



CINDERS



NOVEMBER 2014



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Volume 75

Number 10

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

An Expression of Appreciation

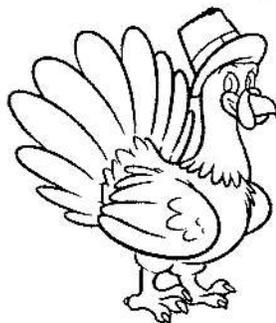
The officers of Philadelphia Chapter wish to extend our sincere appreciation to you, our membership for your strong support of our organization during the dues renewal process for 2015.

When we sent the dues bills to you with October *Cinders*, we asked you for financial support above and beyond your dues, to enable the Chapter to restore itself to a sound level of resources during the coming year, indicating that we hoped we had earned your trust locally, given the turmoil that has occurred at NRHS over the past several years.

Each of you has responded to this appeal in the way in which you were able, and this will give us confidence going into the New Year that we may continue to provide all the services we have for the past 78-plus years.

We each thank you sincerely.

Larry Eastwood
 Bill Thomas
 Frank G. Tatnall
 Rich Copeland
 Peter Senin



Happy Thanksgiving

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

FRIDAY, NOVEMBER 21, 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 (*NOTE: If meeting is in a different room, there will be a notice on the right hand side of the grand staircase*)) (Easily accessible to all public transportation; at our recent meetings, there has been plenty of parking on Chestnut Street immediately in front of Main Hall – pay at the kiosks)

MEETING START TIME: 7:00 PM

Our meeting on Friday, November 21, 2014 will feature another fine PowerPoint presentation by Chapter Member Dale W. Woodland. Entitled *Railroads in the Winter of 2013-2014*, this presentation will feature trains of CSX, Amtrak, SEPTA, NJ Transit, Norfolk Southern and Pennsylvania Northeastern in the winter wonderland that Mother Nature provided last winter. The program should remind us that winter is almost here, and we should be prepared. Come out and enjoy this presentation, and bring a friend to introduce them to Philadelphia Chapter.

Looking forward, our meeting next month will occur on December 12 (**second Friday, our normal custom in December**). Please mark your calendars. Our meeting in December is expected to feature the Railway Mail Service.

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

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

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

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

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. **PLEASE INCLUDE YOUR NEW TELEPHONE NUMBER** and E-mail address so our records are complete.

Cinders is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor at P.O. Box 353, Huntingdon Valley, PA 19006-0353. **EXCHANGE newsletters should be sent to:** R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353, or by electronic mail to ayrestower@comcast.net.

If your *Cinders* Arrives in Bad Condition

If your *Cinders* arrives damaged or with pages missing, contact Editor Larry Eastwood at 215-947-5769 or ayrestower@comcast.net and a replacement copy will be promptly be sent to you.

PHILADELPHIA CHAPTER, NRHS Board of Directors Meeting Winter, 2015

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

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

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

Philadelphia Chapter Renewals Arriving Steadily; Help Needed

Philadelphia Chapter members are quickly renewing their memberships for 2015, according to information provided by Treasurer Rich Copeland. During October, the officers have been busy processing the renewals, and the officers have been extremely gratified by the financial contributions above and beyond the dues level (please see Page 1, this issue).

The annual request for contributions for the non-member Philadelphia Railfriends was being prepared for mailing during the first week of November. At its Board of Directors meeting on Tuesday, October 14, the officers decided that the request for Railfriends contribution for the year 2015 would be set at \$18.00, the same as Chapter and Chapter-only dues. Donations above and beyond that level would be most welcome as our Chapter works to stabilize finances in the year ahead.

As the Chapter enters a New Year, President Larry Eastwood issued a call for assistance in various activities dealing with the archives of the Chapter. The storage site in Willow Grove is full of material which needs to be sorted, and either filed away or prepared for an auction sale or giveaway. If members are able to provide a few hours in a month to assist in this activity, they are asked to contact Larry directly to arrange a schedule.

Vice President Bill Thomas will be looking for programs for the period January through June of 2015. Members who may know of a program which would be suitable for our members are asked to contact Bill so he may develop a schedule for the coming year.

The Chapter is also looking for short items of historical interest for inclusion in *Cinders* on a monthly basis. These historical vignettes should take up no more than one page of an issue of this newsletter. Please contact Editor Larry Eastwood to gauge suitability of any short article you may be aware of.

East Penn Traction Club to Host 22nd National Trolley Meet in May

During the period May 15-17, 2015, the East Penn Traction Club will host the 22nd National Trolley Meet at the Pennsylvania Convention Center's Hall "G" at Broad and Race Streets in downtown Philadelphia. Many EPTC members are also Philadelphia Chapter members.

These events always include a whole host of traction-oriented activities, from modeling techniques, layout visits to vendor displays. Some of the models and display modules are spectacular. Because the Meet coincides with Philadelphia Chapter's May 15, 2015 meeting date, we are seeking to hold our meeting at a location convenient to attendees.

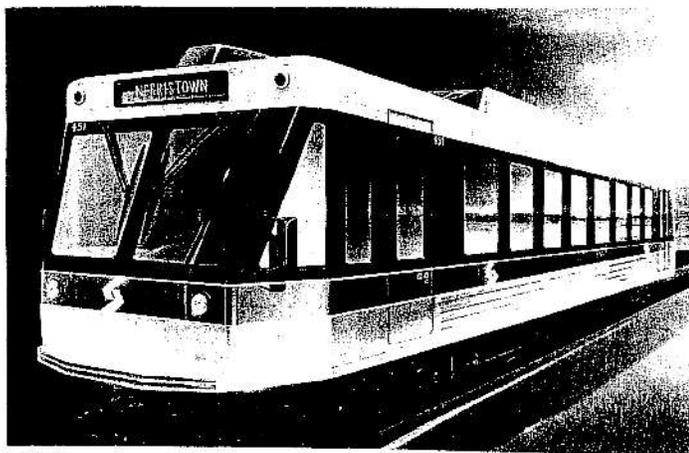
The program would be a PowerPoint update of the noted Joseph M. Mannix slide show from 1960, "*Just Yesterday*", a mythical trolley tour of Philadelphia Transportation Company lines in Philadelphia and its suburbs. This program was recreated from Joe's original script and presented a Philadelphia Chapter meeting in June, 2009. Further details will come in future issues of *Cinders* in the coming months.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



SEPTA's long-awaited New Payment Technology (NPT) took a step forward last month when officials unveiled the new name for the system: "SEPTA Key." General Manager Joseph M. Casey said that SEPTA Key "will play a fundamental role in moving the region forward. It will be the key to your commute, play and everywhere in between." Using a name possibly inspired by the old Key System in California's Bay Area, SEPTA plans to use smart cards as a way to make fare collection faster and more efficient. SEPTA intends to issue its own Key-branded cards. The initial contract for NPT was awarded to Xerox Corp. in 2011 but numerous problems have slowed its progress. Testing continues and the first use of the cards may begin in December, with a full rollout on transit lines expected to occur over the next year. Putting Key on Regional Rail will be a more complex task and most likely will not start until at least 2016. The recently-upgraded 15th Street and City Hall subway stations are the first to be equipped with new electronic turnstiles and fare gates, although the card readers are not yet in service. For more information visit www.septa.com/kev.

The looming threat of a transit strike in Philadelphia apparently ended on Friday, October 31, when SEPTA and Local 234 of the Transport Workers Union agreed on a new two-year contract. It capped several days of intensive negotiations in the face of the TWU leadership's stated intention to call a strike the following week. Just a few days earlier, Union President Willie Brown had said that a walkout was almost a certainty because SEPTA and the union were as far apart "as California and Pennsylvania" in their long-running negotiations. The TWU represents some 4,700 employees who operate and maintain the bus, subway and trolley system in SEPTA's City Transit Division. They have been working without a contract since their old pact expired last March, but now will receive an immediate five-percent pay increase. A two-year rather than the usual three-year agreement apparently defers the very thorny issue of pensions, which has been an obstacle to settlement. Congressman Robert Brady, who also is a prominent labor leader in Philadelphia, sat in on the negotiations and helped orchestrate the deal.

And there was more good news. The four-year contract stalemate between SEPTA and the Brotherhood of Locomotive Engineers & Trainmen finally ended with a tentative agreement last month. If ratified by the 220 engineers involved, this means that there will be no shutdown of the Regional Rail system next February when the current 120-day no-strike order from President Obama expires. (A second Presidential Emergency Board was named on October 10 to recommend a settlement, after the first board's report was rejected by the union.) Under the proposed agreement, engineers will receive an immediate 8.5-percent wage increase and another three percent next April, bringing their top pay to \$34 per hour, plus a \$1,250 signing bonus. (The engineers have not had a raise since 2010.) Another thorny issue was SEPTA's demand that engineers wear uniforms, a proposal strongly resisted by the union. That demand was dropped. The new contract will extend only until July 2015, so that negotiations on the next contract will need to begin soon.

SEPTA announced last month that it will extend indefinitely the popular all-night weekend train service on the Broad Street and Market-Frankford Lines. The service was started on June 15 as a pilot program to test public reaction, which has been strongly positive (see July *Cinders* and later issues). Train ridership has averaged about 15,000 on both Friday and Saturday nights, with much higher totals on peak holiday weekends such as the Fourth of July and Labor Day.....SEPTA's colorful 50th anniversary commemorative poster, which measures about 28 x 36 inches, is currently on sale at the Transit Museum Store at 1234 Market Street.....On October 27 SEPTA placed in service the first of its new 60-foot articulated hybrid buses, built by Nova of Canada. Nova is delivering 70 hybrids this year with 115 more due in 2015.....A man got into the track area at the Walnut-Locust station around 11:25 AM on Monday, October 20, and was struck by a southbound Broad Street Line train. He was still alive when pulled from under the train by rescue crews and rushed to the hospital. Riders on southbound trains were delayed up to 20 minutes until the investigation was completed.



SEPTA REGIONAL RAIL

SEPTA began its annual slippery rail campaign in mid-October, again employing three work trains in the nightly battle against fallen leaves. Using so-called "traction gel" sprayed on the railheads, supplemented by sand and high-pressure jets of water, the crews try to make the rails less slippery so that trains won't slide by stations. But in spite of these efforts many delays are reported and most likely will continue to be reported until late November or beyond.....The latest foray in SEPTA's

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PHILADELPHIA EXPRESS

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“Dude It’s Rude” campaign (see October *Cinders*) is appearing now on train posters. The advice to riders with luggage or packages: “Unless your bag paid...move it”.....Weekend busing will remain in operation through November 23 on the Media-Elwyn line as track and bridge work continues (see October *Cinders*). Meanwhile, SEPTA scheduled two public information sessions November 5-6 in Swarthmore and Wallingford to discuss the planned replacement of the 1895-vintage Crum Creek viaduct near Swarthmore.

It looks like the long-stalled project to build a new connection to the Cynwyd line at 52nd Street will soon resume. The delay was caused by a property dispute. The short ground-level connection on a former freight right-of-way will allow abandonment of the old Pennsy jumpover bridge, and the new Positive Train Control system will be completed on the branch prior to December 31, 2015 as set by law..... An article in the October 9 edition of the *Inquirer* entitled “SRO on SEPTA” spotlights the crowded conditions on many Regional Rail trains. The 120 new Silverliner V cars have not solved the problem, even though they replace the 70 old Silverliner II and III cars retired in recent years. Part of the problem is booming ridership and part is the fact that each of the new cars contains fewer seats than the older Silverliner IV’s. A six-car train of the V’s has about 72 fewer seats than six of the IV’s. In addition, at least 15 percent of the car fleet is out of service for maintenance at any given time, and often there are not enough operable locomotives to keep all available push-pull cars in revenue service.

Regional Rail riders suffered through two major service failures last month. Both involved push-pull trains and both resulted in SEPTA issuing letters of apology the next day. At 8:10 AM on Wednesday, October 15, West Trenton express #6325 broke down in an inaccessible location between Meadowbrook and Rydal stations. Several attempts to reset AEM-7 #2302 were unsuccessful. Since buses could not reach the scene, it was decided to operate following train #6327 down the northbound track and transfer as many of the stranded passengers as possible. That train became totally jammed with around 300 riders added to the already crowded train, so later trains #3223 and 3421 were stopped to board the remaining passengers. Numerous other trains were delayed and one West Trenton-bound train annulled while the transfer process was going on. At 10:25 AM the crippled #6325 finally was coupled behind diesel #52 and proceeded to Frazer shop. Less than two weeks later, on Monday the 27th, express train #9340 out of Elwyn with some 400 passengers on board stalled at Morton station around 8 AM as AEM-7 #2303 became disabled. Deadheading train #D3226 was sent from Media to Morton on the southbound track and by 9 AM had loaded all passengers off #9340 for an express run to University City. Eight other trains were delayed from ten to 45 minutes.

Trespassers who ignore obvious safety rules continue to be killed and injured by trains in the Philadelphia area. In recent weeks two more trespassers were killed and another seriously injured when struck by SEPTA trains. On Sunday morning, September 28, a 60-year-old man was walking in the gauge south of Fern Rock Transportation Center when he was struck and killed by train #3421. That train was annulled, buses were ordered for the passengers and a host of other trains delayed. Then, on Tuesday evening the 30th, a man stepped in front of Fox Chase-

bound train #852 near Lawndale station and died at the scene. A deadheading set of equipment rescued the passengers on 852 and buses were substituted for four other trains. The next afternoon, October 1, a teenage male walking along #4 track near Sharon Hill station was hit by Newark-bound push-pull train #9251. His female companion was slightly injured. All four tracks were shut down for 45 minutes until tracks #1 and 2 were reopened, delaying more than a dozen SEPTA and AMTRAK trains. Train #9251 finally resumed its journey after a one hour and 40-minute delay. The teen was taken to a hospital and reportedly survived.

Though not a trespasser, a 61-year-old woman using the crosswalk to reach Woodbourne station was struck and killed by an automobile at the Woodbourne Road grade crossing. The accident happened at 6:40 AM on Tuesday, October 21, just as train #3507 was approaching the station. Police closed the area for an investigation, forcing SEPTA to annul eight trains between West Trenton and Neshaminy Falls, with buses substituted. Several other trains were delayed.....Paoli-Thorndale line riders had to cope with a couple of disruptions last month. One was caused by a tree that fell into the catenary west of Frazer early on Saturday, October 11, delaying four Thorndale trains. Then, around noon on Monday the 20th an AMTRAK maintenance car derailed near Berwyn, fouling both #3 and 4 tracks. A long list of SEPTA trains were delayed, two of them for well over an hour until all tracks were back in service by 4 PM. One westbound train was turned at Bryn Mawr with passengers bused beyond.



By late October at least 20 of the 70 new Siemens-built ACS-64 electric locomotives were in service on the Northeast Corridor. Only two of the 15 unreliable HHP-8 units were still running, #651 and 655, and are expected to be retired within the next two months (barring a serious road failure which would mean their immediate demise). These 15-year-old units are leased by AMTRAK from Bombardier and therefore cannot be scrapped. Several AEM-7’s, including #932, 937 and 949, also recently have been retired. Amtrak has notified MARC that it will continue to maintain MARC’s AEM-7’s and HHP’s for only two more years, which will then result in an all-diesel commuter serviceOn Monday, October 20, AMTRAK ran its first regular service train to Harrisburg powered by a new ACS-64. Sprinter unit #608 handled train #605 westbound and #644 eastbound. The new units soon will become commonplace on the Keystone line.

A rather scary engineering report about AMTRAK’s New York City tunnels was released last month. Damage from the storm surge during Hurricane Sandy in October 2012 was so severe, the report said, that permanent repairs to both the Hudson River and East River tunnels will run to at least \$690 million. This would require the alternate closure of each of the two Hudson River tunnels for up to a year, which obviously would create havoc with train service if instituted any time in the near future. It is estimated that some 13 million gallons of salt water flooded the 104-year-old Hudson (North River) tunnels, which reopened for service after emergency repairs were performed. It is hoped that major work on those two tunnels can be delayed until the proposed \$14-billion Gateway project is completed, including construction

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PHILADELPHIA EXPRESS

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of two new tunnels from New Jersey to Penn Station. But completion of the Gateway project may be at least ten years away even if funding can be obtained. Two of the four East River tubes also will require heavy repairs. Amtrak said all of the present tunnels remain safe for travel, and some interim repairs are being carried out when one tunnel is closed during late-night hours and on weekends.

It is uncertain at this time when a new National timetable will be issued, but a special timetable will appear for the heavy-travel Thanksgiving week November 25-December 1. AMTRAK can be expected to run many extra trains during this busiest travel period of the year, including trains leased from NJ TRANSIT and MARC Again this year AMTRAK quickly sold out its two "Autumn Express" excursions set for Saturday and Sunday, November 8-9. Both trains are expected to carry about 800 passengers over a freight-only NORFOLK SOUTHERN route through Reading to Harrisburg and return Manufacturers were expected to file by October 1 their proposals to build 28 new high-speed trains for Amtrak (see July *Cinders*)..... A few of the new Viewliner II cars should begin appearing on East Coast trains this fall..... AMTRAK suffered a nationwide computer outage on Sunday, October 5, which disrupted its National ticketing and reservation system for most of the day.

In spite of its many service problems, AMTRAK reported strong ridership and revenue gains for Fiscal Year 2014 ended September 30. But Amtrak said that future growth will require "investing in the infrastructure that supports intercity passenger rail and resolving unacceptable delays caused by freight railroads that own the tracks." That last statement reflects the concern that prolonged delays on many long-distance routes will discourage potential customers. As has been well documented, these problems reached a zenith during last winter's severe weather but more recently have been exacerbated by increasing volumes of freight traffic on major routes. Among the worst areas of congestion was NS's heavily-traveled mainline between Toledo, OH and Chicago, which forced Amtrak for a time last month to terminate the **Capitol** and **Lake Shore Limiteds** at Toledo and bus passengers to Chicago. After a few days, however, that problem was partially rectified and the trains began operating closer to schedule—just one to three hours late..... For FY 2014 Amtrak reported ticket revenues of \$2.19 billion, up four percent from 2013, and ridership of more than 30.9 million, an increase of 0.2 percent from the previous year. Ridership of 11.6 million on the Northeast Corridor was an all-time record for Amtrak, but long-distance ridership declined by 4.5 percent.



CSX,
NS,
OTHER ROADS

Will there be another round of railroad megamergers? That question was being posed last month when it became known that CANADIAN PACIFIC had approached CSX about a possible merger of the two roads. CSX said that it had rebuffed the proposal, and CEO Michael Ward later told Wall Street analysts

that he didn't believe a major railroad merger such as CP-CSX would improve the congestion challenges now facing American freight carriers. Such a merger would not be a "step up" in addressing congestion and in fact might be a "step back," as he cited the service meltdowns that followed big mergers in the late 20th Century. A CSX official later said that the railroad has a "long-term ability to address our capacity needs internally," pointing out that it has many single-track mainlines that could be converted to double track.

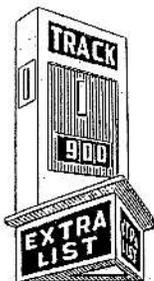
Answering a similar question, NS CEO Wick Moorman said that he believed big mergers "don't make sense at this time." He added that while he has great respect for Hunter Harrison, the chairman of CP, he does not agree with him on the merger question. It seemed obvious that any merger between two major carriers would create a domino effect among other roads trying to remain competitive..... Shortly before the blockbuster plan by CP to merge with CSX became known, CP officials announced that they were close to completing a deal for the sale of subsidiary Delaware & Hudson's mainline between Binghamton and Albany, NY. Presumably, the buyer would be NS, which already utilizes trackage rights over the line in order to connect with PAN AM RAILWAYS for access to New England markets.

After almost a year of reconstruction work on the Ben Franklin bridge, PATCO resumed normal weekday train operations on Monday, October 20. But half-hour schedules will continue on weekends using PATCO's "one track at a time" operation on the bridge. Weekdays riders have suffered through delays and longer headways between trains as the rebuilding of track, signals and the steel structure was carried out. Lane closures on the highway sections of the bridge also ended last month, speeding up motor traffic. Starting December 4, weekday construction work will start again, but only from Thursday afternoons to early Monday mornings. The majority of track rebuilding has been completed in the \$103-million bridge project, but supporting signal, power and communications improvements will continue on extended weekends through early 2016..... On a related front, the 500-mile test runs of PATCO's refurbished cars, which were supposed to begin in September, were postponed due to glitches in the new communications software. A revised start date in late October was announced.

The 2015 Lincoln Funeral Train is an attempt to recreate the train that carried President Abraham Lincoln's body from Washington to Springfield, IL, after his assassination in 1865 (see October *Cinders*). Thus far the "train" will consist of a working replica locomotive and a newly-built car intended to resemble the wooden car that actually carried Lincoln's coffin along with that of his son "Willie," who had died three years earlier. The 4-4-0 locomotive "Leviathan" and the passenger car will follow the route of the original train but be carried on flatbed trailers over the highway. A display of the engine and car near Philadelphia's National Constitution Center is planned on April 23, 2015, nearly 150 years to the day that the original train stopped here. It is hoped that "Leviathan" and the car can be returned to Philadelphia later in the year for possible operation under its own power. The Union League of Philadelphia is coordinating the events with the City.

The \$4.2-million project to convert the old Pennsy viaduct across the Schuylkill River at Manayunk into a recreational facility finally got started last month (see September *Cinders*). A

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Tuesday, November 11: Regular monthly meeting of Harrisburg Chapter, NRHS, at Hoss's Restaurant, 743 Wertzville Road, Enola, PA. Business meeting and program begin at 7 PM, with optional meal available as early as 5 PM, all open to the public. Program will feature well-known NRHS rail historian Alex Mayes with one of his illustrated talks, "Major Railfanning Events of the Past Four Years" Those arriving for dinner should make it known to restaurant hostess they are part of the NRHS group, since Hoss's donates a portion of receipts to the Chapter. For additional information, visit the Harrisburg Chapter website, www.harristower.org, or call Sloan Auchincloss at 717-238-2131.

Saturday, November 15: Railroad Historians of the Lehigh Valley and the Lehigh Valley Chapter, NRHS announce their first annual Railroad Symposium at Northampton Community Center, 1601 Laubach Avenue, Northampton, PA 18067, 8:00 AM to 4:00 PM. Scheduled presenters at present are Mike Bednar, James Rowland, Richard Samset, plus others. Cost: \$45.00 per person, includes registration, continental breakfast, refreshments and Noon banquet. For tickets, send remittance to: Lehigh Valley Chapter, NRHS, c/o Kermit Geary, Jr., 1266 Riverview Drive, Walnutport, PA 18088-9113 before November 5. Additional information from KGJR1554@EARHTLINK.NET or by telephone to 610-428-7629.

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

Friday, November 21: Regular monthly meeting of Philadelphia Chapter, NRHS, Room 121, Main Hall, Drexel University, 3121 Chestnut Street, Philadelphia, PA 19104, 7:00 PM. Program will be a PowerPoint presentation by Chapter Member Dale W. Woodland; specifics on Page 1, this issue.

Monday, November 24: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM. Program will be by Member Mike Brotzman, "Riding Amtrak over America's Greatest Grades" illustrating travel over some of the more famous mountain grades on Amtrak trains.

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

2015 NRHS Convention

Rutland, VT – June 14-20

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

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

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

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

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

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

NRHS National Update

At the National level, newly-installed President Al Weber has shared some initial thoughts with members as he tries to clean up the train wreck which has occurred over the past few years. The first task is to create and send 2015 National dues bills to members, perhaps early in November. Apparently, simply replicating the 2014 bills is not feasible due to "software" issues. Fernley & Fernley will apparently prepare and mail the bills.

His task has proven more challenging, because according to numerous reports, the previous administration has been rather reluctant to share important financial data, which is critically needed to see what can be done with virtually no financial resources.

In a local move, Weber has decided that NRHS can no longer justify the continuance of the NRHS researchers at the National headquarters in Philadelphia. While uncertain whether this is a new development, or a hidden charge that has been ongoing. Fernley & Fernley is (was) going to charge the Society \$500 per month for a small office space that our volunteers were using to field research requests.

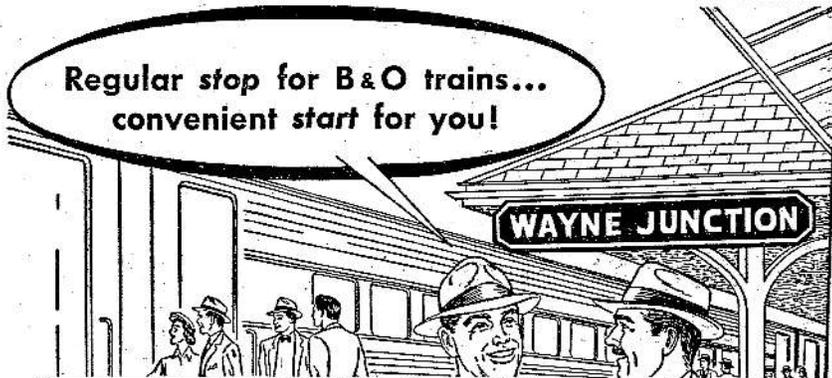
Three loyal researchers, Ray Cooney, Les Dean and Burt Eisenberg, all members of Philadelphia Chapter would faithfully show up at Fernley's office on Wednesdays and respond to research requests. While a challenging task, with virtually all of the Library in dead storage in Three Rivers, MA, they would nevertheless do their level best. What little material was on hand in Philadelphia for research has been packed up and will also be shipped to Three Rivers for storage.

The *NRHS News*, previously issued six times a year, will be issued as an electronic document. While it will "allow more content", not known is how it might be available to those who are not "electronically connected". The officers of NRHS are discussing whether to continue publishing the *NRHS Bulletin*. Financial conditions will dictate how many issues might be produced annually, and in what format. Weber says he also wants to bring back the *NRHS Annual Activities Issue* of the *Bulletin*, which many directors of the Society never wanted discontinued in the first place. It would come back as an electronic publication.

Also wanted are volunteers for RailCamp, the highly successful program for teenagers started by Bruce Hodges of Oneonta, NY and Chapter President Larry Eastwood in 1998. Weber himself has been active in supporting RailCamp, and camp counselors are needed. The program is now headquartered at the University of Delaware in Newark, DE, and at Amtrak facilities in Wilmington and Bear, DE as well as the Strasburg Rail Road.

The new Board of Directors of NRHS will be seated at the Fall Conference in Johnson City, TN on November 15, 2014. National Representative Peter Senin has a schedule conflict with this meeting session, but Membership Chair Sheila Dorr has volunteered to represent our Chapter.

Members are also reminded that tickets are on sale for the 2015 NRHS Convention at Rutland, Vermont from June 14-20, 2015. Most activities will take place on the Vermont Railway, whose staff run really excellent trips, many of them for the Massachusetts Bay RRE. Also included will be a trip on the Saratoga & North Creek Railroad, a real attraction over the former Delaware & Hudson North Creek Branch. Don't hesitate to sign up - visit www.nrhs.com/2015_Convention.



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BALTIMORE & OHIO RAILROAD

Issued October 27, 1957

As SEPTA's Wayne Junction project continues, we see (above) an old local schedule from 1957, and, (left) a *Germantown Courier* ad from 1953!!

PHILADELPHIA EXPRESS

(Continued from Page 5)

groundbreaking was held on October 28 with officials from Lower Merion Township, the City of Philadelphia and several historical and bicycle groups attending. The bridge, still owned by SEPTA, has not seen a train in 28 years but by next fall it will link the present Cynwyd Heritage Trail with the Schuylkill River Trail on the Philadelphia side.....A southern extension of the Schuylkill River Trail opened last month in center city, but it is actually a 15-foot-wide, 2,000-foot long bridge built out over the river between Locust and South Streets, offering a new view of CSX trains which hug the east bank.....NS is one of five U.S. Class I railroads which the Surface Transportation Board determined was "revenue adequate" in 2013. This means that NS achieved a rate of return on net investment that was higher than the current cost of capital for the industry, 11.32 percent.

"Philadelphia: A Railroad History" is the title of a new 164-page paperback book which explores the complicated story of how the railroads developed in Philadelphia. Its author is Edward W. Duffy, who has worked for the City's Department of Commerce, Planning Commission, Port and Industrial Development Corporations. He said that his interest in railroads dates from his role as a liaison in the early 1970's between the City and the organizations working to create CONRAIL. Several interesting maps and photographs are included in the bookThe new COLEBROOKDALE RAILROAD tourist line handled its first revenue passengers last month, using ex-Pennsy GP9 #7580 as power. Nicknamed the "Secret Valley Line," it operates nine miles of the former Reading branch between Pottstown and Boyertown.....Steve Barry, the longtime editor of *Railfan & Railroad*, has survived the recent shutdown of the magazine by Carstens Publications. The new publisher of *R&R*, White River Productions, also announced that it would merge its own publication, *Railroads Illustrated*, into *R&R*, with Barry serving as editor of the combined magazine.

Pennsy's New York-Philadelphia Runs Made by Electricity

Electric train service between New York and Philadelphia was started on January 16, 1933 by the Pennsylvania Railroad. The 9 o'clock train left Pennsylvania Station, New York, drawn by an electric engine especially designed for the service. On the run from Philadelphia, the first train to pull into Pennsylvania Station under electric power arrived at 3 PM.

The initial electric service consists of four round-trips. It will be increased, gradually, until the entire schedule of trains between the two cities is electrically operated. For the time being 12 modern electric engines will constantly be in use. At present, no change in the schedules of these trains will be made.

Through trains between New York and Washington will begin running under electric power as far south as Wilmington, Delaware sometime in March. The change of engines will be made at Wilmington.

A grand total of 72 electric engines will be required to handle this complete electric passenger service in the Wilmington, Paoli, Philadelphia-New York territory. Practically all of them have been delivered. Suburban trains of the multiple-unit type will continue to be operated between Philadelphia and Trenton, and between New Brunswick and New York and Jersey City.

The Pennsylvania Railroad now has under electric operation more than 1,450 miles of track. All of its passenger lines entering Philadelphia are so equipped. With that city as the hub, this improvement extends westward on the Main Line to Paoli, on the south to Wilmington and the branch line extending to West Chester, to Norristown on the Schuylkill Valley line, the entire Chestnut Hill branch, and on the east to New York City and the western portion of Long Island.

Inauguration of electric train service between New York and Philadelphia on January 16th marks the completion of an important portion of the \$100,000,000 electrification program, announced on November 1, 1928, to cover both passenger and freight train service at the Pennsylvania Railroad's eastern terminals. The work is being carried out over a period of years. It will embrace, in its entirety, all train service, both freight and passenger between New York, Philadelphia, Baltimore and Washington.

-*Transit Journal News* - January 21, 1933
(from Baltimore Chapter, NRHS *Interchange*)

SEPTA Police Aid in Manhunt for Suspected Poconos Cop Killer

SEPTA police officers and their search dogs were called in to help in the pursuit of Eric Frein, the alleged killer of a State police corporal in northeastern Pennsylvania on September 12. The manhunt eventually involved over a thousand law enforcement personnel from a wide variety of agencies, including State police, the FBI, other State and Federal officers and a small army of local cops combing the heavily-wooded Pocono Mountains area. Frein was finally tracked down and apprehended by Federal marshals near Tannersville, PA, on October 30, after seven weeks on the run.

The *Daily News* reports that K-9 units from the SEPTA, Philadelphia and Temple University police departments assisted in the long and exhausting search for the 31-year-old suspect. The self-styled survivalist and reputed police hater will be prosecuted for killing one officer and wounding another with a sniper-style rifle as they left the Blooming Grove, PA, State Police barracks on September 12. SEPTA and other major transit agencies employ K-9 units for regular patrols and investigations as well as to assist in making arrests.

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