

# CINDER S

## DECEMBER 2014



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Volume 75

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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)**



FROM THE EDITOR AND STAFF OF THE "READING RAILROAD MAGAZINE"

As the Year 2014 rolls along, nearing its final terminal station, we take pause, as always, to review the events of this year and their effects on both the rail transportation industry and the rail history and preservation movement we are so passionate about.

History will reflect that the National Railway Historical Society has undergone the most serious challenges it has faced since its founding in 1936. Nearly a decade of misadventures in the management of the organization have left NRHS virtually broke; indeed its future is quite uncertain. Funds that were bequeathed to the Society for the advancement of both its legacy as well as the libraries of the Society are gone, and there is a real concern that new management may face an insurmountable task in saving NRHS at the National level. President Al Weber needs and deserves our support as he tries to rebuild the Society.

But let's turn to our local transportation entities. SEPTA, thanks to increased funding from the Commonwealth of Pennsylvania, is aggressively undertaking infrastructure improvements designed to improve the reliability of the System. Electrification upgrades will take precedence in the near future, to be sure, although a major expenditure lurking out there is replacement of 231 Silverliner IV cars on Regional Rail, some now 40 years old.

Amtrak is bringing the 70 Siemens ACS-64 electrics on-line; none too soon however, as aged AEM-7 electrics suffer failures; indeed the ill-fated 15 Bombardier HHP-8 electrics are now all retired. But, more than 400 Amfleet I cars are 40 years old, and the Superliner fleet close behind. Where will the massive amount of funding come from to replace these cars as well as more than 200 GE P42 diesels, themselves failure-prone.

The freight railroads are swamped in making infrastructure improvements and equipment acquisitions to handle the burgeoning Bakkan crude traffic in an efficient, yet safe manner that is being closely scrutinized by regulators who are reminded of the Lac Megantic accident in Canada. Indeed, locally, Norfolk Southern has gone heavily into the second-hand locomotive market to acquire power to handle greatly increased traffic, and freight railcar builders are overwhelmed with orders for better and new tank cars.

Philadelphia Chapter has faced its challenges in 2014, as well particularly in the financial area. However, the membership of the organization who reads this newsletter has stepped up to the plate in a serious way, giving Chapter management a renewed level of confidence going in 2015. We look forward with enthusiasm to the year ahead, and we look forward to hopefully achieving numerous rail history advances in our 79<sup>th</sup> year. May you and yours enjoy good health and prosperity in the New Year!!

R. L. EASTWOOD, JR.,  
 President

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

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

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**2015 ANNUAL MEMBERSHIP DUES:** \$18.00 per person, which covers only Philadelphia Chapter dues. As of November 1, 2014 National membership bills for 2015 (\$50.00 per member, unchanged from 2014) had not been received; each chapter of NRHS was instructed to bill their members separately for local 2015 dues, which was done with October *Cinders*. The donation request for Philadelphia Railfriends was mailed in early November in a separate mailing from November *Cinders*. Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance in the amount of \$18.00 to Post Office Box 7302, Philadelphia, PA 19101-7302. Please include name, valid mailing address, telephone number and E-mail address, as applicable.

**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 records are complete.

*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).

### 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.

### PHILADELPHIA CHAPTER, NRHS Board of Directors Meeting Winter, 2015

**Tuesday, January 27, 2015  
7:00 to 8:30 PM**

**Location to be announced in  
January *Cinders***

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

# Meeting Notice

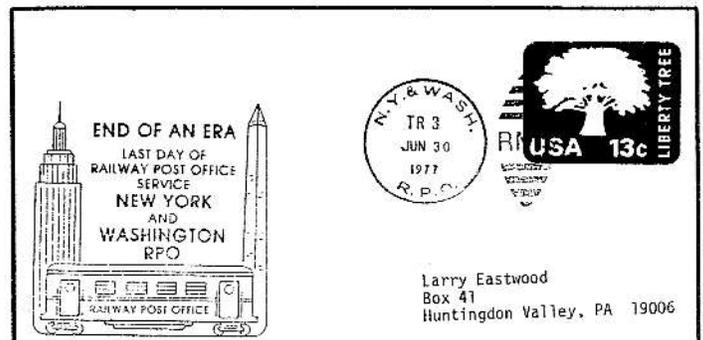
**FRIDAY, DECEMBER 12, 2014**

***(note SECOND Friday of December)***

**Room 121, Randell Hall (access through Main Hall main entrance, 3141 Chestnut Street – just east of 32<sup>nd</sup>) Drexel University, (three blocks from Amtrak/SEPTA/NJ Transit 30<sup>th</sup> Street Station (NOTE: If meeting is in a different room, there will be a notice on the right hand side of the grand staircase)) (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 12, 2014 will feature a newly-released DVD, **Mail by Rail, An Inside Look at the Railway Post Office**. The last Railway Post Office Cars in the United States operated between New York and Washington on June 30, 1977. Included in the presentation are a vintage RPO training film, demonstration of RPO procedures, plus a colorful parade of mail cars from the 1940's through the eve of Amtrak, including rides aboard the **Santa Fe Chief** and the **Fast Mail**. Don't miss this look back at a fascinating part of American railway operations.



**Members are invited to bring some of their favorite Railway Post Office cancellations and other items to share with those present.**

For the first half of 2015, meeting dates will fall on January 16, February 20, March 20, April 17, May 15 and June 12 (second Friday because of the 2015 NRHS Convention in Rutland, VT from June 14-20. Please note your calendars accordingly.

**2015 NRHS Convention**

**Rutland, Vermont**

**June 14-20, 2015**

**Vermont Railway excursions**

**Saratoga & North Creek trip**

Tickets on Sale NOW at [www.nrhs.com](http://www.nrhs.com)

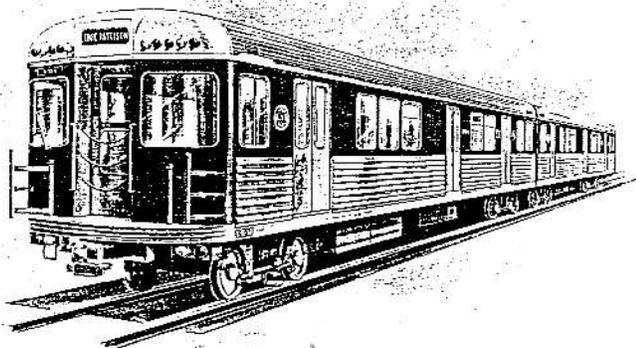
# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

**(EDITOR'S NOTE:** *This shortened PHILADELPHIA EXPRESS column has closed only three weeks after our last deadline for the November issue. This is arisen because of the earlier December meeting date, as well as the need to avoid printing and mailing during the Thanksgiving holiday week. The January, 2015 issue of Cinders will be scheduled for mailing to members and exchanges on Monday, January 5, 2015.)*

## SEPTA TRANSIT



The new two-year contract between SEPTA and Transport Workers Union Local 234 was overwhelmingly ratified by the union's membership on November 7. But the biggest stumbling blocks to reaching that agreement, the restructuring of pension benefits and healthcare contributions for the union's 4,700 members, were kicked down the road to the next round of bargaining. The agreement did give SEPTA's thousands of transit riders a reprieve from the strike that had been threatened for the first week of November. Under the new contract, TWU members will receive a five-percent wage increase—two percent effective December 14, 2014, and another three percent effective December 13, 2015. Employees who retire during the contract period will get an additional lump-sum payment of \$175 for each year of their eligible service. The term of the contract runs from March 15, 2014, the date the old contract expired, to October 31, 2016. It also will set the pattern for Suburban Transit Division workers represented by the United Transportation Union.

The long-anticipated reissue of SEPTA's popular transit and street maps now is expected to come early next year. Both the Philadelphia and Suburban editions will be completely updated from the current maps which date from 2009-2010. On November 17 SEPTA scheduled another public meeting on the proposed extension of the Norristown High Speed Line to King of Prussia Mall and beyond. More public input was to be received on determining which of the 12 suggested routes, or segments of them, should be incorporated in the final plan. Completion of the new line is not expected before 2022. SEPTA says that its Twitter account, @septa\_social, has thousands of followers, and is monitored 24 hours a day. It is part of SEPTA's outreach program through social media, including a presence on Facebook and Instagram as well as in blogs and forums.



## SEPTA REGIONAL RAIL

SEPTA will soon complete its two-months-long weekend project to improve tracks, bridges and power systems along the Media-Elwyn line. During the shutdown bus service was provided to and from the University City station. But much bigger projects lie ahead, as four of the major bridges on the line must be replaced or rebuilt. At the SEPTA Rail Rodeo on September 28, SEPTA Engineer Larry Ryan, a former Philadelphia Chapter member, won first place in the operators competition. He will be among the winners in the operator and mechanical divisions who represent SEPTA at the American Public Transportation Association's International Rail Rodeo in Salt Lake City next June. See the schedule of SEPTA's "Black Friday" trains on November 28 elsewhere in this issue.

Slippery rails continued to affect Regional Rail service last month. Trains often suffered minor delays because their wheels slid on oily leaves as they attempted to stop at stations. As it does every fall season, SEPTA fought the problem with a combination of "traction gel" applied to the railheads, high pressure jets of water and sanding in some locations. Every year, as the trees become bare in late November, the leaves stop falling and the problem resolves itself. Train #9561, the speedy **Great Valley Flyer** express to Paoli and Thorndale, stalled at AMTRAK's "Paxon" interlocking in West Philadelphia around 5:25 PM on Wednesday, November 12. All efforts to revive the dead AEM-7 #2304 proved futile, so diesel #51 was sent to haul the train back to 30<sup>th</sup> Street Station. Passengers were transferred there to a seven-car rescue train, which finally got underway at 7:21 PM. Bryn Mawr local #9563, which was stuck behind the broken-down train, was reversed to "Zoo" and ran west on #1 track and other Paoli-Thorndale trains were delayed. Two Amtrak trains bound for Harrisburg also were delayed and a pair of Cynwyd trains had to be cancelled because the disabled 9561 was blocking their access to the jumpover bridge.

The next day, Thursday the 13<sup>th</sup>, all service on the Cynwyd line was suspended due to a faulty switch on AMTRAK. A total of 17 trains were annulled, with passengers handled to and from Overbrook station with shuttle buses serving the Wynnefield Avenue, Bala and Cynwyd stations. Several Paoli-Thorndale trains also were delayed because they were rerouted over other

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# PHILADELPHIA EXPRESS

(Continued from Page 3)

tracks. Service was back to normal on Friday morning .....Around 9 AM on Saturday, November 1, AMTRAK lost signal power on the Northeast Corridor between Philadelphia and Wilmington, forcing a total suspension of service. Power was restored in less than an hour, but was lost again periodically through the afternoon, resulting in a long list of delays to both Amtrak and SEPTA trains. At least 14 of SEPTA's Wilmington and Airport trains had to be annulled..... Catenary power was knocked out on SEPTA's #1 track between Glenside and Ambler early on Monday, November 3. Several southbound trains ran instead on #2 track with delays. Power was restored at 6:15 AM. The apparent cause of the problem was a "rodent" which had gotten into the wires.....Train #6271 out of Norristown struck a trespasser near Allegheny station in North Philadelphia at 7:50 PM on Wednesday, November 5. The injured person was loaded onto the train and moved to the station. Several other trains were delayed and some riders bused.



AMTRAK's two "Autumn Express" excursions were operated over the sunny weekend of November 8-9. A full passenger load was carried on both days from 30<sup>th</sup> Street Station to Harrisburg and return via NORFOLK SOUTHERN's freight-only mainline. The train consisted of P42 #42 with its "Tribute to Veterans" paint scheme in the lead, followed by "bloody nose" Heritage unit #156 and a 16-car train made up of 13 Amfleet coaches, two Amcafes and ex-Metroliner conference car #9800 on the rear for the Amtrak staff. Total ridership for the two days was an amazing 1,700 passengers, as the trains reportedly were sold out within hours of the tickets going on sale October 9. (Already, Amtrak officials are considering ideas for a different routing next year over "rare-mileage" lines.) The Veterans locomotive was brought in because the trains ran on the weekend before Veterans Day.

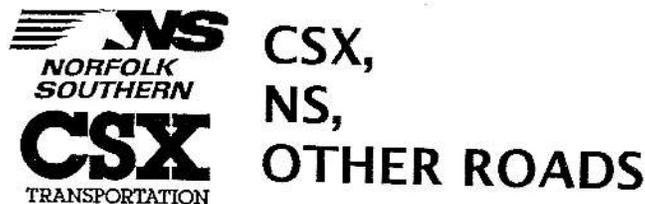
The Saturday special followed an unusual route. Symbolized as #803, the train backed out of 30<sup>th</sup> Street Station at 9:50 AM to "Phil" interlocking, then reversed direction onto the ex-Pennsy High Line now owned by CSX before reaching NS's former Reading Mainline at West Falls yard. It then proceeded west through Pottstown and Reading, passing the restored Franklin Street station in downtown Reading and heading toward Harrisburg via Lebanon and Hershey. NS did a good job of moving the train despite heavy freight traffic, and many photographers were seen along the way. There were no photo stops for the passengers. After running past the Amtrak station in Harrisburg, the special pulled out onto the famed Rockville bridge and backed around the wye at "Rockville" interlocking. It then returned to Philadelphia, operating through Reading and over the High Line again before shoving back into 30<sup>th</sup> Street Station slightly ahead of schedule at 6:55 PM.

The Sunday special covered even more exotic trackage, since the High Line was out of service during the morning for maintenance work. This time the train again backed out of 30<sup>th</sup> Street at 9:50 AM to "Phil" interlocking, reversed over CSX to

"Gray" interlocking at the south end of the High Line. It pulled out onto the Schuylkill River bridge before reversing again over CSX's 1.5-mile-long 58<sup>th</sup> Street connection to reach the ex-B&O Philadelphia Subdivision mainline. Finally moving forward, the special passed "RG" tower at Eastside yard and proceeded along the Schuylkill waterfront in center city, startling joggers and bikers on the paralleling Schuylkill Trail. It eased through the Park tunnel and across the Columbia bridge on CSX's Trenton Subdivision, after which it was delivered to NS at West Falls. This circuitous route consumed one hour and 40 minutes before the train even left the City of Philadelphia! But it then made a fast trip to Harrisburg and return, operating eastbound via the so-called "Turkey Path" belt line around Reading and later crossing the High Line in darkness. The train arrived back in 30th Street Station at 7:30 PM. Amtrak held Boston-bound Regional train #166 and Washington-bound #135, allowing passengers off the special to make their hoped-for connections.

AMTRAK's new ACS-64 electric locomotives are becoming a more common sight along the Northeast Corridor, as well as on the Harrisburg line. Early last month Amtrak retired the last of its dwindling fleet of HHP-8 units, #651 and 655 .....In a November 5 ceremony in Washington, AMTRAK honored former President David L. Gunn (2002-2006) with a special award "for his leadership and dedication to 'America's Railroad.'" The first of the new ACS-64 locomotives, #600, was officially dedicated to Gunn, 77, whose name has been applied to the unit (*Trains*). He also will be remembered for his years in Philadelphia as general manager of SEPTA (1979-1984), and later for heading the transit systems in New York, Washington and Toronto, before coming to Amtrak.

AMTRAK's Thanksgiving holiday timetable for the Northeast Corridor is in effect from November 25 through December 1. This is always the busiest travel period of the year and AMTRAK has to gear up for the expected heavy ridership. The 70-page timetable features a photo of P40 #822 in its Heritage colors crossing a bridge at Albany, NY.....AMTRAK's CETC control center in Wilmington suffered a computer system failure at 11:45 AM on Friday, November 7, resulting in delays to trains up and down the NEC. Before full service was restored an hour later, many Amtrak and SEPTA trains were delayed an average of 20 minutes.....The AEM-7 on Harrisburg-bound train #651 caught fire at Ardmore at 6 PM on Tuesday, November 11. The crew extinguished the fire but the train was delayed for well over an hour. Passengers on Bryn Mawr local #9563 were stuck at Wynnewood behind the Amtrak train on track #4 and had to be transferred to following train #567 on track #3. Eight other SEPTA Paoli-Thorndale trains also were delayed, as they had to be switched to #3 track to get around the disabled train.



Although PATCO resumed normal weekday service across the Ben Franklin bridge on October 22, it plans to revert to single-track operation over the span from Thursday afternoons to early Monday mornings starting December 4. During that period train headways will be lengthened and some traffic lanes on the bridge will be closed. All of this is part of PATCO's \$103-million

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# PHILADELPHIA EXPRESS

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project to upgrade the tracks, the steel structure supporting the tracks and the signal and communication systems. The work is expected to continue until early 2016.....CSX has announced that it intends to eliminate some 300 management jobs, mostly at its Jacksonville headquarters, as a cost-cutting measure in the face of declining coal traffic. The railroad will offer buyouts to employees 53 and older as a means of inducing them to leave. Nonetheless, the railroad still is quite profitable, reporting record net earnings of \$509 million in the third quarter of 2014.

NJ TRANSIT's new "Dinky" station at Princeton was set to open on Monday, November 17. It is located 460 feet south of the former Pennsy station, and was at the heart of a long-running dispute between a group of "Save the Dinky" activists and Princeton University over the university's plan to build a \$330-million Arts Center. That project forced the old station to be closed, and lawsuits to stop the project were unsuccessful in preventing the university from building a replacement station. (Efforts to enlist Federal support for the riders' position also failed, as the Surface Transportation Board ruled in July that it had no jurisdiction.) A temporary terminus even further from the town center apparently was responsible for a ten-percent decline in train ridership to and from Princeton Junction after the old station closed in August 2013. Dinky train service was suspended November 10-16 with shuttle buses substituted, as final connections were made to the new station.....The December issue of *Trains Magazine* publishes a list of railroads, tourist lines and museums that will be running holiday trains this season. In Pennsylvania alone there are 15 lines offering special events, the nearest to Philadelphia being the NEW HOPE & IVYLAND, STRASBURG and WEST CHESTER RAILROAD. Also nearby are the WILMINGTON & WESTERN in Delaware and the BLACK RIVER & WESTERN in New Jersey.

Denver's Regional Transit District (RTD) has announced that the first four cars of a 66-car order for RTD's commuter rail lines have been shipped from Rotem's plant in South Philadelphia. The cars departed on Friday, October 31, 2014, were noted enroute in Lincoln, NE on BNSF on November 17, with final arrival in Denver on November 19. The cars will be numbered 4001-4066. Car numbers 4005-4008 are expected to be shipped from Rotem on November 25. The cars will have a top speed of 79 miles per hour, and will seat 91 passengers (capacity of each car is 232 including standees and two wheelchair spaces per car. Service from Denver Union Station to Denver International Airport is expected to begin in 2016.

## "Santa Express" Trains Set to Roll on SEPTA November 28

Continuing a longtime tradition, SEPTA and Philadelphia's Center City District have once again this year scheduled several fun-filled train rides to downtown Philadelphia to usher in the festive Holiday Season. The newly-renovated Dilworth Park on the west side of City Hall will be highlighted.



Two trains each will originate on the Market-Frankford and Broad Street Lines, with all four being decorated.

One train will depart Frankford Transportation Center at 10:05 AM, making all stops. It is scheduled to arrive at 15<sup>th</sup> Street at 10:29 AM.

A second Market-Frankford Line train will depart 69<sup>th</sup> Street Transportation Center at 10:10 AM, making all stops enroute, with an arrival at 15<sup>th</sup> Street at 10:25 AM.

One Broad Street Line train will depart Fern Rock Transportation Center at 10:04 AM, arriving City Hall at 10:29 AM. New this year will be a second train, originating at AT&T Station in South Philadelphia at 10:16 AM, making all stops, with arrival at City Hall at 10:27 AM.

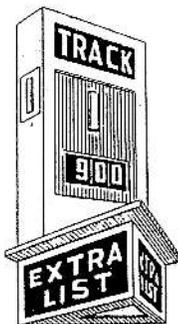
On Regional Rail, Media-Elwyn Train #9348 will depart Elwyn at 9:47 AM, making stops at Media (9:51), Moylan-Rose Valley (9:53), Wallingford (9:55), Swarthmore (9:57), Morton-Rutledge 10:00, Secane (10:03), Primos (10:05), Clifton-Aldan (10:06), Gladstone (10:07), Lansdowne (10:08), Fernwood-Yeadon (10:10), Angora (10:12), 49<sup>th</sup> Street (10:15), University City (10:21), 30<sup>th</sup> Street Station (10:24), arriving Suburban Station at 10:29 AM.

Train #423 will depart Warminster at 9:39 AM, making stops at Hatboro (9:43), Willow Grove (9:48), Crestmont (9:50), Roslyn (9:52), Ardsley (9:54), Glenside (10:00), Jenkintown-Wyncote (10:03), Elkins Park (10:05), Melrose Park (10:07), Fern Rock (10:10), Wayne Junction (10:13), Temple University (10:19), Jefferson Station (10:25), arriving Suburban Station at 10:30 AM. Regular weekday fares apply when riding these trains from Center City. SEPTA advises considering a one-day Independence Pass for quick and easy travel all day on every SEPTA service. They may be bought on board trains.

ODD-JOB OZZIE . . . . . FAITH PAYS OFF FOR LUG . . . . . BY RAY THOMPSON



From the  
**READING RAILROAD**  
**MAGAZINE**  
December, 1954



**Sunday, November 16, 2014 through Sunday, January 4, 2015:** "All Aboard – Railroads and the Historic Landscapes They Travel" photo exhibition curated by Michael Froio, at the Monmouth Museum, 765 Newman Springs Road, Lincroft, NJ 07738. Museum is on the campus of Brookdale Community College and is near Red Bank. Opening reception will be held Sunday, November 16 from 3-5 PM, Gallery Talk with Curator Michael Froio on Friday, December 4, 2014 at 7 PM. Both events are free; museum admission is \$7.00 per person. For further information and directions, call the Monmouth Museum at 732-747-2266.

**Thursday, November 27 (Thanksgiving Day):** Canadian Pacific 2014 Holiday Train will make its annual visit to Steamtown National Historic Site, Scranton, PA. Train will arrive at 2:45 PM, with show at 5:15 PM, featuring Tracey Brown and the Holiday Train Band. Attendees are requested to bring non-perishable food items for donation to local food bank.

**Saturday, November 29, and Sunday, December 14:** Steam-powered Santa Claus train trips in Minersville, PA. The trips will be 11 AM, and 1 and 3 PM. Tickets are \$12 for adults, \$9 ages 3-12, under age 3 is free. For each adult ticket purchased, one child's ticket is complimentary. To order tickets, send a stamped, self-addressed envelope to Railway Restoration Project 113, 113 East Sunbury Street, Minersville, PA 17954-1720. State the date, time and specify the number and type of tickets. Checks should be made payable to "Project 113".

**Saturday, November 29 through Sunday, January 18, 2015:** "Trees, Trains and Gingerbread" at the Reading Railroad Heritage Museum, 500 S. Third Street, Hamburg, PA 19526. Exhibit features Christmas trees decorated with railroad themes and railroad gingerbread buildings and trains. A large O-gauge operating layout with a Reading Company theme will also be part of the exhibit. Museum hours: Saturdays 10 AM to 4 PM, Sundays Noon to 4. Admission: adults \$7, seniors (65+) \$6, ages 3-12 \$3, children under 3 and active military free. Free parking. For additional information, visit website [www.readingrailroad.org/museum](http://www.readingrailroad.org/museum).

**Saturdays, December 6 and 13:** "Home for the Holidays" and "Christmas with the Conductor" events at the Railroad Museum of Pennsylvania, Strasburg. Regular museum hours and admission charges apply, except for the "Conductor" party there will be an additional charge of \$10 per child (\$5 for museum members), for which reservations are requested. Costumed interpreters dressed as railroad crews and passengers from days gone by will be featured, along with Santa Claus, festive holiday music and all the regular exhibits. Children age 3 and over will be treated to a visit aboard an historic coach with a costumed conductor who will read a classic holiday story, and will have the chance to create a take-home craft at Jack Frost station plus sending their own personal telegrams to the North Pole. For further information, visit [www.rtmuseumpa.org](http://www.rtmuseumpa.org) or telephone 717-687-8628.

**Tuesday, December 9:** Regular monthly meeting of Harrisburg Chapter, NRHS, held at Hoss's Restaurant, 743 Wertzville Road, Enola, PA (take Exit 61 off I-81 and go east on Wertzville Road for 1.8 miles. The restaurant is on the left, across from CVS Pharmacy. Optional dinner is available, starting 5 PM, meeting is at 7 PM. Attendees should tell the hostess and server they are part of the NRHS group, since Hoss's donates a portion of the receipts to the Chapter. Program will be *Streamliners at Spencer, NC*, an illustrated talk by Mark Eyer, NRHS Director, covering the big cab unit event that took place at the North Carolina Transportation Museum at Spencer, NC last summer. For additional information, visit the Harrisburg Chapter website, [www.harristower.org](http://www.harristower.org), or call Sloan Auchincloss at 717-238-2131.P

**Saturday/Sunday, December 13-14:** Greenberg's Toy & Train Show at Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA 19456, 10 AM to 4 PM. More than 350 tables of trains, toys and hobby items for sale. Operating train layouts and seminars, too. Admission: \$8.00, children 11 and under free. Additional information: [www.GreenbergShows.com](http://www.GreenbergShows.com).

**Wednesday, December 31:** Friends of Philadelphia Trolleys will sponsor "New Year's Trolley Charter 2014-2015" on the annual nighttime trip covering parts of six SEPTA trolley routes. Trip departs Route 10's 63<sup>rd</sup> & Malvern Loop at 10:00 PM sharp, returns about 2:00 AM on Thursday, January 1. Fare (and seat), \$45.00 per person. Your choice of (1) a holiday-decorated Kawasaki car or (2) a holiday-decorated PCC-II car. Car with the most votes will be the charter car – please note that PCC-II cars cannot operate in the subway. To reserve a seat, send remittance in the amount of \$45.00, payable to "FPT, Inc." to: Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843. Proceeds from trip benefit FPT's current trolley restoration project.

**Saturday, January 3, 2015:** "Steam in the Snow VIII" photo special on the Conway Scenic Railroad, North Conway, NH, sponsored by Massachusetts Bay, RRE. Fare: Mass Bay RRE members \$65, non-members \$80. Other options, including connecting bus from Boston are available, as well as box lunch. Special train, behind 0-6-0 #7470 leaves North Conway 10:30 AM, return is scheduled for 4:00 PM. For complete details, visit website, [www.massbayrre.org](http://www.massbayrre.org).

## Historic San Francisco PCC's to be Rebuilt

The San Francisco Municipal Railway is sending 16 Muni PCC streetcars to Pennsylvania's Brookville Equipment Company for a full rebuilding. The first car to be shipped to Brookville is PCC #1056, which is painted in the livery of the Kansas City Public Service Company. The cars has been out of service since 2011 with a cracked bolster.

The 1056 is the first of 16 PCC's that comprised the original "F" Line historic car fleet that opened there in 1995. The cars have seen almost 20 years of high use, carrying more than double the original ridership estimates. St. Louis Car Company built the 1050 for Philadelphia Transportation Company as #2113; it is one of 14 PCC's acquired from SEPTA for initial F Line service and was rebuilt by Morrison-Knudsen in 1993.

A detailed article on Muni's fleet of historic streetcars will be found in the April, 2014 issue of *Trains Magazine*.

### Pennypack Trail Dedicated on November 14



On a chilly Friday afternoon, November 14, the Montgomery County Commissioners, flanked by officials from Abington and Lower Moreland Townships, as well as Bryn Athyn Borough, SEPTA and the Bicycle Coalition of Philadelphia, cut the ribbon opening Phase One of a 3.2-mile extension of the Pennypack Trail, being developed on the right-of-way of SEPTA's former Reading Railroad Newtown Branch.

The \$2.1 million project extends the Trail north through Lower Moreland and Upper Moreland Townships, and the Borough of Bryn Athyn. When completed most of the Trail will be along the scenic Pennypack Creek, adjoining Lorimer Park and the Pennypack Wilderness Area. The initial phase between Shady Lane and the former Valley Falls station, all within Abington Township was previously opened. Montgomery County officials have indicated that recycling of rails and ties brought \$171,000 in revenue to assist in offsetting the cost.

This second phase included construction of a 143-foot truss bridge crossing a tributary of the Pennypack Creek, which cost \$398,000, which connects the original phase of the Trail into Rockledge Borough. It also included extending the Trail from Valley Falls to site of the former Huntingdon Valley station at Welsh Road (Route 63) in Lower Moreland Township. This portion cost \$700,000, and includes an at-grade crossing the SEPTA's West Trenton Line, with flashers and gates, and a 40-car landscaped parking lot to Welsh and Terwood Roads. Traffic signals improvements at this intersection were coordinated with PennDOT and Lower Moreland Township.

The Trail extension through Lower and Upper Moreland Townships and Bryn Athyn Borough to Byberry Road, with associated parking areas, will be open by the Fall of 2015; this extension is estimated to cost \$1 million. Mile markers have been placed every ¼ mile along the Trail, to enable emergency service personnel to access anyone who might encounter any sort of difficulty while navigating the Trail.

Future enhancements along the Pennypack Trail will include several kiosks which will highlight natural and historical items if interest to be seen along the Trail. Chapter President Larry Eastwood is a member of the County's Parks, Trails & Historic Sites committee charged with developing these markers.

### Pennsylvania Railroad Special Board of Directors – November, 1962

On Tuesday and Wednesday, November 27 and 28, 1962, the Pennsylvania Railroad operated an extra train for its Board of Directors. The Board members spent the night of November 27 socializing and sleeping on board in 30<sup>th</sup> Street Station until 4:25 AM, when the train departed for New York Penn Station, with breakfast served on board the train.

A presentation on the Penn Station Project was held in the Savarin Restaurant in the Station, with the train departing at 9:45 AM to the Kearny (NJ) Truc-Train Terminal, for inspection of that and the nearby multi-level facility. Leaving at 11:35 AM, a Board meeting and lunch were served on the train enroute back to Philadelphia, for inspection of mail sorting system at 30<sup>th</sup> Street. The train then left 30<sup>th</sup> Street at 2:25 PM, making a round-trip to Baltimore, arriving back in Philadelphia at 6:00 PM.

The consist of the train was GG1 #4923, parlor-open observation #7125-*Queen Mary*, parlor-lounge #7120-*Tarentum*, Budd twin-unit dining car-kitchen-dormitory #4618-4619, post-War American Car & Foundry 4-4-2 sleeping cars #8391-*Imperial Lea*, #8389-*Imperial Fields*, #8398-*Imperial Tree*, Pullman-Standard 10-6 sleeping car #8324-*Stoney Rapids* and well-known PRR business car #120-*Pennsylvania* bringing up the rear.



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### Passenger Vehicles Ordered from North American Carbuilders for Selected Years

<u>Year</u>	<u>Electric Surface Cars</u>	<u>Rapid Transit Cars</u>	<u>Electric Suburban Cars</u>	<u>Trolley Bus</u>	<u>Motor Bus</u>	<u>Comments</u>
1912	5,228	70	86	.....	.....	Trolley is king!
1921	1,160	25	28	12	.....	First trolley bus order
1922	3,067	140	30	24	240	First bus orders
1925	1,331	160	43	.....	2,171	First year bus exceeds trolley
1929	1,042	.....	242	20	1,813	Trolley still healthy
1934	42	5	.....	58	2,110	Depression year, but bus still strong
1941	522	.....	.....	417	7,360	Bus is King!!

(Source: 1942 *Transit Journal*; table compiled by F. Paul Kutta)

## Chapter Renewals Exceed 60%

More than 60 percent of Philadelphia Chapter members have renewed their memberships for 2015, according to information released by Treasurer Rich Copeland on November 15. A total of 136 members out of 229 have renewed.

Some 23 "Additional Chapter" members (those holding a primary NRHS membership in another chapter) have renewed out of a total of 47, or 53 percent.

Financial support for our Chapter above and beyond the dues level has been outstanding, according to President Larry Eastwood, and the officers of the Chapter enter the year 2015 with financial confidence. Receipts have been issued for donations \$10 or above; no receipt will be issued unless requested for any amount under that threshold. Members are urged to renew for 2015 as early as possible. Our deadline will be set at December 31, 2014.

## NRHS Board Meets in Tennessee

The NRHS Board of Directors held its Fall, 2014 meetings in Johnson City, TN the weekend of November 15-16. Chapter Membership Chair Sheila Dorr attended the meetings in place of Chapter National Representative Peter M. Senin, Jr., who had pressing business conflicts.

While no official reports have been received from NRHS as of Tuesday morning, November 18, following are some notes that Sheila made. It appears that, if possible, NRHS may be in worse shape than its members have been told, and new President Al Weber, will face nearly insurmountable obstacles.

Apparently, the contract that NRHS has with Fernley & Fernley will extend to April 15, 2015. Reports indicate that Fernley has told NRHS it will be forced to do everything itself. There seems to be some dispute with Fernley over some \$28,000 in billing, and as a result, F&F will not release a copy of the NRHS Membership List to the Society so it may send 2015 dues bills to the membership.

A membership renewal letter will be sent out to NRHS members on behalf of National, but the timing of the letter is, at deadline time, unknown. A return envelope will be included, with request for donations and E-mail addresses. Dues may be paid with either PayPal or a credit card (no debit cards), and it is believed that some method will be developed so that those who are not "electronically connected" will be able to pay their 2015 NRHS dues through the chapter. We will see.

NRHS did say that the 2015 NRHS Convention at Rutland, VT will operate, and that an initial payment had been made to Vermont Railway, presumably from ticket receipts for orders received so far.

Locally, Fernley & Fernley was going to charge NRHS \$500 per month for the desk space that the volunteers (mostly from our chapter) were using for research. During early November, the operation was closed and will apparently relocate to the offices of the Delaware Valley Association of Rail Passengers, at a much more favorable space rental.

Hopefully, there will be additional information to share with each member as the New Year approaches. Stay tuned!

## Norfolk Southern Seeks to Buy 282 Miles of D&H

In a joint announcement on Monday, November 17, Norfolk Southern Corporation (NS) and the Delaware & Hudson Railway Company (D&H), a subsidiary of Canadian Pacific Railway (CP) made public a proposed transaction under which NS would acquire 282.55 miles of D&H rail line between Sunbury, PA and Schenectady, NY. The \$217 million sale, subject to U. S. Surface Transportation Board approval, would, according to both carriers, benefit customers, competition and jobs in the northeastern United States.

"Acquiring this portion of the D&H provides for a more efficient rail transportation system by consolidating freight operations with a single carrier," said NS CEO Wick Moorman. "Aligning the D&H track with NS's 22-state network allows us to connect businesses in central Pennsylvania, upstate New York and New England with domestic and international markets."

The lines to be acquired connect with the NS network at Sunbury, PA and Binghamton, NY, providing single-line routes from Chicago and the southeastern United States to Albany, NY and NS's recently-built Mechanicville, NY intermodal terminal. NS would also gain an enhanced connection to its joint venture subsidiary Pan Am Southern, which serves New England markets. Additionally, NS would acquire D&H's car shop in Binghamton along with other facilities along the corridor.

As part of the transaction, NS would retain and modify overhead trackage rights on the line between Schenectady, Crescent and Mechanicville as well as Saratoga Springs, NY. D&H would retain local access to serve customers in Schenectady and would maintain access to shippers in Buffalo. NS intends to retain its current employees and offer employment to about 150 D&H employees working in this area. NS has submitted an application to the STB proposing a schedule that would lead to approval during the second quarter of 2015.

### 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](mailto:ayrestower@comcast.net) and a replacement copy will be promptly be sent to you.

### 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>