



CINDERS

DECEMBER 2013



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Volume 74

Number 11

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



The year 2013 has rolled by us at a seemingly accelerated pace. As we reflect on the events that have taken place, we should look forward with anticipation toward 2014 and the events that will unfold. New equipment, renewed and expanded facilities have all come about because the general public is increasingly finding that the industry we cherish is a valued part of their everyday lives.

As rail historians, we find that the industry is embracing our movement, with many heritage paint schemes evolving which draw us trackside to record them with our cameras. These paint schemes and/or wraps on rail vehicles remind us of from where the industry has come, yet also pointing us in the direction of the future. Rail historians are flocking to trackside locations as our friends at Norfolk Southern have fielded the fleet of Heritage diesel locomotives, many to be found leading the various oil trains making their way from fields in the Upper Midwest to local refineries - a welcome source of growing traffic that railroads can serve.

Locally, SEPTA showed the deep heritage of the former Red Arrow properties in Delaware County by decking a Kawasaki car in a heritage-type scheme. The car has been used to celebrate the history of on-line towns. Numerous station facilities and terminal buildings have been completely rebuilt to serve future generations of SEPTA customers. Probably the biggest rebuilding effort involves Regional Rail's Wayne Junction station, and smaller but no less vital depots are being upgraded for continued use.

During this year, NJ Transit spent much time recovering from Superstorm Sandy late in 2012. But the agency has worked on many moves to improve customer mobility. Most notable in our area, of course, is the completion of the Pennsauken Transit Center, which permits interchange between the River Line and the Atlantic City rail line. Since Philadelphia Chapter's meeting location move to Drexel University, a number of our New Jersey members and friends have availed themselves of this connection to get to monthly meetings.

Amtrak is making equipment acquisitions that will last for many years in our area. The new ACS-64 electrics are now going through their testing phase and they will certainly be taking center stage during 2014, replacing tired AEM-7 electrics. In production as the year ends are new Heritage-style single-level dining cars, sleepers, baggage and baggage-dorm cars which will replace veterans, some of which are nearly 60 years old, while also providing some badly-needed additional capacity.

Philadelphia Chapter, in its 78th year of existence, can take a page out of this book of renewal, too. Obvious to all of us is an aging cadre of officers who, in the not too-distant future, will also need to be replaced if we are to continue this rail history movement we all love. To that end, may 2014 bring you good health and prosperity as we continue our ride along the tracks of rail transportation history. It will be interesting, and it should also be fun.

R. L. EASTWOOD, JR.,
President

Meeting Notice

FRIDAY, DECEMBER 13, 2013

Room 121, Randell Hall (access through Main Hall main entrance, 3141 Chestnut Street – just east of 32nd) Drexel University, (three blocks from Amtrak/SEPTA/NJ Transit 30th Street Station (Easily accessible to all public transportation; at our recent meetings, there has been plenty of parking on Chestnut Street immediately in front of Main Hall – pay at the kiosks)

MEETING START TIME: 7:00 PM



Our meeting on Friday, December 13, 2013 will feature Chapter Secretary Frank Tatnall with a narrated slide lecture entitled *Jersey Central Memories, 1960-1976*. The CNJ, always beset with financial difficulties, was a survivor in tough times, hauling coal and cement from Pennsylvania, commuter traffic, through freight traffic to the New York area from its Reading (and B&O) connections. Don't miss this unusual slide program.

Looking forward, our meeting on Friday, January 17, 2014 will feature another excellent PowerPoint presentation by Chapter Member Dale Woodland. The subject matter had not been chosen as of December presstime.

Plan to come out and enjoy a feature program on the Central Railroad of New Jersey on Friday, December 13. Please remember that we meet on the second Friday in December.

Instructions on Accessing Our Drexel Meeting Site

For December, 2013, we will again meet in Room 121 Randell Hall, which is accessed from the Main Hall, whose physical address is 3141 Chestnut Street, just east of 32nd Street Walk. Walk to the right of the Great Court steps down the hallway until you reach Room 121, the first classroom on the left hand side. For those with difficulty navigating the front steps of the Main Hall, use the side entrance on the 32nd Street Walk without steps. In December, we will submit our schedule for January-June 2014 to Drexel; hopefully we can arrange a consistent meeting location at Drexel in the new year.

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 ayrestower@comcast.net and a replacement copy will be promptly be sent to you.

PHILADELPHIA CHAPTER, NRHS Board of Directors Meeting Winter, 2014

**Passenger Services Conference Room
Amtrak 30th Street Station**

**Tuesday, January 14, 2014
7:00 PM to 8:30 PM**

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

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

President.....R. L. Eastwood, Jr. (215) 947-5769
Senior Vice President.....William Thomas III (215) 545-3198
Vice President & Treasurer.....Richard Copeland (215) 343-2765
Secretary.....Frank G. Tamall (610) 688-5623
National Representative.....Peter M. Sentin, Jr. (609) 458-2090
Historian.....Larry A. DeYoung (610) 293-9098
Editor.....R. L. Eastwood, Jr. (215) 947-5769

COMMITTEE CHAIRS

Equipment.....David R. McGuire (856) 241-8046
Membership.....Sheila A. Dorr (610) 642-2830
Program.....William Thomas III (215) 545-3198
Publicity.....William C. Faltermayer (215) 591-9018
Trip.....R. L. Eastwood, Jr. (215) 947-5769
Webmaster.....John P. Almeida (215) 361-3953

2014 ANNUAL MEMBERSHIP DUES: \$68.00 per person, which includes National (\$50.00) 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 \$11.00 for the year 2014.

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.

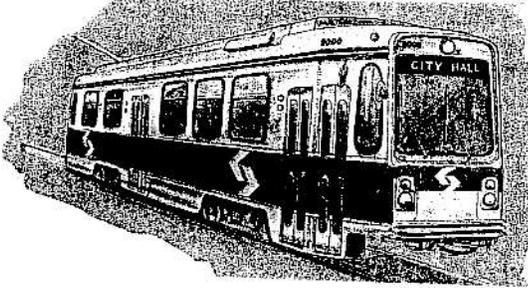
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PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



True to its word, on November 11 SEPTA reopened the Bridgeport-to-Norristown viaduct which carries the Norristown High Speed Line across the Schuylkill River. The bridge had been closed since July for replacement of ties, timbers, ballast and for related repairs.....This fall SEPTA will begin testing some elements of its planned New Payment Technology (NPT) system. Employees of SEPTA and contractor Xerox are using the new "smart media" cards to run the tests. As of mid-November 100 fare validators had been installed on buses and trolleys, plus nine new turnstiles at subway-el stations and four fare kiosks. By spring it is hoped that the general public will begin using NPT, as some 347 cashiers are retrained to become "customer attendants" at stations.....In October cash fares were down 17.5 percent from last year and token sales two percent, reflecting the fares increases which became effective last July 1.

SEPTA is pushing ahead with installation of automatic passenger counting technology on all of its vehicles. So far 15 percent of the transit fleet has been equipped, and the 245 new buses ordered from Nova of Canada will have counters pre-installed. On Regional Rail only the Silverliner V's are now equipped. SEPTA says that the counters, which are placed at each vehicle door, provide more accurate passenger counts than the part-time traffic checkers now employed.....SEPTA last month announced the creation of a new SEPTA app for iPhone users, which will display TrainView, system status, next-to-arrive and other real-time information. A companion app for phones using the Android system is coming next spring.....SEPTA and Comcast are cooperating in making free WiFi connections to the Internet available at some 70 rail stations over the next five years. These "hotspots" will include all stations on the Broad Street and Market-Frankford Lines as well as certain other transit hubs. To date Wi-Fi has been installed only at center city Regional Rail stations.

The *Inquirer's* November 4 issue included a front-page article, complete with photo, on Thomas J. Nestel, SEPTA's new chief of police. Turns out that Nestel, 51, comes from a long line of police officers, and he himself rose to the rank of staff inspector with the Philadelphia Police Department. Amazingly, he holds three master's degrees and is working on a doctorate in criminology at Penn.....Route 15 buses will be detoured off of Richmond Street this month because of the I-95 construction project.....SEPTA planned to handle many additional riders on Thanksgiving Day to and from the King of Prussia Mall, due to earlier-than-usual store openings for the holiday rush. Extra trips were run on Routes 124 and 125 and shuttles operated between the NHSL Gulph Mills station and the Mall Another public meeting on the proposed extension of the NHSL rail line to King of Prussia Mall has been scheduled for Tuesday, January 14, location to be announced.....SEPTA told *Daily News* readers that it will begin installing composite plastic insert seats on Market-Frankford Line cars, replacing the present

SEPTA dodged a bullet on Tuesday, November 19, when the State House of Representatives voted 104-95 to approve a \$2.3 billion transportation funding bill. But the sharply-divided House made a lot of people nervous the previous day by rejecting the bill—twice—before it was brought back for a third vote. The legislation includes a controversial increase in the minimum cost of transportation projects which would trigger a "prevailing wage" requirement for workers on those projects. For prevailing (union-scale) wages to be observed, the projects now must cost at least \$100,000 rather than the former \$25,000. Among those opposing the bill were some rural Republicans who complained that the measure will increase taxes on gasoline. This is the likely result of lifting the decades-old cap on the oil franchise tax, which is applied at the wholesale level. (It has been 16 years since the State's gas tax was last increased.) A number of Democrats also opposed the bill because some union leaders objected to changing the prevailing-wage standard. The next day, Wednesday, the Senate passed the House bill and immediately sent it back to the House for final action. On Thursday evening the 21st it was approved by a bipartisan margin of 113-85 and sent to the Governor for his signature. This was lightning speed in a deliberative body usually known for its glacial pace in considering legislation.

Within three years the new law is projected to raise \$1.65 billion a year to repair the State's deteriorating highways and bridges, as well as to create 50,000 new jobs. But for SEPTA the additional \$475 million to be earmarked for transit agencies was its first priority in seeking passage of the bill. Transit officials together with many business interests vigorously pressured lawmakers to get the bill passed, and Governor Corbett and former Governor Rendell also lent their strong support to the effort. SEPTA's recent threat to begin shutting down rail lines and scaling back other services if the legislation failed (see October *Cinders*) most likely had some impact on the final vote. SEPTA expects to receive about \$340 million a year in additional funding and General Manager Joseph M. Casey said he was "thrilled" by the news. "It looks like we finally are going to be able to address some of the issues we need to deal with," especially certain very old bridges and electrical substations that are in desperate need of repair or replacement. SEPTA's six-month operating budget expires at the end of this month, but now the board will be able to set a budget for the final six months of Fiscal Year 2014.

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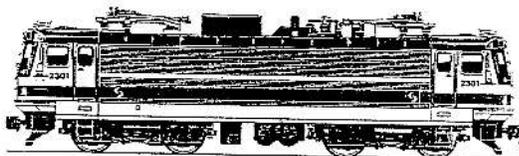
PHILADELPHIA EXPRESS

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polyester-blend seat inserts. These will be similar to seats on the Broad Street subway cars.....Have you noticed that some Broad Street cars now carry large ads on their sides?

The Inquirer ran an article on November 9 describing the 750-mile-long trail network envisioned for the Delaware Valley area. Some 250 miles have been built, including trails along the Schuylkill and Upper Delaware Rivers, but some of the proposed trails may be a while in coming. These include the so-called P&W Trail, which would follow SEPTA's NHSL from Cobbs Creek Park to Radnor where it would link up with the existing Radnor Trail (see September *Cinders*). SEPTA, however, is said to take a dim view of using any of its NHSL right-of-way for a trail.....SEPTA had to detour many bus routes on Sunday, November 17, for the Philadelphia Marathon which attracted thousands of runners and spectators. Trolley route 15 had to be bused.....SEPTA has received about \$1 million from FEMA to reimburse it for damage caused by Hurricane Sandy last year. But to date the Federal government has not paid any of the costs of refurbishing the cars damaged in the flood at Trenton station during Hurricane Irene in 2011.

SEPTA REGIONAL RAIL



SEPTA's New Payment Technology (NPT) will not come to Regional Rail for at least another year. While it likely will be introduced to the bus, trolley and subway-elevated modes sometime early in 2014, the technical challenges of using electronic fare cards, turnstiles and scanners on a far-flung rail system are not being underestimated. It's believed that 80 percent of Regional Rail passengers—those in fare Zones 1 to 3—will be able to swipe fare cards at both ends of their trips, but those commuting to and from more distant stations will be subject to checks by on-board conductors.....All Regional Rail timetables will be reissued effective December 15, with schedule changes on several lines including West Trenton, Manayunk-Norristown, Paoli-Thorndale and Lansdale-Doylestown. On the latter line two additional express trains will stop at Temple U.

Ex-Reading Silverliner II #9001, to be donated to the Railroad Museum of Pennsylvania at Strasburg, was still at Wayne Junction in mid-November. It is reported that #9001 will be equipped with cowcatchers (taken off other retired cars), as it was when delivered from Budd in 1963. The car was involved in a minor derailment in Wayne Electric shop on October 26, but it emerged unscathed.....SEPTA's annual leaf-fighting campaign began the week of October 14, and as usual slippery rails have been a daily annoyance. Three diesel-powered "wash trains," which dispense both an anti-slip gel compound and high-pressure jets of water, operate nightly out of Wayne Junction and Overbrook yards.....SEPTA has signed a new five-year agreement with the United Transportation Union representing Regional Rail conductors. This leaves only the Brotherhood of Locomotive Engineers & Trainmen and the International Brotherhood of Electrical Workers still unsigned.

Most of the retired Silverliner II and III cars have left SEPTA property on their way to scrap in North Jersey. On November 14 Silverliner II's 209, 215, 252, 266, 268 and 9014 were picked up by CSX destined to the scrapper, but that same day this writer noted three more of the old cars still stored at Overbrook shop.....Once again this year SEPTA plans to run several "Santa Express" trains to the Gallery at Market East on "Black Friday," November 29. They include Market-Frankford Line trains adorned with seasonal decorations, to originate at the Frankford and 69th Street Transportation Centers, and a Broad Street Line train from Fern Rock to the 8th & Market Streets station. On Regional Rail specially-decorated trains #9348 from Elwyn and #423 from Warminster are to make all regular stops to Market East StationSEPTA has awarded a contract for removal of some 460 tons of scrap rail and other track material from the long-abandoned ex-Pennsy Chester Creek branch between Chester and Lenni in Delaware County.

SEPTA and its Wilmington line passengers had a very bad evening on Friday, November 1. At around 4:55 PM the crew of train 9243 bound for Newark, DE, reported that their train of five Silverliner V's was stalled on the Northeast Corridor just north of the Claymont station. Inspection revealed that two pantographs had been damaged after becoming entangled in the catenary, and the overhead wire was down on the roof of the train. No one was allowed to exit due to safety concerns. Two other southbound SEPTA and several AMTRAK trains were able to pass the scene but then all SEPTA service was suspended from Marcus Hook to Newark. After a very long wait Amtrak technicians arrived to ground the fallen wire and the 200-plus passengers on #9243 began their evacuation. They were transferred to train #8265 which finally departed the scene at 8:04 PM, more than three hours after their train had broken down. A rescue diesel later towed the crippled train to Overbrook shop for repairs. The next morning SEPTA issued a written apology, which among other things acknowledged that "it just irks you when Amtrak is part of the explanation as to why a SEPTA train is delayed...but it's not our track and not our overhead wires so we must respect that their personnel are the ones who have to make the repairs." The message ended with "We appreciate your patience, if you have any left, but we certainly understand if you're not quite ready to forgive us."

That same day, Friday, November 1, was one of several when weather played havoc with rail service. High winds and rain caused numerous problems, with more than 100 trains delayed due to slippery rails. An overhead power failure on the Airport Line that morning resulted in seven train annulments and a fallen tree on the Chestnut Hill East line near Wayne Junction caught fire when it struck the catenary. Passengers on train 731 out of Chestnut Hill had to be transferred to another train at Wister station. The Airport Line also was shut down the previous night, Thursday, October 31, due to a power failure after train #9468 shot the line at "60th Street North" at 10:25 PM. That train and three others had to be cancelled. Earlier on Thursday a loss of catenary power around 5 PM between Suburban Station and the phase break near Temple U resulted in a host of delays during the afternoon rush hour. The cause was a broken pantograph on Trenton-bound train #9747 at "Vine" interlocking in the center city tunnel, which required the shutdown of track #4 due to broken insulators and trolley wire damage. Twelve passengers on #9747 were transferred to train #2367 on #3 track at "Vine."

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Three events along the Northeast Corridor last month caused widespread discussion on the Internet for very different reasons. Leading off was the hugely successful operation of AMTRAK's first homegrown excursion trains, the "Autumn Expresses," on Saturday and Sunday, November 2-3, from Philadelphia to Harrisburg and return via an unusual route. The sold-out 16-car trains, headed by Phase III Heritage units #145 (P42) and #822 (P40) carried a total of nearly 1,700 passengers. After departure from 30th Street Station at 9 AM the trains ran south to Perryville, MD, then via NORFOLK SOUTHERN's Port Road branch to Enola and over the Rockville bridge to Harrisburg. The return route was via NS's freight-only Royaltan and Port Road branches from Harrisburg to Columbia, then over the Columbia secondary to Lancaster and return to 30th Street via the Harrisburg mainline. Amtrak was lauded for offering these well-run scenic trips at the very reasonable coach fare of \$89 per person. The train's consist both days included four Amfleet I coaches, two Amfleet "diner-lite" cars, nine Horizon coaches and conference car #9800 on the rear for AMTRAK officials and guests. The #9800 is a 45-year-old ex-Metroliner café car which has been refurbished and newly-painted with the word "METROLINER" on the sides and cab end. Both specials, carrying the train symbol #803, operated well and returned to 30th Street ahead of the scheduled 4:30 PM arrival. With this success in its pocket, Amtrak undoubtedly will plan more such excursions next year, possibly starting in New York.

The less enjoyable second event, on Thursday, November 14, proved that train crews can indeed get "lost." When Keystone train #644 arrived at 30th Street from Harrisburg it was discovered that cab car #9639 on the rear was not functioning properly, and the train would need to be wye'd in order that AEM-7 #904 could lead enroute to New York. It then departed at 11:25 AM, a half-hour late, with the AMTRAK crew having instructions to proceed west on the Harrisburg mainline to "JO" interlocking and then reverse through the New York-Pittsburgh subway. But the New York-based crew evidently was unfamiliar with the territory and as they proceeded west they followed the signal indications which led them up the viaduct at 52nd Street and onto SEPTA's Cynwyd line. The crew kept going until somehow they reached Cynwyd station at about 12:10 PM and found they had run out of track at the bumper block! Meanwhile, the catenary power was shut down and the misdirected train could not move. This caused some consternation at SEPTA because the interloper was blocking the passage of Cynwyd train #1071 due to leave 30th Street at 12:24 PM. (Buses were ordered to meet passengers at Overbrook station.)

One possible explanation for the problem may have been that the route to Cynwyd already had been lined by "Zoo" tower for the scheduled SEPTA train, and the AMTRAK crew simply was following the signals. The 130 bewildered passengers on train #644 were allowed off the train at Cynwyd station and the entire spectacle was uploaded to the Philadelphia Chapter website by Webmaster John Almeida, who was on the scene with his

cameras! Finally, the passengers were reloaded and at 1:15 PM the train departed Cynwyd for 30th Street, operated from AEM-7 #904 by an Amtrak road supervisor and piloted by a SEPTA trainmaster. At 30th Street the train was terminated and passengers transferred to train #650 for New York. Needless to say, Amtrak said it would conduct a thorough investigation of the bizarre incident.

The final event could have had more serious consequences. On Monday, November 18, train #97 **Silver Star** carrying 158 passengers departed Baltimore Penn Station around 7 PM and was proceeding into the B&P tunnel when AEM-7 #905 struck some debris and derailed its lead truck. Track speed in the tunnel is only 30 mph and the train came to a halt with all of its cars remaining upright and on the rails. No injuries to the 158 passengers or crew were reported, but electric power had to be shut down and all service between Baltimore and Washington suspended. Another locomotive pulled the cars back to Penn Station until one track in the tunnel could be reopened and the train sent on its way. Regular trains that evening, including Acelas, were delayed from one to two hours, and during the outage MARC sent buses to pick up stranded passengers at BWI and West Baltimore stations. One unconfirmed report circulating on the Internet stated that the "debris" was actually a traction motor that had dropped from an axle on the locomotive.

As it does every fall, AMTRAK boosted service for Thanksgiving week, the busiest travel period of the year. And as usual an attractive 32-page Northeast Corridor timetable was issued for Tuesday, November 26, through Monday, December 2. In addition to regular service, eight southbound and six northbound "Regional Extra" trains (1100 series) were scheduled, as well as four "Holiday Extras" (1000 series) in each direction. The latter trains usually are run with equipment borrowed from MARC and NJ TRANSIT. Once again, SEPTA was to loan a push-pull set to Amtrak for standby use. All trains during the holiday period required reservations, even in the Keystone service Train #42, the eastbound **Pennsylvanian**, will become an unreserved train from Harrisburg to Philadelphia, effective December 3. All Keystone trains between Harrisburg and Philadelphia already are unreserved (*Trains*).....A southbound AMTRAK train, most likely #187, struck and killed a trespasser near Torresdale station late on Thursday, October 31. Three of SEPTA's Trenton line trains were seriously delayed and one was annulled from Bristol to center city.

AMTRAK now has received three of its new Siemens-built ACS-64 electric locomotives for testing on the Northeast Corridor. They are #602, 603 and 604, with #601 and 602 still testing at the Transportation Technology Center near Pueblo, CO. The distinctive units have been spotted on several occasions at the Race Street engine terminal near 30th Street Station..... The Internet is rife with rumors that some of the AEM-7 units to be retired after the ACS-64's enter service will be turned into cab cars for push-pull service. This would be similar to the earlier conversion of a few F40 diesels into cab-baggage ("cabbage") cars for use in the Midwest..... An article in the November 14 issue of the *Daily News* about plans for developing AMTRAK's rail yard area north of 30th Street Station (see November *Cinders*), shows an artist's rendering of what bicycle and walking paths could look like. The weird thing is, the drawing shows bikers and walkers using the spaces now occupied by SEPTA tracks and platforms on the Upper Level of the station!A bill has been introduced in the U.S. House to allow passengers on

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certain AMTRAK trains to bring domesticated dogs or cats on board with them. Entitled the "Pets on Trains Act of 2013," the bill would overrule Amtrak's current policy of allowing only service animals on its trains.

In October AMTRAK President Joseph Boardman told a Senate Subcommittee on Surface Transportation that the Northeast Corridor is a vital transportation asset and should not be taken for granted. He said the railroad is aging, failure-prone and lacks redundant systems to keep operating in the event of failure. The process of aging and decaying infrastructure is gradually eroding the serviceability of the NEC as underfunding takes its toll. "We have an infrastructure that, while safe, is vulnerable to service disruptions at virtually any time and place." Boardman emphasized that funding on the required scale must come from a coalition of the Federal government, state and local governments, other rail users of the NEC and in some cases the private sectorAMTRAK plans to spend \$86 million in Hurricane Sandy relief funds to improve maintenance in the four East River tunnels that connect Penn Station, New York, with Long Island and New England. The tunnels were closed for several days due to flooding from the hurricane that struck the city in late October of 2012 (*Trains*).



CSX, NS
OTHER
ROADS

CSX train Q439 derailed seven cars in the Nicetown section of Philadelphia at about 4:15 AM on Friday, November 15. Enroute from Selkirk, NY, to Hamlet, NC, the 138-car train was rounding a curve on the Trenton Line at the point where it passes under SEPTA's Mainline south of Wayne Junction. The derailed cars appeared to be mostly empty lumber flats although one boxcar also was tipped over. By early afternoon the derailment was cleaned up and the line reopened.....NORFOLK SOUTHERN's new yard at Lancaster was dedicated last month as the H. Craig Lewis yard in memory of the late NS executive and former State Senator. NS CEO Wick Moorman attended the ceremony at the recently completed facility, which replaces the old Dillerville yard closer to downtown. That land will be used for an expansion of Franklin & Marshall College, for which Lewis received credit in bringing several parties together to agree on the relocation.....An NS train passing through Reading on Wednesday, November 13, struck and killed a teenager who was attempting to jump on the train.....A report on Trainorders.com states that the PBF Energy refinery at Delaware City, DE, will close for part of 2014 to permit a major upgrade of the facility. PBF is well known for receiving one or two daily oil trains from the North Dakota fields via NS—some of which feature one or more of the 20 famous Heritage locomotives.

A new study of NJ TRANSIT's Atlantic City Line recommends that train service on the line be increased from 12 to 20 round-trips daily. NJT already is constructing a second track

south of the Delair bridge and through the new Pennsauken Transit Center so both platforms there can be used. Some track and structural work also has been done on the 117-year-old bridge which spans the Delaware River. According to an *Inquirer* report, the Atlantic City Line now costs NJT \$22.9 million a year to operate but recovers only 22 percent of that expense from fares, as compared with a systemwide average of 45 percent. The line now handles about 3,450 riders each weekday, but the study foresees that ridership would double with 20 daily round-trips. The problem is the cost of the expansion is estimated at \$216 million for new locomotives and cars and the necessary track and signal changes—money which NJT says it does not have. An additional \$25 million would need to be spent for a new station at Pomona, close to the Atlantic City Airport.

Another *Inquirer* report last month focused on complaints from many residents of Riverton about the loud horns on River Line trains during the day and CONRAIL freight trains at night. All trains, of course, are required by Federal law to sound their horns when approaching public grade crossings, regardless of the time of day or night. One possibility for relief is to have towns along the route apply for permission to establish "quiet zones," but this requires the installation of four-quadrant crossing gates at a cost exceeding \$500,000 for each crossing. The only other option is to close the crossings.....NJT has announced that it will spend up to \$23 million to repair and upgrade 429 of its ubiquitous bilevel commuter rail cars. The work is not related to damage caused by the Hurricane Sandy flooding of last year, NJT said.....On November 11 PATCO welcomed back the first of its cars to be rebuilt by Alstom at Hornell, NY. They are #1047-1048, formerly #247-248 built by Budd in 1968. They will not MU with older PATCO cars, hence the new numbers (Bill Vigrass).

My very best wishes to each of you for Christmas and Hanukkah, and for a joyful New Year! -- Frank Tatnall

New Book Traces Rail History in King of Prussia

The Railroads of King of Prussia, PA is a newly-released book which delves into the history of railroads and their environment in the King of Prussia-Upper Merion area. Surprisingly, perhaps, there's plenty to talk about, as demonstrated by Author Michael Stefan Shaw in his 185-page softcover book published by the King of Prussia Historical Society.

Subtitled "The Past Leads to the Future," the book goes back to the pre-railroad era, then to the year 1838 when the Philadelphia & Reading laid the first rails through Upper Merion. It tells the story of the two major railroads which dominated the area, the Reading and the Pennsylvania, later giving way to SEPTA, Conrail and Norfolk Southern. Included are chapters on local industries, shortlines, abandoned branches and even train accidents. Several personal remembrances, or "testimonials," occupy one chapter.

In addition to Shaw's extensive research, *The Railroads of King of Prussia* benefits from many pages of photographs (some in color), maps and documents relating to the railroads and their surrounding area. The book is priced at \$24.95 and is available at numerous local book, hobby and gift shops. More information may be found at www.kingofprussiarailroads.com.

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: In 2013, the Morristown & Erie Railway turned 110 years old. It was created by the merger of two shortlines and now operates four lines totaling 158 miles in Northern New Jersey (*Progressive Railroading*).....Earlier this year, the Shore Line Trolley Museum (Branford, CT) rented its ex-New York City Transit IRT R17 subway car #6688 for use in a new "Spiderman" movie that is expected to be out in 2014 (*ERA Bulletin*).....A 1924 snapshot of Brooklyn's Bush Terminal Railroad: the line extended from 28th Street and Second Avenue to 58th Street and First Avenue, mainly for freight business. It had six miles of standard gauge track, mostly in the streets. BTRR operated two passenger cars and four electric locomotives with repair shops at 34th Street. The president was Irving T. Bush (*McGraw Electric Directory*).....In 1875, a mutual admiration society, consisting of 30 residents of White Plains and Scarsdale, chartered the Wagner Drawing Room Car "Adirondack" for regular use on the "Pawling train" so they could ride to and from New York without being subject to the "vulgar gaze and obnoxious presence" of ordinary people! (Alvin F. Harlow).

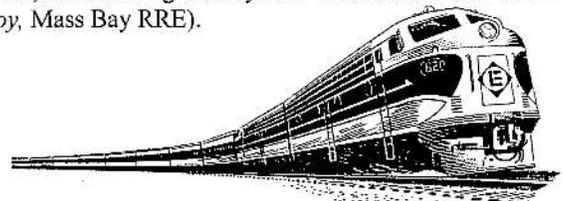
When the train came in, my heart sank. A wheezy old EMD E8 passenger diesel in Penn Central "action black" led a former New Haven parlor car and two aged NH coaches. As we walked up the steps I could see in the first coach that people were sitting in the aisle on their suitcases. I paid the parlor car fare (\$9.10 extra) and cruised to Boston drinking complimentary Cokes. I felt sorry for the coach people, jammed in like sardines in the two rolling antiques! (Rev. Walter F. Smith/Bridge Line Historical Society).....The Jersey Central lost some Trans-Atlantic passenger business when the dirigible **Hindenburg** went up in smoke at Lakehurst, NJ in May 1937. Within a couple of years, the Long Island Rail Road was to enjoy handling some of this passenger train when Pan American Airways "Clippers" started flying from Port Washington in May 1939. Its "Flying Boats" with riders and air mail made it to Marseilles, France in less than two days, over twice as fast as the doughty airships (Juan Trippe).....Long Island Rail Road Train #1702 was the first passenger train to depart New York's new Penn Station. It left from Track 19 at 3:41 AM on September 8, 1910 with Motorman T. W. Fields at the controls. We don't know how many passengers were aboard but there were probably a lot of newspapers (Jill Jones).

The Black Tom explosion of July 30, 1916, which occurred at 2:00 AM – it was filled-in harbor land in Bayonne, NJ that was owned and operated by the Lehigh Valley Railroad, mainly for rail/marine freight transfer. World War I materiel was being shipped overseas when German agents set fire to a 1.9 million pounds of ammunition and 100,000 pounds of TNT on a barge. Virtually the entire population of the lower New York harbor area was shaken from their beds while millions of windows were blown out. The Statue of Liberty was peppered with shrapnel and debris rained down on Journal Square in Jersey City, over a mile away. Fortunately, loss of life was low due to the time of day. A total of \$50 million in reparations was eventually paid by Germany to the Valley, but the final payment didn't reach them until they were

part of Conrail in 1979 and that probably went to the Lehigh Valley estate (John Wilkes).....Here's a 1924 snapshot of New York's Manhattan Bridge Three Cent Line – the office and company shops were located at 333 Gold Street in Brooklyn. The MBTCL connected Brooklyn's Flatbush Avenue and Fulton Street to Canal Street and the Bowery via the bridge. Its president was F. A. Rowe and it had four miles of standard gauge track with 16 two-man trolleys and two service cars. The 600-volt power was purchased from Brooklyn Edison Company and fares were three cents or two for a nickel (*McGraw Electric Railway Directory*).

Perhaps Closer to Home: On May 29, 1906, the Pennsylvania Railroad's new 17-span bridge over the Susquehanna River between Havre de Grace and Perryville, MD was opened for service. Some 107 years and perhaps millions of trains later, this historic structure still carries Amtrak's Acela and other Regional traions, plus Norfolk Southern freights (a replacement for the bridge is in the planning stages (C. T. Baer).....This columnist remembers a number of years ago (perhaps even quite a few) being surprised when I read that new over-the-road freight diesel locomotives were costing in the neighborhood of \$1 million each. Now, the 70 new Amtrak 125-mph, 8,000-horsepower ACS-64 electric locomotives cost \$6.6 million a pop and no one seemingly blinks (Amtrak/Roy).....In the mid-1950's the Reading Railroad had 1,306 route miles in a highly-developed consuming/producing area, mainly in eastern Pennsylvania. Its lines averaged 5 customers/industries per mile – 14 times the national average, which, with its coal traffic, ranked the Company in the top ten U. S. railroads in total tonnage carried. In 1955, revenue was \$120 million with a not-so-bad operating ratio of 77%. Today, of course, the economy of this area is like much of the Northeast, based on casinos, shopping malls, pizza shops and lottery tickets (*Handbook of American Railroads*).....OK, historic name train and passenger experts, can you identify the four railroads and train names which operated the General Motors Aero-Train sets during the years 1955-1965?? How about this: (1) the PRR – "Pennsy Aerotrains"; (2) New York Central – "Great Lakes Aero-Train"; (3) Union Pacific – "City of Las Vegas"; and (4) Rock Island Lines – "Jet Rocket". Of the three trains built, two are located in museums in Green Bay, WI and St. Louis, MO, and the third was scrapped (Roy L. Hudson and Staff).....Famous Last Quotes: "It had not been the intention of our Company to make any provision for the transportation of coal, as that article can more appropriately be conveyed on the canal" – Philip E. Thomas, first President of the Baltimore & Ohio Railroad, 1836 (Cole Trane).

Miscellaneous: Burlington Northern Santa Fe's \$100 million Tehachapi Corridor double-tracking has been delayed and perhaps cut back due in part to funding, but also reportedly because of a California environmental impact report in the area of the new Cesar Chavez National Monument. It seems that there are some elderberry bushes near the construction that could be the habitat to the endangered Elderberry Longhorn Beetles (B. N. Eseph).....Biting the hand that feeds you – earlier this year, Union Pacific conductor Robert Hartman of Houston, TX was sent to prison after confessing he stole 53 locomotive horns over a four-year period and sold them on eBay. The crime cost UP more than \$500,000, not counting the days the units were out of service (*The Callboy*, Mass Bay RRE).



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.



DECEMBER 10: Regular monthly meeting of Harrisburg Chapter, NRHS, at Hoss's Restaurant, 743 Wertzville Road, Enola, PA. Business and program meeting begin at 7:00 PM, with optional dinner available as early as 5:00 PM. Program will feature **Brookville: Past, Present and Future**, an illustrated talk by a representative from Brookville Equipment Corporation. For complete information, contact Sloan Auchincloss of the Chapter at 1-717-238-2131 or E-mail: sloan@auchincloss.com.

DECEMBER 13-23, 26-30: Holiday Light Express trips on Wilmington & Western Railroad, using ex-Pennsylvania Railroad doodlebug #4662. Numerous one-hour trips each night. For complete information visit the W&W website, www.wwr.com or telephone 1-302-998-1930.

JANUARY 4, 2014: "Steam in the Snow" photographers special on the Conway Scenic Railroad, North Conway, NH to Notchland and return, using 0-6-0 steam locomotive #7470, sponsored by Massachusetts Bay RRE. Trip departs North Conway station at 10:30 AM, returns about 4:00 PM. For complete ticket and optional box lunch information, visit website www.massbayrre.org, or call 1-978-470-2066. E-mail questions may be sent to trips@massbayrre.org.

JANUARY 27: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM. Program will be a member participation slide or digital show with a maximum of 10 minutes or 35 photos, *fast-paced!* Slides should be brought in a Kodak Carousel tray or digitals on a CD or memory stick. Advanced arrangements to participate should be coordinated with Dave Homer of WJC, at dshomerwoowoo@comcast.net.

FEBRUARY 1: Annual Super Saturday Streetcar Special XXI chartered trolley on SEPTA, which will depart from SEPTA's 69th Street Terminal. Complete details are not available as of presstime for this issue. It is suggested that members visit www.railroadphotographer.com (Steve Barry) for details.

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
PATCO Transit	856-963-7995
SEPTA	215-580-8111

Chapter Auction Very Successful

At its November 15 meeting, Philadelphia Chapter conducted a Railroadiana Auction, featuring hard- and soft-cover books which had been donated to our organization by the estates of deceased members.

A total of 60 lots of material were offered for sale, with the material offered being the best of a whole host of items the Chapter has accumulated in its Willow Grove storage site. Fifty-eight of the 60 lots were sold to the 19 bidders who signed up to participate. The Chapter realized a total of \$858.00 from the event.

The item which brought the highest bid was an autographed copy of **The Red Arrow**, the original 1972 volume authored by the late Chapter Member Ron DeGraw. The book sold for \$60.00. The Chapter also had a table of "giveaway" items which came from these collections. There is much more material remaining to be disposed of through a future auction, which will most likely be scheduled early in 2014.

Chapter President Larry Eastwood served as auctioneer, assisted by Member Kevin Feeney and Philadelphia Railfriend Marie Eastwood.

At the meeting, Member Russell E. Jackson presented the Chapter with two albums of photographs and other ephemera documenting early Philadelphia Chapter trips, from the 1930's and 1940's. The albums came from the collection of the late Chapter Member Dave Cope. The photos were affixed to the albums with Scotch tape, most of which can be removed by carefully applying "Goo Gone". Some of the proceeds from the auction will be used to preserve and restore these photos for the Chapter's permanent archives. The Chapter thanks Russ for his interest in this area.

Philadelphia Chapter LCL (Less-than-Carload)

Noted rail historian and author **Alvin F. Stauffer** died on October 30, 2013 in Medina, OH at the age of 88. Stauffer was best known for his works on the steam power of the Pennsylvania Railroad and the New York Central System. Of special interest to Philadelphia area fans was his **Pennsy Power**, a title which was eventually expanded into three volumes, covering both steam and diesel power on the PRR, until the 1968 merger with the New York Central. Other roads covered by Stauffer included the NYC, B&O, C&O and Erie. A World War II U. S. Navy veteran, Stauffer is survived by his wife and four children. —*TRAINS News Wire*

2014 Membership Renewal Update

As of October 1, 2013, Philadelphia Chapter had 260 full members in NRHS, plus 24 family members. That number is down significantly from ten years ago.

As of November 22, 139 full members and 14 family members had renewed for 2014, more than 50 percent. These members have also donated more than \$2,300 to the Chapter.

Our Additional Chapter members at October 1 numbered 48, and 27 of those have already renewed for 2014. The officers of the Chapter deeply appreciate the early renewal response, as well as the financial contributions.