



# CINDERS

APRIL 2014



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Volume 75

Number 4

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

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

## IMPORTANT NOTICE! No April Meeting!

Because of ongoing scheduling complications with Drexel University, the Chapter has decided it is in the best interests of anyone wanting to attend our meeting on Friday evening, April 11, 2014, to cancel that meeting. The University has been rather inflexible by stating that they cannot commit a room to Philadelphia Chapter until the actual date of our meeting (April 11), because the academic side of Drexel will not be releasing classrooms from the current term to room reservations until that date.

We have informed Drexel that we will still be meeting on Friday, May 16 and Friday, June 20, and we will need meeting rooms for those two nights. At this writing, the Chapter did not have a program for the April 11 date, which is a week earlier than because Good Friday falls on April 18.

The Chapter's annual meeting and election of officers is hereby postponed until Friday, May 16. The Chapter asks that you inform your friends who may attend the meeting that it will not be held in April. There are currently no programs scheduled for either May 16 or June 20. Potential presenters are asked to contact President Larry Eastwood or Vice President Bill Thomas if interested in providing a program.

## Notice -- Change of Date for Annual Meeting & Election

Notice is hereby given of election of Chapter officers for the year 2014-2015, to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday evening, May 16, 2014, in Room 121, Randell Hall, Drexel University, 3141 Chestnut Street, Philadelphia, PA 19104, beginning at 7:00 PM.

Any member in good standing who is interested in service as President, Senior Vice President, Vice President & Treasurer, Secretary or National Representative, may be nominated from the floor at the May 16 meeting, or by placing your name in nomination by writing, before May 1, 2014 to: C. Bruce Irvin, Chairman, Nominating Committee, 116 Linden Drive, New Holland, PA 17557-9490.

## Winter is Over! (We Hope)

### *Philly Says Good Riddance to 2<sup>nd</sup> Snowiest Season*

The old saying that "March comes in like a lion and goes out like a lamb" certainly proved to be true this year. After three months of brutal weather, more trouble seemed to be on the way as a new storm approached the Delaware Valley on the first Sunday in March. Meteorologists were almost unanimous in predicting 6 to 12 inches of snow for the Philadelphia area, but on Monday morning the 3<sup>rd</sup> the erratic storm veered to the south of the City, dropping only 3.4 inches at International Airport. The temperature reached 34 degrees in the afternoon. More snow fell toward the Jersey shore but communities to the north and west of Philadelphia were spared any serious problems. In contrast to some previous storms, Peco Energy reported virtually no outages.

City officials overreacted on Sunday night, declaring a snow emergency, while schools in Philadelphia and many suburban districts were ordered closed on Monday. (The snow emergency was lifted at 11 AM.) To be sure, there were problems. Highway travel was marred by many accidents caused by the slick road surfaces, in spite of a "full call-out" of PennDOT's plowing and salting crews, and there were more than 400 flight cancellations reported at PHL. But cities to the south were much harder hit. Washington suffered numerous transportation snarls as both MARC and Virginia Railway Express suspended all service on Monday, and the Federal government shut down again. In New Jersey, Governor Christie declared a state of emergency.

SEPTA coped reasonably well. Several bus routes had to be detoured, there were delays on trolley lines and the Market-Frankford Line ran strictly all-stop service in the morning. The Norristown High Speed Line operated two-car trains every 15 minutes that morning with no express or Bryn Mawr local service. Regional Rail passengers were warned of problems but only 20 trains were delayed for weather-related reasons. The Philadelphia Flower Show, in full swing at the Pennsylvania Convention Center, offered a special "snow day" discount admission of \$20 for tickets purchased on Monday only. The tickets were good for any day of the week.

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**PHILADELPHIA CHAPTER, NRHS  
Board of Directors Meeting  
Spring, 2014**

**Passenger Services Conference Room  
Amtrak 30<sup>th</sup> Street Station**

**Tuesday, April 8, 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**

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**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](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).

## Ten Members Receive NRHS Awards

A total of ten Philadelphia Chapter members have been named as recipients of NRHS Membership Awards for 2014, according to information received from Society Membership Awards Director Joseph C. Maloney, Jr.

Because we no longer have our optional dinners at Thomas Jefferson University, all pins and certificates have been mailed directly to the members, who are as follows:

### 50 Year Pins and Certificates

**John J. Harmon**, Lawrenceville, NJ  
**Kenneth R. Paton**, Japan

### 25 Year Pins and Certificates

**Richard K. Bates**, Chesterbrook, PA  
**Stephen D. Ellis**, Philadelphia, PA  
**Allan C. Fisher**, El Cerrito, CA  
**Joseph F. Gorman**, Wilmington, DE  
**Eugene T. Kane**, Philadelphia, PA  
**William D. Losse**, Browns Mills, NJ  
**Joseph C. Parlin**, Cheltenham, PA  
**Richard S. Werner, Jr.**, Wernersville, PA

Philadelphia Chapter congratulates each member named above. We appreciate their loyal support and service over the past quarter- and half-century.

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

Longtime NRHS Member **Benjamin T. Young, Jr.**, 84, of West Islip, NY, passed away on January 12, 2014. Ben was well known to members who attended NRHS conventions and meetings. He served as Long Island-Sunrise Trail Chapter President from 1985 to 2005, and also as their National Director. Ben was retired from the U. S. Department of Justice and was a 20-year veteran of the New York Army National Guard. He was an honored and valued member of LIST.

## SEPTA Store Offers New Items

Noted at the Greenberg Train Show in Wilmington, DE the weekend of March 15-16 were two new items offered for sale by the SEPTA Transit Gift Store.

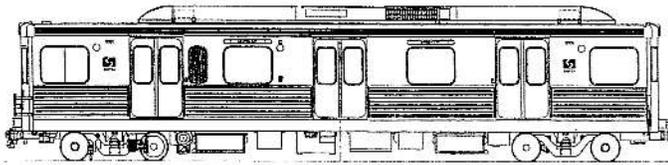
The first item is a colorful computer mousepad featuring photos of the noses of six SEPTA vehicles: Red Arrow Kawasaki LRV #116, Rotem Silverliner V #801, Broad Street Line car, number unknown, Norristown High Speed Line N5 car #150, New Flyer motorcoach #8355, and Market-Frankford Line B4 car #1054. The mousepad sells for \$4.95. A second item with the same photo montage as the mousepad is a 500-piece jigsaw puzzle that is sure to challenge and please jigsaw puzzle fans, young, old and older! The puzzle sells for \$10.00.

SEPTA Store Manager Peg Maguire says that there are a whole host of new items for sale, and urges members to stop in when they are in the area. The SEPTA Store, in the headquarters lobby at 1234 Market Street, is open from 10-5 Monday-Friday and 10-3 on Saturday. The telephone number is 215-580-7168.

# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



## SEPTA TRANSIT

As March was winding down a new contract between SEPTA and its largest union seemed to be elusive. The head of Transport Workers Union Local #234 criticized SEPTA for its alleged failure to negotiate in recent weeks, but said his 4,700 members on the City Transit Division would continue working under terms of the old contract which expired on March 15. But that pledge only lasts until early this month when the contracts covering Suburban Transit workers expire, so the obvious threat was that the entire system except for Regional Rail could be shut down if SEPTA does not soon come to terms. The key sticking points on any proposed agreement between SEPTA and the TWU were reportedly pension contributions and health care costs under the Affordable Care Act. The most recent contract with Local 234 was forged in late 2009, after the union pulled a surprise six-day walkout.

Meanwhile, Montgomery County Representative Kate Harper has introduced a bill in the State Legislature that would outlaw strikes by SEPTA employees. The TWU, however, wants a contract imposed through binding arbitration, an idea rejected out of hand by SEPTA. At the moment the only other one of SEPTA's 17 unions without a contract is the Brotherhood of Locomotive Engineers & Trainmen. The BLET has not had a contract since 2010, but is prohibited by the Railway Labor Act from striking until after a long process of negotiations, mediation and—usually—the appointment of a presidential emergency board. Currently the BLET dispute is before the National Mediation Board, so there is no immediate threat of a strike on SEPTA's Railroad Division.

It is now apparent that SEPTA's much-anticipated New Payment Technology (NPT) will not be introduced to the public this spring, as originally thought (see December *Cinders*). Evidently, SEPTA management is skittish about activating the system until it is made as error-free as possible—a lesson learned from the embarrassing foul-ups which occurred when Chicago's electronic fare collection system was rushed into service last year. The best estimate for a startup on SEPTA transit lines is sometime next fall, with Regional Rail to follow later, possibly in 2015.....SEPTA has set the schedule for public hearings on its Fiscal Year 2015 operating budget, which will be held in all five counties between April 16 and 25. The Philadelphia sessions will be on Wednesday, April 23, at SEPTA headquarters 1234 Market Street, beginning at 11 AM and 5 PM. The capital budget hearings will be on Monday, April 28, also in the headquarters building, starting at 11:30 AM and 5 PM.

A \$3-billion pot of money is being made available by the Federal Transit Administration to seven eligible transit systems located in the so-called "Hurricane Sandy Zone," for use in hardening infrastructure against future natural disasters. SEPTA will apply for about \$180 million in funding for such improvements, almost as much as it received from the Federal stimulus program which began in 2009.....SEPTA is studying the effects of long-term "climate variability" (rather than change) on its infrastructure. Recent years have been particularly tough: 2010 was the snowiest on record, 2011 the wettest, 2012 the warmest, 2013 had the wettest summer and 2014 is the second snowiest. Is this the "new normal" with constant extremes? Right now SEPTA calculates that it has a \$5-billion backlog in restoring the system to a state of good repair, and over the next 20 years that will escalate to \$13.5 billion unless action is taken.

The brutal weather of recent months had a negative effect on SEPTA ridership, which declined six percent in January and eight percent in February compared with the same months in 2013. School and business closures contributed to the decline. But revenues were higher, due to the fare increase which was implemented last year.....Some 10.7 billion trips were recorded on public transit in the U.S. in 2013, the highest number in 57 years, according to the American Public Transportation Association. While vehicle miles on roads went up by 0.3 percent in 2013, transit use increased by 1.1 percent. Since 1995 public transit ridership rose by 37.2 percent, APTA said, outpacing population growth of 20.3 percent. APTA is calling on Congress to authorize \$100 billion in Federal transit programs over the next six years to meet anticipated demand (*Trains*).....There was high drama in the Fairmount station of the Broad Street subway on Monday afternoon, March 17, when a man jumped off a train and attacked a SEPTA police officer on the platform. As the officer struggled with the heavy-set man, other passengers—as often happens—stood by recording the scene with video cameras. But this time two passengers came to the officer's aid and helped subdue the attacker until backup police arrived. SEPTA issued a statement thanking the passengers for their assistance rather than simply standing by to watch.



## SEPTA REGIONAL RAIL

The Ardmore Transit Center project, which has been delayed for years due to a shortfall in funding (see January 2014 *Cinders*), may have new life. The *Main Line Times* last month reported that SEPTA has stepped up to take the lead in planning the first phase of the project to replace the dilapidated station which the Pennsylvania Railroad put up in 1950. Several years ago SEPTA had offered to contribute \$10 million in a joint effort with

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AMTRAK and Lower Merion Township to build a new station and parking garage, complementing other projects proposed for the station area by Developer Carl Dranoff. But SEPTA's offer had to be withdrawn when the agency was forced to severely reduce its capital budget. Now, more transportation funding from the State may allow "a second look" at the station proposal. SEPTA indicated that it would take on day-to-day management of the project and assume the responsibility of applying for a grant in the current round of Federal TIGER VI funding, in which \$600 million will be available for transportation projects nationwide. It also would help to find the 50-percent match required with TIGER grants. According to SEPTA officials the new station would be of a standard design similar to stations built in the past few years at Fort Washington, North Wales and Primos.

Regional Rail timetables will be reissued effective April 6, but with relatively minor changes. Among those changes will be a slight lengthening of schedules on the Media-Elwyn line, taking into account slow orders on some of the line's aging bridges. The next general reissue of timetables will be in August.....Figures are not yet available on ridership during the nine-day Flower Show March 1-9 at the Convention Center. The lone set of Comet cars was not used due to a shortage of locomotives (at times as many as three of the seven AEM-7's have been out of service at Frazer shop). In late March the Comets were back in storage at Overbrook yard.....SEPTA and other users of AMTRAK's Northeast Corridor may find themselves paying more for their trackage rights on this very busy railroad. *Trains Magazine* reports that Federal law requires that an agreement be reached by this October to determine user fees and capital assessments for each operator, reflecting the true costs incurred in providing access to the Corridor (see below).

A female trespasser was struck and killed by a SEPTA Paoli-Thorndale train near Wynnewood station on Monday, March 17. This was the second trespasser death in the Philadelphia area so far this year. Inbound train #584 struck the person on the big curve just west of the station around 6:30 PM, forcing AMTRAK to temporarily shut down all four tracks. Passengers on #584 were transferred to following train 586 and six other SEPTA trains were delayed for up to 45 minutes. Service on the Warminster Line had to be stopped north of Willow Grove station at 4:50 PM on Wednesday, March 19, following the discovery of an extremely toxic poison known as ricin in a building near the railroad in Hatboro. A 19-year-old man was arrested for allegedly sending a letter contaminated with the poison to a romantic rival. Passengers on trains #442 and 451 were bused to and from Hatboro and Warminster due to the quarantine at Hatboro. Catenary wires on the AMTRAK mainline near Trenton station fell on top of SEPTA train #3791 a half-mile west of the station on the evening of Wednesday, March 13. Passengers were transferred to following train #2751.

Six more retired Silverliners were shipped off to scrap in New Jersey on March 6. They were #220, 227, 230, 235, 253 and 9010. It should be noted that the move included the last two cars that ran in regular service, Silverliner III #235 and Silverliner II #9010. This leaves nine of the old cars remaining at Wayne Electric and one at Overbrook.....On Wednesday, March 19, there were numerous delays on the West Trenton line, two of them caused by CSX freight train Q409 which had both

tracks and Woodbourne Road blocked for a time while it switched Woodbourne yard. Trains #3433 and 4350 were each held back for 20 minutes. Several equipment problems also cropped up, and car shortages persisted systemwide. Rock slides in the cuts between Fern Rock and Melrose Park stations occurred on Monday, March 10 and early on Friday the 21<sup>st</sup>. The first slide caused no delays but the second one impeded five trains until it was cleared.

The Cynwyd Station Café & Tea Room opened to the public on March 16. It is the culmination of a years-long effort to restore the deteriorated 1890-vintage ex-PRR station to its historic appearance, an effort led by Lower Merion Township and the Lower Merion Historical Society. In addition to the café, the station houses a small waiting room for SEPTA passengers. It also is adjacent to the head of the popular Cynwyd Trail, which occupies the old Pennsy Schuylkill branch right-of-way to West Manayunk (still owned by SEPTA).....The *Inquirer* reports that Montgomery County is moving to convert another 3.8 miles of SEPTA's long-idle Newtown branch to a multi-use trail. In 2009 the county created the Pennypack Trail on the lower 1.8 miles of the line, but at the time did not act on proposals to advance the trail further north. The extension will include a short section in Rockledge and a longer segment from a junction with the existing trail north through Bryn Athyn to Byberry Road, which will cross SEPTA's West Trenton line at the site of old "Ayres" tower. Regular RDC service to Newtown ended in 1983. The original Reading rails will be salvaged with SEPTA and the county sharing the estimated \$80,000 in revenue.



In its budget request filed with Congress last month, AMTRAK is asking for a \$1.62 billion appropriation in Fiscal Year 2015 beginning this October 1, an increase of 16 percent over FY 2014. Amtrak President Joseph Boardman warned that the status quo in Federal funding levels "puts the Northeast Corridor infrastructure at increased risk of failure with serious economic consequences for the nation." He went on to say that the U.S. "cannot afford to let a railroad that carries half of Amtrak's trains and 80 percent of the nation's rail commuters fall apart." One part of his plea was to allow Amtrak to divert the \$300-million annual surplus from NEC operations to the capital needs of the Corridor, instead of using the money to help subsidize long-distance and state-supported trains. He said it is clear that Americans want a national passenger train system, which has been a "core Federal responsibility since 1971, and Congress should fulfill its obligation by funding its full cost."

Meanwhile, AMTRAK is highlighting its program for infrastructure improvements in 2014. The major elements are: The installation of Positive Train Control (PTC) on an additional 1,200 miles of track beyond the 530 miles already in operation; continuation of work to rebuild 23 miles of the Northeast Corridor between Trenton and New Brunswick, NJ for a maximum speed of 160 mph; further planning on the Gateway program to expand track, tunnel and bridge capacity between Newark, NJ, and Penn Station in New York City; handicap accessibility construction at 29 stations in 11 states; extensive maintenance work to include the

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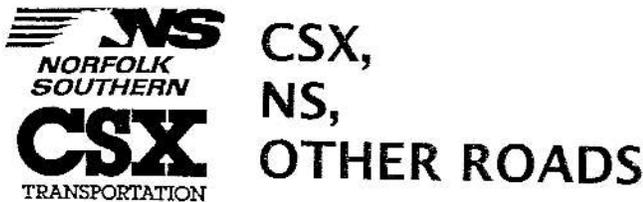
# PHILADELPHIA EXPRESS

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installation of 165,000 crosstics, 23 miles of rail, replacement of switches and interlocking improvements; and upgrading of electrical and signal systems along the Northeast and Keystone Corridors.

In October AMTRAK is preparing to implement a methodology for allocating the costs of operating commuter trains on Amtrak-owned rail lines, mainly the Northeast Corridor. This is a requirement contained in the Passenger Rail Investment & Improvement Act of 2008 (PRIIA), which could result in commuter rail operators such as SEPTA paying higher trackage-rights fees.....AMTRAK will hold its 7<sup>th</sup> annual National Train Day on Saturday, May 10. As usual there will be a host of activities at 30<sup>th</sup> Street Station, including an equipment display .....At least two of AMTRAK's new ACS-64 electric locomotives are in regular service. Early in March #601 entered service on the NEC, supplementing class unit #600, and at least nine other Siemens-built units are now on the property.

AMTRAK has launched two new advertising campaigns, one focused on the National system and the other on Northeast Regional service. The Regional campaign will feature cities along the Northeast Corridor route, such as Philadelphia, in print, digital and mobile media. The National campaign through radio, print, digital and mobile media will showcase the amenities offered by long-distance trains, and carry headlines such as "The art of travel refined" .....The April issue of *Trains Magazine* carries a fascinating article entitled "Corridor Conundrum" by Fred Frailey, which makes the point that, absent major investment, the NEC will not be able to accommodate the large increases in traffic expected in the future.



NORFOLK SOUTHERN CEO Wick Moorman told stockholders in the railroad's latest annual report that 2013 was a "breakthrough year" for the railroad, as it achieved record performance levels. Railway operating revenues for the year were \$11.2 billion, net income was \$1.9 billion and the operating ratio improved to 71.0 percent.....NS has painted yet another locomotive in a special scheme. This time it is SD60E #6963 with green trim and "GoRail" logos on the sides. GoRail is a non-profit organization dedicated to educating the public about the benefits of moving freight by rail.....NS, CSX and UNION PACIFIC have been named to *Fortune Magazine's* 2014 list of the World's Most Admired Companies (*Trains*).

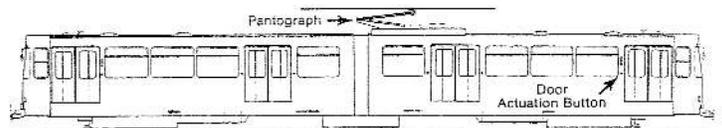
CSX executives were summoned to Philadelphia last month to answer questions from City Council about the January 20 derailment on the Schuylkill River Arsenal bridge (see February, March *Cinders*). Six of the derailed cars contained crude oil and, even though none of them leaked, a series of fiery derailments involving crude oil elsewhere in the U.S. and Canada have raised concerns about the safety of moving oil by rail. The CSX people also heard complaints about chunks of concrete falling onto the

street—and sometimes onto residents' cars—from the ex-PRR Delaware Extension which runs on a 1-1/2-mile-long elevated line above 25<sup>th</sup> Street. It was completed in 1928. The railroad officials agreed that they need to do a better communications job but said that the elevated is structurally sound and that contractors have been performing maintenance work on it.....CSX and the Pennsylvania Emergency Management Agency have reached an agreement which will allow the agency direct access to information concerning the movement of hazardous materials—including crude oil—on CSX lines in Pennsylvania.

In response to many complaints about service delays, PATCO has modified its schedule for track reconstruction on the Ben Franklin bridge. For the next two months one track will be taken out of service only between 10 AM on Fridays and 4:30 AM on Mondays, but after Memorial Day one track will be shut down all day every day for a two-month period to allow completion of a \$100-million track and signal upgrade project. The two-month respite followed a public outcry about the delays, and especially after two trains broke down on the bridge and its approaches on the same day, February 10, with one having to be evacuated (see March *Cinders*).....PennDOT has awarded another round of freight improvement grants across the State. Among them are: \$1.8 million for rail replacement on the NEW HOPE & IVYLAND; two grants to PENNSYLVANIA NORTHEASTERN totaling \$1 million for tie replacement and grade crossing repair; \$494,000 to EAST PENN RAILROAD to replace ties, rails and ballast; and \$700,000 to READING & NORTHERN to rehabilitate track in the Buck Mountain tunnel.

## Rockhill Trolley Museum to Acquire 1981 Vintage San Diego LRV

Railways to Yesterday, Inc., operators of the Rockhill Trolley Museum at Orbisonia, PA is in the process of acquiring a 1981 U2 Light Rail Vehicle, which was used in San Diego, CA since 1981. This vehicle will provide a "modern" touch to the Museum and will enable the organization to tell the complete story of the evolution of the trolley/light rail vehicle in this country.



A substantial financial and professional contribution by a corporate sponsor has enabled RTY to acquire this car. However, additional financial assistance is needed to transport the vehicle to Pennsylvania and preserve it in operating condition.

This San Diego LRV is in excellent condition and well maintained. The car has never operated along salt-covered winter streets, is standard gauge, double-ended, air-conditioned and is equipped with a wheelchair lift to accommodate physically challenged visitors. It is unlike the other vintage cars in the RTY collection, which need thousands of hours of restoration work in addition to substantial funding.

Contributions are needed and should be directed to: Railways to Yesterday, Inc. (a 501(c)3 non-profit educational corporation), Attn: U2 LRV Fund, Post Office Box 1801, Allentown, PA 18101-1601.

## 6th Street Rails - 1858-1953

by **ROBERT L. ABRAMS**

*(This article, written by longtime Chapter Member and Philadelphia Railfriend Robert L. Abrams, appeared in the May, 1953 issue of Cinders. Please note that where "present day" is shown, the date is 1953. It is reprinted for your enjoyment.)*

When PTC Peter Witt car #8017 rolled down 6<sup>th</sup> Street shortly after 5 AM on Sunday, April 5, 1953, not only did PTC Route 65 cease, but an historical epoch was ended. It was on this very street back on January 20, 1858 that the first horse car in Philadelphia was operated by the Frankford & Southwark Passenger Railway Company. An 1865 *Guide to the Street Passenger Railways* lists this line as beginning at the depot at 4<sup>th</sup> & Berks Streets, then via Berks and 6<sup>th</sup> to Moore, returning via 5<sup>th</sup>. "Cars carry red lights at night" is an interesting bit of incidental information given.

Within a very short time many other lines were opened. Seventh Street in 1865 was served by the "union" line, operating over a complex route from Fairmount Park to the Old Navy Yard at Front & Federal Streets, using 7<sup>th</sup> Street from Race to Federal.

An 1895 guide lists the 6<sup>th</sup> Street line as starting at Kensington & Cumberland, via Kensington, Front, Berks and 6<sup>th</sup> to Jackson. Transfers were issued to the Diamond Street bus, according to this source. Seventh Street at that time was served by the 7<sup>th</sup> and 9<sup>th</sup> line, which used cable cars for a time, running from 23<sup>rd</sup> & Columbia to 7<sup>th</sup> & McKean. Certain other lines from North Philadelphia to the Market Street Ferries used 7<sup>th</sup> and turned down Market Street.

By 1903 some present day (1953) route patterns were being fixed. For example, the Fox Chase line ran down 6<sup>th</sup> Street all the way to Porter, while two lines from Frankford, one via Lehigh and one via Berks, ran south as far as Jackson. Also, a line ran from Rising Sun & Olney to 6<sup>th</sup> & Delancey. On 7<sup>th</sup> Street, at the time, cars ran from Broad & Cambria to Delaware & Market, while south of Arch Street the predecessor of Route 9 ran from 31<sup>st</sup> & Dauphin to 7<sup>th</sup> & Wolf. Another interesting line, later to become Route 18, meandered from Lehigh & Memphis to 22<sup>nd</sup> & Tasker and used 7<sup>th</sup> Street from Race to Passyunk Avenue.

The advent of the Nearsides in 1912-13 brought not only route numbers into use, but also a more logical route pattern. The old 4<sup>th</sup>-8<sup>th</sup>, 5<sup>th</sup>-6<sup>th</sup> and 7<sup>th</sup>-9<sup>th</sup> lines were changed into routes that have survived to the present day, as Routes 47 and 50. By 1916 6<sup>th</sup> & 7<sup>th</sup> Streets were served by Routes 4 (Frankford & Bridge to 6<sup>th</sup> & Ritner), 19 (Mermaid Loop to 6<sup>th</sup> & Pine) and 26 (Amber & Lehigh to 6<sup>th</sup> & Ritner).

Various changes effected during the 1920's on 6<sup>th</sup> & 7<sup>th</sup> Streets trolley service reflect the building of new high-speed lines and the increasing use of automobiles. The Frankford El put an end to old Route 26, which the Broad Street Subway made short work of Routes 4 and 19.

It was on September 7, 1930 that Route 65, one of the traditional Willow Grove lines, was shifted from 4<sup>th</sup> & 5<sup>th</sup> to replace Route 4 service on 6<sup>th</sup> & 7<sup>th</sup>. An interesting fact is that in the preceding year Mitten Management, in a City-wide traffic survey, had recommended abandonment of 6<sup>th</sup> & 7<sup>th</sup> trackage.

Route 65 continued to serve these streets through World War II, when it was cut back to Erie Avenue on December 27, 1942 and Route 20 made its first appearance at Olney Terminal. Postwar plans did not call for restoration of the 65 above Erie, but a change of plans brought it back to Olney on June 22, 1947.

Immediately after the War, in 1946, the first hints were dropped of abandonment of this route. After six years of discussion, with many plans put forward, including even a new Bus Route 91 to replace the 65 cars south of Columbia Avenue (now *Cecil B. Moore*), PTC finally took the plunge and applied to axe Route 65, with extensions of Routes 20 and 50 to cover the north and south extremities.

By 11 PM on April 4, 1953, Snyder Avenue was the southern terminal of rail service, and for about six hours on Sunday morning there was a Route 65 bus from 6<sup>th</sup> & Snyder to 6<sup>th</sup> & Oregon. By 5 AM on April 5, Route 50 was installed south of Snyder Avenue, returning in a fashion to its turn-of-the-century route. The portion north of Snyder Avenue, known to horse cars and to virtually every type of electric car operated by PRT and PTC (except PCC's, which only visited 6<sup>th</sup> Street on NRHS fan trips) was silent, after 95 years of activity.

### 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>

### EBay Buyers Beware!!!!

EBay buyers need to beware of and think carefully about the items they bid or purchase on the California-based site. The cautionary warning particular deals when there is a seller offering books for sale.

Chapter President Larry Eastwood, an active EBayer, recently noticed a copy of West Jersey Chapter's fine publication, *Reading Seashore Lines: the pictorial documentary of the Atlantic City Railroad* offered by a seller named railroadtreasures, based in Talbott, TN. The seller offered the publication, which was used and showed some soiling for a price of \$145.00 as a Buy-It-Now piece.

A great bargain?? Not likely. The publication, issued by West Jersey in 2007, can be purchased through their chapter website for \$32.00, plus \$4.50 shipping. The Chapter has plenty of copies remaining. While most items are sold on EBay as "Buyer Beware", Eastwood has contacted EBay with the thought that the company might want to check into some sellers - the soft-cover book was offered for 400% of its original selling price, and it's still available.



**Saturday, April 19, 2014:** Mass Bay RRE will sponsor "Old Colony & Newport Special" one-day-only excursion from Boston to Newport, RI and The Hummocks and return. Trip includes motor coach option from Boston, with train departing Newport at 11:00 AM, returning to that point at 4:00 PM. Optional famous box lunch from Gerard's (additional cost) available. For complete information, contact Mass Bay RRE at 978-470-2066, or website: [www.massbayrre.org](http://www.massbayrre.org).

**Monday, April 28:** Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 625 Station Avenue (corner 7<sup>th</sup> Avenue), Haddon Heights, NJ, 7:30 PM. Gary Viassopoulos will present a program about the Pennsylvania Railroad's Whiskey Island iron ore facility in Cleveland, OH and the Shamokin Branch in Pennsylvania.

**Saturday, May 3:** Lackawanna & Wyoming Valley Chapter, NRHS, together with Reading & Northern Railroad will operate "Vosburg Flyer" diesel-powered rare mileage photo freight excursion over R&N Lehigh Division. Two-unit set of EMD SD38 diesels will power ten-car train of mixed freight cars, caboose and passenger cars (including full dome). Numerous options available, including coach, dome, caboose and cab ride (varying prices). Trip leaves 10:00 AM from Duryea. For complete information, including box lunch, telephone 570-575-5320 or visit on-line: [www.laurellinesspecials.org](http://www.laurellinesspecials.org). Some very rare mileage will be covered on this trip.

**Monday, May 19:** Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 625 Station Avenue (corner 7<sup>th</sup> Avenue), Haddon Heights, NJ, 7:30 PM. Program will be a silent auction of books which are not relevant to the Chapter's needs. After a break, a sound DVD will be shown, *Reading Company-The Final Years*. Part One features RDG commuter operations during the late 1960's and early 1970's at various locations, including Jenkintown, Elkins Park, Wayne Junction, 16<sup>th</sup> Street Junction, Wissahickon, Manayunk, Shawmont and Miquon. Part Two is a few minutes of black-and-white

Reading footage dating from the 1930's to the 1960's at various locations around the Reading System.

**Saturday, June 7:** Annual Spring Bus Fling at the Museum of Bus Transportation, 161 Museum Drive, Hershey, PA 17033 (in and on the Antique Automobile Club of America campus), 8:30 AM to 4:30 PM. For additional information (including indoor flea market table rentals), please call Tom Collins at the Museum office, 717-566-7100, extension 119, or visit the Bus Museum website, [www.busmuseum.org](http://www.busmuseum.org).

### 2014 NRHS CONVENTION – SPRINGDALE ARKANSAS

**Tuesday-Saturday, June 10-14:** Annual NRIIS Convention at Springdale, AR, featuring the Arkansas & Missouri Railroad, heavily Alco-powered. Daily highlights include:

**Tuesday, June 10** – A&M round trip Springdale-Bentonville, A&M photo freight and night photo session. Evening seminar.

**Wednesday, June 11** – Eureka & North Springs coach roundtrip, plus dinner train, other non-rail activities and tours.

**Thursday, June 12** – A&M Springdale to Fort Smith excursion, plus tour of former Frisco station at Fort Smith and A&M yard and shop tour, heritage tour of local sites plus evening seminar.

**Friday, June 13** – Tours of Fort Smith historic sites, including Fort Smith Trolley Museum, plus first Walmart store. NRHS Board of Directors and Advisory Council meetings, NRHS Membership Meeting, NRHS annual banquet.

**Saturday, June 14** – A&M Springdale to Monett (MO) round-trip excursion, A&M shop tour, evening seminar.

**Sunday, June 15** – Post-convention activities include A&M Springdale to Butterfield (MO) excursion, Arkansas Naturals baseball game.

NRHS Convention hotels are the Holiday Inn-Springdale as well as adjacent Hampton Inn & Suites, with \$99 per night room rates. For complete registration information and current ticket information, visit [www.nrhs.com](http://www.nrhs.com). Some events have limited capacity or may be near sell-out.

## PTC Proposes Major Center City Change

(from CINDERS, April, 1957 - 57 years ago!)

The PTC (Philadelphia Transportation Company) and City jointly announced a "package deal" involving a new Center City loop shuttle bus and changes on seven Center City surface lines. By featuring in bold headlines the new 10-cent Loop bus, the PTC hopes to quietly make major changes affecting many regular riders. Main points are:

1. New 10-cent shuttle bus on Chestnut and Market Streets between 17<sup>th</sup> and 5<sup>th</sup> Streets to operate only in non-rush midday hours (and of no value to regular riders).
2. Railroad commuters who use PTC lines at both ends of the journey will be entitled to transfer from first line, although the Pennsy or the Reading was used as intermediary vehicle.
3. Route 20 abandoned.
4. Route 23 extended to Bigler Street and rerouted southbound on 12<sup>th</sup> Street south of Susquehanna Avenue.



5. Route 32 abandoned.
6. Route 17 converted to bus and extended to 20<sup>th</sup> & Moyamensing Avenue.
7. Bus Route 21 abandoned.
8. Bus Route 2 extended to Hunting Park Avenue and operated via 17<sup>th</sup> and 16<sup>th</sup> Streets to 17<sup>th</sup> & Pollock Streets.
9. Bus Route 33 to operate on Market Street instead of Arch Street with minor rerouting in North Philadelphia.

The above plans are only tentative, and have been approved by the Board of Directors of PTC, but have not received the approval of the Pennsylvania Public Utilities Commission. No dates have been set for hearings.

No further word from PTC regarding the suburban portion of Route 6 or Route 46 in West Philadelphia.

## 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.*

**Somehow Associated with New York:** November 16, 1953 was the last time overhead electric locomotives operated on Cleveland (OH) Union Terminal trackage. The units were shipped east to the New York Central at Harmon, NY, where they were modified for third-rail operation and spent many years running between Grand Central Terminal and Hudson and Harlem Division points. They lasted well into the Penn Central days pulling commuter and long distance trains (Art Kinzer and Roy).....At A Glance: In 2013 MTA's New York City Transit operates 673 route miles within the City. It has 6,292 subway cars with another 300 on order from Bombardier plus 126 on order from Kawasaki Rail Car. The annual ridership is 2.6 billion and the agency serves 468 stations (*Progressive Railroading Magazine*).....Kawasaki has been manufacturing railcars for 25 years at its Yonkers, NY plant (an old Otis Elevator complex). Over 2,500 cars have been built to date for MTA, PATH, MBTA, Maryland and even Taipei. The facility has largely revitalized downtown Yonkers (*Bridge Line Historical Society Bulletin*).....So, how about that Sunnyside Yard? It its Pennsylvania Railroad heyday, the Queens, NY facility was the largest passenger car yard in the World. Construction started in 1907 and it covers 173 acres. It is over a mile long with 53 miles of track that once held 1,400 cars on 108 tracks. In 1947, there were 27,000 car departures in a month and today about 7,000 per month (*Mutual Magazine*).

**Along the Delaware River:** Are You Surprised Department? The results of a 2013 survey of transit general managers is in. It shows that 29 percent of transit execs ride transit to work, and 71% don't. The limousine makers can now breathe easier (*METRO Magazine*) (*Editor's Note: We can report that SEPTA GM Joseph Casey may be found regularly riding the Media-Elwyn Line*).....On October 7, 1834, the Philadelphia & Columbia Railroad opened in its entirety. It was the first rail line built that would become part of the Pennsylvania Railroad. In November, 2013, Amtrak's highly-rated "Autumn Express" fantrips covered this entire historic route when they travelled on Norfolk Southern's Columbia Secondary Track to Lancaster and the Amtrak Keystone Corridor to Philadelphia. (PRR Fax and Roy).....On October 10, 1945, the Pennsylvania Railroad authorized the purchase of ten 6,000-hp passenger diesels. These were EMD F3 models in A-B-B-A configuration and they helped give the "kiss of death" to the PRR's steam locomotive fleet (Chris Baer).....Speaking of dieselization, it was May, 1952 when diesel locomotives first outnumbered steamers on U. S. railroads. The numbers were 19,082 diesel units to 18,489 steam locomotives. About ten more years, and it was over for steam (*Midwest Rail Scene*).....On July 19, 1858 - Philadelphia City Council passed a resolution requiring all streetcar lines to be 5' 2" gauge, to prevent their being used by any steam railroads (*Ties & Tracks*)

**Well, at least nearby:** The flyer said "*By Popular Request*"! It was the first Iron Horse Ramble sponsored by the Reading Company. It operated on Sunday, October 25, 1959 and made a round trip from Wayne Junction (Philadelphia), PA to Shamokin, PA and return. The fare was \$9.00 and included a souvenir

engineer's cap and bandana. There was just one official photo stop (at Port Clinton, PA), but the railfans piled off at Tamaqua and Shamokin to stretch their legs while the locomotive was watered and wyded. Rare today, two Baldwin AS16 diesel road-switchers were added as helpers from Tamaqua to Shamokin, which added to the enjoyment of the trip. The 925 passengers agreed that the excursion was a huge success, and was followed by some 50 more such trips through 1964. The 13-car special helped Reading 4-8-4 #2124 become an icon in the Steam Locomotive Hall of Fame (*The Bee Line*).....On October 12, 1916, the new Pennsylvania Railroad station at Johnstown, PA was dedicated. It was designed by Kenneth Murchison and today this building still serves Amtrak customers riding the **Pennsylvanian**. (C. T. Baer).

**Further than Nearby:** The greatest of all American's traction systems was the Pacific Electric, which radiated from Los Angeles with over 1,000 miles of line and reached over 125 communities. Henry Huntington's vast PE network went into World War II and handled more passengers in 1945 (109 million) than any time in its history, but by 1961 the last electric route switched to bus. (William D. Middleton).....Mark Twain once wrote that the three most egotistical and self-impressed characters on earth were Mississippi River boat pilots, the house car and the American railroad conductor! (Doug Kydd - *Callboy*).

## Winter is Over! (Continued from page 1)

Amtrak announced that it would run a reduced schedule on the Northeast Corridor and the Harrisburg line. Ten Acela Express trips were cancelled in their entirety and several others truncated to New York-Boston short turns. Fourteen Regional trains also were annulled, as were ten Keystone schedules between New York and Harrisburg. Other NEC and Keystone trains made extra stops. On Tuesday all Keystone service was restored, along with full MARC and VRE service, but the Corridor was not yet back to normal. Nine Acela trips were cancelled over their entire routes, while five others were restricted to New York-Boston. Four Regional trains were annulled. On Monday NJ Transit riders encountered delays on both their rail and bus systems, and again the full cross-honoring of tickets between modes was permitted.

Then for the next two weeks the weather unaccountably changed for the better, as temperatures rose and the remaining snow began to melt. On Tuesday, November 11, the mercury reached 65 degrees and the next day 69, before plummeting to a high of 34 on Thursday then spiking again to 63 on Saturday the 15<sup>th</sup>. But on Monday the 17<sup>th</sup> another storm dumped 4.7 inches of snow on Philadelphia and up to 10 inches on South Jersey, Delaware and Maryland, while leaving only a light coating on the northern suburbs. And, yes, the government in Washington shut down again. The Philadelphia snowfall brought the 2013-2014 season total to an official 67.6 inches, making this the City's second snowiest winter on record. There were slippery roads in the area, with the usual number of accidents, and a slowdown at the airport, while SEPTA, Amtrak and NJT riders encountered many delays. Three SEPTA bus routes had to be detoured and on Regional Rail close to 80 trains suffered weather-related delays. Five trains were annulled.

What a relief it was for everyone—except possibly the ski enthusiasts—when spring officially arrived at 12:57 PM on Thursday, March 20. As this is written most Philly-area residents hope they will see no more snow until at least December—if not later!

---Frank Tatnall