRR in 1891 when construction of the Grenloch Branch was completed. The structure was the last station on the line and served both passenger and freight customers until 1934, when passenger trains on the line was discontinued by the PRSL. It remained as a part-time freight agency until 1955 when it was retired.

Subsequently, PRSL sold the building to a private party who moved it to a nearby lot and converted it back into a home. It was sold to the father of the last owner in the early 1960's. It was vacated and fell into disrepair after his death in 2009. Regrettably, by late 2011 it had deteriorated to the point where restoration was out of the question, so a demolition contract was signed.

Silverliner Update



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

As Spring arrived, there were 86 Silverliner V's on SEPTA property, with most in service. They include single cars #701 and #703-729, and married pairs #801-858. As reported last month, with more than two-thirds of the fleet delivered, SEPTA no longer posts the assignment schedule each week on their website. Silverliner V #702 still remains to be delivered, undergoing major retrofit. Three more cars were expected around April 2.

The number of Silverliner II's and III's are now shown as retired has grown. March retirements were at 9 as of March 27: Budds #203, 212, 218, 254, 260, 261 and 267, and St. Louis cars #223 and 226. As of February 23, there were only of these cars remaining in service, they being: Budds #215, 216, 219, 252, 253, 255, 256, 259, 266, 268, 9001, 9006, 9007, 9008, 9009, 9010, 9012, 9013, 9014, 9015, 9016 and St. Louis cars #225, 227, 229, 230 and 235. Note that none of the former Reading 9000's were retired last month. Philadelphia Chapter has requested former Reading Budd #9001 and St. Louis "Airport" car #235 for our May 6 trip, plus whatever operable ex-PRR car is in the best condition. No promises, however!

More than six months after "drowning" in the Assunpink Creek flood at Trenton, NJ, last August, push-pull cab car #2401 and coaches #2503, 2506, 2508, 2509 and 2512 are still awaiting repair. Silverliner IV's #380-381, also victims of the August flood, appear to have been returned to service.

Steamtown National Historic Site Announces 2012 Excursion Schedule

Steamtown National Historic Site in Scranton, PA has issued its 2012 Excursion Schedule, which *Cinders* will recap below. Since it is expected that former Reading Company EMD FP7 locomotives #902 and 903 will be moved sometime during the first half of the year to the Reading Company Technical & Historical Society's site at South Hamburg, PA, the burden of operating an ambitious schedule out of Scranton will fall on Canadian National 2-8-2 #3254 and the Anthracite Railroads Historical Society's "Lackawanna" EMD F3 diesel locomotives.

The season will begin on May 26 with an East Stroudsburg Community Day Excursion (DL&W F3's). On June 9, there will be a Carbondale Civil War Train. Tobyhanna Army Depot's 100th anniversary will be celebrated with a special train. The U. S. Army's Golden Knights Parachute Steam and many other attractions will surround this event (DL&W F3's). Delaware Water Gap Founders Day will be marked with a special excursion (DL&W F3's) from Scranton to the Gap and return.

On July 14, a special train from Scranton to Gouldsboro and Tobyhanna (DL&W F3's) will be dubbed the "American Freedom Train Express". On October 7, "The Great Gatsby

Express" will run from Scranton to Gouldsboro and Tobyhanna, with 1920's music and appearances by "Al Capone" and "Eliot Ness". Another excursion will operate from Scranton to Tobyhanna and return on October 20 with the F3's during the prime fall foliage season.

On November 23, 24 and December 1, the Moscow "Holiday Express" will operate and on November 25 the Gouldsboro/Pocono "Holiday Limited" will operate, so riders can meet Santa Claus and military troops as "they come home for the holidays". Then, on December 2, the Gouldsboro/Pocono "Holiday Limited" will operate, where you can again meet Santa Claus, Mr. Scrooge and Tiny Tim and enjoy carolers.

For those who "need steam", excursions will be operated from Scranton to Moscow, PA and return on July 7, 21, 28, August 4, 11, 18, 25, September 1, 2 and October 6, 13, 14, 21, 27 and 28. These trips are advertised as steam-powered.

While the Park Service does not accept internet or e-mail sales for these trips, complete schedule and fare information may be found online at www.nps.gov/stea. Reservations for all of these trips will be accepted by telephone, beginning April 8, at 570-340-5204, 9:30 AM to 4:30 PM. Our readers are reminded that all excursions are subject to change or cancellation without notice regarding time, motive power or destination.

East Broad Top Receives \$2 Million Grant

In February, it was announced that the East Broad Top Railroad, at Rockhill Furnace, PA, would receive a \$2 million grant from the Commonwealth of Pennsylvania to enhance the operation of the historic narrow-gauge line. The funds will go toward the acquisition of land and right-of-way, rehabilitation of existing track, construction of new track and a shipping facility in Phase One of a project to extend the EBT from Rockhill Furnace to Mount Union.

This follows a \$1 million grant awarded in 2010 through the Commonwealth's Redevelopment Assistance Capital Project program.

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.

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

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.)

Around the Big Apple: Grand Central Depot, located on the same site as today's Grand Central Terminal, was opened in 1871. It was planned by "Commodore" Vanderbilt to consolidate the New York City passenger facilities of his New York & Harlem Railroad and the New York & Hudson River. It also took in the New York & New Haven Railroad as a tenant (John Weber, *Tower Topics*).....An early NRHS convention (1941) was headquartered at the Elizabeth Carter Hotel in New Jersey. On May 30, there was the traditional annual dinner, a speaker, and movies. On May 31, a round-trip between Weehawken, NJ and Cadosia, NY on the New York, Ontario & Western Railway. Total cost, excluding the overnight hotel - \$4.50!!! (*NRHS Bulletin*).....The New Haven Railroad had ten I-5 class 4-6-4 Hudson-type steam locomotives (#1400-1409) that were built to handle 16-car trains between New Haven and Boston. The streamlined "Shoreliners" were constructed by Baldwin in 1937 and were delivered one at a time under their own power from Eddystone, PA via PRR Bel-Del to Phillipsburg, NJ, Lehigh & Hudson River to Maybrook, NY, and turned over to the New Haven at that point (George Drury and Roy).....Another "Day of Infamy" - On Friday afternoon, July 1, 1966, the New York, Susquehanna & Western announced that the evening train to Butler, NJ would be the last. Few railfans made the trip behind the sputtering, begrimed Alco RS-1 road-switcher and an even dirtier ex-Boston & Albany antique coach. It was certainly a dark day for those who enjoyed riding the daylight fantrip named the "Butler Day Express"! (Roy).

Still in New York, New York! New York's Brooklyn Dodgers stopped dodging trolleys on October 31, 1956, when the last of the battered 20-plus-year-old PCC cars were retired from service on the two remaining lines - McDonald and Church Avenue. Both of these routes were long, each ending at Coney Island. It's interesting to note that the early baseball team in Flatbush was known as the "Trolley Dodgers"; of course, the name was ultimately shortened, and in 1957, one year after the PCC's were retired, the Dodgers moved to Los Angeles (*NRHS Bulletin*).....Port Authority Trans-Hudson left seven cars under the World Trade Center after the September 11, 2001 attack and collapse of the Twin Towers. They were stripped of usable parts and left as a memorial (R. A. Lowe-*BLHS Bulletin*).....I was at a night club during World War II, when a man in uniform asked me to dance. Feeling it was my patriotic duty, I joined him on the dance floor. So, I asked my partner, "what branch of the service are you in?" He fumbled and mumbled, and replied "The Greyhound Bus Corporation!!" (Tilly Foster, Brooklyn-Manhattan Transit file clerk).

Broadway or Hollywood!! Billy Strayhorn's 1941 music classic played by Duke Ellington was "Take the A Train". It referred, of course, to the Independent Subway's 8th Avenue Express that started when the line opened in September, 1932. What do you think the original sheet music and records are worth today? (*The Subway Sun*).....Sugar Kane: "I come from a musical family. My mother is a piano teacher and my father was a conductor."

Josephine: "Where did he conduct?" Sugar: "On the Baltimore & Ohio." (Marilyn Monroe to Tony Curtis on a sleeping car in the 1959 film, "Some Like it Hot").....Famous movie actor Tom Hanks, it turns out, is a distant relative of Abraham Lincoln's mother, who had a passenger train named after her. For many years, the Central of Georgia Railway operated the **Nancy Hanks**, Trains #107 and 108 between Atlanta and Savannah, GA. A note in CofGA's 1953 timetable said, "seats for white passengers reserved". I'll bet that either Mr. Lincoln nor Mr. Hanks would be pleased about that travel restriction (*Wall Street Journal* and Roy).

Northeast Corridor Thoughts: Where there's a will, there's a way!! On June 27, 1979, Amtrak NEC Train #170 lost over a hour and 30 minutes when E60 electric motor #961 went dead east of Larchmont, NY. It was determined that the big locomotive had shut down due to a lack of oil. The quick thinking engineer ran over to a nearby service station and purchased six quarts of oil, following which the replenished 961 was able to complete its journey to New Haven (*Narragansett Newsletter*).....The Pennsylvania Railroad introduced its new Budd-built **Congressional** (and companion **Senator**) on March 17, 1952. Each 18-car trainset had coaches, parlor cars, dining car, coffee shop car and a flat-end observation car. Six GG1 electric motors were repainted to tuscan red to haul the trains. In 1955, Lionel produced its "O" gauge version. It had a "boxy" Brunswick green or Tuscan red pulling four passenger cars with names like those found on the real trains; however, it had a "teardrop" observation observation car and, of all things, a vista dome car named **Betsy Ross**. Lionel sold the sets for \$100 each, not cheap considering the average worker in the mid-1950's made about \$4,000 a year. Today, one of the near-mint Lionel sets in the original boxes goes for around \$7,000!! (*Classic Toy Trains*).

The Big Red Keystone! It broke the records! In September, 1967, iron ore from two lake boats was unloaded at the Pennsylvania Railroad's Cleveland, OH docks, destined for Weirton (WV) Steel Company. The PRR put together a 341-car train of loaded ore jennies that weighed 36,000 tons. This monster operated from Hudson to Mingo Junction, OH, had three diesels on the point and five mid-train "slave" units with a total of 25,000 horsepower for the 96-mile run. The train itself was 1.8 miles long. Today, most of the big U.S. railroads run unit trains on a regular basis with 25,000-plus tons, but the PRR's train of over 40 years ago was remarkable (*Harrisburg Rail View* and *Railway Age Magazine*).....Mixed trains accommodated both passengers and freight with schedules that were consistent with the freight work, rather than the passengers' need and comfort. I believe there is only one operating today, on the Santa Fe Southern in Arizona. But, one of the rarest of mixed trains was operated on the Chesapeake & Ohio between Covington and Hot Springs, VA. It carried a bedroom sleeper that originated on the PRR in New York, then to the C&O's **Fast Flying Virginian (FFV)** at Washington, DC, which dropped the car at Covington. The sleeper operated until 1963. (Roy and C. N. Ough).

"On June 4, 1944, after a day of riding Philadelphia's streetcars, I ate supper at the Pennsylvania Railroad's Broad Street Station restaurant. I had chicken croquettes, mashed potatoes, peas and carrots, roll and butter and a glass of milk. All of this for the sum of 50 cents!!" (Bob Janssen, Baltimore Chapter, NRHS *Interchange*).....By 1941, the Pennsylvania Railroad was generating 11 percent of all American railroad income. It operated 4,500 locomotives, which was one of every ten engines in the

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

(Continued from Page 9)

United States. It owned 14 percent of the Nation's freight cars and more than 15 percent of all passenger cars. The PRR and its subsidiaries probably owned 25,000 locomotives over the span of its 118-year history (R. D. Thorne and W. D. Edson).

Here and There: In 1951, the business of the Lima-Hamilton Corp. merged with the Baldwin Locomotive Works to become Baldwin-Lima-Hamilton. The new company was headquartered in Eddystone, PA and it seemed downhill from thereon. B-L-H built their last locomotive in 1956 and by the 1960's ownership had changed hands, including a period when the Greyhound Corp. was calling the shots. Later, in the 1970's, Boeing bought some of the sacred Eddystone property to build not only military helicopters, but, yes, light rail vehicles and subway cars. (*RR Encyclopedia*).....Speaking of locomotive builders, in a recent issue of *Railfan & Railroad Magazine*, Preston Cook says, "...the biggest hurdle encountered in the (locomotive) market by Fairbanks-Morse was the same experienced by Baldwin and Lima. They weren't an EMD or Alco, they were just plain different, particularly when they had Westinghouse electric equipment. EMD and Alco-GE engines and electrical equipment were the established gold standard in railroading.....Speaking of Alco, the last steam locomotives built at Alco in Schenectady were an order for seven 2-8-4 Berkshire types for the Pittsburgh & Lake Erie Railroad. The last of these left the plant on June 18, 1948 and were destined to have short lives (*Tower Topics*).

The Berkshire Street Railway was former in 1910 from predecessor lines. It was the only American electric interurban trolley line to have operated in four states: Connecticut, Massachusetts, New York and Vermont. Line started to be abandoned in 1919 and by 1930 all BSRY rail service was gone (G. Hilton and J. F. Due).....Back in the 1960's, writer and humorist Stan Freburg used to poke fun at the airlines and was a pro-rail passenger advocate. At one train-off hearing he said, "The only thing tougher than the \$3.25 steak sandwich on the train was the heart of the Southern Pacific (Ray L. Trane).....For about 100 years anthracite coal was the heating and hot water fuel for millions of Americans. In the year 1903 over 50 million tons of these black diamonds were shipped on the anthracite railroads in this order of importance: (1) Reading - 19.4%, (2) Lehigh Valley - 16.4%, (3) Lackawanna - 16.1%, (4) Central RR of New Jersey - 12.5%, (5) Erie/New York, Susquehanna & Western - 10.7%, (6) Delaware & Hudson - 9.9%, (7) Pennsylvania RR - 7.7%, (8) New York, Ontario & Western - 2.8% and (9) others - 2.7%. (*1904 Manual of Statistics*).

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.

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