

CINDERS

MAY 2014



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Volume 75

Number 5

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

Meeting Notice

FRIDAY, MAY 16, 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, May 16, 2014** will feature a PowerPoint program by Chapter Member Kevin Feeney, which will cover some recent trips he's made around the United States, plus coverage of a journey to Israel. The latter part of the program should prove most interesting because of the large expansion of the Israeli rail system. Don't miss our meeting on Friday, May 16.

Philadelphia Chapter is looking for a program for our June 20 meeting; please contact either President Larry Eastwood or Senior Vice President Bill Thomas – contact information is on Page 2.

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.

Simmering Strike Threat Worries Riders

Ominous Quiet at SEPTA Persists Through April

Is no news good news? By late April some SEPTA riders might have forgotten about the possibility of a strike on the City and Suburban Transit Divisions. Others were still worried that it could happen. SEPTA's contract with Transport Workers Union Local 234 covering City Transit workers expired on March 15, and three suburban contracts expired early last month. The City Division contract is by far the largest, as TWU Local 234 represents some 4,700 vehicle operators and mechanics. In the suburbs the United Transportation Union, representing about 360 operators on the Victory Division (former Red Arrow trolley and bus routes and the Norristown High Speed Line), normally follows the wage pattern set by its larger counterpart. TWU 234 also negotiates agreements covering suburban maintenance workers and Frontier Division bus drivers.

Even after the suburban contracts expired, union leaders did not seem interested in calling an immediate walkout. Instead, they maintained a low profile while keeping the strike threat in their back pockets. The last transit strike in Philadelphia occurred in the fall of 2009, when the TWU called a surprise strike *seven months* after its contract had expired. This time, SEPTA decided to become proactive, announcing a "service interruption" plan that outlined alternative services available to riders left stranded by a possible transit walkout. Most of these suggestions, of course, rely on Regional Rail trains, whose crews are covered by separate agreements and would continue working.

As this issue of *Cinders* was being readied for publication, occasional meetings evidently were being held between SEPTA and union officials, although little information was leaking out regarding progress—or the lack of it—in those talks. In late March the *Inquirer* reported that the parties were discussing a two-year contract for the City Division, with the TWU seeking wage increases of five percent each year while SEPTA had countered with increases of two and three percent, plus a \$500 bonus in each year. Pensions and health insurance also were known to be at issue. A union offer to submit the proposals to binding arbitration was quickly rejected by SEPTA officials, who pointed out that an arbitrator doesn't have to find the money to pay for his decisions but SEPTA does.

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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.

We Goofed.....

Our April issue contained the normal notice for our quarterly Chapter Board of Directors Meeting, telling you that it was scheduled for Tuesday evening, April 8, 2014 in the Amtrak Passenger Services Conference Room at 30th Street Station. Two members showed up on April 8 for that meeting, only to find no one else on hand.

At our Winter, 2014 meeting held on Tuesday, January 14, 2014, President Eastwood had noted on his calendar that the Spring meeting would be held on April 8. It was ultimately discovered that the April 8 date presented a conflict for two officers, and the meeting date was changed to Tuesday, May 6. However, your President and Editor failed to pick up on the date change and the notice was printed with the incorrect date. We certainly apologize for anyone who was inconvenienced. Those who regularly attend the Board Meetings were notified of the change, albeit on short notice.

CORRECTED NOTICE!!!!

PHILADELPHIA CHAPTER, NRHS Board of Directors Meeting Spring, 2014

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

**Tuesday, May 6, 2014
7:00 PM to 8:30 PM**

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

Simmering Strike Threat Worries Riders

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There was some bluster in March from TWU 234 President Willie Brown, when he said the chances of a strike are "very good" and "we're not going to sign a contract full of givebacks." Then, in early April SEPTA submitted what was characterized as its "final offer," the union complaining that SEPTA was "playing hardball." Meanwhile, management pretty well stayed mum and there were no further hints of either a strike or a settlement through most of April. Virtually no news of the negotiations appeared in the media, possibly at the request of the parties, leading to the assumption that at some point a decision one way or the other will be unexpectedly announced.

It is hoped that a final resolution to this ongoing dilemma can be reported in the June issue of *Cinders*.

National Train Day 2014

Saturday, May 10, 2014

Amtrak 30th Street Station

Amtrak Locomotive/Equipment Displays

New Jersey Transit Equipment Displays

Pennsylvania E8/Equipment Display

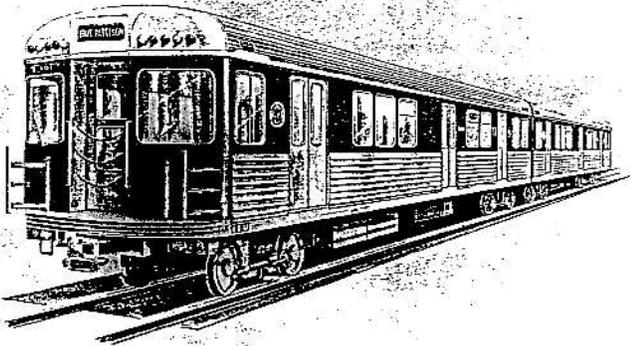
**(Go to www.nationaltrainday.com for updated
information, including hours of display)**

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



Aside from negotiating new labor agreements (see article elsewhere in this issue), SEPTA's major concentration has been putting together its new operating and capital budgets for Fiscal Year 2015. Last month a series of public hearings was held on the proposed \$1.3-billion operating budget and the \$571.8-million capital spending plan, both to become effective on July 1. While the operating budget will rise by only four percent from FY 2014, capital spending will increase by 86 percent over last year's bare-bones budget, mainly due to the expected infusion of new funding from the transportation bill recently signed into law by Governor Corbett. A good part of these funds will be spent on SEPTA's recently-announced "Catching Up" project to restore deteriorated infrastructure around the system.

SEPTA announced that starting in June it will provide all-night rail service Fridays and Saturdays on the Broad Street and Market-Frankford Lines (see March Cinders). This is an experiment lasting until Labor Day, to see if the increasing nightlife and other activities in center city will support the new service. Since 1991 SEPTA has operated NiteOwl buses on the lines after midnight seven days a week.....John McGee, well-known during his long tenure at SEPTA, retired last month after 30 years of service. He has been especially visible in his most recent task of developing SEPTA's \$200-million New Payment Technology (NPT) system, the responsibility for which will pass to his assistants Leslie Hickman and Kevin O'Brien. McGee has been hired by LTK Engineering Services, a consultant to SEPTA on the NPT project, but he is barred for a year from working on the SEPTA contract.

As part of its year-long 50th anniversary celebration (see March Cinders) SEPTA has restored "old 4300," a 1970 GMC fishbowl-style bus to its original brown paint scheme with SEPTA "meatball" emblems. The vintage coach, with openable sliding windows, was on display at Pattison Avenue before a Phillies game on Thursday, April 17, and will undoubtedly appear at future events this year. It likely was one of the historic vehicles stored for years at the Midvale garage.....In what has been called one of the worst winters in memory, the recent December through March period saw an amazing 68 inches of snow recorded in Philadelphia. This was the second highest total of any winter

season since record-keeping began in the 1880's, and will be well remembered by everyone traveling in the area..... Route 11 trolleys had to be turned back at Island Avenue for a time during the afternoon of Thursday, March 27, because the gates at the CSX Main Street grade crossing in Darby were stuck in the down position. Shuttle buses were substituted..... Several people were injured at 4:50 PM on Friday, April 4, when an automobile ran a red light and crashed into the side of a northbound Route 23 bus at 11th & Vine Streets. The bus jumped a curb, knocked down a traffic signal, hit three parked cars and came to a stop in front of a church. The bus driver, 20 passengers and both women in the automobile were taken to the hospital.

A recently-discovered document shows how the City of Philadelphia was planning to improve public transit more than a half-century ago. Entitled "Philadelphia's Capital Programs for Transit Operations 1961-1965," the report was issued by the old Department of Public Property well before the birth of SEPTA. The introduction began as follows: "Philadelphia, in common with other cities in the U.S., faces a crisis in transportation...The City administration is fully aware of the seriousness of the problem and has accepted the responsibility for insuring that Philadelphia not only retains but improves its importance as the commercial, financial, and cultural heart of the region." Among the 13 projects proposed in the study were the extension of the Broad Street subway south to Pattison Avenue, new MU cars for the commuter railroads and relocation of the Frankford elevated to the median of the Delaware Expressway (I-95). Certain other proposed projects, such as extension of the Broad Street Line northeastward under Roosevelt Blvd., have not been carried out. One interesting future project listed in the brochure was the "Filbert Street connection between the Pennsylvania and Reading central city terminals," an idea which actually came to fruition more than 20 years later.

SEPTA REGIONAL RAIL



Major improvements to the Media-Elwyn line were announced at a gathering of SEPTA officials and local and State representatives held at the Darby Creek bridge in Lansdowne on Monday, April 21. New funding made available from Act 89, the recent transportation bill, will make it possible to upgrade or replace four antiquated bridges on the line. Construction on the Darby Creek and Cobbs Creek viaducts is to begin by this fall. Rebuilding of the Ridley Creek span near Media is planned to start next year, while the 117-year-old Crum Creek viaduct at Swarthmore will be replaced with a new structure. Design work on that project should begin this year. The 900-foot Crum Creek viaduct is the longest bridge on any SEPTA-owned Regional Rail line.....Again this year SEPTA plans to issue a special one-day Manayunk-Norristown timetable for Sunday, June 1, the

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PHILADELPHIA EXPRESS

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date of the annual international bike race. The steep "Manayunk Wall" is considered to be the most challenging part of the race.

At 4:20 PM on Monday, April 7, a 21-year-old man walking on the track was struck and killed by SEPTA train #6370 near Noble station on the West Trenton line. The man reportedly was using an electronic device while walking on #2 track, heedless of the imminent danger. It was the third trespasser fatality this year involving a SEPTA train. After a 1-1/2-hour delay the 500-plus passengers on train 6370 were transferred to another train brought down the opposite track from Bethayres. By 6:30 PM #1 was reopened for service in both directions but #2 was not restored until 7:40. At least three trains in addition to 6370 had to be annulled and a host of other trains were seriously delayed.....West Trenton Line passengers were delayed again on Friday, April 25, when train #6374 struck an abandoned SUV on the tracks near Neshaminy Falls. The vehicle was wedged under the train, but there were no injuries. Following train #376 was reversed from Meadowbrook to Jenkintown, and train #6378 operated alongside #6374 to transfer passengers. Buses were ordered to take inbound train #373's passengers to Jenkintown.

Overhead power problems and signal outages accounted for several service failures over the past several weeks. There were multiple disruptions on Thursday, April 3, the worst one occurring at 3:30 PM on AMTRAK's Northeast Corridor when the power on track #4 was knocked out between "Phil" interlocking south of 30th Street and "Baldwin" interlocking at Eddystone. A fallen tree in the catenary near Darby was to blame, and a switch failure at "Phil" made things even worse for SEPTA riders. Before power was restored at 5:35, a long list of Airport and Wilmington-Newark line trains were substantially delayed, at least two of them for an hour or more. (This was the same day that Amtrak suffered a major power failure at Bowie, MD, disrupting Corridor service.) Wire damage on #2 track at Stenton station that morning forced numerous annullments on the Chestnut Hill East Line. By 1 PM limited service was restored using #1 track on CHE as the disabled equipment on northbound train #2718 had not yet been moved.

Several other power issues were encountered during late March and April. Very early on Friday morning, March 28, train #313 out of West Trenton caused wire damage a half-mile north of Neshaminy station, shutting down power on #1 track between Neshaminy and Woodbourne. Passengers were transferred to following train #3505 but with only a single track available at least 25 trains were delayed until normal operations were restored at 11:10 AM. At 5:45 PM on Monday the 31st catenary power was lost on #2 track from "16th Street Junction" in North Philadelphia all the way to Norristown but the outage was quickly isolated to the section south of Miquon station as downed wires were located at Ivy Ridge. Single-track operation was placed in effect until wire repairs were completed around 9 PM, but not before at least four trains had to be annulled and seven others delayed.

The next notable problem came just before noon on Saturday, April 12, when AMTRAK reported that a piece of metal was hanging down from an overhead bridge at Narberth, perilously close to the catenary on #4 track. One westbound SEPTA train had to be annulled and another delayed until an Amtrak catenary

maintenance car completed repairs at 3 PM. Then, on Tuesday the 15th a major power loss at 3 PM shut down the Media-Elwyn line after a tree fell on the wires over #1 track just south of Gladstone station. Single track operation was in effect until 7:30 PM when the wire over #1 was repaired, but shortly thereafter the power failed on #2 for a short time, causing further problems. In all, during the afternoon and evening five trains were annulled and at least 25 others delayed from eight minutes to as much as 1-1/2 hours. At 5:25 AM on Wednesday, April 16, train D9804 deadheading to Fox Chase shot the line and became disabled at Olney station, forcing a suspension of all Fox Chase service until 7:15 AM. Seven trains were annulled during that period. Finally, around 5:30 AM on Thursday, April 24, AMTRAK train #601 bound for Harrisburg took down a stretch of catenary wire on #4 track within "Zoo" interlocking, delaying several Paoli-Thorndale trains and forcing the cancellation of three Cynwyd trains. Repairs to the wire were completed just after 9 AM.



AMTRAK

AMTRAK passengers suffered through a major service outage on Thursday, April 3, when a locomotive pantograph on southbound train #181 pulled down the catenary near Bowie, MD, around 9:15 AM. Later trains—Acela Expresses, Regional and MARC commuters—were either cancelled or held. A few Acelas got by the scene in early afternoon but regular service did not resume until wire crews completed temporary repairs about 3 PM. Delays up and down the Northeast Corridor continued until evening. The first Regional train to get through to Washington was #171 which arrived there at 6:57 PM, 2-1/2 hours lateDuring March AMTRAK P42 #1 made several round-trips as the power on trains 43 and 42 between Philadelphia and Pittsburgh.....AMTRAK, SEPTA and other railroads are enthusiastically supporting a new Operation Lifesaver campaign to educate the public about the dangers of trespassing on railroad property and the need to obey warning signs at grade crossings. The campaign uses the slogan "See Tracks? Think Train!"

AMTRAK's 7th annual National Train Day will be coming to 30th Street Station on Saturday, May 10, from 10 AM to 3 PM. As in past years there will be a host of activities—many of them kid-friendly—and model train layouts, vendor booths plus a display of locomotives and cars on the Lower Level. Among the equipment expected to be on hand are a new ACS-64 electric locomotive, an Acela trainset, an NJ TRANSIT ALP-45DP dual-mode locomotive and Bennett Levin's ex-Pennsy E8's and office car #120. Many other NTD events are scheduled around the country, all of them admission-free....."The Northeast Corridor and the American Economy" is the title of a new study

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PHILADELPHIA EXPRESS

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produced by an advisory commission to assess the importance of the railroad to the regional and national economies. The report concluded that the NEC, carrying 750,000 daily Amtrak and commuter rail passengers, "is a critical national asset, an economic engine for the U.S., and contributes about \$50 billion a year to the national economy".....On April 22-23 the New Jersey Chamber of Commerce ran its annual "Walk to Washington" excursion train from Newark to Washington and return. The chartered AMTRAK train brought business people together with State and national political leaders. Governor Christie did not ride the train but spoke at a dinner in Washington.

AMTRAK is seeking proposals for construction of 28 new high-speed trainsets, as part of a joint order with California for similar equipment to operate on its planned super-railroad between Los Angeles and San Francisco. Proposals from builders are due by May 17. Both Amtrak and California have asked the Federal government for permission to have the trains built outside of the U.S., believing that it's unlikely any domestic firm could handle the construction of these bullet trains. The Amtrak trains, to be designed for 160-mph top speeds, are expected to cost about \$50 million each, and would supplement the existing Acela fleet. If a common design cannot be produced for both the Northeast Corridor and California, Amtrak announced that it will proceed on its own. "California is not my problem," said Amtrak President Joseph Boardman.

AMTRAK is getting serious about the need to replace its massive bridge over the Susquehanna River between Perryville and Havre de Grace, MD. The multi-span truss bridge, opened by the Pennsylvania Railroad in 1906, remains a vital link in Northeast Corridor operations. (The piers of the original single-track bridge here, built by the Philadelphia, Wilmington & Baltimore Railroad in 1866, are still visible.) In cooperation with the Federal Railroad Administration and the Maryland Department of Transportation, Amtrak has begun a three-year preliminary engineering study for rehabilitation or replacement of the bridge. The nearly mile-long structure with its two-track capacity represents a bottleneck for improving service on the Corridor, which also would require that additional tracks and other improvements be added on either side of the bridge. This project follows Amtrak's effort over the past few years to replace several obsolete bridges in New England inherited from the New Haven Railroad.



**CSX,
NS,
OTHER ROADS**

Many experts have been predicting a sharp drop in coal traffic—especially utility coal due to the conversion of many electric generating stations to natural gas. Coal shipments in recent years have shown some decline, but during the first week of April CSX reported handling 25,090 carloads of coal, its second highest week since 2011. Both BNSF and UNION PACIFIC also reported strong increases, but NORFOLK SOUTHERN'S coal traffic dropped by 13 percent from the same week last year (*Trains*).....Wanxiang America, part of a giant

Chinese auto company, has purchased the former General Motors plant at Elsmere, DE, for \$18 million, and promises to start production of electric cars. The plant, served by CSX, most recently was operated by Fisker Automotive, which went bankrupt.

Starting in mid-May, CSX will operate a new "Safety Train" throughout the regions where its crude oil trains normally travel. Consisting of a locomotive, four tank cars, a flat car equipped with a variety of tank car valves and fittings, two classroom cars and a caboose, the train and its personnel will provide hands-on training to police, firefighters and other first responders on how to deal with an emergency involving crude oil cargoes. One of the training sessions will be held in PhiladelphiaNS will handle the 61-car Ringling Bros. Blue Unit circus train from Trenton to Hershey, PA, on Monday, May 19. The show will play at Trenton from the 14th to the 18th, after arriving there from Hartford, CT, via CSX.....Bennett Levin's splendid ex-Pennsy E8's will travel south to the "Streamliners at Spencer" event in North Carolina later this month. But on the way they will handle two private-car specials on May 30-31 via NS between Charlotte and Spencer as a fundraiser for the N.C. Transportation Museum. Tickets are priced at \$1,000 per person (*Trains*).

Just before 5 PM on Tuesday, March 25, a 50-year-old man was leaning out over the tracks from the high-level platform at the New Brunswick station. Because of this dangerous act he was struck and killed by an eastbound NJ TRANSIT express train, which splattered his remains over the platform and track. Three other persons were hospitalized after being hit by flying body parts. NJT train service was suspended through the area for over an hour, and delays persisted for some time after that. The victim was identified as a recently-released prisoner with a long criminal record.....NJT has launched a systemwide safety review following a similar effort on METRO-NORTH RAILROAD, spurred by the December derailment in New York City which killed four people. NJT has hired an outside consultant and will form a 17-member committee made up of employees at all levels to review maintenance procedures, work practices and the "overall safety culture" at NJT (*Trains*).....NJT reports that ridership on its "Dinky" trains between Princeton and Princeton Junction has declined by ten percent since the line was cut back several hundred feet from the old Pennsy station in Princeton (see October *Cinders*). Part of the reason is the free shuttle bus service to the Junction now offered by the University.

A former high-level officer at NJ TRANSIT has moved across the Hudson River to a top job at METRO-NORTH. Kevin O'Connor, the former vice president of rail operations at NJT, will become chief transportation officer at M-N. O'Connor was heavily criticized for not doing more to prevent the extensive damage to cars and locomotives during the Hurricane Sandy flood of October 2012, and was dismissed in March by new NJT Executive Director Veronique Hakim. Joyce Gallagher, the former vice president of bus operations, also was fired by HakimNJT this month will expand its "Quiet Commute" program to include weekday off-peak trains arriving and departing the Hoboken Terminal between 10 AM and 4 PM. NJT began its quiet car program in 2010 and after receiving highly positive feedback from riders has since expanded it to all peak-period, peak-direction trains.

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PHILADELPHIA EXPRESS

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The idea of converting the old Reading viaduct north of Vine Street into an elevated park has taken on new life. This has been talked about for years among neighborhood groups, but now has gained real impetus from New York City's hugely-popular High Line Park, built on an abandoned New York Central freight line above the streets on Manhattan's West Side. For starters, volunteers backed by the Center City District and a number of local politicians are concentrating on the first phase of the project, which is to create a park on the curving spur from Callowhill Street down to ground level at 13th & Noble Streets. This is a section of the Reading's old City branch, now owned by SEPTA, which at one time extended all the way to Park Junction near the Art Museum. The *Inquirer* reported last month that both the City and State have pledged some funding for this first phase, which is expected to cost about \$8.6 million. The larger second phase will involve nearly a mile of the four-track-wide stone viaduct leading north to Fairmount Avenue—still the property of the Reading Railroad's successor company based in California. The project is seen as contributing to the redevelopment of a former industrial area of center city now gaining popularity, partly due to its proximity to the Chinatown neighborhood.

PATCO will spend some \$7.5 million for new train message boards, surveillance cameras in stations and parking lots and to retain SEPTA crews on a full-time basis to maintain its escalators and elevators. PATCO, once regarded as the paragon of fast, efficient commuter operations, has been the butt of criticism in recent months for poor service, train breakdowns and the apparent mismanagement of its \$103-million track rebuilding project on the Ben Franklin bridge (see March, April *Cinders*). But John Hanson, the newly-installed head of the Delaware River Port Authority, PATCO's parent agency, said that only when all of PATCO's cars are rebuilt with full electronic capabilities by 2016 will automatic train messaging be possible. To meet the crisis of broken-down escalators and elevators at its stations, PATCO last summer hired SEPTA on an emergency basis to fix the equipment after a private-sector firm failed to do the job. Since then, PATCO says it has had three consecutive months of near-perfect elevator operation but has not yet achieved the required 90-percent reliability of escalators over a three-month period. The *Inquirer* reported that Hanson himself and other DRPA executives, clad in yellow safety vests, have been seen on the platforms of center city stations, helping to herd passengers onto crowded PATCO trains. Hanson said he has been listening to both complaints and compliments during his stints on the platforms.

The railroad industry will be unable to meet the government-mandated deadline of December 31, 2015, for full installation of Positive Train Control, according to a report from the Association of American Railroads. The report said that a year-long moratorium on installing some 20,000 communications antennas imposed by the Federal Communications Commission, and a lengthy approval process required by the agency, has seriously delayed the completion of a nationwide interoperable PTC system. AAR estimated that only about 20 percent of the PTC network will be up and running by the congressionally-imposed deadline. The railroads must install PTC on about 60,000 miles of mainline track, and to date have spent approximately \$4 billion implementing the collision-avoidance system required by the Rail Safety Improvement Act of 2008. On the plus side, AAR said that PTC equipment has been installed or partly installed on

50 percent of the locomotives on which it will be needed, half of the signals in PTC territory already have been replaced and most of the track to be equipped with PTC has been mapped (*Trains*).

Due to upcoming construction at AMTRAK's Harrisburg station, Harrisburg Chapter's GG1 locomotive #4859 displayed there since 1986 has been moved to another location. Along with wooden ex-Pennsy N6b cabin car #980016, the historic locomotive will be stored temporarily on the Market Street running track west of the station, near the Chapter-owned "Harris" tower. The cosmetically-restored GG1, now listed on the National Register of Historic Places, is expected to remain there during the three years of track and platform work at the station and will be "shrink-wrapped" for protection from the elements. An Amtrak locomotive moved the GG1 and cabin car out of the station on April 5, with Philadelphia Chapter Member Rich Bernhardt serving as conductor.....The FRA will propose a new rule requiring two-person train crews on all crude-oil trains, a reaction to the disaster last July at Lac-Megantic, Quebec, involving a crude oil train which had only a one-man crew. The new rule also is expected to specify minimum crew-size standards for most mainline freight and passenger trains. In addition, the FRA plans to issue a rule covering the movement of hazardous materials (*Trains*).

Rail Historian Ken Murry Perishes In Disastrous Fire at His Home

Longtime Rail Historian Ken Murry, a longtime Pennsylvania Railroad historian and 55-year member of Lancaster Chapter, NRHS, perished in a disastrous fire at his home in Mountville, Lancaster County, on Monday night, March 31. He was 75 years of age.

The fire consumed or seriously damaged many of Murry's vast collection of railroad collectibles and photos, including some original works of art. Firefighters had a difficult time entering the home to fight the fire because of what they called "extreme hoarding conditions" The fire apparently started on the first floor of the three story twin home at 209 E. New Street in Mountville, which Ken had lived in all his life, and quickly spread upward through the roof.

Murry, a retired photographer who worked for Armstrong World Industries in Lancaster, was well known in the Lancaster area for his gardens and garden railway, which was often a stop on local house tours in the area. His train-themed garden was often featured on tours sponsored by the Railroad Museum of Pennsylvania in Strasburg.

His garden featured large evergreen bushes, one of which was fashioned into a locomotive from the "Monopoly" board game. Ken possessed artistic talent, which he used to enhance his collection and he was always willing to share this with others. He was deeply involved in the "Friends of GG1 4935" restoration effort in 1977; the 4935 today resides at the Railroad Museum in Strasburg..

A memorial service for Ken Murry was scheduled to be held on Sunday, May 4, 2014 at 1:30 PM at the Central Manor Church of God, 397 Penn Street in Washington Borough, PA, which is along the Susquehanna River.

(New) Fare Payment Technology -1956

As SEPTA works toward its New Fare Payment Technology, we thought you'd like to see instructions for implementation of some "new" fare technology - transfer machines, which were installed on the subway and elevated stations by Philadelphia Transportation Company - the date: June 26, 1956!!! (See column at right)



Monday, May 19, 2014: 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 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, 16th 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, May 24: In conjunction with SEDA-COG Joint Rail Authority, two excursions are proposed to operate out of Shamokin, PA in conjunction with Shamokin 150th Anniversary Committee. Trips will run at 11:00 AM and 2:00 PM on Shamokin Valley Railroad. For complete information on these trips, please contact Bill Milbrand at 570-847-3842 or by E-mail to bill@catawese.com.

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.

Saturday/Sunday, June 7-8: Sixth Annual Ride the Rails for Cancer sponsored by Conrail Historical Society. Caboose rides will operate over the Middletown & Hummelstown Railroad in Middletown, PA (south of Harrisburg). All funds benefit Vickie's Angel Walk which helps families pay their bills while going through cancer treatments. The event is held at Hoffer Park in Middletown. Frequent M&H train departures Saturday and Sunday, 11 AM-4 PM. Tickets: \$5 adults, kids under 5 \$1. They will be available trackside day of trip.

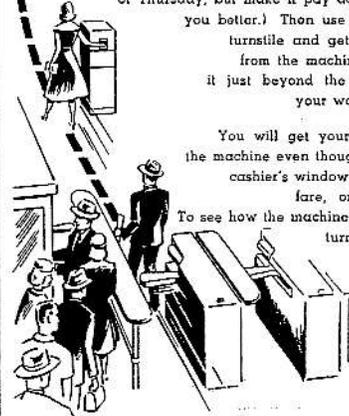
Saturday/Sunday, June 14-15: Washington County Limited special train excursion on Vermont Rail System's Washington County Railroad between White River Junction and Newport, VT. Train will operate north from White River Junction on Saturday, with bus return to WRJ, and train will operate south from Newport to WRJ on Sunday, with morning bus from WERJ to Newport. The will be the usual high-quality Mass Bay RRE outing, with photo stops, plus stop at Saint Johnsbury enroute. For complete information, contact Mass Bay RRE at www.massbayrre.org or by phone to 978-470-2066. Last trip over this entire route since 1996 - 103 miles of mostly freight-only trackage.

NEW TRANSFER-ISSUING MACHINES

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

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

You will get your transfer from the machine even though you use the cashier's window to pay a cash fare, or buy tokens. To see how the machine works, please turn the page ▶



TIME-SAVERS FOR YOU



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

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

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

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

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



PHILADELPHIA TRANSPORTATION COMPANY

559-6-26-56

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.

Beyond and In Gotham: In 1893, Superintendent C. P. Hammond renamed the Toad Hollow station near Albany, NY to Delanson. The name is a contraction of the owning **DEL**aware **ANd** **HUDSON** Railroad. Today, you can still see trains of Canadian Pacific, Norfolk Southern and SMS/SNY at this location (John Taibi).....It was built in 1912 for the New York, Westchester & Boston Railway as an administration office, but today it is the entrance to the MTA/NYCT station at 180th Street for the Number 2 and Number 5 subway trains. The building has been renovated and now shines on the National Register of Historic Places (*The 470*).....On December 31, 1968, Penn Central acquired the assets of the New York, New Haven & Hartford Railroad. It paid \$145.6 million plus 950,116 shares of PC stock making the NYNH&H trustees the largest stockholder, which may prove that a bird in the hand is not worth more than one in the bush! (Windsor Lockes).....As early as 1855, New York's horse car lines were transporting more than 18 million passengers a year and in another 30 years traffic reached 188 million. By 1887 there were some 415 street railway companies in the United States, operating 18,000 cars pulled by more than 100,000 horses and mules over 2,000 miles of track (William D. Middleton).....On October 9, 2013, the second place finisher in the 3rd Race at New York's Belmont Park was **Beeliner**, a three-year-old colt owned by a farm in New Jersey. The horse that sired him was **Silver Train** (Ed Levay)..

This Side of Gotham: On July 17, 1942, service began over a Pennsylvania Railroad connection to the U. S. Army embarkation post at Camp Kilmer, near Edison, NJ. The facility had a terminal with a capacity of 15 20-car troop trains, a turning loop, a grade separated connection to the PRR mainline and a connection to the Reading's Port Reading Branch. It processed 1.33 million troops going overseas during World War II (Christopher Baer).....In the Fall of 1979, Conrail retired its fleet of GG1 electric locomotives and on July 1, 1980 conveyed 13 of them to New Jersey Transit. Only three of these actually operated - 4877, 4879 and 4882. Number 4877 was repainted PRR Tuscan red with pinstripes in May 1981 by NJT. On Friday, October 28, 1983, the 4879 made the last regular run hauling Train 3323 from New York Penn Station to South Amboy, NJ. After excursions on Saturday, October 29 with all three motors, #4882 was the last to run when it pulled the others into the engine terminal. I believe about a dozen GG1's still exist - does anyone have a list?? (NJT/Roy).....The bell from Baldwin's 5000th locomotive that ran between Philadelphia and Jersey City was donated in 1948 to the London & North Eastern Railway in England. It was placed in the new engine shed at Horsey. Does anyone know the locomotive number it came from, and the location of the bell today?? (CNJ Historical Society/Roy).

Nearer the Delaware River: Between 1906 and 1913, J. G. Brill and the Pressed Steel Car Company built 250 steel MU subway cars for Philadelphia's Market Street subway-elevated line. The cars resembled New York's IRT cars and were known as "Easy Access" as they had three air-operated doors on each side. They

lasted nearly a half-century before their retirement (William D. Middleton).....The North Penn Railroad (later the Reading's Bethlehem Branch) had a chief engineer, William B. Foster, who once worked for the Pennsy's famous J. Edgar Thompson. Better yet, however, is the fact that Foster was the brother of Stephen, that noted American composer of "Oh! Susanna", "Camptown Races" and others. Is this clever trivia or is Roy losing it? (Reading Company Technical & Historical Society).....N. C. Wyeth of Chadds Ford, PA, was a fine artist and the father of a line of other well-known painters. He did four posters for the Pennsylvania Railroad and one of them was used for a Presidential Christmas card from the White House. Ironically, on the morning of October 19, 1945, very close to his home, his auto was struck by a westbound freight train on the PRR's Octoraro Branch and he and a grandson were killed. (*American Heritage*).....The old-time highball signal was first used in the early 1830's on the New Castle & Frenchtown Railroad. This line joined Philadelphia with Baltimore via steamboat connections on the Delaware and Chesapeake Bays. A portion of this historic route is still being used by Norfolk Southern today (*The Orderboard*).

Here, There and Everywhere: In case it has escaped your memory after all these years, on April 1, 1976, Conrail opened for business with the rail assets of Penn Central, Erie Lackawanna, Reading Company, Lehigh Valley, Jersey Central, Lehigh & Hudson River and Pennsylvania-Reading Seashore Lines. The Pittsburgh & Lake Erie and Ann Arbor Railroads stayed out, and a condition of CR's creation was that the Delaware & Hudson expanded from 699 route miles to 1,400 miles, through trackage rights. (*Railroad Timeline*).....He was born on December 16, 1914 and became a photographer best-known for his black-and-white photos and sound recordings of the last days of steam on Norfolk & Western Railway. That's right, he was Ogle Winston Link (*Spike & Tie*).....The Last of an Era: it was opened in 1939 and the huge coal breaker was named after Charles F. Huber, Chairman of the Glen Alden Coal Company, predecessor to Blue Coal from "The Shadow" radio program fame. The mine and breaker at Ashley, PA employed 1,700 workers at its peak. Most of the anthracite was hauled out by the Central Railroad of New Jersey (actually Central Railroad of Pennsylvania), which served the colliery at a large adjacent yard. It should have been razed and gone by the time you read this (Cole Trane).....Fairbanks-Morse, along with other builders, became involved in the lightweight passenger craze of the mid-1950's, an excursion into the unusual and the absurd that produced some of the most notable and memorable market failures for those who participated (Preston Cook).....It was originally a station on the Leavenworth, Lawrence & Fort Gibson Railroad, but today it is just a battered signpost in the woods on the Kansas tourist line, Midland Railway. Its name says it all - NOWHERE! (Alexander Craighead).

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