

CINDERS

JANUARY 2014



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Volume 75

Number 1

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

Steamtown Superintendent Hagen Dies Suddenly at 62

R. L. Eastwood, Jr.

The rail history community was stunned at the sudden passing of Steamtown National Historic Site Superintendent Harold H. "Kip" Hagen, Jr., at the age of 62 on December 14, 2013. Hagen was stricken by a fatal heart attack at his home in Tafton, Pike County, PA.

Kip, a native Scrantonian, grew up in the Green Ridge section of the northeastern Pennsylvania city, ultimately earning a degree from La Salle University in Philadelphia. His family was well known in Scranton for years, operating the Hagen Lumber Company downtown. Joining the National Park Service in 1976, he had a 37-year career with NPS, culminating in his return to his roots in 1997 as Assistant Superintendent of Steamtown. Hagen became Superintendent in 2002, following the retirement of then Superintendent Terry R. Gess.

One of his outstanding traits was his positive attitude, expressing optimism in getting things done. He was able to navigate the Federal bureaucracy to improve the Park. Some of those achievements were often not visible to the public, such as asbestos removal and replacement of the roof on the large repair shops complex. He also seemed constrained at times by the tight budgets and personal reductions he faced in operating Steamtown.

Upon his arrival in 1997, Gess assigned Kip as the point man to the embryonic NRHS RailCamp. He was an avid supporter of RailCamp, because he knew of its educational value to young adults who were interested not only in rail history preservation, but also in opening their eyes to transportation career opportunities. His office door was always open to co-Founding Director Bruce Hodges and myself, no matter how trivial a suggestion (or perhaps, seldomly, a complaint), and the end result was of benefit to the RailCampers.

Many other projects at Steamtown evolved under Hagen's stewardship. The ongoing restoration to operation of Boston & Maine 4-6-2 #3713, spearheaded by the Lackawanna & Wyoming Valley Railway Historical Society and its supporting NRHS chapter, was a goal close to his heart.

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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.

Meeting Notice

SPECIAL NOTICE ABOUT OUR JANUARY 17, 2014 MEETING

The Office of Conferences & Events at Drexel University has been closed since December 23, 2013. We requested the room assignment on December 2, 2013, with no response from Drexel. As a result, our meeting room location is uncertain. We have listed it as 121 Randell Hall, where we have been since October. If the room has changed, a sticker with the correct room number will be placed on the envelope in which this issue of Cinders is mailed. We apologize for the uncertainty over a matter which is beyond our control.

FRIDAY, JANUARY 17, 2014

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, January 17, 2014 will feature Chapter Member Dale W. Woodland with another in his continuing series of PowerPoint programs on interesting rail subjects. This program, **Reading Railroad T1 Steam Locomotive Survivors**, will follow Reading T1 4-8-4's #2100, 2101, 2012 and 2124 since their days on America's Largest Anthracite Carrier. Vintage photos included in the program will show the T1's in freight service and the famed Iron Horse Rambles on the Reading. Don't miss this interesting program as we start off the New Year!!

**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

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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.

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.

IMPORTANT NOTICE!!

If a "red" dot appears on the address label on the envelope which contains this issue of *Cinders*, then your 2004 NRHS/Chapter dues or Philadelphia Railfriends contribution has not been received, as of December 28. Please assist us by checking this today, and contact Editor Larry Eastwood if in error.

Steamtown's Hagen Passes

(Continued from Page 1)

Dennis Reidenbach, Northeast Region director of the Park Service stated in an interview with the *Scranton Times-Tribune* that "Kip made an indelible mark on the Park, initiating new programs and forging strong partnerships in the surrounding communities". One of the programs which evolved during his tenure was Railfest, which Steamtown hosts every Labor Day weekend. Indeed, two days before his passing he was holding a planning meeting for the 2014 Railfest.

Philadelphia Chapter forged another relationship with Hagen in 2008, when we needed a home for former Reading FP7's #902 and 903. This writer met with Kip and convinced him that, if the two units could be brought to Scranton, they were in operating condition and would be available for Steamtown's use in excursion service. That took place during 2010, culminating in a trip from East Stroudsburg to Scranton and return on September 4, 2010, as a part of Railfest 2010. A few other runs with the 902 and 903 also took place during that summer.

While 902 and 903 have not been operated since 2010, Hagen agreed to keep them on display at Steamtown until such time as we may be able to move them to the RCT&HS site in Hamburg. They are positioned next to the Reading T-1 4-8-4 #2124 beside the main entrance driveway to the Park.

Kip was married to his wife, Donna, herself a career Park Service employee. His son, daughter and step-daughter, three grandchildren, a sister and many nieces and nephews survive him. He enjoyed living in the Poconos along Lake Wallenpaupack.

A memorial Mass was celebrated on Wednesday, December 18 in St. Paul's Church on Penn Avenue in Scranton, just two blocks from where he grew up. Interment was in St. Catherine's Cemetery in Covington Township, within hearing distance of Moscow station on the Delaware-Lackawanna Railroad. The Reverend Earl Trygar, L&WV Chapter member and Steamtown volunteer, presided over the burial service.

Memorial donations have been requested to the Locomotive Restoration Fund, Lackawanna & Wyoming Valley Railway Historical Society, Post Office Box 3452, Scranton, PA 18505-0452, where they will be used in the ongoing project bring the Boston & Maine #3713 back to operation.

I consider it a privilege to have known and been associated with Harold H. "Kip" Hagen, Jr. He will be well remembered and appreciated by those who knew him.

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.

NRHS Changes Top Officers; VP Barry Smith Removed

The NRHS Board of Directors, at their meeting in Claymont, DE on November 10, 2013 has made two officer changes at the top of its management structure, while removing Barry Smith from office as Vice President.

This action arose as the result of a serious auto accident which occurred during RailCamp Northwest in the State of Washington on July 28, 2012. Smith was charged and recently pleaded guilty after being convicted of a Class B felony in Washington as a result of that accident. The NRHS By-Laws provide that an individual who is convicted of a felony cannot serve as an NRHS officer or a member of the Board of Directors.

Subsequently, RailCamp Counselor Alexander Polimeni, who lost four fingers on his hand as a result of the accident, filed a lawsuit against Smith in Philadelphia on September 11, 2013. While Smith is named as the primary defendant in the lawsuit, NRHS has been named as a party in the legal action, as well. The Society's legal counsel is working in conjunction with insurance providers to resolve the action.

With Smith's removal, Secretary Joseph C. Maloney, Jr., of Williamsburg, VA has been named Vice President of NRHS. Maloney, a retired Federal employee with more than 35 years of service joined Baltimore Chapter, NRHS in 1964, following the path of his father, who joined the Chapter in 1952. Maloney says he rode his first rail excursion at the age of one in 1949 on the Maryland & Pennsylvania Railroad.

The new Secretary of NRHS is Robert J. Ernst, of Chicago, IL. Ernst is a charter member of the Chicago Chapter, joining NRHS in 1985. He has been Central Region RVP, and currently holds the position of Director, Membership Records, as well as serving as editor of the *NRHS Telegraph*, the Society's leadership newsletter. A longtime Windy City resident, Bob is operations manager for Nuance Solutions, a specialty chemical firm.

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 |

Philadelphia Chapter LCL (Less-than-Carload)

Noted videographer and rail historian **Michael L. Auterino, Jr.**, of Verona, NJ, died on November 3, 2013. Mike, a school teacher by profession, produced *GGI: An American Classic*, upon the retirement of NJ Transit GGI #4877. The 30-minute, 16mm color and sound documentary was narrated by well-known radio personality and Philadelphia Chapter Member Tom Moran. He is survived by his wife of 50 years, Marianne. Both were familiar figures at NRHS events over a number of years.....Former Philadelphia Chapter Member **Randolph R. Resor**, of Merchantville, NJ, dies on November 1, 2013 of a heart attack. Randy was 61 years of age. He had a long career in numerous different positions within the rail transportation industry and government agencies. Among his rail hobby traits was rare mileage collecting. He is survived by his wife of 22 years, a son and a daughter and three sisters.....Railroad author, historian, photographer and publisher **John J. Scala** died on November 12, 2013 at the age of 64 from brain cancer. John was noted for publication of his full-color calendars, sold through his Weekend Chief Publishing Co. His classic 1984 work, *Diesels of the Sunrise Trail*, which documented the Long Island Rail Road's diesel locomotive fleet was one of the highlights of his publishing career. He was a member of the Long Island-Sunrise Trail Chapter, NRHS and was often seen at train shows in the area.....Former Philadelphia Chapter Member **Alden C. "Dutch" Ulrich**, of Lafayette Hill, PA, passed away on December 14, 2013, at the age of 86. "Dutch" was born in Altoona, PA, graduating from high school there and earning a degree from Penn State University. He worked in the beverage industry, ultimately owning "Dutch's Tavern" on Oreland, PA until his retirement. He was a member of Philadelphia Chapter from 2002 until 2012.

Reading FP7 Status on Hold Entering January

At the end of 2013, there was little news to report on the status of former Reading Company EMD FP7's #902 and 903.

Last Fall, Steamtown Superintendent "Kip" Hagen had assured us that the 902 and 903 were welcome to stay at Scranton in a display status for the near future. With the potential to temporarily move the units to Spencer, NC for the May 29-June 1, we were told that the units could leave Steamtown and would be welcome to return there following the Spencer event. With Hagen's untimely passing in December, the Park Service in Scranton is currently in a "holding pattern" and will begin meeting to plan their path forward during the week of January 13. It is hoped that more concrete information will be available as we go into February on the units' status.

2014 Renewals Continue to Arrive

Treasurer Rich Copeland has provided an update on membership renewals for the year 2014. Dues bills were sent out during September to all full members and during October to Additional Chapter (formerly Chapter-only) members.

As of December 28, 179 full members, or 69% have renewed for the year 2014. Almost all Additional Chapter members have renewed. Donations to the Chapter have reached more than \$3,700, welcome support as we enter the New Year.

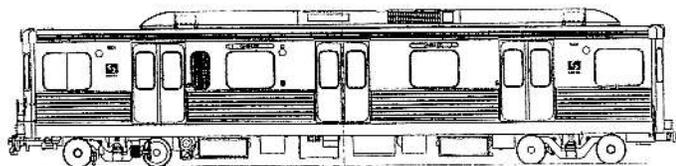
Those who have not renewed will find a RED dot beside their name on the address label of this issue of *Cinders*.

PHILADELPHIA

EXPRESS



FRANK G. TATNALL, JR.



SEPTA TRANSIT

Less than a month after the State Legislature approved its controversial \$2.3-billion transportation funding bill, SEPTA announced an ambitious capital improvement plan dubbed "Catching Up". This action was in stark contrast to the agency's "doomsday" ultimatum issued in September, in which it threatened to eliminate service on nine Regional Rail lines and make many other cuts in service if the State did not sharply increase its funding. Under the new law SEPTA will begin receiving more capital dollars from the State this year, with full funding levels to be achieved within five years as projected in the new law. During the current fiscal year SEPTA's capital program is pegged at a woefully inadequate \$308 million, but this figure is expected to double to around \$600 million by FY 2019. The new money will allow SEPTA to begin addressing the most critical of its capital needs, including replacement of deteriorating rail bridges and viaducts, power stations and—yes—the aging fleets of Silverliner IV railcars, locomotives and Kawasaki trolleys. Timelines for specific projects will be announced later this year after the completion of engineering and design work. The full Catching Up presentation may be viewed on SEPTA's website, www.septa.org.

"The new funding bill is a game-changer for SEPTA, its riders and transportation in the region as a whole," said General Manager Joseph M. Casey. SEPTA will receive about \$1.1 billion in funding over the next five years to help it rebuild infrastructure and acquire new equipment, according to Republican State Representative William Adolph of Delaware County, a strong supporter of the bill and chairman of the House Appropriations Committee. Deputy General Manager Jeffrey Kneuppel of SEPTA called the planned projects "transformative" in the effort to bring its system up to a state of good repair, which is estimated to cost at least \$5 billion. Passage of the bill in Harrisburg came after a series of clashes between lawmakers who stressed the need for more funding to repair the State's under-maintained highways and bridges—which are among the worst in the nation—and others who warned that motorists will face higher gas taxes to pay for the work. Funding for transit also was part of the package but some legislators objected, such as the House member from Butler County who said that he did not want to pour more money down the "black hole" of mass transit.

The Delaware Valley endured six (count 'em) six snow or rainstorms in December, and it appears that more cold and snowy weather is in store for this winter. To be sure, none of the storms were disasters but they did cause some travel disruptions in the Philadelphia area. Heavy rain struck the region on December

6; up to eight inches of snow on the 8th (remember that classic Eagles football game played in a near blizzard at Lincoln Financial Field?); then a two-to-four-inch snowfall on the 10th; snow, sleet and freezing rain on the 14th; a snow squall on the day after Christmas (which was responsible for a 35-car pileup on the Pennsylvania Turnpike west of Morgantown); and finally another day of heavy rain on the 29th. Highway and air traffic were affected by some of these capricious storms, but SEPTA generally performed well, with the exception of the weekend of the 14th and 15th when ice became a major factor. Many delays were recorded on Regional Rail, there was a spate of bus route detours and cancellations and the Routes 101-102 Media-Sharon Hill trolley service had to be suspended on Saturday night.

The introduction of SEPTA's much-heralded New Payment Technology (NPT) fare collection system appears to be running behind schedule. DVARP reports that "[v]isible progress looks to have slowed...while some target dates for public rollout have been missed." SEPTA has not yet announced a catchy name for the new system and (as of late December) the public relations campaign to make riders aware that NPT is coming this year has not started. But as reported here last month fare validators are being installed on buses and trolleys and new turnstiles at some subway and elevated stations. One of these can be seen at the 13th Street Market-Frankford Line station. In addition, much behind-the-scenes work had been done to supply power and communication links to the new fare equipment..... Congress adjourned last month without taking action on extending last year's tax benefit for transit riders. As a result, effective January 1 the pre-tax exemption on transit fares fell from \$245 per month to \$130, while the tax break for commuters who park their automobiles actually rose from \$245 to \$250 per month. NARP was urging transit users to contact their representatives in Washington to restore the parity.

The year-long project to construct new Norristown High Speed Line platforms at 69th Street Transportation Center has been completed. But work is still ongoing to make these platforms "pay as you enter" when the New Payment Technology system goes live.....Center City District officials revealed last month that completion of the massive rebuilding of the Dilworth Plaza area adjacent to City will be delayed about ten months. Labor Day is seen as the earliest possible date that the new \$55-million plaza can be opened to the public. In addition to a three-level surface area, with its green spaces, café, winter ice-skating rink and state-of-the-art outdoor venue for concerts and other events, much work is being done below street-level. This includes reinforcing SEPTA subway tunnels, utility work, removing old stairwells and installing new elevators for access to the Market-Frankford Line and trolley stations. But these elevators will not directly serve the Broad Street Line's City Hall station, which is slated to undergo its first rehabilitation since the subway's opening in 1928.

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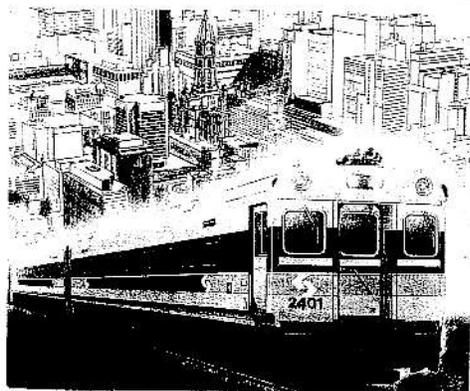
PHILADELPHIA EXPRESS

(Continued from Page 4)

After failing to reach agreement with an outside firm to fix its notoriously unreliable escalators, PATCO last month said it would pay SEPTA \$100,000 to repair six broken escalators at its center city and South Jersey stations (see September, October *Cinders*). In mid-December the *Inquirer* reported that SEPTA crews were working on out-of-service escalators at PATCO's 8th & Market station and at the Ashland and Lindenwold stations in New Jersey. Unlike PATCO, SEPTA employs its own crews to maintain the 49 escalators and 87 elevators around the system..... SEPTA customers and employees contributed more than 25 tons of canned and boxed food last fall to the fifth annual "Stop Hunger at Your Station" food drive, all of which was donated to the Philabundance charity.....A man being chased by police around 4:30 AM on Thursday, November 28, ran down into the 13th Street station and was struck and dragged for several yards by an arriving trolley.

U.S. Senator Robert P. Casey has proposed that the Broad Street subway be extended one mile south to the Navy Yard. He cited the yard's rebirth as an office park and manufacturing center that's home to about 10,000 workers at 130 companies, plus a new hotel and planned residential properties. Casey has sent a letter to the Federal Transit Administration urging that FTA discuss his proposal with SEPTA and others. Similar ideas have been floated over the past several years, including one to extend the subway under the river to New Jersey.....Governor Corbett last month dropped his much-criticized plan to privatize the Pennsylvania Lottery by hiring a British firm to run it. The Lottery generates more than \$3.7 billion a year, with about \$1 billion going to programs which help senior citizens (including free or reduced transit fares).

SEPTA REGIONAL RAIL



It is unlikely that a deadly overspeed accident such as occurred last month on METRO-NORTH in New York City could happen on SEPTA's Regional Rail system, Deputy General Manager Jeffrey Kneuppel told the media last month. "We've had a good track record with the problem of overspeeding," he said, citing SEPTA's automatic train control (ATC) system which remotely controls train signals and speeds. Kneuppel pointed out that by the end of next year all of SEPTA's Regional Rail lines will be equipped with Positive Train Control (PTC), a state-of-the-art system which can pinpoint each train's location and override the engineer's controls in emergency situations. He also said that SEPTA conducts rigorous training for its train crews with emphasis on track layout and emergency actions.

SEPTA reported last month that the rebuilding of Wayne Junction station is proceeding well. Phase 1 has been completed, including a new high-level platform north of the headhouse and access from Germantown Avenue. Phase 2 is well along, with the opening of the restored headhouse to the public. Renovation continues on the interior of the building, replica historic signs are being fabricated and work on the pedestrian tunnel has started, along with construction of elevator shafts on the inbound and outbound sides. The Windrim Avenue entrance remains closed, but will become the handicapped access. Phase 3 involves the rest of the platform south of the station building and the stairs to Wayne Avenue. About 200 feet of new high-level platforms on the inbound and outbound sides have been opened to the public and eventually the entire length of both platforms will be high-level. Some 200,000 passengers a year utilize Wayne Junction station.

The proposed Paoli Transportation Center will receive \$15.5 million in funding from the new State transportation law for road improvements at the center. The new AMTRAK-SEPTA station and parking garage will be built at approximately where the present 1950's-vintage station is located (see March *Cinders*).....The long-discussed Ardmore Transit Center project took another hit last month when Governor Corbett's office announced that it will cut \$12 million from a planned \$15.5-million grant from the State's Redevelopment Assistance Capital Program. The project is intended to revitalize downtown Ardmore with a new rail station and commercial and residential developments (see January 2013 *Cinders*).....The historic Shawmont station on the Norristown Line has been added to the endangered properties list of the Greater Philadelphia Preservation Alliance. The station is believed to have been built about 1834, the year that Reading predecessor Philadelphia, Germantown & Norristown opened its mainline to Norristown. SEPTA discontinued Shawmont as a station stop in 1991 but a caretaker continued to live there until last year (Rick Bates).

SEPTA's "Catch Up" program as announced last month includes a plan to replace the 40-year-old Silverliner IV cars with a fleet of new "Silverliner VI" cars. Last year SEPTA asked prospective builders to submit "expressions of interest" to supply these new cars. But of even more urgency in the Rail Vehicle Program is the replacement of the eight AEM-7 and ALP-44 electric locomotives, and the purchase of new bi-level coaches which would be a first for Regional Rail. The ex-NJ TRANSIT Comet cars are to be retired.....SEPTA has placed in service the new "More" interlocking on the Chestnut Hill West Line (see June *Cinders*). It is located one mile east of North Philadelphia, near the former Westmoreland station..... Three manual crossovers have been retired on the Norristown Line since the new "River" interlocking at Miquon was placed in service. They were "Drive" crossover near Wissahickon station, "River" crossover and "Sawmill" at Norristown..... New mini-high-level platforms have been completed on both sides at Overbrook station and new mini-highs will be installed at Stratford station on the Paoli-Thorndale line. SEPTA continues to install these small platforms for use by handicapped passengers at stations with low-level platforms.

SEPTA had a few storm problems in December. The eight-inch snowfall on Sunday the 8th caused numerous train delays and some 20 annulments due to weather conditions, slippery rails and switch failures. The snow, sleet and freezing rain on Saturday the 14th resulted in some 60 delays over that weekend.

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PHILADELPHIA EXPRESS

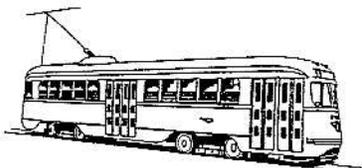
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The worst problems occurred Sunday morning the 15th on the Doylestown and Paoli lines, due mainly to ice on the wires and pantographs, which disabled several trains. The Lansdale-Doylestown line was shut down during the morning with at least nine trains annulled into or out of Doylestown. A frozen switch at Frazer yard also caused one annulment and other delays. Eastbound train #530 consisting of four Silverliner IV's became disabled at Daylesford station due to ice buildup on the pantographs, but was able to get moving again after a 55-minute delay.

The territory around Thorndale on AMTRAK's mainline to Harrisburg saw a number of train delays last month. A blown transformer reportedly was responsible for the failure of signal power west of Malvern early on Monday, December 9. Four SEPTA trains were partially annulled and several others delayed. Amtrak maintainers were dispatched to manually line switches at interlockings until power was restored around 12:30 PM. The next morning SEPTA passengers experienced a host of delays as well as four annulments as Amtrak forces made emergency repairs to the signal system from the previous day's failure. And of course there were the all-too-frequent deer strikes which delayed service. In the late afternoon of Monday the 16th train #553 struck a four-legged trespasser just east of Exton, then at 6 PM the next day train #584 hit a deer, apparently near Thorndale. Frazer yard personnel had to remove the deer from the front couple of Silverliner V #852. That same evening of the 17th five SEPTA trains were delayed for anywhere from 14 to 56 due to switch and signal malfunctions between Frazer and Thorndale..... For the third time in a year graffiti "artists" attacked a SEPTA train in Media yard late on Christmas night. Two Silverliner IV's were tagged.

SEPTA police, unlike those of certain other law enforcement agencies, seem to be well aware of the law governing photography in public places. On the morning of Sunday, December 1, a conductor on train #519 out of Doylestown radioed for police assistance at North Broad Street because he said a passenger was taking his picture. SEPTA police informed him that they cannot remove a passenger for taking photos in a *public space*. This very issue of taking train-related photos has arisen in other cities, and has always been resolved in the courts or through other rulings affirming that such actions are protected under the U.S. Constitution.....An AMTRAK train reportedly came close to striking a trespasser near Glenolden station around 4:30 PM on Tuesday, December 10. All Amtrak and SEPTA trains were held back for more than a half-hour while police investigated. Two SEPTA Wilmington-Newark line trains were annulled and several others delayed from 42 to as much as 99 minutes.....At least six SEPTA trains were delayed on the evening of Thursday, December 12, due to a signal failure at "Schuylkill" interlocking just east of 30th Street Station. SEPTA recently identified "Schuylkill" as one of its facilities most in need of replacement. More than 100 switch and signal failures occurred there during the 2013 fiscal year (see November *Cinders*).



AMTRAK reopened the reconstructed West Plaza at 30th Street Station on Friday, November 22, just in time for the busy Thanksgiving travel period the following week. The \$30-million project, which began in December 2012, includes expanded vehicle lanes, better lighting, more parking spaces and kiosk-based meter parking. Renovation of the steel infrastructure beneath the plaza will continue into 2014. A much larger project to give the 80-year-old station building an exterior facelift will proceed as funding becomes available, although sidewalk canopies already have been erected.....AMTRAK last fall reorganized its Northeast Corridor operations by replacing the former Northeast and Mid-Atlantic Divisions with a new Northeast Corridor Region. The region now consists of the Northeast, Hudson and Mid-Atlantic Subdivisions. M.J. DeCataldo, the former general superintendent of the Northeast Division, has been named general manager of all NEC operations.

AMTRAK will issue its winter-spring 2014 National timetable effective January 13. The cover of the 144-page timetable features a painting (not a photo) of a Superliner train headed by two P42 locomotives.....AMTRAK is well along with installation of the ACSES (Advanced Civil Speed Enforcement System) on the many segments of the Northeast Corridor between New York and Washington that do not already have it. This will allow speeds of up to 135 mph in certain areas and will bring the NEC into compliance with the current Federal mandate to have Positive Train Control in effect on most passenger train routes by the end of 2015. Trackside transponders are being installed for electronic speed control and spacing between trainsAMTRAK and the Railroad Museum of Pennsylvania at Strasburg are discussing the possibility of starting an "Amtrak Days" at the museum to go along with the present "Penny," "Reading" and "CONRAIL Days."

Keystone service between Lancaster and Harrisburg had to be suspended on the afternoon of Monday, January 30, when a huge rockslide covered the tracks at Conewago, 2-1/2 miles west of Elizabethtown. One track was opened in time for train #655 to get by around 9:30 PM, but earlier trains had to be turned back at Lancaster. Service the next morning was operating with delays as a very large boulder was still blocking one trackAMTRAK plans to spend \$3.5 million to refurbish the interior of its ex-Penny station at Lancaster, the final phase of a \$17.7-million project to restore the 85-year-old station. Work in the waiting room area is to be finished by September and a new heating and air conditioning system will be installed in the concourse which also will be painted. Six antique-style clocks donated for the project will be placed at various locations around the station (*Trains*).....Construction of a new passenger station at Middletown, PA, a half-mile west of the present station, is now set to begin next year (Harrisburg Chapter).

AMTRAK plans to begin a program of ultrasonic testing on the wheels and axles of all private cars operated on its system. This new safety measure is due to become effective on October 31 but, according to a report on *Trains Newswire*, the requirements are still being reviewed and no directive has yet been

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issued. The proposed change in standards resulted after a 1956-vintage private car trailing the **City of New Orleans** derailed at Tuscola, IL, in November 2012. The slow-speed derailment was caused by a broken axle.....On Saturday, December 21, a trespasser was struck and killed by Boston-bound train #168 at Aberdeen, MD. The train was held for almost three hours, and other AMTRAK and MARC trains were delayed..... Among the interesting items available for purchase on the AMTRAK excursions in November were nice "Autumn Express Inaugural" baseball caps, implying that there will be similar trips to come this year. Complimentary souvenir tote-bag lunches also were given to all 1,700 passengers on the two special trains which originated in Philadelphia.....To correct an error in last month's column, the two new Siemens-built ACS-64 electric locomotives testing at the Pueblo (CO) center are #600 and 601.



CSX, NS
OTHER
ROADS



CANADIAN PACIFIC is considering the sale of its former Delaware & Hudson Railway, perhaps later this year. It is likely that the south end of the line would go to NORFOLK SOUTHERN.....Oil trains moving through center city Philadelphia were the subject of a front-page story in the *Daily News* on December 10. Headlined "Next stop: Disaster," the article reports that CSX is handling daily unit trains of crude oil to Philadelphia Energy Solutions' former Sunoco refinery in South Philadelphia. A photo on the front page shows a tank car train passing Locust Street along the Schuylkill River. City and PES officials expressed confidence in the safe operation of these trains (There was no comment from CSX.) But in light of the Lac-Mégantic oil train disaster in Canada last July, some are raising questions about the structural integrity of the DOT-111-type tank cars used to carry some of this oil from producing areas in North Dakota. (The article appeared three weeks before the December 30 explosion and fire in a BNSF oil train in that state.) Crude oil moving to refineries on the East and Gulf Coasts has brought a major new source of revenue to the railroads.

CSX and General Electric have agreed to explore the environmental and cost advantages of using liquefied natural gas (LNG) to power locomotives. Field tests are expected to begin this year (*Railway Age*). NORFOLK SOUTHERN recently announced that it will test a locomotive using compressed natural gas (CNG) as fuel. The State of Pennsylvania has awarded \$1 million to General Electric in Erie for work on developing natural-gas-fueled locomotives.....CSX has been voted the top-performing U.S. railroad in 2013 for moving soybean products by the American Soybean Association, whose members ship more than 27.5 million tons of soybeans each year (*Trains*).....The Rivanna Chapter NRHS in Virginia has restored ex-Pennsy N5b cabin car #477768 to virtually its original condition, and has now donated it to the COLEBROOKDALE RAILROAD at Boyertown,

PA. Earlier the 1941-vintage cabin was displayed at Steamtown in Scranton and at the AMTRAK station in Harrisburg, having been moved between sites by NS which then delivered it to the host railroad at Pottstown (Rick Bates).

NJ TRANSIT has wrapped a six-car multi-level train in a Pepsi promotional banner for the Super Bowl, to be played February 2 in MetLife Stadium at East Rutherford, NJ. NJT will operate special trains from the Hoboken and Secaucus Junction stations directly to the big event and return after the game. Not only will this be the first Super Bowl to be played in a cold weather stadium but it will be the first to rely heavily on public transportation to move some 82,000 attendees to and from the game. NJT also has issued a commemorative "Super Pass" good for unlimited rides systemwide during Super Bowl Week. It is available to the general public through January 20. Governor Christie said "(t)he Garden State is ready to welcome the world to Super Bowl XLVIII...Our Administration's Super Pass will further speed their travels and offer the flexibility to utilize the entire NJ Transit system throughout Super Bowl Week"..... The *Inquirer* last month carried a story about an NJT police officer who retired on disability after accidentally firing a staple into his non-shooting hand. The officer, who collects a tax-free pension of \$46,000 a year, said the rules make him ineligible to be an active police officer, and he was unsuccessful in finding other jobs with the NJT police.

Chapter Member Henry Posner's Railroad Development Corp. has been paid the full \$14.6 million it sought in a six-year international arbitration case against the government of Guatemala. In 1997 RDC was granted a 50-year concession to revive and operate Guatemala's moribund rail system but after seven years of successful operation the country's president forced the U.S. firm out of Guatemala, leading to the claim filed under provisions of the Central American Free Trade Agreement. But it cost RDC several million dollars in legal expenses to win the arbitration award (*Trains*).....The STRASBURG RAILROAD last month received a \$1.1-million grant from the State of Pennsylvania to help fund a track replacement project on the 4.5-mile shortline. Though well maintained, the railroad needs to be rebuilt to handle the increasing volume of heavy freight traffic the tourist railroad has developed in the past few years..... Also benefiting from the State's transportation assistance program was Philadelphia Energy Solutions, which received \$10 million to put down nearly 30,000 feet of track at its crude oil unloading site in South Philadelphia, make other track improvements and build 16,000 feet of pipeline to transport oil from the offloading facility to a tank storage area (*Trains*).

Port Clinton-based READING & NORTHERN has filed suit against the Pennsylvania Northeast Regional Rail Authority, challenging the renewal of its no-bid contract with DELAWARE-LACKAWANNA RAILROAD to operate the Authority-owned rail lines out of Scranton. R&N claims that under State law it should have been given the opportunity to bid on the contract, and is asking that the county court issue an injunction to prevent the Authority from renewing D-L's contract. The lines involved in the suit are all former Erie Lackawanna and D&H routes (*Trains*).

**Have you paid your 2014
NRHS and Chapter Dues???**



Friday-Sunday, January 17-19, 2014: Delaware & Susquehanna 2014 Train Show at Haddon Heights Borough Hall, 625 Station Avenue (corner 7th Avenue), Haddon Heights, NJ, one block west of the former PRSL Haddon Heights railroad station. Hours: Friday, 5-8 PM; Saturday, 10 AM-5 PM; Sunday, 12 Noon-4 PM. See a 14' x 28' HO scale layout modeling late 20th Century Northeastern railroads. West Jersey Chapter reminds visitors of numerous places to dine along Station Avenue, off Route 30 in Haddon Heights.

Saturday/Sunday, January 18-19: World's Greatest Hobby on Tour train show, at Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA 19456. Hours: Saturday, 10 AM-6 PM; Sunday, 10 AM-5 PM. Admission: adult 2-day registration, \$12; Saturday-only, \$11; Sunday-only \$10. Kids under 16 free. Show features 300 booths of manufacturers and retailers.

Monday, January 27: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 625 Station Avenue (corner 7th Avenue), Haddon Heights, NJ, 7:30 PM. **(PLEASE NOTE PROGRAM CHANGE!)** Gregory Viassopoulos will present a program about the Pennsylvania Railroad's Whiskey Island iron ore facility in Cleveland, OH.

Saturday, February 1: Annual Super Saturday Streetcar Special XXI chartered trolley on SEPTA, which will depart from SEPTA's 69th Street Terminal, using SEPTA Red Arrow Kawasaki #101 in the special wrap. Car leaves Terminal at 10 AM for a five-hour trip. Capacity limited to 40 participants. Tickets: \$55 each, which may be ordered from website: www.wilmingtonchaptertrips.com, using major credit card.

Saturday/Sunday, February 8-9, 15-16: "Cabin Fever Days" at Harrisburg Chapter's Harris Railroad Switch Tower Museum. 7th & Walnut Streets in downtown Harrisburg, close-by Amtrak's Harrisburg station. Admission: \$20 per day, with all proceeds going to the restoration and upkeep of this former PRR tower. Advance reservations are necessary, and may be made by E-mail to: HarrisTower@verizon.net, or by phone to 717-232-6221, where you'll have an opportunity to leave a message following an update on Harrisburg Chapter, NRHS activities. Space is limited, so plan early!

Monday, February 24: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 625 Station Avenue (corner 7th Avenue), Haddon Heights, NJ, 7:30 PM. Program will be a member participation slide and digital show; maximum of 10 minutes or 35 photos, **fast-paced!** Slides should be in a Kodak Carousel tray or digitals on a CD or memory stick. Advance arrangements to participate should be coordinated with Dave Homer of WJC at dshomerwoowoo@comcast.net.

Sunday, March 2: Jersey Central Chapter, NRHS Train Show at Mother Seton High School, 1 Valley Road, Clark, NJ (Exit 135, Clark Circle, Garden State Parkway), 9:00 AM-3:30 PM. Admission: Adults \$5.00, children under 12 free. This is a long-running annual show featuring railroadiana and model trains.

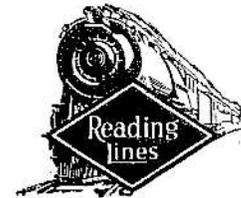
Saturday/Sunday, March 15-16: Greenberg's Train & Toy Show, at the Chase Center on the Riverfront, 815 Justison Avenue, Wilmington, DE 19801, 10 AM-4 PM both days. Admission: \$8.00 (good for both days), children 11 and under free.

Monday, March 24: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 625 Station Avenue (corner 7th Avenue), Haddon Heights, NJ, 7:30 PM. Program will feature Professional Photographer Dan Troy, speaking on techniques for great pictures. After his "clinic", Dan will present a sampling of his work featuring railroad operations in the scenic American West before and after the mergers of the last two decades.

Take a Ride on the Reading....

Talk about customer service!!!! Editor Larry Eastwood recently acquired on EBay the notice below relating to service on the Reading's **Williamsporter** (Trains #11 and 14).....all the comforts of home.

A 1941 RDG schedule shows that the train had a reclining chair car between New York (Jersey City) and Williamsport, via the CNJ, and a reclining chair car and a standard coach on the RDG from Philadelphia to Williamsport. The two trains met and were combined at Tamaqua. We wonder what kind of gourmet fare was available to passengers at Tamaqua in the middle of the night (2 AM eastbound and 3 AM westbound).



The Crew of the "Williamsporter" appreciates your patronage—it is our earnest desire that you have a pleasant and comfortable journey by our night coach service.

Hot coffee and sandwiches will be served at Tamaqua at nominal prices—in the event you desire a midnight lunch.

A pillow may assist in making your trip more comfortable. We can furnish one if you wish—the rental fee is 15 cents.

Should you desire to pass a few hours in card playing, we will gladly furnish a deck of cards and table without cost to use as long as you wish.

Smoking is permissible, we only ask that you kindly use the rear seats of the coach for this purpose.

We want your trip to be comfortable and if we can do anything further to assist, please do not hesitate to inform me.

Jacob E. Jetter, Conductor,

"The Williamsporter"