

CINDERS

JANUARY

2012



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Volume 73

Number 1

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

PHILADELPHIA CHAPTER, NRHS WEBSITE ADDRESS: www.phillyNRHS.com

Meeting Notice

FRIDAY EVENING, JANUARY 20, 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, 9th Street above Locust
(\$6.00 after 6 PM), Parkway garage, also 9th above Locust
(\$9.00 after 5 PM). There is a new underground garage directly
across from the Jefferson Alumni Hall (entrance on 11th Street just
above Locust) which is very handy. *(Please note that we are in the
process of updating the garages and prices and this will be
completed during the fall months.)*

Happy New Year!!! Come out and celebrate 2012 by attending
Philadelphia Chapter's meeting on Friday, January 20, 2012. Our
meeting will feature Chapter Member Russ Jackson, who will
screen some vintage Super 8 **sound** movies from the 1970's
Expected to be included are MP54 and Reading MU cars, as well
as Erie Lackawanna cars in North Jersey. Russ tells us that these
films may not be projected again, as conversion to digital is in their
future, but not immediately. Make sure you're on hand to see this
program.

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, JANUARY 17, 2012 to National
Director Larry Eastwood at 215-947-5769.** The menu for the
January 20 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, January 14,
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 each.

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.

Final Call on Track 2012 for Dues

Philadelphia Chapter members are reminded that this is
the final call for payment of 2012 NRHS and Philadelphia Chapter
dues. Many members have already submitted their renewals, and
this notice lets you know that this will be the last issue of *Cinders*
you will receive unless you are paid up for the New Year.

NRHS and its contractor, Fernley & Fernley, have
tightened up the renewal process. Those who remain unrenewed
after March 31 are automatically dropped from NRHS rolls and
must actually reapply to become new members in the Society.
This necessary process does create more work at the Chapter level,
and we solicit your support in getting everyone renewed on time.

Chapter President Frank Tatnall has said that the
financial support for the Chapter in contributions above and
beyond the normal dues level has been excellent. With some
pending repair bills on FP7 #903 to make it roadworthy for
Steamtown's 2012 operating season, these welcomed donations
will assist in getting the units out there again this year.

If you have not yet renewed, please take care of it
today. If you are uncertain as to your status, contact National
Director Larry Eastwood (who actually processes the dues
renewals) at 215-947-5769 or by E-mail to
reastwood2@comcast.net to make sure you're on board the train!!

2012 NRHS Convention

(The first ever in the State of Iowa)

Cedar Rapids, Iowa

June 18-24, 2012

(Tickets on Sale Now)

Full information at www.nrhs.com

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

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

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

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

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

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

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

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

Baggage

need not "bog you down"
in Chicago

Traveling thru Chicago to points 85 miles or more beyond? No need to "lug your luggage" when transferring to another station.

Upon arrival at Union Station, deliver your hand baggage to the Transfer Company Agent. He will give you a claim check for each piece of luggage you check. Your baggage will be transferred to the parcel room of your departure station.

Present your claim checks, pick up your baggage and board your train. No fuss—no bother—and the only fee you pay is 25c for each piece of luggage plus parcel room charge at outgoing station.

FREE transfer coach service!

Available in Chicago when transferring at other stations on trains to points 85 miles or more beyond.

--from
**PENNSYLVANIA
RAILROAD
Form 1
February 12, 1961**

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.

Chapter Reconsidering Silverliner Farewell Trip

Philadelphia Chapter has had any number of inquiries from within the rail enthusiast community as to whether we would consider rescheduling the "Farewell to the Faithful Silverliners" excursion, which was cancelled last year because of weak ticket sales. With an increasing number of Silverliner II's and III's being retired, there will arise a sense of urgency to operate the trip during this Spring.

President Frank Tatnall has inquired of SEPTA about such a special, and we have tentatively requested Sunday, May 6, 2012 as the potential date for its operation. The request is making the rounds at SEPTA headquarters, in an effort to determine the operational feasibility for the trip. Because of some major construction around "Arsenal" interlocking last Fall, the trip would have been limited to Chestnut Hill West, Fox Chase, Norristown and Cynwyd Lines.

More information should be available for the February issue of *Cinders*.

NRHS Launches New Website

During the evening of January 2, 2012, NRHS launched its new corporate website and brand. The address of the new website is www.nrhs.com, and it has replaced the old website previously located at the same address.

Conspicuously absent on the new website is the long-familiar NRHS logo, which has replaced by four generic block letters providing no indication that our organization is about rail transportation or its history.

The new national website, according to NRHS Vice President Jeff Smith, is to provide a modern, consumer-friendly website design and brand image that "targets a more diverse demographic of potential members, donors and partner organization(s). The site is designed to provide information about the NRHS in a manner that is relevant to the larger rail preservation community." Smith goes on to point out that the new website is "externally focused" and does not include all the content of the old site. Outdated information has been removed until correct information is available.

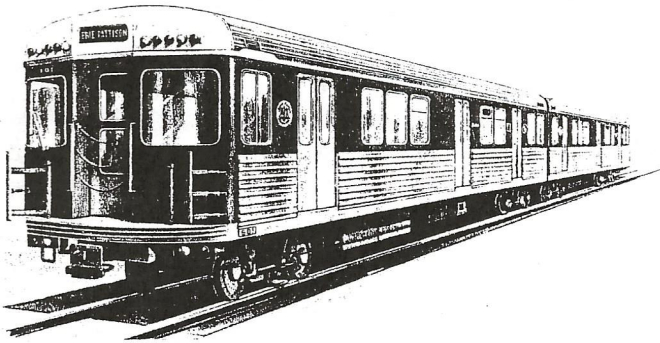
NRHS promises that the new website will be updated on a regular basis, and advises members to check back frequently for new contact and site features. Apparently, a better method for chapters submitting information as well as a Chapter photo section will be forthcoming. Members should visit the new www.nrhs.com at an early opportunity to familiarize themselves with it and how it can serve them.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



SEPTA is making good progress in rebuilding the embankment on the Norristown High Speed Line in Rosemont that was heavily damaged by Tropical Storm Lee in September (see October, December *Cinders*). Much work has been done on stabilizing the 40-foot-high fill and a new retaining wall is being built, with completion expected in February. Weekday train service as shown in the August 29 timetable was restored effective January 3, except for a slight reduction in mid-afternoon frequencies to and from Norristown through February 17. (This pre-storm timetable already had shown reduced midday service due to previous construction projects.) The inbound track at Rosemont was so badly damaged by the partial collapse of the fill that single tracking through the area was necessary for a time, and was continued on some weekends to facilitate the repair work. The entire rebuilding project will cost more than \$3 million.

The SEPTA board last month approved the split of bus Route C into new Routes 4 and 16 (see December *Cinders*). The change will become effective February 9. Route 4 will operate between Fern Rock Transportation Center via Broad Street to Pattison Avenue in South Philadelphia, while the 16 will run between the Cheltenham & Ogontz loop and City HallDue to a track renewal project on Girard Avenue over the last couple of months between 52nd and 57th Streets, buses were substituting for Route 15 trolleys over the entire lineAs they have done for several years past, individual operators decorated two holiday cars on Routes 10-11-13-34-36, as well as one car on the Media-Sharon Hill linesBecause of inaction by Congress, the \$230-per-month tax benefit for transit riders (TransitChek) expired at the end of the year, dropping back to the previous \$120. But the parking benefit for those who drive rose from \$230 to \$240 per month.

An 18-year-old Havertown man was struck and killed by a Norristown High Speed Line car at 2:50 AM on Sunday, December 11, near Township Line (West Overbrook) station. The operator reported that the trespasser jumped in front of his car. Several later trips were annulled before regular service resumed at 7 AM.....Just after 5 PM on Saturday, December 10, a man jumped in front of a westbound Market-Frankford train at the 5th Street station. The fatality and subsequent police activity

forced that train to be terminated and 14 other trains turned back as bus service was substituted. Normal operations resumed two hours later.....SEPTA reports that pass riders made up 43 percent of transit ridership in October, tokens 24 percent, cash fares 16 percent, seniors nine percent and school students six percent. On the railroad, passes accounted for 65 percent of the ridership, tickets 18 percent, adult cash ten percent and seniors four percent. The balance is in the "other" category.



SEPTA REGIONAL RAIL

The disturbing series of train deaths—both suicidal and accidental—continued last month, with two fatalities on the Warminster Line in addition to the transit incidents mentioned above. On Monday afternoon, December 19, a 24-year-old man wearing headphones and walking nonchalantly in the gauge a mile south of Hatboro station was struck and killed by Warminster-bound train #432. Six following trains were turned back at Willow Grove and several others delayed until normal service resumed three hours later. Buses were substituted. Two days later, early on Wednesday morning the 21st, train #402 killed a 22-year-old trespasser at Montgomery Avenue in Hatboro, forcing five rush-hour trains to be turned at Willow Grove and delaying others with bus substitution. His death was ruled a suicide, according to an *Inquirer* report. As the newspaper said, suicide by train is a "worldwide phenomenon," and nothing much can be done to prevent it except for educating the public about the dangers of railroad tracks. Back in June, two other suicides on SEPTA tracks occurred in Hatboro (see August *Cinders*).

As of late December 60 Silverliner V cars had been delivered to SEPTA, half of the total order of 120. Forty-four of the new cars were in weekday revenue service, but road failures continued to crop up in the long teething process. The *Daily News* ran a pair of articles in its December 19 edition, reporting the well-known fact that the Silverliner V order is running over a year behind schedule. Assistant General Manager Luther Diggs said that's really not bad considering that "the average project like this runs three years late." He said that 66 new cars will be in service by March, and when all of them are running we "can turn those old Silverliner II's and III's into artificial reefs in the ocean"The *Inquirer* reports that the builder of the Silverliner V's, Hyundai Rotem, has signed a three-year labor agreement with Transport Workers Union Local 234 giving employees at the South Philadelphia assembly plant higher wages and other benefits. (Local 234 also represents SEPTA transit

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PHILADELPHIA EXPRESS

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workers.) The plant is expected to keep busy after completion of the SEPTA order later this year, building cars for Denver and Boston.....United Transportation Union conductors have voted down a proposed contract with SEPTA, while the Brotherhood of Locomotive Engineers & Trainmen is still negotiating.

SEPTA push-pull train #9745 derailed on #2 track at AMTRAK's "Girard" interlocking just east of "Zoo" at 5:40 PM on Tuesday, December 13. AEM-7 #2302 went on the ground, its pantograph tangled in the catenary, but no one was injured. At least seven other Trenton and Chestnut Hill West trains had to be annulled and many others were delayed, even into the next morning's rush hour, but Amtrak trains were able to avoid the scene with minor delays by using other tracks to and from 30th Street. It took more than two hours to transfer the 170 passengers from 9745 to another train, while genset diesel #70 moved the five coaches back to Powelton yard. Regular eastbound service was resumed around 8:20 PM. The locomotive itself was rerailed at 1:20 AM by a SEPTA wreck train but it required another two hours for track repairs to be completed. Two weeks later the 2302 still was in the shop.

SEPTA and AMTRAK were plagued by several catenary and signal problems over the past few weeks. Early on Wednesday, November 23, signal power failed over the entire Media-Elwyn line as well as catenary power on a section of the line south of Morton. All service was suspended at 7 AM, forcing a host of train cancellations and delays until normal service was restored just after 1 PM. Cause of the outage was found to be a signal wire fouling the #2 track at Turner Road in Wallingford. Then, at 4 AM on Thursday, December 8, a steady span in the catenary at Thorndale was knocked down by a piece of Amtrak work equipment, which led to SEPTA service being suspended west of Malvern. Normal operations were restored at 8:15 AM. Some Amtrak trains from Harrisburg managed to pick up stranded SEPTA passengers during the outage. The next day at least eight Paoli-Thorndale trains were delayed when overhead power was lost between "Zoo" and Paoli for about 15 minutes around 3:15 PM. The cause was found to be a squirrel in the substation at Bryn Mawr. Failure of a CSX signal wire between Woodbourne and West Trenton late on Wednesday, December 21, caused four SEPTA trains to be annulled east of Woodbourne, and several trains the next morning were delayed. For much of the day on Friday, December 23, delays and annulments impacted service on several lines. Signal and catenary power was intermittently affected due to a fallen tree near Angora station on the Media-Elwyn line, as well as a transformer failure.

AMTRAK



AMTRAK last month began implementing its planned reduction in non-union personnel, with several key officials taking early retirement (see December *Cinders*). These include Vice President-Transportation R.H. Phelps and General Superintendent Daryl Pesce. The press has been speculating whether these departures will seriously affect train operations or possibly safety, which Amtrak denies. The downsizing is blamed on the \$95-

million cut in Amtrak's budget for the current fiscal year, as mandated by Congress, which also has forbidden Amtrak from discounting fares below 50 percent. In addition to the key officials mentioned above, and the earlier departure of Al Engel who was in charge of Amtrak's high speed program, Amtrak in December reportedly ousted its chief operating officer, Jeffrey E. Geary, for unspecified reasons. Geary's duties will be taken over temporarily by Chief Financial Officer D.J. Stadtler. But in a December interview Amtrak President Joseph Boardman said that his cost-reduction efforts would not include the elimination of any long-distance trains. "We're not cutting any service," he told *Trains* Magazine Columnist Don Phillips.....In an apparent effort to draw conservative support, Republican Presidential Candidate Mitt Romney has said that if elected he would try to eliminate all Federal funding for AMTRAK. Romney is a former governor of Massachusetts on Amtrak's Northeast Corridor (DVARP). A Republican group in the House already is on record as urging the elimination of all subsidies for Amtrak. "Despite some victories in past years," observed *Trains* on its website, "Amtrak's future is as tenuous today as it's been in decades."

AMTRAK posted its best-ever Thanksgiving week in November, carrying an official 724,051 passengers during the seven-day period. Wednesday, November 23, marked Amtrak's single busiest day ever with 138,736 passengers, while the following Sunday chalked up another 130,093 riders. Overall, Thanksgiving ridership increased by 2.8 percent from the same holiday period in 2010, while the Northeast Corridor saw a 3.6-percent increase. On the NEC Northeast Regional was up 4.7 percent, Acela Express service by 0.5 percent and Keystone service by 6.2 percent. No serious service failures were reported.

AMTRAK and the Brotherhood of Locomotive Engineers & Trainmen last month reached a tentative agreement on a new five-year contract for the more than 1,400 Amtrak engineers represented by the BLET. The agreement provides members with a 14-percent wage increase over the life of the contract.....*Trains* reports that AMTRAK's one-and-only Viewliner dining car has been rebuilt and restored to service, initially on the **Lake Shore Limited**. Built at Beech Grove (IN) shop in 1987 as an experiment, the car was set aside in the 1990's but now has received new trucks and a completely remodeled, more efficient interior.....AMTRAK has been trying out its "e-Ticketing" electronic ticketing system on the Downeaster route between Boston and Portland, ME, similar to what many airlines now do. The intention is to expand e-Ticketing to the entire system later this year (*Trains*).....AMTRAK's plan to extend the consists of its Acela Express trains through the purchase of 40 additional cars has had a trial run. A test train consisting of two power cars, eight cars (instead of the usual six) and a geometry car was run on the NEC in October (*Railpace*).

AMTRAK is preparing to undertake the next phase of renovations at the Lancaster station, built by the Pennsy in 1929. Work on Phase I began in 2009 but the current "Capstone" project will include interior improvements to the waiting room, concourse, restrooms and hallways, and exterior work to stairways and platforms.....One of the few serious service problems on the Northeast Corridor during the Thanksgiving rush involved Acela train #2104 at Wilmington on Wednesday, November 23. After a hot journal was detected on rear power car #2039, the train was terminated and its passengers transferred to following Acela #2158. Early that same morning, a tree fell on the catenary over

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PHILADELPHIA EXPRESS

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#1 track just west of Elizabethtown on the Harrisburg mainline, also fouling #2 track. Repairs were completed promptly with only minor delays to four eastbound trains. Keystone train #642 bound for New York had to be terminated at Trenton on Friday, December 9, when AEM-7 #946 suffered a power failure. It was later recycled but the 292 passengers were transferred to following trains #56 and 172.



CSX,
NS,
OTHER ROADS

NORFOLK SOUTHERN announced that it will spend \$60.5 million to expand its Rutherford intermodal terminal near Harrisburg, located on a former CONRAIL and Reading mainline. U.S. DOT and PennDOT have approved a \$15-million "TIGER III" economic development grant for the expansion project, which is expected to be completed in 2014. NS also is building a new \$95-million rail-truck terminal about 60 miles southwest of Harrisburg on the ex-Pennsylvania Railroad Cumberland Valley line near Greencastle, PA..... South Jersey Port Corp. has received an \$18.5-million TIGER grant as part of a project to rebuild the 115-year-old Delair railroad bridge between Philadelphia and Pennsauken, NJ. The ex-PRR bridge, which includes a lift span, today carries all NS and CSX freight traffic to and from South Jersey, as well as NJ TRANSIT's Atlantic City Line trains.....NS has purchased 40 EMD SD60 locomotives from Helm Leasing, and will eventually rebuild them at Juniata shop in Altoona. Currently the units, renumbered 6510-6549, are running in general freight service, still wearing their ex-UNION PACIFIC yellow paint (Trainorders.com).

The Ringling Bros. Blue Unit circus train will be coming to Philadelphia next month. Show dates at the Wells Fargo Center in South Philadelphia are February 22-27, so the train can be expected to arrive sometime on the 21st via CSX from Richmond, VA. The circus later will appear in Atlantic City April 19-22, Trenton May 16-20 and Hershey May 23-28..... The ACES train carrying casino goers between New York City and Atlantic City now is expected to resume operations via AMTRAK and NJT in May. The train, which is subsidized by three casinos, was suspended last September and its future seemed uncertain, but the casinos own the luxurious multilevel cars used on the train and have an investment in them.....NJT last month celebrated the completion of a project which returned the ex-Lackawanna Hoboken Terminal to its original design. The \$120-million project included restoration of the terminal's ferry slips on the Hudson River as well as the building itselfPro-rail citizens of the Princeton (NJ) area have filed a lawsuit to block NJT and Princeton University from either moving the existing ex-Pennsy station further away from the town center or abandoning the three-mile branch that carries "Dinky" trains to the AMTRAK mainline at Princeton Junction (*Railway Age*).

In late November a group of homeless people decided to set up an encampment on CONRAIL property near the old Port Richmond yard. Apparently some of them had been associated with the "Occupy Philly" protest movement which at the same

time was vacating Dilworth Plaza at City Hall (see December *Cinders*). It didn't take long for NS and City police to evict them from the Port Richmond site, whereupon they moved to shelter under the nearby I-95 elevated highway.....Major U.S. freight railroads reached an agreement early last month which averted a threatened nationwide strike. Congress was set to pass legislation which would have blocked a rail strike, but that wasn't necessary.....On Friday, December 9, EAST PENN RAILROAD suffered a derailment at Montchanin (DE) on its ex-Reading Wilmington & Northern branch. One derailed car struck a tank car stored on a siding at the station. Ex-SUSQUEHANNA GP18 #1802 led the train followed by one of ESPN's recently-acquired GP38-2's.

John D. Rink has been named the new general manager of PATCO by the Delaware River Port Authority board. A former technical supervisor for PATCO, Rink replaces Robert Box who retired last spring (*Railway Age*).....A 37-year-old man was seriously injured when he became trapped under a PATCO train at the 8th & Market Streets station about 5 AM on Saturday, December 17.....The abandoned Reading Company freight building near Germantown station on SEPTA's Chestnut Hill East Line was demolished in mid-December (Rich Werner).....DelDOT is conducting a feasibility study on possible restoration of rail passenger service on the Delmarva Peninsula between Wilmington, Dover and Georgetown. There has been no regular passenger service on the Delmarva since back in the PRR days (Trainorders.com).....GG1 locomotive #4877 has been restored to its five-stripe PRR paint scheme for eventual display at the proposed New Jersey Transportation Heritage Center in Phillipsburg (*Railpace*).....Of the 46 small 44-ton diesels built by General Electric for the PRR, three are known to still exist. One recently went to the WALKERSVILLE SOUTHERN RAILROAD at Walkersville, MD, which operates on an ex-Pennsy branch. It is former #9339 acquired from the South Carolina Railroad Museum. The STRASBURG RAIL ROAD owns #9331, now renumbered 33.....STRASBURG has replaced its only bridge, a short wooden structure, with a new concrete span capable of handling heavy freight cars. The railroad has recently re-entered the freight business (see October *Cinders*).

2013 NRHS Convention Anchorage, Alaska September, 2013

Pennsy Station Quiz Answers

In our November, 2011 issue, we challenged our members/readers with a Pennsylvania Railroad Station Quiz. While we thought the PRR experts would come out of the woodwork, guess what? There were only two responses.

Perhaps the Quiz was too difficult. One of those who responded did get every one right – Frank Tatnall, our Chapter president (who has Tuscan red blood)! The other responder got 9 of 25 right; however, he can be forgiven, since he was born after the Pennsy - in fact, after Penn Central!

Here are the correct answers to the Quiz: 1-H; 2-L; 3-Y; 4-R; 5-U; 6-A; 7-I; 8-O; 9-X; 10-N; 11-C; 12-V; 13-G; 14-D; 15-W; 16-B; 17-J; 18-E; 19-M; 20-K; 21-F; 22-T; 23-Q; 24-S; 25-P.



JANUARY 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 West Jersey Chapter Member Fred Ciocciola with a program on Army-Navy game special trains. Fred began photographing these trains in 1962, and covered many subsequent years until the end. These trains were often assigned equipment from other railroads, including PRSL P70 coaches. Don't miss it!!

FEBRUARY 8: IEEE Vehicular Technology Society (VTS), Philadelphia Chapter, will hold its February meeting at Drexel University Bossone Research Enterprise Center, Room 302 (formerly Commonwealth Hall), Philadelphia (next to the LeBow Engineering Center, at 3128 Market Street, between 31st and 32nd), 6:00 to 8:00 PM. Admission is free. Speaker will be Chapter Member and SEPTA Deputy Chief Engineer John LaForce, and the topic will be *SEPTA Communications Based Train Control (CBTC)* upgrades. Meeting information provided to *Cinders* by Member Harvey Glickenstein, who may be contacted at h.glickenstein@ieee.org for additional details.

FEBRUARY 20: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & 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 19: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM. Program will feature Dale W. Woodland with *Centuries in the 21st 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 or contact Paul Backenstose, 103 West Uwchlan Avenue, Downingtown, PA 19335-2386, E-mail: prrpaul@aol.com or by telephone to 610-269-2763. More information in February *Cinders*.

MAY 6: Tentative date for rescheduled "Farewell to the Faithful Silverliners" excursion which was cancelled from last September, operated by Philadelphia Chapter, NRHS, assuming operable cars are still available by that date, and subject to SEPTA operating conditions and approval. More information 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.

Bridgeview B&B Back in Business

The railfan favorite Bridgeview Bed & Breakfast near Harrisburg has reopened for business. The inn, located close to the west end of the famed Rockville bridge, had been damaged by the Tropical Storm Lee flood in September but now is completely refurbished. Owner Keith Latimer, a member of Harrisburg Chapter, is welcoming old and new customers to stay in any of several rooms with names such as "Monongahela" and "Juniata." Many Norfolk Southern trains and Amtrak's "Pennsylvanian" pass over the bridge and can be comfortably viewed from the glassed-in sitting room or front porch. The "iron bridge" road overpass, with its photographer-friendly views at the south end of busy Enola yard, also is less than a mile away.

The address of Bridgeview is 810 South Main Street, Marysville, PA 17053-1717, telephone 717-957-2438. Keith may also be reached at his e-mail address keithjlat@yahoo.com.

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.

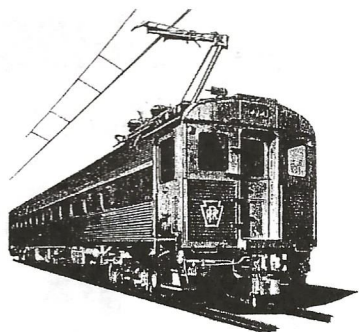
AMTRAK	800-331-0008
CSX	800-232-0144
CONRAIL Shared Assets	800-272-0911
NJ TRANSIT (NJ only)	800-242-0236
NORFOLK SOUTHERN	800-453-2530
SEPTA	215-580-8111

--from
**PENNSYLVANIA
RAILROAD
Form 1
February 12, 1961**



Top your trip with a savory meal or tasty snack in the dining car. Quality foods, competent chefs and attentive service add up to mealtime pleasure on wheels. Join us, won't you, for breakfast, lunch or dinner.

Silverliner Update



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

As we enter the New Year, there are now 60 Silverliner V's on SEPTA property, exactly half of the 120-car order from Rotem. They include single cars #701 and #703-721, and married pairs #801-840. Throughout December, Silver V assignments remained relatively steady; as of January 1, no date has been announced for any weekend runs with the new cars.

A total of 24 Silverliner II's and III's are now shown as retired: Budds #201, 204, 205, 206, 208, 211, 251 and 257, 262, 263, 9003 and **9011**, plus St. Louis #220, 222, 224, 228, 231, 232, 233, 234, **236**, 237, **238** and **239** (bold underlined cars are December additions). Budd #9011 and St. Louis #236 and 238 were moved in December from "inactive" to retired. SEPTA continues to experience consist shortages, in spite of the number of new cars that are active.

Equipment which remains out-of-service due to the flooding from Assunpink Creek at Trenton, NJ, in August are push-pull cab cars #2401, 2405, and coaches #2503, 2506, 2508, 2509 and 2512. It has been reported that two of the push-pull cars are nearing completion of the rebuilding process. Also, Silverliner IV's #380-381 remain in a long-term out-of-service status at Overbrook, also casualties of the August flood.

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 Hudson River: A report says that in 1965 the Long Island Rail Road's Fridays, Summer-only, **Cannonball** carried the last open-observation car in regular (if seasonal) service in the United States. A bon vivant acquaintance, Brewster Green, advised that he rode in an open obs car on the Wabash train, **The Banner Blue** in the Spring of 1967. Can a reader tell us which car was the last? (Roy).....We suppose you might think that the first "moving walkway" was established in some modern aerodrome like O'Hare, Dallas, Atlanta or New York's JFK. But, you're wrong! The first speedwalk was over 200 feet long and could handle 10,400 passengers an hour between the Erie Railroad terminal and Hudson & Manhattan (now PATH) tubes in Jersey City.....It's a tie!!! New York City's worst subway lines are the "C" train and the "2" train. The "Strap Hangers Group" gave the low marks for scheduled service, mechanical delays, announcements and seat availability. The "C" runs Upper Manhattan-Queens and the "2" Bronx-Brooklyn College (**USA Today**).....On December 14, 1940, New York Mayor LaGuardia presided over the official opening of the 6th Avenue Subway. Multi-million dollar heir John D. Rockefeller, Jr. was one of the Mayor's many guests, and had also ridden the first IRT line when it opened in 1904. "I rode the first subway many years ago", he boasted, "and I have been using the subway ever since." Yeah - Right!! (Lorraine B. Diehl).

Along the Hudson and Mohawk Valleys: On January 9, 1953, the New York Central Railroad transported 2,400 soldiers and cadets from West Point in connection with the inauguration ceremonies of President Dwight D. Eisenhower. The troops were moved in eight special trains consisting of 93 sleeping cars. The 115-piece band's equipment took up an entire baggage car and the trains were routed via NYC (West Shore) to Jersey City, then Pennsylvania Railroad to Washington. (**NRHS Bulletin**).....All things pass: on March 10, 1945, New York

Central's President Metzman accepts the first brand new 4-8-4 Niagara #6000 at a ceremony at the American Locomotive Company plant in Schenectady. Today, President Metzman is gone, the New York Central is gone, and Alco and its plant are gone (**Ties & Tracks**).

Alco Timeline: In 1848, Schenectady Locomotive Works was in business. In 1901, a merger took place between seven Eastern locomotive builders. All construction eventually centers on the Schenectady, NY location. During the 1910 - 1940's period, American Locomotive Company becomes a world class player with production of famous engine types such as Berkshires, Mohawks, Hudsons, Niagaras, Challengers, Big Boys, etc. In 1948, the last of over 75,000 steam locomotives comes off the production line locomotives, road-switchers RS1 to RS3, road units FA's and the famed PA's are built. During the 1950's, the "Century Series" units came about in an effort to increase market share (with some success), but Alco is still a distant 2 behind General Motors' Electro-Motive Division. In 1960, General Electric entered the road locomotive field and Alco sinks to #3 in diesel sales. In 1969, the last diesel, a T6 switcher, is built for Cleveland's Newburgh & South Shore Railroad, ending 112 years of locomotive production. In the Summer of 2011, all remains of the plant buildings are demolished. There are maybe 100 or so Alco diesel locomotives still at work on U. S. railroads, but all that is left in Schenectady is a "field of dreams"! (Jim Rowland and Roy).

Mesdames et Messieurs: On June 14, 1964, Canadian National inaugurated "Le Train de Quebec"! Operating between Montreal and Quebec City in 3-1/2 hours non-stop, this improved and restored five-car train was none other than the former Reading Railroad **Crusader**, sold to the CN in 1963. Named the **Champlain** on the CN, Reading/Jersey Central riders might not have recognized the modernized interiors, complete with dropped ceilings. One observation car did retain most of its distinctive design, albeit with new seats, plus a bar located in the round-end observation. The train featured two coaches and two parlor cars (plus the mid-train diner). Today, observation car #1 is at the Railroad Museum of Pennsylvania and is cosmetically restored. (**NRHS Bulletin** and Roy) (**Cinders** Editor Larry Eastwood and his wife rode the train in 1970 - the parlor car seat between Montreal and Quebec City cost \$10.90 per person each way! - behind Montreal Locomotive Works FPA4 cab units, too!).

West Jersey Chapter Issues Updated PRSL Soft-Cover Book

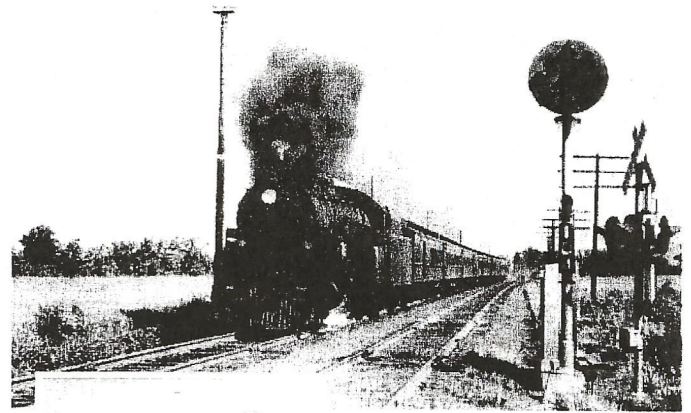
West Jersey Chapter, NRHS has issued a new 144-page soft-cover book on the *Pennsylvania-Reading Seashore Lines*. The book is a fully-illustrated history of the jointly-owned railroad between Camden, NJ and the seashore from its beginning in 1933 to its transfer into Conrail in 1976.

Included in this 8-1/2 x 11 inch publication is the development and growth of PRSL predecessors West Jersey & Seashore (Pennsylvania Railroad) and Atlantic City Railroad (Philadelphia & Reading), as well as the connecting ferry services from Philadelphia. Locomotive and passenger car rosters are provided, too.

The book, with more than 300 photographs, maps and timetables is a greatly expanded version of the original 1980-vintage edition by well-known Rail Historian Frederick A. Kramer. The original publication was produced with the urging of longtime Philadelphia Chapter Member Samuel L. James. While the text from the original edition has been retained, new caption material has been provided by WJC Member William J. Coxey and layout and design was done by James E. Kranefeld.

Philadelphia Chapter members should have this updated edition of this fine book in their library. The cost is \$20.00 per copy, with shipping \$4.50 per book (\$8.00 maximum). Please order from: West Jersey Chapter, NRHS, 147 Atsion Road, Medford, NJ 08055-1360, making remittance payable to **West Jersey Chapter, NRHS**.

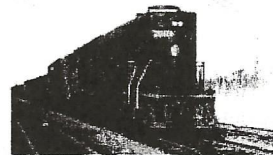
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