

# CINDERS

OCTOBER 2012



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Volume 73

Number 9

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

## Dues Bills Arriving for 2013

At about the same time as members receive this issue of *Cinders*, 2013 dues bills should appear in your mailboxes.

NRHS has indicated to chapters that Fernley & Fernley was expecting to be holding to a mailing date of October 1, 2012 for the 2013 bills. Bills for full NRHS/Philadelphia Chapter members are sent direct to members by a mailing contractor, and the Chapter does not oversee or control the mailing of these bills. As a result, while the bills may contain a solicitation for contributions to the Society above and beyond your National dues, which have increased from \$36.00 to \$39.00 for 2013, our only venue to ask for your financial support in this manner, is through our newsletter.

In late October, 2011, we reported to members that our financial situation was extremely tight, and because of generous support in addition to dues, the Chapter's finances have improved during 2012. However, Philadelphia Chapter is still facing some unknown future expenses to move Reading FP7 #903 from Steamtown National Historic Site in Scranton to the Reading Company Technical & Historical Society's location at Hamburg, PA. This move has been delayed because of bridge infrastructure issues on the Reading & Northern between Temple and Hamburg. We therefore earnestly solicit your financial support above and beyond your dues to keep our finances fluid.

As information, approximately 42 percent of the dues monies paid to NRHS actually go to Fernley & Fernley to cover their administration of NRHS affairs. By contrast, virtually 100 percent of the Chapter's dues receipts are used to provide program services to members. While *Cinders* may be the one visible use of our dues monies, we also maintain a storage facility in Willow Grove for a growing amount of Chapter archives, and we do incur nearly \$2,500 each year in insurance expenses to cover our locomotive as well as our functions. We have consciously worked hard to maintain our local dues at an affordable level (\$18.00) which will permit us to cover our out-of-pocket expenses.

Members are asked to consider the above in remitting 2013 dues. Those who maintain an "Additional Chapter" membership in Philadelphia Chapter should have received their 2013 bills during the first week in October. For those individuals, the dues will remain at \$18.00 for 2013.

## MEETING NOTICE

FRIDAY EVENING, OCTOBER 19, 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, 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 fall months.)*

Our meeting on Friday evening, October 19 will feature a DVD put together by Chapter Member Russ Jackson from some vintage movies and views he has taken over the years. Among the subject matter to be included is the famed **White Pass & Yukon Railroad**, which at the time of these views operated 110 miles between Skagway, AK and Whitehorse, YT, Canada. This subject is appropriate because Alaska will be the destination of the 2013 NRHS Convention, although the WP&Y would be an option that members would need to arrange on their own, given the railroad's remote location. Don't miss some of Russ's vintage views!

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. Entrée choices are **sage roasted chicken in lemon sauce or pecan-crusted codfish in a plum sauce**. Garlic mashed potatoes and lemon pepper nany asparagus, plus cherry cheesecake for dessert round out the menu. **DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, OCTOBER 16, 2012 to President Larry Eastwood at 215-947-5769.** 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. **MEMBERS WHO RESERVE A DINNER AND DO NOT SHOW UP ARE STILL OBLIGATED TO PAY THE CHAPTER FOR THAT MEAL, BECAUSE THE CHAPTER IS BILLED FOR EACH DINNER RESERVED!!!!!!**

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



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

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

#### 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.

**2013 ANNUAL MEMBERSHIP DUES:** \$57.00 per person, which includes National (\$39.00) and Chapter (\$18.00) 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 increased by \$3.00 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](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).

### **IMPORTANT NOTICE!!!! Dinner/Meeting Locations at Thomas Jefferson University**

We have been notified by Thomas Jefferson University that all of our meetings for the 2012-2013 meeting year, through June, 2013 will be held in Room 207, Jefferson Alumni Hall, the room we have been using most frequently.

The optional dinner location will be in the Eakins Lounge on the Ground Floor of the Alumni Hall, with the exception of the dinner on Friday, December 14, 2012, which will be held on the Mezzanine Level of the Alumni Hall.

**Special Notice: Because of some infrastructure issues with the Amtrak Passenger Services Conference Room, we will need to relocate the October 23 meeting. The new location will be announced at our October 19 meeting and will be available on Sunday, October 21 by calling 215-947-5769.**

**Philadelphia Chapter, NRHS  
Board of Directors Meeting - Autumn, 2012**

**Tuesday, October 23, 2012  
7:00 PM to 8:30 PM**

**Members of Philadelphia Chapter are  
welcome and encouraged to attend**

### **Corrected Date!!**

**SEPTA 2012 Rail Rodeo  
and Exhibition**

**Fern Rock Car Shop**

**Saturday, October 13, 2012**

### **RALPH V. CURCIO**

**August 6, 2012**

It is with regret that we inform you of the passing of longtime Chapter Member Ralph V. Curcio, of Trenton, NJ, on Monday, August 6, 2012. Ralph succumbed after a lengthy battle with cancer at the age of 63. He had been a member of NRHS and our Chapter since 1982.

Curcio had a career spanning four decades with the *Trenton Times*. He held a number of difference positions with the newspaper, starting by making deliveries for the advertising department, advancing to the positions of librarian and nation/world page copy editor, before editing the community page. Ralph spent vacations photographing rail activity. He loved his family, music, trains and trolley cars.

He is survived by his wife, Pam, and stepsons Jay and Jeremy. Funeral services were held on August 10, with interment in the Ewing Church Cemetery, Ewing, NJ. We extend our condolences to his family.

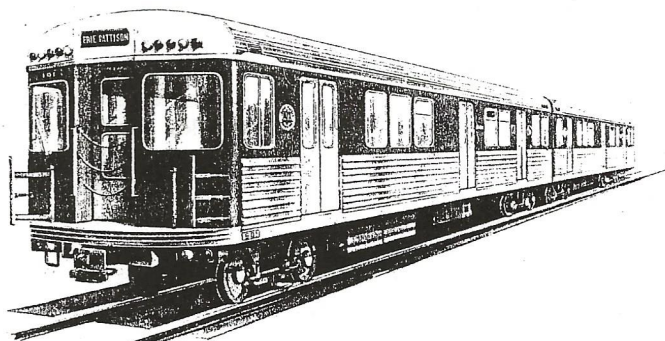


# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

## SEPTA TRANSIT



Ridership on SEPTA in Fiscal Year 2012 was the highest since 1989. The total of 339.3 million trips during the year ended June 30 was 1.6 percent higher than in FY 2011. Transit divisions recorded substantial increases, more than offsetting the 0.4-percent decline in ridership on Regional Rail..... While SEPTA has adopted a balanced operating budget for the 2012-2013 fiscal year, a \$38-million deficit is projected for the 2013-2014 year due to reduced State support..... SEPTA saved \$11 million over the past two years through "hedge" purchasing of diesel fuel and increased use of natural gas .....The *Inquirer* reported last month that the Pennsylvania Turnpike Commission is now more than \$7 billion in debt, partly due to a 2007 State law requiring it to provide some \$450 million each year to PennDOT for road and bridge repairs and transit operations. The Turnpike Commission was denied the right to impose tolls on Interstate 80 as contemplated in the legislation, while tolls on the Turnpike itself have more than doubled over the past ten years.

Strong winds and heavy rains on Tuesday, September 18, caused problems around the SEPTA system. As often happens, the Route 102 Sharon Hill trolley line was flooded at the underpass beneath CSX tracks in Collingdale, forcing the use of shuttle buses .....SEPTA last month began the 18-month, \$4.4-million renovation of its rundown 33<sup>rd</sup> & Dauphin Streets bus terminal. SEPTA describes the facility as one of its last remaining "trolley barns," and the restored building will retain its trolley-era look. A "green" canopy also will be installed .....On Wednesday afternoon, September 19, two teenagers were shot and seriously injured on board a Broad Street subway train at the Susquehanna-Dauphin station in North Philadelphia. A 15-year-old boy was arrested the next day and charged with the shooting, which apparently was sparked by an earlier argument .....SEPTA soon will begin bilingual training of employees to be linked into the Customer Service system .....The October issue of *Railfan & Railroad Magazine* contains a photo of several ex-SEPTA PCC cars stored near Colorado Springs, CO. In the early 1990's the Pikes Peak Historical Street Railway Foundation purchased a dozen Philadelphia trolleys to start a light rail system in Colorado Springs, but the project lacked funding.



## SEPTA REGIONAL RAIL

In spite of higher ridership over the entire SEPTA system during Fiscal Year 2012 ended June 30, Regional Rail was down 0.4 percent for the year, to a total of 35.25 million riders. Total Regional Rail revenues for the year were \$135.35 million, 0.8 percent less than in FY 2011. Car shortages might account for some of the decrease in ridership.....Phase 1 of the Airport Line reconstruction project was to be completed on Sunday, October 7, and the timetable reissued the next day to reflect service changes in Phase 2. The work is to be completed by November 11. As in the first phase, there will be some single-tracking and at the Airport stops train doors will not be opened to the baggage claim side platforms. The Warminster Line timetable also will be reissued on October 8 due to construction work on that line .....The east end of the platform on Upper Level track #2 at 30<sup>th</sup> Street Station is closed for construction but should reopen on Monday, October 22.

By the third week in September 110 of the 120 new Silverliner V's had been delivered to SEPTA. But a parts shortage at the Hyundai-Rotem assembly plant in South Philadelphia assured that the last few cars would not see SEPTA rails in September as previously announced. At least 90 of the new cars are in daily service, helping relieve the car shortages that have persisted over the past year as more old Silverliners were retired. Several particularly overcrowded trains already have been assigned extra cars. (SEPTA says that the final Silver V's should be accepted for service in November.) Concurrently, Rotem personnel at SEPTA's Frazer shop are completing as many as 100 modifications to already-delivered cars to bring them up to the latest approved standards. The South Philadelphia plant also has begun assembly of multilevel car shells for MBTA of Boston.

Meanwhile, three of the retired Silverliners remain in active service as "switchers" at Overbrook Shop. They are Budd #9010 and St. Louis #230 and 235—the 235 and 9010 were the last cars in revenue service on June 29. Other cars continue to move to the scrapper in Newark, NJ. On August 18 #226-218-239-228-269 and 9004 were hauled to Woodbourne yard for pickup by CSX. The 269 was the car with "PENNSYLVANIA" spelled out on its letterboards.....After seemingly years of delay, a mini-high-level platform is being built on the outbound side at Radnor station. But there is no indication yet of a similar platform on the inbound side. Nearby Bryn Mawr station also has a mini platform

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# PHILADELPHIA EXPRESS

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on the outbound side but not on the inbound .....SEPTA has done a major study of weather and service disruptions on the Manayunk-Norristown line from 2005 to 2012. Snow rather than rain or wind was responsible for the most frequent disruptions, but climate change could increase the risk of heavy rains and high winds in the future.

Regional Rail had consecutive bad days last month. The first was Monday, September 17, when two trains snagged the catenary almost simultaneously around 7:15 AM at Glenside and "16<sup>th</sup> Street Junction" in North Philadelphia. For a time only #2 track was available at the latter point. It was a serious enough disruption that SEPTA issued a message to its customers the next morning to explain what happened. According to SEPTA, 26 trains were annulled and 150 others delayed throughout the day, and all service on the Manayunk-Norristown line was suspended until 1:25 PM outbound and 2:30 inbound. With only a single track available to and from Norristown, evening service was cut to every two hours after 6 PM as overhead wire repairs were being made. It appeared that trains #507 and 509 were responsible for the morning outages as both crews reported pantograph damage. Repair work continued through the night which allowed normal service on Tuesday morning the 18th, but that afternoon severe weather caused a host of delays. On AMTRAK's Harrisburg mainline a tree fell onto #4 track west of Overbrook about 3:20 PM and another downed tree was discovered north of Lansdowne on the Media-Elwyn line. Then around 5:35 PM power was lost on #3 track between Overbrook and Bryn Mawr when Amtrak reported there were too many trains in the circuit. Trains #9559, 9561 and 9563 had to drop their pantographs then raise them and proceed one at a time. (This is the only section on the NEC where power feeds are as much as 20 miles apart—"Zoo" to Paoli.) Then, at 5:50 a fence blew off an overhead bridge at Queen Lane, lodging under train #850 and forcing service to be suspended on the Chestnut Hill West Line. A few minutes before that a tree dropped on the signal line at Overbrook and another one fell on the catenary at Haverford station, shutting down three of the four tracks for a half hour. CHW service was restored at 8:40 PM.

Sunday morning, September 23, was a tough service day on the Northeast Corridor. At about 10:45 AM SEPTA train #9709 was bound for Trenton when two of its three Silverliner V cars suffered pantograph damage at Levittown. A span wire had broken, causing the catenary over track #1 to sag and train 9709 ran into it. Tracks #3 and 4 also had to be taken out of service, causing massive delays to AMTRAK Corridor service and the cancellation of 14 of SEPTA's Trenton line trains as only track #2 was open at reduced speeds. Train #9711 did manage to get by the scene on #2 but passengers from #9709 were bused on to Trenton. It was nearly 6 PM before wire repairs were completed. On Tuesday morning, August 29, push-pull express Train #9212 from Newark, DE, was delayed at Ridley Park due to faults on locomotive #2308, but finally was able to limp as far as University City where it arrived two and a half hours late and was terminated. At least 20 other trains were delayed from eight minutes to two hours. Inbound midday train #431 from Warminster with three Silver V cars had to be annulled at Crestmont station on Tuesday, September 25, due to an equipment failure. Three other Warminster trains were annulled and three more delayed. Wednesday, September 26, saw numerous delays on the Amtrak Corridor near Wilmington. At 10 AM a propane gas leak was

reported around Edgemoor, forcing some SEPTA passengers to be bused between Claymont station and Wilmington. That same evening a switch failure at "Ragan" interlocking south of Wilmington resulted in a number of delays to SEPTA and Amtrak trains.

A trespasser was killed and two others injured in train accidents last month. A woman jumped in front of Elwyn-bound train #369 at 49<sup>th</sup> Street station just after 6 PM on Tuesday, September 25, and was a fatality. The train was terminated and four other trains on the Media-Elwyn line were annulled. Earlier, on Wednesday, September 12, two people were injured by SEPTA trains within an hour of each other. At 3:10 PM a 16-year-old boy walking on the track while wearing headphones was struck at Ardsley by Warminster-bound train #436. Passengers were transferred to train #440 on the opposite track. Then, at 3:45 PM, a 29-year-old man was struck by train #564 at the Lansdale station. The train headed for Link Belt was annulled at the scene. Beginning around 6 PM on Thursday, September 13, police requested SEPTA to shut down all service on the Manayunk-Norristown line as they searched for a man who had shot and killed a Plymouth Township officer along the Schuylkill River Trail just south of Norristown. The shooter was later found near the scene after taking his own life with a handgun. Service on the line remained suspended until around 8 the following morning. NORFOLK SOUTHERN freight service on both sides of the river also was shut down for a time.

Numerous trains were delayed at center city stations on Saturday and Sunday of Labor Day weekend due to heavy travel to and from the "Made in America" concerts on the Parkway. Thousands of concertgoers used Regional Rail as well as the Broad Street and Market-Frankford Lines on both days.....Deadhead push-pull train D6122 was leaving Powelton Avenue yard at 9:40 AM September 27, when AEM-7 #2301 derailed at a switch. Power was de-energized on #6 track at 30<sup>th</sup> Street Upper Level and genset diesel #70 was summoned to pull the consist back and clear #6 track. The unit was rerailed that afternoon. Some minor delays occurred as all Airport, Wilmington and Media-Elwyn trains had to operate via #5 track through the station until about noon. Warminster-bound train #5444 lost a pantograph on MU #383 at Roslyn station just after 5 PM on the 27<sup>th</sup>. The pan had snagged a broken hanger just south of the station. Train 5444 was able to proceed north after a half-hour delay using its other pantographs, but following trains were delayed as they had to operate with pans down past the obstruction. Someone opened and locked the switch to an industrial siding north of Lansdale station on Saturday, August 25. An excursion train operated by the PENNSYLVANIA NORTHEASTERN RAILROAD (PNR) was proceeding north on the Bethlehem running track (see September *Cinders*), but the slow-moving train was stopped, police were notified and the switch relined for the main track.



**NORTHEAST  
REGIONAL**

**AMTRAK**

Amtrak said last month that it has started running high-speed test trains on four segments of the Northeast Corridor. These include 165-mph runs with nine-car Acela trainsets over the 23-mile section between Trenton and New Brunswick that will be upgraded in a \$450-million project funded by the Federal high-speed rail program. Other areas that will see the nighttime test runs

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# PHILADELPHIA EXPRESS

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are Perryville (MD)-Wilmington (21 miles), a 29-mile stretch in Rhode Island and 28 miles in Massachusetts. Construction on the New Jersey leg will begin next year and be completed in 2017. Eventually it is hoped to have trains running at 160-mph on these four segments, where the top speed today is between 135 and 150 mph. A late report indicates the first tests were run over the New Jersey section on Monday night and Tuesday morning, September 24-25.....House Transportation Committee Chairman John Mica, Republican of Florida, last month held another in a series of hearings on AMTRAK. He grilled AMTRAK officials about the costs of running the system and its "ineffectiveness when competing with the private sector" for commuter rail contracts. But Amtrak President Joseph Boardman said that Amtrak now covers 85 percent of its operating costs with ticket sales and other revenues, reducing the need for Federal subsidies to only 15 percent of the budget.

The next AMTRAK system timetable will appear in mid-December rather than October, and become effective on January 1. It will include the service extensions to Brunswick, ME, and Norfolk, VA (NARP).....AMTRAK ridership has been so strong that its set records for each of the first 11 months in Fiscal Year 2012. A record September also was expected, which will mean that a new annual ridership mark will be set to surpass the 30.2 million passengers carried in FY 2011.....Northeast Corridor trains earned an "operating profit" of \$180 million in Fiscal Year 2011 and are expected to bring in a profit of \$325 million this year, but these are above-the-rail figures before capital spending on infrastructure is considered (*Trains*).....President Obama nominated Christopher R. Beall, an infrastructure specialist, to the AMTRAK board of directors (NARP).....*USA Today* reports that the airline industry plans to raise air fares across the country for the sixth time this year.....AMTRAK last month put into effect a new baggage policy which reduces the number of free checked bags from three to two and raises the extra bag fee from \$10 to \$20.....AMTRAK has launched a new website on the history of the railroad, [www.history.amtrak.com](http://www.history.amtrak.com). The site includes historic photos, ads, route guides and other resources.

AMTRAK has been experiencing a shortage of P42 diesel locomotives, reportedly due to certain truck problems. This was evident locally last month as P32-8 units #512, 513 and 514 were pressed into service on the **Pennsylvanian** west of Philadelphia. Often used in work train service, the P32-8's began appearing on trains #43-42 over the weekend of September 14-17, with #512 and 514 replacing the P42's. The last sighting before *Cinders'* presstime was #514 leading eastbound train 42 on September 28. Harrisburg Chapter reports that on one unspecified date last month train 42 arrived in Harrisburg behind an AEM-7 electric locomotive so the diesel on #42 could be turned to operate west to Pittsburgh. The AEM-7 then hauled #42 on to Philadelphia and New York. Amtrak ordered P32-8's #500-519 from General Electric in 1991.....As of last month, construction had not yet begun on a new third main track on the Corridor between "Yard" interlocking in Wilmington and "Ragan" near Newport (1.5 miles). The additional track will reduce congestion for AMTRAK and SEPTA trains through this currently two-track choke point.....The new Wendy's restaurant in 30<sup>th</sup> Street Station is under construction. It replaces a McDonald's that closed in May.



## CSX, NS OTHER ROADS

NORFOLK SOUTHERN has begun handling trainloads of crude oil from North Dakota production areas to the PBF Energy refinery at Delaware City, DE. PBF purchased the inactive plant from Valero two years ago and plans a large expansion there, according to a report in the *Wilmington News Journal*. The transport of crude oil and ethanol by tank car has greatly increased in recent years, since new production areas have opened in the Upper Midwest. In the past the Delaware City refinery was supplied by tankers carrying imported crude oil, but PBF has found that domestic oil shipped by rail is actually cheaper. PBF expects to handle up to 100,000 barrels per day at its tank car unloading facility.....When an NS office car special stopped in Harrisburg for the night on August 22, the officials asked if they could visit Harrisburg Chapter's ex-Pennsy "Harris" tower. Chapter members quickly responded to open the tower and demonstrate its operational equipment. Among the NS executives in attendance were CEO Wick Moorman, Chief Operating Officer Mark Manion and the superintendent of the Harrisburg Division.

The Federal Railroad Administration has said that the railroad industry most likely will not meet the congressionally-imposed deadline of December 31, 2015 to have Positive Train Control systems in place across the country. While great progress has been made, the FRA told Congress that there are "technical and programmatic issues that make accomplishment of these plans questionable." To date, FRA said that the railroads have spent more than \$1.5 billion in private capital on the PTC project and the Federal government has contributed \$50 million. The House Transportation & Infrastructure Committee recently recommended that the deadline be extended for five years, to December 31, 2020.....A 25-year-old man was struck and killed by a CSX freight train on Labor Day September 3 while trespassing on the railroad near 65<sup>th</sup> & Upland Streets in Southwest Philadelphia.....The Postal Service has issued a series of 15 stamps entitled "Earthscapes," one of which is an aerial view of the Steamtown roundhouse in Scranton.

The NJ TRANSIT board has approved a contract to design new power cars for its multilevel coaches to convert them into self-propelled trains. More than 400 multilevel cars will be in service on NJT once the current order is completed, but they now are hauled by electric, diesel or dual-mode locomotives. The large fleet of Arrow III MU cars built in 1977-1978 also will be retired (DVARP).....New Jersey DOT has announced \$6.6 million in grants for eight freight rail projects in the State. Among the recipients are SMS RAIL LINES in Bridgeport (\$1.56 million) and WINCHESTER & WESTERN at Bridgeton (\$513,000).....What is believed to be the last traditional train order issued in the United States was delivered on September 3 to a LONG ISLAND RAIL ROAD train running from Speonk to Jamaica, NY. From now on LIRR will use a new Form L, which is

(Continued on Page 8)



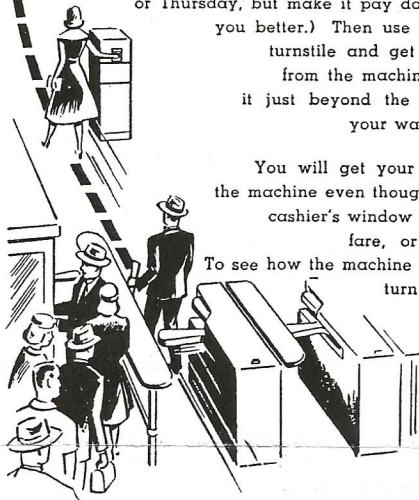
## NEW TRANSFER-ISSUING MACHINES

Starting soon, all transfers at this and other major subway and elevated stations will be issued by a machine. Cashiers will no longer issue transfers at these stations. You may therefore use the automatic turnstiles and the transfer machines will let you keep moving even though you need a transfer right at the rush hour.

You can buy a week's supply of tokens—10 for \$1.80—from an operator or cashier. (We'd suggest Tuesday or Thursday, but make it pay day if that suits you better.) Then use the automatic turnstile and get your transfer from the machine. You'll find it just beyond the turnstiles, on your way to the train.

You will get your transfer from the machine even though you use the cashier's window to pay a cash fare, or buy tokens.

To see how the machine works, please turn the page ►



**TIME-SAVERS FOR YOU**



A transfer machine is easy to use. It's just a tall, narrow box with a small lighted sign that says "PRESS". Do just that—press the sign itself—and your transfer pops out for you to remove from the machine.

At very busy times we may set the machine so you won't need to press the sign. The transfer will be time-stamped and waiting for you. In that case, simply pull it out.

Transfers issued by the machine are almost the same as those you now use, complete with two coupons for further transferring. But the date and time appear at the very top of the transfer, printed there by the machine.

The time will be set ahead so you'll have enough time to transfer to intersecting routes.

The use of transfer-issuing machines is another of the changes we are making to give you better, faster service. We hope you will use the economical tokens that let you take full advantage of these new time-savers.



**PHILADELPHIA TRANSPORTATION COMPANY**

SS9-6-26-56

*(As SEPTA continues work on New Payment Technology for fare collection, a Philadelphia Transportation Company flyer from 1956 shows then-new technology – the subway transfer machines – remember that year?)*



## 4<sup>th</sup> Annual Sentimental Journey Slideshow

**Saturday, November 3, 2012**

The Lackawanna & Wyoming Valley Chapter of the NRHS invites you to our fourth annual Sentimental Journey Slideshow on Saturday November 3, 2012. Join us for a day of food, fun, and camaraderie as we take a look back at our area's rich railroading history. The slideshow will be held at the **Mountain Top Hose Co. (New location)**. Doors open at 9 a.m. for a social hour with coffee and donuts. Slides start promptly at 10 a.m. and go to 5 p.m. This year's presenters include:

- John Rakowski Collection- Variety
- Mike Eggleston-One day in Buffalo & more
- Jerry Sosnowski – D&H, EL in NEPA and NY
- Steve Hay-Anthraxite Archaeology
- George Gula – L&WV freight operations
- Dick Samsel- Subject to be announced



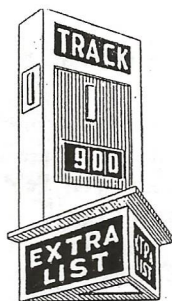
Forward payment to:  
G. Albany 74 East 5<sup>th</sup> Avenue Apt. B304  
Collegeville, PA 19426  
Make checks payable to L&WV Chapter!

Need additional info? Contact:  
Ed Philbin: 570-954-7981  
[edlvrr@gmail.com](mailto:edlvrr@gmail.com)

Tony Verbyla Jr.: 570-760-4344  
[crjeep9@yahoo.com](mailto:crjeep9@yahoo.com)

Ticket Price is \$20 and includes all-day refreshments (coffee, water, soda), donuts, lunch (pizza, wings, Stromboli and salad), cake-dessert and door prize entries. Food provided by Tony's Pizza of Pittston. Your name tag will be your ticket and will be recieved at the door. Door prize donations are being solicited. Please donate that unused dvd, book, or other item. All proceeds benefit L&WV Chapter activities.





**OCTOBER 13:** North Shore Railroad autumn train rides, Catawissa to Northumberland, PA and return over former DL&W Bloomsburg Branch, sponsored by Roaring Creek & Catawissa Valley Historical Study Group. Trains depart Catawissa at 10:00 AM and 2:00 PM. Fare: \$15 adults, \$10 children 12 and under. For information, telephone 570-799-0700, 570-799-0417 or 570-799-0531.

**OCTOBER 13:** 2012 SEPTA Rail Rodeo and Exhibition at SEPTA's Fern Rock Car Shop in Philadelphia. Regional Rail equipment will be on display at Fern Rock Transportation Center station. Non-SEPTA attendees will be selected by a lottery, which closed on October 1. Full details were in September *Cinders*.

**OCTOBER 14:** "Willimantic Special" excursion, operated by Mass Bar RRE over the Providence & Worcester Railroad from Worcester, MA to Willimantic, CT and return. Train will follow P&W's Norwich route through Putnam to Plainfield, then over P&W's newly-restored Willimantic Branch. At Willimantic, train will stop adjacent to grounds of Connecticut Eastern Railroad Museum, for a visit, before returning to Worcester. Photo stops are planned. Train leaves P&W's Hammond Street headquarters in Worcester at 9:00 AM, returns about 6:00 PM. For complete fare information and ticket orders, visit website: [www.massbayrre.org](http://www.massbayrre.org) or telephone 978-470-2066.

**OCTOBER 14 TRIP IS SOLD OUT, AND SECOND TRIP HAS BEEN SCHEDULED FOR SATURDAY, OCTOBER 13.**

**OCTOBER 15:** 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 Al. Buchan, PRRT&HS Past President, with a colorful digital program on operations of the two major Canadian railroads, focusing on lines east of Vancouver in Western Canada. The program will feature spectacular views of the famed Fraser and Thompson canyons, along with many other normally inaccessible views.

**OCTOBER 15:** Delaware & Hudson, 1967-1990, PowerPoint lecture presented by Philadelphia Chapter President Larry Eastwood at regular monthly meeting of Lancaster Chapter, NRHS, Christiana Freight Station, 10 Railroad Avenue, Christiana, PA. Chapter meeting begins at 7:30 PM.

**OCTOBER 20:** Shore Line Trolley Museum will sponsor the 12<sup>th</sup> Annual Mass Transit and Trolley Meet at Rutgers University Gym, 130 College Avenue, New Brunswick, NJ. Hours 9:30 AM to 5:00 PM. Admission: \$20. For more information, visit website [www.nycmodeltransit.org/2012details.htm](http://www.nycmodeltransit.org/2012details.htm).

**OCTOBER 20-21:** Varying trips on Bellefonte Historical Railroad, all operating out of Bellefonte, PA to Pleasant Gap, Lemont and Sayers Dam, PA on Saturday, and to Tyrone, PA on Sunday. See separate article this page.

**OCTOBER 27:** Camden & Amboy Rail Historical Group will hold 180<sup>th</sup> Anniversary Event (of Camden & Amboy coming to Hightstown) at Hightstown High School, 25 Leshin Lane, Hightstown, NJ 08520. Day includes a railroadians show. For complete information, visit the following site: [www.trainweb.org/camdenandamboyyrhistoricalgroup](http://www.trainweb.org/camdenandamboyyrhistoricalgroup).

**OCTOBER 27:** North Jersey Chapter, NRHS 75<sup>th</sup> Anniversary Luncheon will be held at Rod's Steak and Seafood House, 1 Convent Road (Madison Avenue) in Morristown, NJ, beginning at 1:00 PM. Meal will be served in their authentic railroad dining car. Restaurant is located adjacent to NJ Transit Dover Line's Convent Station, which has hourly service from New York Penn Station and Newark Broad Street Station. Cost: \$29 per person. Send check, payable to North Jersey Chapter, NRHS, to John Barth, North Jersey Chapter, NRHS, 54 Poplar Street, Closter, NJ 07624-1036.

**NOVEMBER 3:** 4<sup>th</sup> Annual Sentimental Journey Slide Show, presented by Lackawanna & Wyoming Valley Chapter, NRHS. The event will be at a new location this year: Mountain Top Hose Company, 1 Lehigh Street, Mountain Top, PA 18707. This location is reached by taking Woodlawn Avenue off PA Route 309 in Mountain Top. See separate piece on Page 6 for complete show details and reservation information.

**NOVEMBER 10:** Roanoke Chapter, NRHS will operate Amtrak charter excursion from Roanoke to Abingdon, VA (Bristol) and return, using Amfleet and private varnish. Train leaves Roanoke 8:00 AM, returns 7:00 PM. For complete information on tickets and food availability, call Roanoke Chapter at 540-774-0611 or visit website: [www.RoanokeNRHS.org](http://www.RoanokeNRHS.org).

**NOVEMBER 11:** Roanoke Chapter, NRHS will operate Amtrak charter excursion from Roanoke to Shenandoah (Luray), VA and return, using Amfleet and private varnish. Train leaves Roanoke 8:00 AM, returns 7:30 PM. For complete information on tickets and food availability, call Roanoke Chapter at 540-774-0611 or visit website: [www.RoanokeNRHS.org](http://www.RoanokeNRHS.org).

**NOVEMBER 15:** Hagley Museum & Library presents Dr. Albert Churella with lecture *The Unique Railroad of the World: Why the Pennsylvania Railroad was different from all of the others* at the Soda House, 298 Buck Road, Wilmington, DE 19807. The event begins at 7:00 PM; reservations are required and may be secured by calling 1-302-658-2400. (*Editor's Note: This event does NOT conflict with Philadelphia Chapter's November meeting, which is scheduled for Friday, November 16 – thanks to member Janet Potter for correcting what was printed in September Cinders*).

**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.

## 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>PATCO Transit</b>	<b>856-963-7995</b>
<b>SEPTA</b>	<b>215-580-8111</b>



## PHILADELPHIA EXPRESS

(Continued from Page 5)

similar to the standard Form D used by all railroads that subscribe to the so-called NORAC operating rules, including AMTRAK, SEPTA, NJT and CONRAIL (*Trains*).

"Rare-mileage" fans got outed by a front-page article in the *Wall Street Journal* on September 7. Titled "Off the beaten track, railroad buffs get stoked by riding obscure routes," the article by Reporter Daniel Machalaba mentioned several people known to Philadelphia Chapter, including Chapter-only Members Bill Crawford and Ed Graham, plus J. David Ingles, senior editor of *Classic Trains* Magazine. Our own Rich Copeland, himself a mileage collector, was contacted for the article .....The STRASBURG RAIL ROAD is offering the public an opportunity to ride its authentic mixed-trains on Wednesdays and Fridays. For a fare of \$15 individuals can ride in a coach or caboose for the nine-mile trip from Strasburg to Leaman Place and return, leaving the Strasburg yard at 6:30 AM. Freight cars are interchanged with NS at Leaman Place (Harrisburg Chapter).....In our report last month on the August 25 NEW HOPE & IVYLAND special to Lansdale, we referred to PNR's repainted unit #5342 as an SD70. In reality, it is an ex-CANADIAN NATIONAL widenose SD40-2..... NH&I again this year will operate its fall foliage trains between New Hope and the SEPTA station at Warminster. Diesel-powered trains will run on weekends from October 13 through November 4. Details on the website [newhoperailroad.com](http://newhoperailroad.com).

## Philadelphia Chapter LCL (Less-than-Carload)

Philadelphia Chapter's longtime member and Philadelphia Railfriend **SAMUEL L. JAMES** has spent some time recently undergoing medical procedures. We know that he'd prefer spending time at the Norristown High-Speed Line Bryn Mawr station, rather than Bryn Mawr Hospital – Sam, we hope you're feeling better and will be up and around.....A longtime friend of Philadelphia Chapter, and Harrisburg and Lancaster Chapter member **HOWARD FOX** passed away on September 23, following a period of declining health. Howard was well-known for his 36 years as a conductor on the Strasburg Rail Road. A memorial service was held in Lebanon, PA on Saturday, October 6. Fox was 83 years of age.

## What Time Is It???

In Chicagoland, USA, a tower operator hears a train crew ask over the radio, "What time is it?" Not knowing which railroad's train crew asked the question, responds:

"If this is Norfolk Southern, it is 3:10 PM; if it is Canadian National, it is 1510; if it is CSX, the big hand is on the 2 and the little hand is on the 3; and if it is Amtrak, it is Tuesday."

(---from numerous NRHS newsletter sources)

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