

CINDERS

MAY

2012



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Volume 73

Number 5

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

Meeting Notice

FRIDAY EVENING, MAY 18, 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, May 18, 2012, will feature
Chapter Member Dale W. Woodland with another of his fine
PowerPoint presentations, **The Reading Railroad's EMD F Units
(F Means Freight!!)**. This excellent presentation is highly
educational and informative, and includes coverage of the RDG's
cab units (except the FP7's), including the elusive Alco FA freight
diesels. Don't miss this profusely illustrated show.

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, MAY 15, 2012 to **President Larry
Eastwood at 215-947-5769**. The dinner menu was not available
due to early presstime for *Cinders*, but will be placed on Chapter
President Larry Eastwood's phone (above) on Saturday, May 12,
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, **\$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.

Chapter Management Restructured at Annual Meeting on April 20

Philadelphia Chapter held its Annual Meeting and
Election of Officers at its April 20 meeting at Thomas Jefferson
University's Alumni Hall in downtown Philadelphia.

Outgoing President Frank G. Tatnall had expressed a
desire to retire from his position, after having served the Chapter in
a whole wide variety of management positions, including two
terms as Chapter president. Tatnall is, however, going to become
the Corporate Secretary of Philadelphia Chapter, a less demanding
position.

Former Chapter National Director, Secretary and Editor
Larry Eastwood has stepped in to become Chapter President for the
2012-13 term. Eastwood previously served as President from 1972
through 1984, when he went on to serve the National NRHS
organization in a whole host of positions from 1984 to 2005,
including Senior Vice President. He was also one of the founding
directors of RailCamp, the highly successful youth education
program at Steamtown National Historic Site in Scranton, PA.
Larry will relinquish his positions as National Director and
Corporate Secretary, but will remain as Editor of *Cinders*, a
position which he has held since 1972.

Our new National Director is Peter M. Senin, Jr. This
position will be retitled National Representative as part of the total
reorganization of the National Railway Historical Society, which
will take place later in 2012. Senin has previously served the
Chapter in this position during the 1990's.

At the Chapter's April 10, 2012 Board of Directors
meeting, Frank Tatnall expressed his appreciation for the support
of his fellow officers and the members of the chapter as traveled
over some "rough trackage" financially during the latter part of
2011. Both he and Larry Eastwood have expressed optimism
regarding the Chapter and its activities during the first half of
2012, a trend which everyone hopes will continue.

Re-elected to another term for 2012-13 were Chapter
Senior Vice President William Thomas, III and Vice President and
Treasurer Richard D. Copeland. Both of these individuals work
very hard behind the scenes to manage the chapter's programs and
finances, and their contributions are immeasurable.

A Note About *Cinders* Publishing Schedule

Members and readers will note that the deadline for this issue of *Cinders* is a bit earlier than normal; this was done in the hopes that copies would be available to be distributed on the May 6 SEPTA Silverliner trip.

In addition, the June issue will come much earlier, because our meeting is on the **second Friday, June 8, 2012**, so as to avoid conflict with the travel plans of those going to the 2012 NRHS Convention in Cedar Rapids, IA.

There is generally only one issue during the two summer months, and this year it will come toward the end of July, prior to the August summer dinner in Ambler.

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.

2012 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. **Note:** *National NRHS dues are expected to rise for the year 2013.*

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.

Chapter Summer Dinner to be held at Bridgets in Ambler August 17

Philadelphia Chapter's annual Bill Wagner Summer Dinner will be held this year on Friday evening, August 17, 2012. The venue will be Bridgets Steakhouse, 8 West Butler Avenue, in Ambler, Montgomery County, PA. This very nice restaurant is one block east of the SEPTA Lansdale/Doylestown Line station in Ambler.

Dinner Chair Leslie J. Dean is working on finalizing the menu choices with Bridgets, but has requested that we include basic information in this issue of *Cinders* so members may mark their calendars for this annual casual event.

Additional details will come in June *Cinders*.

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

Tuesday, July 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***

Philadelphia Chapter LCL (Less-than-Carload)

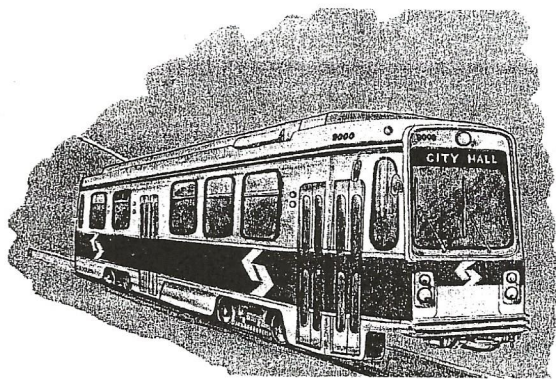
Philadelphia Chapter extends congratulations to Chapter Member **JAMES T. SPARKMAN**, who has retired from SEPTA after a long 43-year career. A celebration was held in Jim's honor on April 26 at SEPTA headquarters.....Not to be outdone is Member **ALFRED G. GAUS, JR.**, who will retire on May 31 after a 30-year career in SEPTA's Claims Department. A party to celebrate Al's departure is scheduled for May 24.....While it is his profession, it's appropriate that we mention Chapter Member and *Classic Trains* Editor **ROBERT S. MCGONIGAL**, who took up his pen for a really nice "Fallen Flags Remembered" article in the Summer, 2012 issue of *CT*. The subject: Pennsylvania-Reading Seashore Lines. Our friend Rob, a Montgomery County native from Glenside, used a number of classic photos from West Jersey Chapter Member and Philadelphia Chapter friend **FRANK C. KOZEMPEL** to illustrate this fine piece. *Classic Trains* is, of course, one of the Kalmbach Publishing magazines. The Summer Expanded Issue issue also contains a fine 50-page Preston Cook piece on EMD's E Unit diesel locomotives, first introduced 75 years ago, in 1937. *CT* bills itself as the magazine of "The Golden Era in Railroading" and subscriptions may be secured through their website, www.ClassicTrainsMag.com.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



Trolley service on Route 15 Girard Avenue was set to resume on Sunday, April 29, after several months of bus substitution for track and wire work. As reported here last month, the eastern terminus of rail operations will be the newly-constructed loop at Frankford & Delaware Avenues, at the end of a three-block spur off of Girard Avenue. This new routing is necessary because of PennDOT's reconstruction of an overhead section of Interstate 95 through the Kensington-Port Richmond area, which will require the closure of Richmond Street. SEPTA will provide shuttle buses between Front & Girard and the Richmond & Westmoreland terminal.....Rebuilding of the 40-foot-high embankment along the Norristown High Speed Line in Rosemont, which was damaged in the Tropical Storm Lee flooding of September 2011, appears to be nearly completed. NHSL service was fully restored in February after construction of a new retaining wall and restoration of the embankment. But it's understood that some further stabilization of the fill may be needed. The fill was originally constructed by the Philadelphia & Western in 1906 as it pressed its new line toward Strafford and Parkesburg. This rebuilding is SEPTA's most expensive and long-lasting project to be caused by last year's twin storms Irene and Lee.

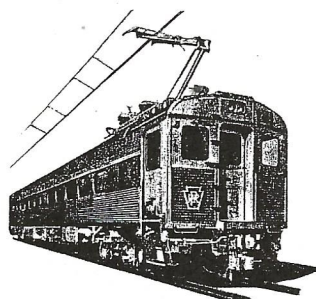
SEPTA last month held public hearings on its proposed operating and capital budgets for Fiscal Year 2013, which begins this July 1. The hearings were relatively non-controversial because no fare increases or major service changes were included (next year is expected to see the triennial fare increase on the agenda). The operating budget totals \$1.28 billion, an increase of \$53 million over FY 2012, due mostly to higher labor, benefit and fuel costs. The capital budget of \$303 million is far below SEPTA's needs but reflects what SEPTA can afford given current subsidy levels. On the operating side, anticipated revenues will be insufficient to balance the budget, meaning that for the third straight year SEPTA must dip into its Service Stabilization Fund. By next year, this "rainy day" fund will be substantially depleted from the \$100 million it once contained.

The budget shortfalls point to the importance of increased support from the State of Pennsylvania. But without new sources of revenue to the Commonwealth as suggested last

year by Governor Corbett's special commission on transportation, any significant boost in subsidies may not occur. Without it SEPTA foresees an operating deficit of \$38 million in FY 2014. This would happen even with an expected fare increase next year, as costs will continue to escalate. For example, SEPTA has been paying an average of \$2.70 a gallon for diesel fuel under existing contracts, but that cost is going up and will be only partially offset by the fleet of new fuel-efficient hybrid diesel-electric buses. (The price of electric propulsion power likely will remain stable due to competitive bidding among third-party power suppliers.)Forty-eight SEPTA employees in an office pool at 1234 Market Street struck it rich on April 25, when their ticket won the Powerball Lottery. They will share the \$173 million payoff—about \$2 million each, after taxes!.....The SEPTA board last month approved a new contract with the union representing its 210 police officers. The agreement, which provides a 12-percent pay increase over four years, was reached after a nine-day strike in March.

The good news on SEPTA is that ridership is expected to remain strong through the coming year. There was a 2.5-percent increase in the first nine months of the current fiscal year as compared to the already high level in the previous year. During the nine-month period average system weekday ridership increased by 8,000, to 831,000. A recent article in the *Daily News* made the point that, ironically, demand for transit services is spiking in an era of high gas prices, while transit systems like SEPTA have to scramble for funding to maintain aging bridges and electrical facilities. In referring to the Wayne Junction substation dating from the Reading era, General Manager Joseph Casey said that if that fails, "Half of our commuter rail system would shut down." Nationally, Americans made 10.4 billion trips on public transportation in calendar year 2011, the second highest annual figure since 1957, according to the American Public Transportation Association. (Only ridership in 2008, when gas rose to more than \$4 a gallon, surpassed the 2011 figure.) Ridership in 2011 was up 2.3 percent from 2010's mark, the sixth year in a row that more than ten billion trips were made on public transportation, while by comparison motor vehicle miles traveled fell by 1.2 percent. SEPTA reports that it is responsible for 397 miles of Regional Rail track, 30.8 miles of elevated track, 58.4 miles of underground/subway track and about 2,300 revenue vehicles (rail and bus).

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Budd Silverliners

49 Years of Service

1963-2012

PHILADELPHIA EXPRESS

(Continued from Page 3)



SEPTA REGIONAL RAIL

The old Budd and St. Louis-built Silverliners are fast fading away and all will be gone by next month. But they're going out with a flourish—the survivors running every weekday until the growing fleet of Silverliner V's finally seals their demise. Out of an original fleet of more than 70 Silverliner II's and III's acquired by the Pennsy and Reading in the 1960's, only 17 remained on SEPTA's active roster as of Friday, April 20—and all 17 were in service that day! Three of them were retired that week (but none the following week). It is quite possible that Philadelphia Chapter's three-car "Farewell to the Faithful Silverliners" excursion scheduled for Sunday, May 6, will be the final revenue run for these nearly 50-year-old veterans! SEPTA management has been extremely cooperative in planning and publicizing the excursion as an historic event, even posting a special notice of the trip on SEPTA's official website.

There is a fair amount of construction in progress on the Regional Rail system. Catenary replacement work on the Warminster Line between Warminster and Hatboro, mentioned here last month, will continue through August, then begin on the line to Roslyn and Glenside. The new northbound high-level platform at Primos station on the Media-Elwyn line is in service, following completion last year of the southbound high-level platform. A tie replacement project is in progress on the Chestnut Hill West Line through June, requiring weekday single-track operation. Meanwhile, on the Chestnut Hill East Line the new signal system was being cut over on weekends with bus service provided beyond Wayne Junction. Major construction work is underway to upgrade Wayne Junction station and rebuilding of the high-level platform at Warminster station has started. Work is expected to begin soon on the PennDOT project to replace the Greenwood Avenue bridge over SEPTA's mainline at Jenkintown station. When demolition of the old bridge begins the railroad will be shut down on weekends with shuttle bus service provided between Fern Rock, Glenside and Noble stations.

SEPTA, NJ TRANSIT and PATCO are collaborating on a print and radio campaign to educate the riding public on transit security. The radio ads urge riders to report any suspicious activities they see by calling 911 or the police phone numbers (see elsewhere in this issue). The radio spots also emphasize that quick action could save lives. One print ad shows a color photo of an NJT K-9 officer and his dog "Titan" at a River Line station. For more information, visit www.stayalertnow.com. Weekend brush cutting along the Doylestown Line in late April and early May resulted in train delays of up to 25 minutes. To accommodate passengers SEPTA operated special bus service between Fort Washington station and three stations on the branch, Chalfont, DelVal and Doylestown. New Silverliner V cars have been seen operating singly on the Cynwyd line.

There is one rather grim segment of this column which appears nearly every month, and that is the recurring report of trespasser deaths. This month is no exception. Around 11:30 AM on Saturday morning, March 31, a man in his 20's was struck and killed by southbound train #3429 near Philmont station. It was an apparent suicide. That train and four others had to be annulled between Jenkintown and West Trenton. Then, at 4:40 AM on Wednesday, April 4, deadhead train #D5507 ran over a female trespasser on the AMTRAK mainline a mile east of Thorndale. SEPTA service west of Malvern was suspended until 7:15 AM. During the outage six SEPTA trains had to be annulled from and to Thorndale, including #9526 **Great Valley Flyer**, and six others were delayed. Amtrak trains # 601, 605 and 640 also incurred delays but did operate through, honoring tickets from stranded SEPTA passengers. Several weeks later, at about 10:30 AM on Monday, April 23, West Trenton-bound train #4348 struck a 33-year-old Warminster man who jumped in front of the train while he was fleeing police near Noble station. Police officers witnessed the incident, then took the suspect to Abington Hospital where he was pronounced dead.

The all-day storm on Sunday, April 22, dropped about 2-1/2 inches of rain on Philadelphia and broke the three-month drought in the area. SEPTA service was not seriously affected, but 18 Regional Rail trains reported minor delays due to slippery rails. Two push-pull trains had to be terminated last month after their AEM-7 locomotives lost power. Inbound train #9728 with locomotive #2302 was halted at Torresdale on Monday morning, April 2, its passengers transferred to #9700. Then, on Thursday morning, April 12, #6325 out of West Trenton behind engine #2305 became disabled south of Yardley, its passengers picked up by following #6327 operating on the other track. Several more trains were delayed.



AMTRAK is completing plans for its 5th annual National Train Day on Saturday, May 12, with 30th Street Station to be one of the principal venues. As mentioned here last month, one of the main attractions will be a display of rail equipment on the Lower Level (SEPTA also may have a train of new Silverliner V's on the Upper Level.). Among the cars displayed will be Washington, DC Chapter's historic bedroom-buffet-lounge **Dover Harbor**, which will be repeating its visit of two years ago. The classic heavyweight **Dover Harbor** originally was built by the Pullman Company in 1923 but was reconfigured to its present layout in 1934, and is operated on frequent excursions by the Washington, DC Chapter. Train Day hours at 30th Street are 11 AM to 4 PM and admission is free. Amtrak also has announced an online photo contest through May 29 in connection with Train Day. For details visit the website www.nationaltrainday.com.

AMTRAK reportedly intends to retain its 40th anniversary display train as some sort of special-purpose unit. The train was placed in service last May for a year-long nationwide tour to mark Amtrak's 40th anniversary, and is making final appearances at Longview, TX., and Toledo, OH, before going to the National Train Day event in Grand Central Terminal, New York City, on May 12. NORFOLK SOUTHERN will display ES44AC heritage locomotive #8102 at the National Train Day event in Chicago Union Station. It is decked out in the

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PHILADELPHIA EXPRESS

(Continued from Page 4)

Pennsylvania Railroad tuscan red paint scheme with pinstripes (*Trains*).....For the past several months AMTRAK has been installing and testing the transponders for its ACSES signal system on the Northeast Corridor between Philadelphia and Washington. Now it has begun installing and testing the transponders between Philadelphia and Harrisburg. ACSES stands for "Advanced Civil Speed Enforcement System" which supplements the existing cab signal, automatic train control and speed control systems. ACSES already is in service on the Corridor between New Haven and Boston, and is being installed between New York and Washington to comply with the Federal mandate for Positive Train Control (PTC) on all major passenger-carrying routes by 2015.

AMTRAK has named D.J. Stadtler as its new vice president of operations. Stadtler has been serving as acting VP of operations since December 2011 after replacing ousted Chief Operations Officer Jeffrey E. Geary (see January *Cinders*). Previously, Stadtler had served as chief financial officerAMTRAK has created a new Emergency Management & Corporate Security Department to pull together eight emergency-management-related functions now scattered in other departments. Susan Reinertson, formerly with FEMA, will head the new department. Amtrak recently was awarded the Transportation Security Administration's highest Gold Standard rating for its strong security program.

AMTRAK has hired a consultant for its plan to install a new overhead electrical system along 20 miles of the Harrisburg mainline between Paoli and "Zoo" in Philadelphia. This project is to include new 65-to-80-foot steel towers which will support not only the catenary system but also 138,000-volt transmission lines. (This was first reported in the August 2010 *Cinders*.) The Paoli and Zoo substations will be upgraded and a new sub will be built at Bryn Mawr. The existing 40-to-50-foot-high catenary poles, which date from the original PRR electrification completed in 1915, obviously will be replaced. This appears to be part of a long-range plan to upgrade the entire 1930's-vintage transmission system which carries high-voltage power from the Safe Harbor generating station on the Susquehanna River to Philadelphia. The new leg through the Main Line suburban area likely would replace the current high-voltage wires that run via an off-corridor route Harrisburg Chapter reports that PennDOT helped to coordinate excursion service on AMTRAK's Keystone Corridor trains for visitors attending the Philadelphia International Flower Show in early March. It appears that as many as 35,000 visitors took advantage of the service during Flower Show week.



CSX,
NS,
OTHER ROADS

By late last month NORFOLK SOUTHERN had released nine of its planned 19 "heritage" locomotives—new units painted in the liveries of NS predecessor roads (see March, April *Cinders*). The first one painted, ES44AC #8098, emerged from Altoona shop on March 15 in CONRAIL blue, and #8102 is dressed in Pennsy tuscan red with five pinstripes. Lehigh Valley

red adorns #8104, and other roads based in Pennsylvania and New Jersey also will be honored, including Jersey Central, Reading, Lackawanna and Penn Central. The units will operate systemwide in regular service.

NS will spend \$2.4 billion this year on capital improvements, while CSX has announced a \$2.5-billion plan. Both roads will spend large sums on roadway improvements as well as on new locomotives and freight cars. Both carriers enjoyed excellent financial results in the first quarter of 2012, CSX reporting net operating income of \$449 million, a 23-percent increase over the same period in 2011, while NS reported net operating income of \$410 million, a 26-percent rise. These results came in spite of a continuing decline in coal traffic due to reduced overseas demand, a relatively warm winter and competition from natural gas for use by electric utilities. But CSX CEO Michael Ward said last month that he thinks the slide in coal business has bottomed out, in spite of the "environmental assault" on coal and low natural gas prices. Demand from China and India in particular is expected to grow. NS common stock closed at \$73.37 per share on April 27 versus a 52-week high of \$78.50 in January, while CSX stock closed at \$22.39 versus a high of \$27.06 last July (after a three-for-one split in May 2010). Both roads issued their annual reports for 2011 last month.

The 61-car Strates Shows carnival train passed through Philadelphia on CSX during the early hours of Wednesday, April 25, enroute from Florida to Wappingers Falls, NY. It will play at several fairs in New York State this summer before returning south in September, probably through Harrisburg. Meanwhile, the 56-car Ringling Bros. circus train is due in Trenton from Hartford, CT, on Tuesday, May 15, via CSX, and will leave for Hershey via NS on the morning of Monday, May 21.....CSX reports that it will interchange about 850,000 cars with its shortline connections this year, representing about 15 percent of its total revenues.....CSX and NS are working on total conversion of their radio systems to "narrowband" transmission, in line with a mandate from the Federal government to make better use of the railroads' share of the communications spectrum. This may have some effect on railfans using scanner radios. AMTRAK also is transitioning to narrowband, with the Harrisburg line frequency changed from AAR channel 35 (160.635) to channel 035NS held a recruiting session in Harrisburg last month, looking to hire diesel mechanics, electricians and locomotive maintenance employees.....Rick Geist, the State representative from Altoona who helped obtain funds for the K4 #1361 restoration project, was defeated in the Republican primary election last month. He had served in the Legislature for 33 years and was chairman of the Transportation Committee.

NJ TRANSIT is still working to restore the siding near Bordentown which was knocked out by the Hurricane Irene flood of last August (see April *Cinders* and previous issues). Reduced service continues and no completion date had been announced at *Cinders'* presstime.....The ACES train designed to carry casino patrons between New York and Atlantic City has officially ended. Launched in February 2009, the luxury train never met ridership expectations and was suspended last September. It was operated by NJT although a consortium of casinos actually picked up the losses.....The Railroad Museum of Pennsylvania at Strasburg has completed its new heating and air conditioning system in the Rolling Stock Hall, which previously got hot in the summer and cold in the winter.

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MAY 10, 2012: Cheltenham Township Historical Commission will present a free lecture, "All Aboard! Tracking Cheltenham History on Trolleys and Trains" by Dave Harrower, architect and chair of the commission, at 8:00 PM. Program will be held at Curtis Hall, 1250 W. Church Road in Wyncote, PA, following the commission's meeting at 7:00 PM. The lecture is being sponsored by the Jenkinstown Lyceum. For more information, telephone 215-887-9159.

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 RRMPPA at 717-687-8628, or visit website www.rrmuseumpa.org.

MAY 19-20: Harrisburg and Rivanna Chapters, NRHS and the Pennsylvania Railroad Technical & Historical Society will team up with Amtrak's cooperation to have GG1 electric #4859 and two cabin cars on display at Amtrak Harrisburg station. See separate on Page 7 this issue.

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 2-3: Norfolk Southern Days at Railroad Museum of Pennsylvania, Strasburg. Special program model train layout and displays of historic and contemporary railroad equipment, including F7 passenger diesels, presented in cooperation with NS. Regular museum hours and admission charges apply. For more information, telephone 717-687-8628 or visit website www.rrmuseumpa.org.

JUNE 10: Liberty Historic Railway will host open meeting at Liberty State Park Blue Comet Room (former CNJ Jersey City Terminal), beginning at 10 AM. See separate article on Page 6, this issue..

JUNE 13: 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 Kieran Spillane, PE, Assistant VP, Parsons Brinckerhoff, subject "SEPTA Communications Based Train Control (CBTC) Upgrades". Additional information: Harvey Glickenstein, h.glickenstein@ieee.org.

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*.

JUNE 17: "Father's Day Charter", four-hour trip over the rebuilt SEPTA Route 15, using 1981 Kawasaki LRV, sponsored by Friends of Philadelphia Trolleys. There will be plenty of photo stops to see the PCC-II's in service on the new rebuilt trackage: Trip leaves 63rd & Malvern Loop (end of subway-surface Route 10) at 11:00 AM, returns around 3:00 PM. Fare: \$45.00 a seat. Order tickets from: FPT, c/o Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843. Additional information by E-mail: had2709@aol.com.

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.

JULY 3-8: Reading Railroad Days at Railroad Museum of Pennsylvania, Strasburg. Special displays and model train layout featuring the Reading, presented in cooperation with the Reading Company Technical & Historical Society. Regular museum hours and admission charges apply. For more information, telephone 717-687-8628 or visit website rrmuseumpa.org.

THROUGH DECEMBER 30, 2012: *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.

If your *Cinders* Arrives in Bad Condition

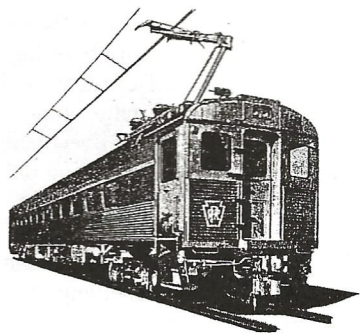
If your *Cinders* arrives damaged or with pages missing, contact Editor Larry Eastwood at 215-947-5769 or reastwood2@comcast.net and a replacement copy will be promptly be sent to you.

PHILADELPHIA EXPRESS

(Continued from Page 5)

The museum is expecting to receive the model board and other internal equipment from NORFOLK SOUTHERN's historic "Alto" (formerly "JK") tower in Altoona, after its probable closing this month. A replica of the tower will be built in the museum to house the equipment.....*Trains Magazine* in its May issue recognized ex-Jersey Central 0-6-0 #113 as one of the "must see" steam locomotives for 2012. The engine has been restored by volunteers over a ten-year period in Minersville, PAChapter Member Henry Posner, whose firm owns the very successful IOWA INTERSTATE RAILROAD, has painted one of his newly-delivered General Electric ES44AC diesel locomotives in classic Rock Island freight colors. Much of IAIS operates over former Rock Island trackage (Ray Cooney).

Silverliner Update



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

As April came to a close, there were 89 Silverliner V's on SEPTA property, with most in service. They include single cars #701 and #703-730, and married pairs #801-860. While nearly 75% of the order has been delivered, it was noticed that the flow of new cars during April has slowed considerably. Silverliner V #702 still remains to be delivered, undergoing major retrofit.

The number of Silverliner II's and III's retired, however, has not slowed. As of April 27, there were just 14 active Silverliner II and III cars: Budds #216, 219, 255, 256, 266, 9001, 9006, 9007, 9009, 9010, 9012 and 9013, along with St. Louis cars #230 and 235. As noted elsewhere this issue, all 14 cars were in active service on April 27 due to an ongoing shortage of available cars. The consist of our May 6 "Farewell to the Faithful Silverliners" trip was expected to be Reading Budd #9001, St. Louis "Airport" car #235, and PRR Budd #266. Availability of the three cars is subject to operating condition, of course.

The six Bombardier push-pull cars which remain out-of-service from the Assunpink Creek flood at Trenton, NJ, last August, push-pull cab car #2401 and coaches #2503, 2506, 2508, 2509 and 2512 are apparently all going to be completely overhauled before returning to service.

GG1 Electric/Cabin Car Display In Harrisburg on May 19 & 20

When was the last time Pennsylvania Railroad fans saw a cabin car on the tail end of a freight train? While a handful remain in service, most have been replaced by technological advances. Some of these cars have been preserved by museums and other historical preservation organizations.

NRHS and the Pennsylvania Railroad Technical & Historical Society have teamed up to bring examples of vintage PRR rolling stock to the Harrisburg Transportation Center the weekend of May 19-20. The Rivanna Chapter, NRHS (Charlottesville, VA) will bring their metal-clad Type N5B cabin car to Harrisburg, where it will be displayed, along with Harrisburg Chapter's wooden Type N6B. Both will be open to the public, providing a rare opportunity to see the inside of these historic cars, illustrating what it was like to ride at the tail end of a freight train.

Also on display will be Harrisburg Chapter's GG1 electric locomotive #4859, which was built in 1937 and was the first electric locomotive to pull a train to Harrisburg in 1938. The 4859 is listed on the National Register of Historic Places and is the "Official Electric Locomotive of the Commonwealth of Pennsylvania." Interior tours of the 4859 will not be available, but it will be where close-up inspection and photographs will be possible.

Through the courtesy of Amtrak, all three pieces of railroad history will be available to the public on Track 5 of the Harrisburg Transportation Center from 10 AM to 4 PM.

As an added bonus, the Chapter's "Harris" Switch Tower Museum, located only two blocks from the station at 7th & Walnut Streets, will be open both days. This fully-interactive, hands-on museum has been restored to its early 1940's appearance through the efforts of many Harrisburg volunteers, who have spent countless hours in this effort.

Admission and a lot of area parking around the Harrisburg station is free on weekends, or better yet – hop on a convenient Amtrak Keystone Service train from our area and enjoy the ride through the Pennsylvania Dutch countryside.

Important Phone Numbers

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

<u>AMTRAK</u>	<u>800-331-0008</u>
<u>CSX</u>	<u>800-232-0144</u>
<u>CONRAIL Shared Assets</u>	<u>800-272-0911</u>
<u>NJ TRANSIT (NJ only)</u>	<u>800-242-0236</u>
<u>NORFOLK SOUTHERN</u>	<u>800-453-2530</u>
<u>PATCO Transit</u>	<u>856-963-7995</u>
<u>SEPTA</u>	<u>215-580-8111</u>

Liberty State Park Open Public Meeting Features Former CNJ Employees

The Liberty Historic Railway will host an open public meeting at Liberty State Park, Blue Comet Room, former Central Railroad of New Jersey Jersey City Terminal, on Sunday, June 10. The activities will begin at 10:00 AM.

Presentations will be made to educate and update stakeholders and other interested persons on the several initiatives of the LHRy. In the afternoon, it is planned to have tours of the facility led by former CRRofNJ employees to learn about the historic activities which took place in the various areas. At the same time, there will be additional/repeat presentations in the Blue Comet Room until about 3:00 PM.

There is a public snack bar on the train concourse where coffee "and" may be purchased. A fast food lunch will also be available. For those desiring deli-type sandwiches, sodas/water and chips for \$5.00, they can be provided by advance reservation only. For lunch reservations, contact Bill McKelvey at 908-464-9335 or by E-mail to wjmckelvey@hotmail.com.

Comments from Your "New" President.....

April 30, 2012

To the members of Philadelphia Chapter:

Forty years ago this month, I became President of Philadelphia Chapter. That seems at times hard to comprehend, specially in view of the thought that "I'm back where I started". I guess "recycling" works, after all!!

My journey over four decades has found me as Editor of this newsletter for all of those 40 years. After 12 years as Chapter president, in 1984, I accepted the call to become Eastern Region Vice President of NRHS, serving in that position until 1990, when I became Vice President of NRHS. Following the death of NRHS Chairman V. Allan Vaughn in 1996, I became Senior Vice President of the Society, serving until 2005.

Perhaps my most rewarding job in rail history preservation came in 1998, when Bruce Hodges of Leatherstocking Chapter in Oneonta, NY and I jointly developed RailCamp in partnership with Steamtown National Historic Site in Scranton, PA, supported in many ways by the University of Scranton. In my eight years as director, we took nearly 250 young adults from 33 different states through the program, with strong involvement and support from the National Park Service. Any number of the RailCamp "alumni" have gone on to professional careers in the rail transportation field. That RailCamp continues on, in its 15th year, is testimony to the value of this program to rail historians.

Philadelphia Chapter, for 76 years, has recorded much rail history, through this newsletter, providing monthly meeting programs and conducting field trips and rail excursions as opportunities arise. To that end, on May 6, we will pay tribute to SEPTA's Silverliner II and III MU coaches, themselves having served Philadelphia commuters for nearly a half-century, with a "farewell" excursion. As one of the Budweiser jingles sings out, "This is what we do". Personally, I saw the Budd Silverliners as they were lined up for testing at Jenkintown on the Reading during 1963. In another month or two, they will be history.

While we record rail transportation history, we cannot let this movement become history. Our biggest challenge as rail historians is doing as much as we can to preserve, record and display rail heritage. During 2011, I was involved, with SEPTA staffers, in the creation of four display panels which now hang in the Willow Grove station, so that passengers using that facility will be able to appreciate the heritage of transportation.

Over the past 40 years, my good friend and immediate past Chapter President Frank Tatnall and I have witnessed many historic rail events and we have toiled to provide information (and enjoyment) to those who share our passion for rail transportation. He and I share a strong commitment to sharing what we know and have seen with others. But.....we need help, and this where each of you who reads *Cinders* comes in. We can do what needs to be done, if more members can become involved in an active, even if perhaps small way. Please step up and volunteer, so that the good work we've done will continue and will be appreciated by a larger community interested in its rail heritage.

Larry

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