



# CINDERS

FEBRUARY 2012



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Volume 73

Number 2

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

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

## Meeting Notice

### FRIDAY EVENING, FEBRUARY 17, 2012

Faculty Club, Alumni Hall, Thomas Jefferson University,  
1020 Locust Street, Philadelphia, PA (three blocks south of  
Market East Station)

#### **Dinner at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM**

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

Our meeting on Friday evening, February 17, 2012 will feature the  
screening of the brand-new companion DVD by Herron Rail Video  
to the one we screened last year in February. We will show  
**Reading Company, 1949-1952, Volume 2: Freight and Yard  
Service in Reading and the Lebanon Valley**. This production  
has also been made from the 16mm films of the late George W.  
Gerhart, II, a Reading area resident who extensively photographed  
trains along the RDG mainline and Lebanon Valley Branch. You  
enjoyed these scenes last year, come out and see some more this  
month!

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, FEBRUARY 14, 2012 to **National  
Director Larry Eastwood at 215-947-5769**. The menu for the  
February 17 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,  
February 11, 2012. The Chapter needs to meet a minimum  
guarantee of 18 meals in order to provide a meeting room for  
members. Come out for dinner before our meeting. Enjoy a full-  
course meal, plus informal conversation, at a very affordable  
\$20.00 per person. Optional glasses of wine, \$2.00 per glass.

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

## Meeting Cancellation Notice

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

## Chapter Changes Coming; Tatnall to Retire

At the Philadelphia Chapter Board of Directors  
Meeting, held at 30<sup>th</sup> Street Station on Tuesday, January 10,  
Chapter President Frank Tatnall informed the directors present that  
he did not intend to stand for re-election for the office at the  
Chapter's annual meeting, to be held on Friday, April 20, 2012.  
Frank informed the general membership of his decision at the  
January 20 meeting. Frank noted his many years of service to the  
Chapter (as well as NRHS), and expressed the desire to engage  
new blood in the operation of the Chapter.

At the same time, Larry Eastwood noted that 2012  
would mark his 40<sup>th</sup> year as Editor of this newsletter, and he  
indicated he would like an understudy to join him and be involved  
in the production of *Cinders* to provide an easier transition in the  
near future. Eastwood also serves as National Director and  
Secretary, and these duties need to be spread among other  
members to make this a really viable organization. Our Chapter  
marks its 76<sup>th</sup> year of operation this year, and like many other  
organizations, finds itself with fewer members willing to step  
forward and commit themselves to the operation of this entity.  
Philadelphia Chapter has a long history of rail history preservation,  
and this legacy needs to continue so that future generations may  
know what existed before they did!

As expressed last year, the Chapter also anticipates  
facing some hard decisions on a meeting location in the not too  
distant future. In September, 2011, the Chapter was informed that  
a new administration at Thomas Jefferson University was  
reviewing their relationships, particularly with "outside" groups.  
Only through the intervention of Chuck Mullin, Manager Catering  
Services at Jefferson, who provide our dinners, were we able to  
remain at the Jefferson University Alumni Hall through June 2012.  
Mullin himself acted as a sponsor for Philadelphia Chapter.  
However, the fact remains that our situation beginning in  
September, 2012 remains uncertain at this time.



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*

#### CHAPTER OFFICERS

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

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

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

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

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

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

## Members Asked to Check *Cinders* Address Labels

During January, a few copies of *Cinders* sent to Philadelphia Chapter members were returned to us by the Postal Service for non-sufficient addresses.

In each case, due to a minor glitch in the address program used to prepare the labels each month, the apartment number of the member was dropped from the address label. Editor Larry Eastwood is reviewing the entire mailing list to insure that there are not further problems.

Members are urged to examine this issue of *Cinders* for completeness of addresses. If you note a deficiency, please contact the Editor at 215-947-5769 or by E-mail to [ayrestower@comcast.net](mailto:ayrestower@comcast.net).

## Chapter Reschedules SEPTA Silverliner Farewell Excursion for Sunday, May 6

Philadelphia Chapter has announced its rescheduled "Farewell to the Faithful Silverliners" Excursion on SEPTA's Regional Rail lines for Sunday, May 6, 2012.

The trip, which was cancelled from its original date of September 25, 2011, will present what will most likely be the last opportunity to ride these durable veterans of nearly a half-century of service. As of January 31, 2012, there were only 44 of the original 75 Silverliner II and III cars in service, with five having been retired during January alone. With nearly 70 Silverliner V cars having been delivered by Rotem (nearly 50 in service), the sunset for the Budd and St. Louis cars is on the horizon.

The schedule for the May 6 trip has been sent to SEPTA for operating approval. As submitted, the trip would operate over the Chestnut Hill West, Cynwyd, Fox Chase, and Norristown Lines, where photo opportunities should exist without interfering with regularly scheduled service. No operation north through Jenkintown is contemplated, because there will be numerous weekend shutdowns of the Main Line trunk between Fern Rock and Jenkintown surrounding the reconstruction of the Greenwood Avenue bridge at the south end of Jenkintown station.

An unusual feature of this trip will be the chance to ride over the "high bridge" at 52<sup>nd</sup> Street in West Philadelphia, leading to the Cynwyd Line. SEPTA is constructing a new lead to and from the Cynwyd Line, in cooperation with Amtrak, and the trackage over the high bridge is expected to be removed from service sometime later this year.

The trip will originate at Suburban Station at 10:00 AM, making a passenger stop at 30<sup>th</sup> Street Station at 10:05 AM. The trip is scheduled to return to 30<sup>th</sup> Street at about 5:00 PM. The consist for the train will be two or three cars, with a Budd on each end, and, if still active, a St. Louis car in the middle. On January 31, there were only eight of the original St. Louis-built 1967-vintage Silverliner III's still operating.

Tickets on this "Farewell to the Faithful Silverliners" excursion will be \$50.00 each, and a full-color souvenir ticket will be produced. Ticket orders are now being accepted, but won't be mailed until the middle of March. Orders should be sent to: Ticket Agent, Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. Please include a stamped, self-addressed #10 business envelope for the Chapter to mail tickets to you. Remittance should be made payable to **Philadelphia Chapter, NRHS**.

Passengers are reminded in advance that none of SEPTA's Silverliner cars are equipped with operating restrooms, and riders should "take precautions". There will be very limited restroom availability at outlying points, but plenty will be nearby at the trip lunchstop, which will be made at Fox Chase station.

Philadelphia Chapter has a long history of these "last" trips with SEPTA multiple-unit electric cars, dating back to the days of the Pennsylvania and Reading Railroads. We invite you to take part on Sunday, May 6, 2012 on a fun fantrip!



# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

## SEPTA TRANSIT



Route 15 Girard Avenue is still being bused due to track and wire reconstruction, and probably won't return to trolley operation until April. With the I-95 rebuilding project in the Port Richmond area getting closer, it's likely that Route 15 cars will begin diverting to the newly-built terminus at Frankford & Delaware Avenues. Most trackwork along Girard Avenue in West Philadelphia has been completed but the eastbound track on the Girard Avenue bridge is being replaced and some wire has been taken down east of Susquehanna Avenue. During the service hiatus, some of the PCC-II cars are being refurbished at Woodland shop. SEPTA also is finalizing an agreement with PennDOT for rebuilding and relocating the Route 15 tracks in the area of the I-95 project.....The split of bus Route C into new Routes 4 and 16 will become effective February 19, not February 9 as stated here last month.

The winter's first snowstorm on Saturday, January 21, caused travel problems all over the region. Most SEPTA routes, both bus and rail, experienced delays, speed restrictions were imposed on major highways, auto accidents disrupted traffic and there were dozens of arrival and departure delays at International Airport. All this resulted from a storm that dumped only about two inches on the City and nearby suburbs (there was more to the north and west). Several of AMTRAK's Northeast Corridor trains also were delayed, some due to switch failures. Train #20 **Crescent** was stopped for 42 minutes south of Washington while the engine horn was de-iced. SEPTA also suffered a few switch failures on Regional Rail, at places like Wayne Junction and "Newtown Junction".....SEPTA now expects total repair costs from last summer's Hurricane Irene and Tropical Storm Lee to exceed \$6.5 million. The one major project still not completed is rebuilding of the Norristown High Speed Line fill in Rosemont (see January *Cinders* and previous issues).

The annual Philadelphia International Flower Show is scheduled for March 4-11 at the newly-expanded Pennsylvania Convention Center. SEPTA again will offer a special Independence Pass to riders, good for unlimited one-day travel on all trains and buses.....SEPTA's passenger revenues for the first six months of Fiscal Year 2012 were \$218 million, 1.8 percent above budget and 4.7 percent higher than in the same period of FY 2011. Ridership of 122 million during the six-month period was 1.4 percent above budget and 4.1 percent higher than the previous year. Part of this is explained by the fact that the calendar caused a few extra days in December to be included in FY 2012.

SEPTA last month was preparing to award a contract to complete a draft environmental impact statement for the long-discussed extension of the Norristown High Speed Line to King of

Prussia Mall (see December *Cinders*).....SEPTA has scheduled public hearings on its proposed operating budget for Fiscal Year 2013 beginning this July 1. The Philadelphia hearings will be on Wednesday, April 18, and over the following two days in the four suburban counties. No fare increases or service reductions are contemplated. SEPTA said that it would be facing a \$25-million deficit in the current fiscal year were it not for the fact that it can tap its so-called Service Stabilization Fund (also known as the "Rainy Day Fund.") That fund once stood at more than \$100 million but is being depleted in order to make up deficits .....Congress reportedly will further extend the expiration of the SAFETEA surface transportation funding law from March 31 to the end of this year, while it wrestles with a new six-year funding measure.

SEPTA's capital budget for Fiscal Year 2013 beginning this July 1 is expected to be around \$300 million, about the same as in the current fiscal year. But the outlook for any increases in Federal or State funding appears bleak. A Washington source predicts that capital improvements on transit systems nationwide will decline by 16 percent this calendar year as compared with 2011. SEPTA says that more than \$5 billion is needed to bring its entire system up to a state of good repair (SOGR), which includes such projects as the rebuilding of the City Hall and 15<sup>th</sup> Street subway stations. SEPTA has a new Transit Asset Management program which lists all of its physical assets by age and condition and prioritizes projects for SOGR funding. But at a public meeting on January 11 SEPTA officials reported that the "system cannot be sustained with current public transportation policies and \$300 million annual capital funding levels." SEPTA also is being forced to proceed with several unfunded Federal mandates, including train control, station safety and environmental work.

SEPTA, the City of Philadelphia and PennDOT are working to implement transit signal priority (TSP) improvements on three corridors in the City. The \$32-million project, partly funded by U.S. DOT, will upgrade more than 100 signal controllers and traffic lights on the Castor/Oxford Avenues, Bustleton Avenue and Woodland Avenue corridors. This is similar to past "transit first" initiatives, which SEPTA says has improved transit vehicle travel times on Routes 10, 15 and 52 by around eight percent.....Temple University's basketball team traveled from the North Philadelphia campus to the Wells Fargo Center via the Broad Street subway for its January 4 game against highly-ranked Duke. The Owls won..... SEPTA is in the process of installing new signage at bus stops (which presumably will include trolley stops too).....SEPTA has new color-coded signage at the 15<sup>th</sup> & Market Streets subway entrance, which complements the illuminated green SEPTA signs installed at several center city locations ..... A 59-year-old man was struck and killed by a Route 12 bus at 49<sup>th</sup> Street & Woodland Avenue on Monday afternoon, January 23.

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# PHILADELPHIA EXPRESS

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## SEPTA REGIONAL RAIL

SEPTA continues to take delivery of new Silverliner V cars from Hyundai-Rotem, with 68 cars on the property as of mid-January. The highest-numbered cars were married pair #845-846. SEPTA also has found a new revenue source by accepting exterior "wrap" advertising on the cars, which some may feel mars their sleek appearance. Already, ads for Dietz & Watson meats have been spotted, and similar ads also will be appearing on some Bombardier push-pull cars. Presumably, SEPTA believes that riders don't much care so long as they get a comfortable, on-time trip.....In spite of all the new Silverliner V's in service, car shortages still are being reported almost on a daily basis as old Silver II's and III's are set aside when problems occur.

SEPTA will reissue all of its Regional Rail timetables effective April 1, in advance of AMTRAK's new Northeast Corridor timetable. One reason is that tougher Federal hours-of-service rules will become effective two weeks later, forcing a revision of crew assignments. In addition, work is expected to begin on replacing the Greenwood Avenue overhead bridge in Jenkintown, which will cause some busing on the Mainline during off-peak hours. Other service outages also are planned this spring for track, wire and signal work, but the replacement of 80-year-old catenary on the Norristown Line hopefully will be completed by then.....Preliminary work soon will begun on the old Pennsy right-of-way west of 52<sup>nd</sup> Street in West Philadelphia, on which SEPTA will build a new connection to the Cynwyd line. This will allow AMTRAK to retire its long through truss bridge which now carries Cynwyd-bound MU cars but can't support anything heavier.

SEPTA expected last month to award a contract to the Gannett Fleming consulting firm for engineering work and related services in connection with the proposed Paoli Transportation Center......The long-delayed Ardmore Revitalization Project appeared to be dead last month, as funding was well short of what is needed. But the Lower Merion Board of Commissioners breathed new life into the project when it was announced that AMTRAK had come up with an offer to sell the property on which the current commuter parking lot is located. This would clear the way for construction of a multilevel parking garage, but it's still doubtful that a new rail station will be included in the final plan .....Work is well along on SEPTA's high-level platform projects at Ryers station on the Fox Chase Line and on the inbound side at Primos station on the Media-Elwyn line .....Montgomery County is looking at upgrading the DeKalb Street station at Norristown Transportation Center. Part of the proposal, which so far is unfunded, is to build a third track through the station so that NORFOLK SOUTHERN freight trains would have a dedicated right-of-way between "Ford" and "Kalb" interlockings.

On January 11 SEPTA officials inspected one of NJ TRANSIT's new dual-mode locomotives at 30<sup>th</sup> Street Station. NJT is purchasing 26 Bombardier-built ALP-45DP's, #4500-4525, which can operate either from 12,000-volt AC catenary or on diesel power. Engine #4502 was shuttled from North Jersey on a transfer train to 30<sup>th</sup> Street. A design such as this would be useful for through service between Philadelphia and Reading or on the Bethlehem branch if those projects ever come to fruition .....Rebuilding of the old Blue Line, the 0.7-mile-long connecting track between CSX's "Nice" interlocking and SEPTA at Wayne Junction, has been completed, but as of last month rusty rails indicated that freight trains were not using it. Most freight moves to the Lansdale cluster originate at Woodbourne yard, moving down the Neshaminy Line to Jenkintown, then to Lansdale. The train was observed on January 22 with two CSX units on each end, bracketing about 35 cars. Freight traffic does move over the Stony Creek Branch when there are high boxcars in the consist.

In what seems to be an all-too-frequent occurrence, another trespasser was killed by a SEPTA train last month. At 6 AM on Wednesday, January 11, a 65-year-old woman was struck by inbound Media-Elwyn train #326 at the Union Avenue crossing in Lansdowne. Her automobile was later found nearby. Service on the line was disrupted and 14 trains including #326 had to be annulled until regular service was resumed around 9 AM. On Sunday, New Year's Day, train #3417 out of West Trenton encountered a broken steady span in the catenary at Trevose. A pantograph dropped but after a 12-minute delay the train was able to proceed southward. Track #1 was taken out of service until repairs were made, with all trains operating on #2 track. On Sunday, January 22, train #511 from Doylestown struck an automobile at the Sand Road crossing near New Britain. The front end of lead MU #426 was damaged, so the train had to be deadheaded to Roberts yard, its passengers transferred to following train #515. No one was injured.



President Joseph Boardman said last month that AMTRAK will have an "aggressive agenda" for 2012, including the already-announced purchase of new locomotives and single-level cars. In his column in the employee publication *Amtrak Ink*, Boardman cited the railroad's strategic plan and said that "Amtrak can no longer hunker down in survival mode, and we do not need to." He said that there would be no cuts in service this year and no planned layoffs of agreement employees, although the ranks of non-union personnel have been reduced through a "voluntary separation incentive plan." More than 150 non-union employees took advantage of the plan in December, significantly reducing payroll costs. "Amtrak," said Boardman, "is building the equipment, infrastructure and organization needed to insure our strong growth continues into the future. We are investing in projects critical for enhancing the passenger experience, essential for supporting our national network of services and vital for the future of America's Railroad."

"Thirty-two states, the District of Columbia and AMTRAK are hard at work on over 150 [rail] projects," Transportation Secretary Ray LaHood said recently. Many of these projects, he said, "are among the most substantial capital

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# PHILADELPHIA EXPRESS

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improvements to the nation's rail network in decades." Much of the funding comes from the \$10 billion set aside for rail infrastructure work in the American Recovery & Reinvestment Act and other Federal appropriations.....In his State of the Union Speech to Congress on January 24 President Obama, unlike last year, did not mention high speed rail—or AMTRAK. Transportation, in fact, was alluded to only in passing, with references to the Interstate highway system, "crumbling roads and bridges" and the need to fund new infrastructure projects.

AMTRAK now has a team of 36 employees at its Wilmington and Bear (DE) shops performing overhauls on the Acela Express trainsets. The first of 20 trainsets is due to be outshopped and returned to service this winter, according to an article in *Amtrak Ink*..... For some reason a total of nine out of the 47 active AEM-7 electric locomotives are restricted from operating between New York and New Haven, and 14 cannot run to Boston. In addition, four AEM-7's and two HHP-8's must be operated only in pairs, evidently due to reliability problems.

We neglected to note in the last issue that one of AMTRAK's P42 diesels repainted for last year's 40<sup>th</sup> anniversary celebration made three round-trips in early December on the Philadelphia-Pittsburgh *Pennsylvanian*. Engine #156, decked out in the so-called Phase I "bloody nose" paint scheme, was assigned to consecutive trips, but none of the five "heritage" units has been seen here since..... According to a press report, the City of Coatesville is preparing to negotiate with Amtrak for the purchase of its ex-Pennsy station, contingent on the building of a new station at a nearby location (Paul Kutta).....The Postal Service has announced its intention to close the post office in 30<sup>th</sup> Street Station .....A new information kiosk at 30<sup>th</sup> Street carries the title "Fast Tracking High-Speed Rail" .....On Tuesday, January 17, train #656 from Harrisburg was misrouted from its normal path to the Lower Level of 30<sup>th</sup> Street Station and onto SEPTA tracks leading to the Upper Level. A SEPTA supervisor had to be called to pilot the train back to "Zoo," but even so #656 was recorded as arriving only 37 minutes late.....The New Jersey Chamber of Commerce ran its 75<sup>th</sup> annual lobbying trip from Newark to Washington on Thursday, January 26, utilizing a 12-car AMTRAK special train. Governor Christie spoke to the group in DC.

Another failure of the Portal swing bridge in the North Jersey Meadowlands occurred on the evening of Wednesday, January 4. Rail locks on the century-old bridge could not be seated after the bridge was opened for marine traffic on the Hackensack River. Eight AMTRAK trains were delayed, one (#138) was terminated at Newark and dozens of NJ TRANSIT trains were held. After three hours Amtrak crews managed to secure the bridge for rail service to resume. (Last March, one of the two tracks on the bridge had to be taken out of service during the morning rush.) Wednesday the 4th also saw a major service disruption around 8 AM on the NEC east of Cornwells Heights, when a sagging catenary wire over #2 track fell on top of eastbound train #170. Downed wires also fouled adjacent tracks #1 and 3, which for a time left only #4 open. Passengers on #170 were able to detrain and board #183 back to 30<sup>th</sup> Street while repair work continued most of the day. Two Amtrak Acelas were cancelled, many other trains delayed and at least six SEPTA Trenton line trains annulled. Another overhead wire problem

occurred at 8 PM on Tuesday, January 3, when a pantograph on southbound train #137 became entangled in the catenary just south of 30<sup>th</sup> Street Station. Several Amtrak and SEPTA Wilmington line trains were delayed and passengers from #137 were transferred to #55. To bypass the scene SEPTA trains #268 and 1256 operated into the Lower Level of 30<sup>th</sup> Street. Then, about 8 AM on Monday, January 9, northbound train #130 ran into a fallen catenary wire ten miles south of Newark, DE. Passengers were transferred to train #172 and several other trains were delayed.



**CSX,  
NS,  
OTHER ROADS**

NJ TRANSIT last month was making test runs with the first of its 26 new dual-powered ALP-45DP locomotives from Bombardier. The concept of 12,000-volt AC and diesel power in a single unit has never before been successful, but these units will allow continuous operation of trains between New York's Penn Station and some of NJT's non-electrified branches. It has not been announced when revenue service with the ALP-45DP's will begin.....As of late January NJT still had not restored regular weekday service on the Camden-Trenton River Line, due to a major track washout near Bordentown caused by Hurricane Irene last August.....The EASTERN BERKS GATEWAY RAILWAY, which took over the unused ex-Reading branch between Pottstown and Boyertown, operates yellow-and-green SW1500 #2581 lettered for leasing company Northern Illinois & Wisconsin.

Both CSX and NORFOLK SOUTHERN have reported record revenues in 2011. CSX saw revenues increase by ten percent over 2010, to \$11.7 billion, operating income by 11 percent to \$3.4 billion while the operating ratio improved to 70.9 percent. NS revenues rose by 17 percent to \$11.2 billion, operating income by 20 percent to \$3.2 billion and an operating ratio of 71.4 percent was achieved. Costs also rose. For example, NS reported it paid \$95 million more for diesel fuel in 2011 than in 2010..... Twelve unions now have agreed to new contracts with the major railroads, AMTRAK among them, which leaves only the Brotherhood of Maintenance of Way Employees still negotiating. The unions had been threatening a strike for last October, but that was headed off when President Obama appointed an emergency board to look into the dispute.

The Ringling Bros. Blue Unit circus train is due in South Philadelphia on February 21 via CSX from Richmond, VA. Show dates at the Wells Fargo Center are February 22-27 .....CSX has begun painting its new "boxcar" logo on locomotives, including recently-delivered ES44AC's from General Electric. This logo was developed on the theme of "How Tomorrow Moves," as seen in TV and print advertisements (*Trains*).....Early on Saturday, January 14, a CSX freight train struck and seriously injured a 24-year-old Trainer man who was sitting on the rails near the Twin Oaks auto terminal south of Chester. It was an apparent suicide attempt. The train likely was Q226 carrying autos from Detroit to Twin Oaks .....CSX, NS and CONRAIL have jointly applied to abandon three miles of the Berks Street industrial track between Willow Street and Fairhill Junction in Philadelphia. No traffic has

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## PHILADELPHIA EXPRESS

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moved over this line in many years—it was originally the North Pennsylvania Railroad, then the Reading's Bethlehem branch, and was often called the American Street track since it ran partly in the middle of the street (Rick Bates).

Railroads serving the ArcelorMittal steel mills at Conshohocken and Coatesville are the subject of an article by Transportation Writer Roy Blanchard in the February issue of *Trains Magazine*. NS hauls trains of slabs from Coatesville to Conshohocken, but the common-carrier switching lines at both ends are owned by the steel company.....NS reportedly will close its "Alto" tower at Altoona in May, the last manned tower on the ex-Pennsy mainline between Harrisburg and Pittsburgh (Harrisburg Chapter). New switches and signals are being installed in preparation for remote control from the Pittsburgh dispatching center. Some of the tower's equipment will go to the Railroad Museum of Pennsylvania (see August, October *Cinders*).....NS has repainted GP59 #4610 from its odd green-and-white Southern Railway "heritage" scheme to standard NS black. Built by EMD in 1989, the unit was featured at the 1994 NRHS convention in Atlanta. It now sports "Operation Lifesaver" lettering (*Trains*).....Trainorders.com reports that under their union contracts some CSX engineers are being paid a 2011 bonus of 11.6 percent.....Kenneth Maylath, National Director of the Baltimore Chapter and a familiar figure at NRHS conventions, excursions and meetings, passed away suddenly January 27.

## Conrail Historical Society Sets June 16 "Susquehanna Limited" Trip

In late breaking news at presstime, the Conrail Historical Society has announced it will operate the **Susquehanna Limited** from Washington, DC to Harrisburg, PA and return on Saturday, June 16, 2012. The special train, headed by Bennett Levin's Pennsylvania Railroad E8 diesels, will consist of 12 Amfleet coaches and two private cars, **Warrior Ridge** and **Kitchi Gammi Club**.

Departing Washington Union Station at 8 AM, the train will operate via Amtrak's Northeast Corridor to Perryville, MD, where it will enter Norfolk Southern's Port Road. The train will cross Shock's Mill bridge over the Susquehanna River, traveling through Enola Yard, turning back over Rockville Bridge. From Harrisburg the Limited will travel to Royalton over Amtrak's Harrisburg Line, then use the Royalton Branch to regain the Port Road back to Perryville. Ending up on the Northeast Corridor, the train should arrive back in Washington between 4 and 5 PM.

Tickets are \$172.50 for coach and \$400-425 for First Class. Included in coach is a box lunch and a commemorative trip book, while First Class passengers will receive complimentary breakfast items and snacks, a hot lunch and a trip book. Coach passengers will have Amcafe service available on the train.

Tickets on this outing are available through the CRHS website, [www.crhstrips.com](http://www.crhstrips.com), by credit card. Mail orders for tickets may be sent with check or money order to Conrail Historical Society, P. O. Box 97, Marysville, PA 17053-0097.

## Project 113 Historical Rail Slide Show Set for Minersville, PA on March 3

Project 113 is presenting its second annual Historical Rail Slide Show on Saturday, March 3 at the Goodwill Fire House, Front and North Street in Minersville, PA. The firehouse is approximately three blocks from the Minersville station (ex-Reading) restoration site.

The doors will open at 8:30 AM and presentations will start at 9:00 AM. Coffee and donuts will be available as soon as the doors open. There will be six presenters, with programs shown below.

9:00-9:45 AM – Dale Woodland, Reading F units, history and modeling of these units

10:00-10:45 AM – Robert "Bob" Bahr – the Western Maryland Railway in 1974

11:00-11:45 AM – Rich Jahn – Penn Central Railroad, Philadelphia and Middle Divisions

Lunch

1:00-1:45 PM – R. S. Brouse – slides from the Ed Brouse collection

2:00-2:45 PM – Larry Eastwood – "The Bridge Line to (Northern) New England" – PowerPoint presentation on the Delaware and Hudson, plus railroads in Vermont, New Hampshire and Maine, from the 1970's and 1980's

3:00-3:45 PM – Craig Worley – the Kantner slide collection of Schuylkill County

The cost of this all-day event is \$30.00 per person, with seating limited. All tickets must be prepaid and will be sold on a first-come, first-served basis. Registrations must be made not later than Thursday, February 23, 2012. Lunch is included in the ticket price, and will be served buffet style. The menu includes ham, city chicken (beef, veal and pork on a stick, battered and fried), kielbasa, stuffed shells, green beans, stuffing, mashed potatoes, cole slaw and dessert.

Ticket orders should be sent to: **Railway Restoration Project 113**, 113 E. Sunbury Street, Minersville, PA 17954-1720. Please include your address with your ticket order. Proceeds from this event will benefit the restoration of former Jersey Central 0-6-0 #113.

The 2011 event had very interesting programs, and this year's event promises to be even better, and well worth the trip to Schuylkill County to see it.

## 2012 NRHS Convention

(The first ever in the State of Iowa)

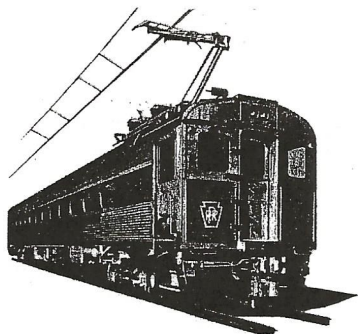
Cedar Rapids, Iowa

June 18-24, 2012

Full information at [www.nrhs.com](http://www.nrhs.com)



## Silverliner Update



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

As January ended, there were 71 Silverliner V's on SEPTA property, with about 48 in service. They include single cars #701 and #703-724, and married pairs #801-848. In an anticipate move, some weekend assignments were tentatively scheduled on Saturday, February 5. These included Trains #522-523-546-547 between Thorndale/Malvern and Doylestown, and ten round-trips between Trenton and Temple University. Trains to Trenton were to include #9705, 9707, 9711, 9713, 9717, 9719, 9723, 9725, 9731 and 9737. Returning departures from Trenton would be #9710, 9712, 9716, 9718, 9722, 9724, 9728, 9730, 9736 and 9744.

The number of Silverliner II's and III's are now shown as retired has grown to 29 cars: Budds #201, 202, 204, 205, 206, 207, 208, 209, 211, 217, 251 and 257, 262, 263, 9002, 9003 and 9011, plus St. Louis #220, 222, 224, 228, 231, 232, 233, 234, 236, 237, 238 and 239 (**bold underlined** cars are January additions). During January, in spite of relatively decent weather, there were days on which SEPTA experienced a substantial number of car shortages.

Equipment which remains out-of-service due to the flood damage from Assunpink Creek at Trenton, NJ, in August are push-pull cab car #2401 and coaches #2503, 2506, 2508, 2509 and 2512. Cab car #2405 has returned to service. Also, Silverliner IV's #380-381 remain in a long-term out-of-service status at Overbrook, also casualties of the August flood.



**FEBRUARY 20, 2012:** Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7<sup>th</sup> & Station Avenues, Haddon Heights, NJ, 7:30 PM. Program will feature Jim Dalberg on modeling an anthracite-area railroad. Jim will explain the background of the prototype and what he did to model a couple of the coal-hauling railroads.

**MARCH 4:** Second Annual Project 113 Historical Rail Slide Show at Goodwill Fire House, Front and North Street in Minersville, PA, starting 9 AM. See separate article this issue.

**MARCH 11:** Charter Day at the Railroad Museum of Pennsylvania, Route 741, Strasburg. Observe the 331<sup>st</sup> birthday of the Commonwealth of Pennsylvania amid Pennsylvania-made and operated historic rolling stock. Regular museum hours. Open to the public, this day only, free of charge.

**MARCH 17:** 26<sup>th</sup> Annual Harrisburg Railroad Show & Collectors Market, 9 AM to 3 PM at I. W. Abel Union Hall (Steelworkers Union), 200 Gibson Street, Steelton, PA 17113. The hall is one mile south of I-83 in Harrisburg; use Exit 44B, then go south on 19<sup>th</sup> Street. This always-popular event features railroadiana, movies, model railroad items, train layouts, test track and snack bar. Admission: \$5.00, children under 12 free. Chapter's "Harris" tower in downtown Harrisburg adjacent to the Amtrak station will be open to visitors on this day. For additional information on the train show, visit [www.harrisburgnrhs.org](http://www.harrisburgnrhs.org); for info on "Harris" tower, visit [www.harristower.org](http://www.harristower.org).

**MARCH 19:** Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7<sup>th</sup> & Station Avenues, Haddon Heights, NJ, 7:30 PM. Program will feature Dale W. Woodland with *Centuries in the 21<sup>st</sup> Century*, dealing with Alco/Montreal Locomotive Works locomotives since the year 2000, many of which operate on area railroads.

**MARCH 23-25:** Philadelphia Division, MER, National Model Railroad Association will present *Railroad Prototype Modelers Valley Forge* at the Desmond Great Valley Hotel & Conference Center in Malvern. For information, please contact [www.phillynmra.org](http://www.phillynmra.org) or contact Paul Backenstose, 103 West

Uwchlan Avenue, Downingtown, PA 19335-2386, E-mail: [prrpaul@aol.com](mailto:prrpaul@aol.com) or by telephone to 610-269-2763. More information in February *Cinders*.

**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 6:** Rescheduled "Farewell to the Faithful Silverliners" excursion which was cancelled last September, operated by Philadelphia Chapter, NRHS. Complete details in separate article on Page 2 this issue. Trip flyer and ticket order form are found on Page 9 this issue.

**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 in separate article elsewhere this issue.

**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](http://www.lehighvalleyheritagemuseum.org).

**2013 NRHS Convention**  
**Anchorage, Alaska**  
**September, 2013**  
**(Alaska Railroad and More!)**



## Chapter Members Reach NRHS Mileposts

Philadelphia Chapter will have three members awarded 50-year NRHS certificates and pins during 2012, and seven members will receive their 25-year certificates and pins, according to information provided to the Chapter by NRHS Membership Awards Director Joseph C. Maloney, Jr.

Two longtime Chapter officers will be among the select 50-year group:

**Malcolm L. Bruno**, Rhinebeck, NY  
**Robert L. Eastwood, Jr.**, Huntingdon Valley, PA  
**Frank G. Tatnall, Jr.**, Radnor, PA

The seven members getting 25-year awards include one husband-and-wife team:

**R. Paul Baumgartner**, Telford, PA  
**Steven Kalow**, Glenmont, NY  
**William F. Lloyd**, Jenkintown, PA  
**Daniel J. Murray**, Langhorne, PA  
**Jo Ann H. Murray**, Langhorne, PA  
**Vincent Reynolds**, Philadelphia, PA  
**Robert F. Toole, Jr.**, Hemet, CA

The awards will be presented at the Chapter's April 20, 2012 meeting. Those unable to attend on that date will have their awards mailed to them. The Chapter salutes each of the above for their loyalty and service to Philadelphia Chapter, NRHS.

## 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.

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

## No Pennsy Days at RR Museum

The Railroad Museum of Pennsylvania at Strasburg recently announced its 2012 Schedule of Events, which is available to the public on their website, [www.rrmuseumpa.org](http://www.rrmuseumpa.org)

The Museum startled numerous people by saying there would be no Pennsy Days in 2012, but that Conrail Days (May 11-13) and Reading Railroad Days (July 3-8) would once again be featured events. It was also announced that, for the first time, there would be Norfolk Southern Days on June 2 and 3, marking the 30<sup>th</sup> anniversary of the founding of Norfolk Southern.

Apparently, the Museum is going back to review the Pennsy Days program, with the ultimate goal to enhance the programs and exhibits to attract new audiences.

## 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.)*

In 1892, Berwind-White Coal Mining Company was probably the largest bituminous coal supplier in America. The principals were three Berwind-named executives located in offices at 55 Broadway, Manhattan. The firm operated many coal mines in western Pennsylvania that produced a product known as Eureka Bituminous Steam Coal which moved mainly via the Pennsylvania Railroad. In 1881, 3.5-million tons moved in 3,000 company-owned and marked hopper cars and 60 barges to all points and ports between Boston and Baltimore. Their trans-shipping facility in New York Harbor was at Harsimus Cove, Jersey City, where there was an extensive three-story pier with tracks for dumping product into as many as six barges at a time. Deep water vessels could also be supplied. Nearby were extensive sheds for storing thousands of tons of the fuel. The company also had many interior based factories and mill customers that were served directly by rail. Try to find a trace of this operation today! (*Kings Handbook of New York*). **(We'll have more in our March issue!!!!)**



**FDR'S FUNERAL TRAIN: A Betrayed widow, a Soviet spy and a Presidency in the Balance**, by Robert Klara, 222 pages (paperback), plus 20 pages of footnotes, published 2010 by Palgrave MacMillan. \$16.00 list price, available from [amazon.com](http://amazon.com) in hardcover, paperback and Kindle editions.

This is a great train story as well as great history. The author deals with how Franklin Delano Roosevelt was taken to Warm Springs, GA on March 29, aboard his private train, referred to by railroad personnel as POTUS (President of the United States) for a vacation. He died there on April 12, 1945, while sitting for a portrait painter. The historical aspect of the book is how the country dealt with his death and how his body was carried by train to Washington, DC for a ceremony and then on to Hyde Park, NY for burial. The train then returned to Washington with many dignitaries.

The book is replete with technical railroad aspects of how the various trips were accomplished, the manifests, the problems with switching, and the make-up of the crews. There is great detail about the various engines used by the different railroads which carried the train, including the Pennsylvania Railroad's modern GG1's, which ferried the train with FDR's remains through New Jersey to New York. There is a fascinating portion devoted to how FDR often on past trips diverted the train 50 miles off course to South Carolina to see an old girlfriend, who came aboard on a sleepy side track! She was secretly with him when he died. This is a fond look at railroad passenger service probably at its best before it rapidly declined. This is a railroad history fan's delight.

--Reviewed by Chapter Member *Peter Vaira*





# Farewell to the Faithful Silverliners

sponsored by  
**Philadelphia Chapter**  
**National Railway Historical Society**  
covering  
**SEPTA Regional Rail lines**



## Sunday, May 6, 2012



For decades, Philadelphia Chapter, NRHS has operated many different and successful multiple-unit electric commuter rail excursions over the routes radiating from Center City Philadelphia, Pennsylvania.

In the 1970's and 1980's, we bid farewell to the Pennsylvania Railroad "red" MP54 MU's (albeit painted SEPTA red, white and blue), the Reading's "green" cars, the original 1958-vintage Budd Pioneer III MU's and a whole host of trips with the modernized ex-Reading 1964-era "Blueliners".

On **Sunday, May 6, 2012**, we will add to that long tradition as the 1963 Budd Silverliner and 1967 St. Louis MU's ride off into the sunset with the emerging Rotem Silverliner V's now taking over. As of January 31, there were only 44 active Silverliner II and III cars, out of an original fleet of 75. SEPTA now has 68 Silverliner V's on hand, with nearly 50 of them in revenue service.

We invite you to join us as we honor millions of miles of service for these venerable veterans. We expect to have a three-car train, which will be made up of one ex-PRR and one-ex-Reading Budd, bracketing a St. Louis car, if one is available.

As was the case last Autumn, some SEPTA Regional Rail lines will not be available for several weekends, with major weekend outages and busing around Jenkintown. Our schedule, which will provide numerous photo opportunities, will find us covering the Chestnut Hill West, Cynwyd, Fox Chase and Norristown Lines.

Our special train will depart **Suburban Station at 10:00 AM**, with a **passenger stop at 30<sup>th</sup> Street Station at 10:05 AM**. A lunch stop will be made at Fox Chase during the day, and return to **30<sup>th</sup> Street Station and Suburban Station** will be between **4:00 and 5:00 PM**. Please note SEPTA cars **DO NOT HAVE RESTROOMS**, and riders should **"plan accordingly"** We will have **limited restroom availability at turnaround points!**

The fare for our **Farewell to the Faithful Silverliners** excursion is **\$50.00 per person**. Tickets should be ordered from: **Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302**, using the Order Form below. Please make remittances payable to **Philadelphia Chapter, NRHS** and include a **#10** stamped, self-addressed envelope to hold your souvenir ticket for the trip.

Join us on **Sunday, May 6, 2012** as well salute these venerable cars on a "job well done" over nearly a half-century of service.

(Please Clip and Mail)

Ticket Agent  
Philadelphia Chapter, NRHS  
Post Office Box 7302  
Philadelphia, PA 19101-7302

Please send me \_\_\_\_\_ tickets on the rescheduled **Farewell to the Faithful Silverliner** excursion on SEPTA Regional Rail on Sunday, May 6, 2012. I have enclosed \$50.00 for each ticket ordered, payable to **Philadelphia Chapter, NRHS**. Total Enclosed: \$ \_\_\_\_\_

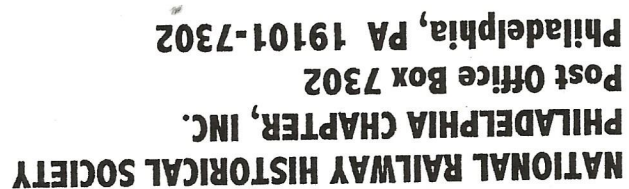
Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

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