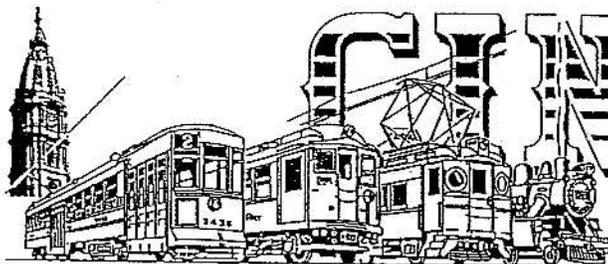


2015 PHILADELPHIA CHAPTER DUES BILL ENCLOSED



CINDERS

OCTOBER 2014



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Volume 75

Number 9

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

Philadelphia Chapter Dues Bills Out; Financial Support Urgently Needed— Chapter Family Category Eliminated

Philadelphia Chapter Members are advised that your 2015 Philadelphia Chapter dues bills, together with a reply envelope, are enclosed with this issue of *Cinders*. The bills you are receiving do not include any NRHS National dues (see separate article on Page 2). NRHS chapters were instructed this summer to send their own bills for local dues to members. The Society said it will not include our local dues on the National bills.

The Chapter's officers have unanimously decided to eliminate the additional family membership category at the local level. Of the \$8.00 additional family members were paying in dues in prior years, only \$1.00 was going to our Chapter, and the additional time taken at process and maintain this category was proving burdensome. Philadelphia Chapter dues for the year 2015 will remain at \$18.00 although an adjustment may be anticipated for future years.

President Larry Eastwood, at the September 19 meeting, indicated to the members present that our Chapter, in a situation similar but not as critical as the National organization, is in a serious financial situation, and he appealed for people to be as generous as possible in providing donation support above and beyond the dues level, so we can make it through 2015. He said that the Chapter has two annual expenses which dues do not cover. One is our liability and property insurance policies, and the other is our storage site in Willow Grove. The annual cost of these two items is slightly over \$6,000 per year.

Please return one copy of the enclosed dues bill with your remittance, payable to **Philadelphia Chapter, NRHS**, in the envelope provided, or to Post Office Box 7302, Philadelphia, PA 19101-7302.

Supporters of Philadelphia Chapter through the Philadelphia Railfriends category will receive a request for financial support later this fall.

NRHS to Assess Dues for 2015; Complete Details Forthcoming

--See Article on Page 2

Meeting Notice

FRIDAY, OCTOBER 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) (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, October 17, 2014 will feature Chapter Member Joel Spivak, well-know Philadelphia traction historian with a PowerPoint presentation entitled *From Horse Cars to "K" Cars – History of the Route 10 Trolley*. The route 10 began in 1859 as the Hestonville, Mantua & Fairmount Street Railway, connecting the eastern and western parts of Philadelphia. It was very vital for citizens attending the Centennial Exhibition of 1876-76. The line was electrified in 1894 and became a subway-surface route in 1906. It was given the Route 10 designation in 1913. Joel's historic presentations are detailed and well-documented, and this promises to be an educational evening.

Looking forward, our meetings over the next two months will occur on November 21 and December 12 (second Friday, as usual). Please mark your calendars. Our meeting on Friday, November 21 will feature a Dale Woodland presentation.

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 October 1, 2015, National membership information for 2015 was unavailable and each chapter of NRHS has been instructed to bill their members separately for local 2015 dues. Membership bills for Philadelphia Chapter members are included with this issue of *Cinders* (see separate article on Page 1, this issue). The status for Philadelphia Railfriends will be addressed in our November issue. 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, if it applies.

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.

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 avrestower@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 avrestower@comcast.net.

RODGER W. FREDRICK

September 10, 2014

Former Philadelphia Chapter Member Rodger W. Fredrick, of Sunrise Granite Run, passed away on September 10, 2014 at the age of 81.

Rodger had not been a member of Philadelphia Chapter for an extended period of time. However, he was Chapter President during the 1950's and worked actively on the Chapter's Trip Committee during his years of membership. His particular specialty was rail traction history.

Born in East Stroudsburg, PA, he was a lone time resident of Norwood, Delaware County, where he was involved in many community activities.

Rodger was a graduate of the Milton Hershey School for Boys and served in the U. S. Air Force during the Korean War.

Fredrick was predeceased by his wife, Alice, a number of years ago, and is survived by his two children, Mark Fredrick and Patricia Schaffenburg. Funeral services were private.

PHILADELPHIA CHAPTER, NRHS Board of Directors Meeting Autumn, 2014

**Tuesday, October 14, 2014
7:00 to 8:30 PM**

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

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

NRHS to Assess 2015 National Dues; "New Business Model" Voted Down by NRHS Directors; Molloy Removed

At a special meeting of the NRHS Board of Directors held on Saturday, September 20, the Board voted 12-10 to kill the proposed "New Business Model" that stood before them. This questionable plan, which was 27 pages long and full of some rather uncertain ideas whose potential for success was unknown. Incredibly, some of the principals who led the Society down the wreckless path toward destruction were the ones who, all of a sudden, had this "new vision" on how to save NRHS.

Following the vote, another vote took place to install newly-elected President Al Weber immediately, rather than letting outgoing President Greg Molloy continue in a lame duck status until the Fall Board meeting in Jonesborough, TN in November.

To state that NRHS is in a state of turmoil, even free-fall doesn't quite tell the story. One of the proposals under the NBM was to eliminate dues for 2015, depending upon donations to fund the Society. Why someone would want to contribute to a virtually bankrupt organization is really beyond reason.

President Weber is attempting to right the ship, and on September 29 stated that NRHS will collect 2015 National dues – the method by which this will be done, and when was unavailable at presstime.

The status of contractor Fernley & Fernley remains uncertain at this time. As an example, two queries of F&F by this chapter regarding a new member and an address change have never been responded to.

Weber has asked for everyone's patience as he tries to work through rebuilding the railroad following the calamitous train wreck that he has inherited. He has promised, if possible to get out an *NRHS News* to members explaining his plan of action for the near future, and hopefully can get it up on the NRHS website, which itself contains much stale information.

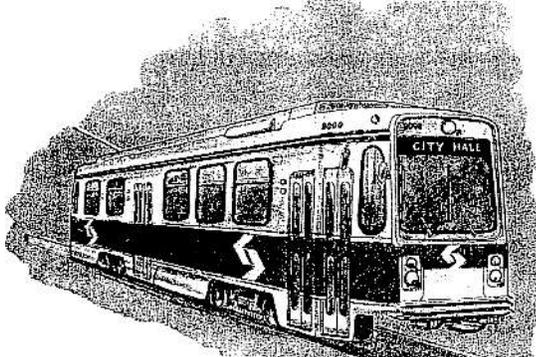
Philadelphia Chapter will certainly support President Al Weber in his unenviable task.

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA TRANSIT



SEPTA's massive "Catching Up" capital program (see January *Cinders*) has been rechristened with a more forward-looking theme: "Rebuilding for the Future." A colorful folder issued last month highlights such projects as replacing obsolete power substations, rebuilding century-old bridges on the Media-Elwyn line and completing a study on the design and procurement of new vehicles. All of this will be made possible by Pennsylvania's new transportation law, Act 89, which provides long-term funding to meet critical infrastructure needs across the State. More information on the program may be found online at www.septa.org/rebuilding.

Help also is coming from another quarter. SEPTA last month received \$86.8 million from the Federal Transit Administration's Emergency Relief Fund. The money will go toward seven projects designed to "harden" SEPTA's infrastructure against severe weather-related events such as floods and hurricanes. Among the major projects to be funded are an embankment and slope stabilization program in several vulnerable railroad cuts in Montgomery and Delaware Counties (\$18.7 million), and a signal power reinforcement project on the Regional Rail system (\$32 million).....SEPTA and PennDOT will undertake another study on the possible extension of the Broad Street Line to the Navy Yard. A preliminary feasibility study was conducted several years ago.

SEPTA last month unveiled new entrances, fare lines, elevators and other amenities at its 15th Street and City Hall subway stations, which are located directly beneath the newly-opened Dilworth Park in center city (see October *Cinders*). The \$12.5-million project represents the first phase in SEPTA's long-planned modernization of these two key stations.....In February 2015 SEPTA will begin a major renovation of the West Terminal at 69th Street Transportation Center. Several bus routes will be relocated to a temporary "Southeast Terminal" nearby. The center section of the West Terminal will be demolished and later that entire terminal will be rebuilt. The Routes 101 and 102 trolley lines will be bused next summer.

Last month SEPTA officially launched a "Dude It's Rude" passenger etiquette campaign, which is aimed at improving the travel habits of transit riders. Still, it's difficult to see how



SEPTA can treat this as a new initiative, since the edgy "Dude It's Rude" messages have been appearing on timetable covers as far back as September 2013. Typical dudeisms have included "Watch your mouth," "Take your trash" and "Two seats—really?" We can expect more posters and timetable quips in the future..... SEPTA still is working on the reissue of its popular street and transit maps, which will contain much updated materialSEPTA has added a new section on its website to provide information and data about the Authority's five-year strategic business plan, which is aimed at integrating its capital improvement program with customer service enhancements and other initiatives. The plan even has its own logo, with a "think outside the box" theme. Visit www.septa.org/strategic-plan.

SEPTA's refusal to accept an ad featuring a Palestinian leader with Adolf Hitler has resulted in a Federal lawsuit alleging that the rejection violates the free-speech tenets of the First Amendment. The *Daily News* last month reported that an anti-Islamic group known as the American Freedom Defense Initiative tried to place the ad for display in SEPTA buses after it was accepted by transit agencies in New York and Washington. AFDI also created another ad attacking the Palestinian militant group Hamas, but that one was not submitted to SEPTA.

Television and newspaper reporters had a field day on Monday, September 8, with the story of a 16-year-old boy who refused to pay his fare at the Erie-Torresdale station on the Frankford El. The teenager screamed profanities at a cashier, tried to punch a transit police officer, then vaulted over a turnstile and climbed onto the roof of an eastbound train! Police stopped the train from moving, but the fugitive jumped on top of an arriving westbound train, climbed down to the opposite platform and ran down the stairs—where he found officers waiting for him. The boy apologized for his behavior, attributing it to "anger-management problems and issues with authority," but several charges were filed against him.....Two male passengers died on subway-elevated trains last month. On Friday afternoon, September 5, a man riding an eastbound Market-Frankford train was found dead at the 46th Street el station from unknown causes. Two days later a 60-year-old man was struck and killed by a southbound Broad Street Line train at the Walnut-Locust station. Shuttle buses were pressed into service for a time as the investigation proceeded. (Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)



SEPTA REGIONAL RAIL

The big news on Regional Rail last month was the surprise announcement from SEPTA that Jefferson Station will be the new name of Market East Station. Thomas Jefferson University Hospital is paying \$4 million to have its name displayed at the station and on timetables for the next five years. A ceremony unveiling the new signs was held at the station on Thursday, September 4. This is the latest in the "naming rights" derby around Philadelphia, which has already seen the Pattison Avenue subway station become AT&T station, and more may be expected. The City's pro football and baseball stadiums and basketball/hockey arena had earlier adopted corporate identities. The new Regional Rail timetables which became effective on September 14 also were revised to show Jefferson Station. Train crews were instructed to make announcements alerting passengers of the new name, but only for two weeks after the change. SEPTA will pocket 85 percent of the payments from Jefferson, with its advertising agency Titan getting the rest. SEPTA said that it will use the money to make customer improvements at the station.

One of the first projects to be addressed in SEPTA's Rebuilding for the Future program will be the condition of the century-old bridges on the Media-Elwyn line (known officially as the West Chester Line). On all weekends from September 20 through November 23, the railroad will be shut down while crews work to replace bridge timbers and make other structural improvements to the viaducts over Cobbs Creek (milepost 4.8) and Darby Creek (MP 7.1). Upgrading of the track and power systems along the line also will be carried out during the shutdown periods. Replacement of the high bridges over Crum Creek (MP 11.9) and Ridley Creek (MP 14.4) will begin at a later date. Shuttle buses will be operated on both local and express stations between University City station and all stations affected by the current outage. Bus schedules may be found online at www.septa.org.

Work is well underway on the \$39-million project to separate SEPTA commuter and CSX freight traffic on the West Trenton line between Woodbourne and Yardley (see October 2013 *Cinders*). SEPTA will have two tracks between those points and CSX a single track, on this ex-Reading roadbed that at one time had four tracks. One of the factors leading to this project—in addition to the advantage of each railroad being able to handle its own dispatching—is the fact that the Positive Train Control (PTC) collision-avoidance systems planned on SEPTA and CSX are incompatible..... SEPTA's PTC contractor, Ansaldo STS, has begun installing PTC equipment on the Silverliner IV MU cars. The work is being done at the Frazer shop. Railroads are required by law to install PTC on all tracks carrying passenger trains as well as on lines over which certain hazardous materials are likely to move. SEPTA has said that its PTC system will be completed before the Federally-mandated deadline of December 31, 2015.

The next timetable reissue on Regional Rail is set for December 14. The September 14 timetables show a new early morning express, #1502, from Paoli which was formerly a deadhead move. This train makes one stop enroute to center city—at Wynnewood—which is designed to tap an additional suburban market for early riders. Another stop may be added in DecemberNew weekday express #1703 leaves Suburban Station at 6:13 AM for Trenton, making a ten-minute connection with an NJ TRANSIT express and providing a scheduled two-hour, 11-minute service between center city Philadelphia and Penn Station, New York.

Whether it wants to or not, SEPTA every night hosts a loaded crude oil train headed for the oil transfer facility at Eddystone, and an empty return move (see June *Cinders*). Oil trains operated both by CSX and NORFOLK SOUTHERN must traverse three miles of the Airport Line in order to access CONRAIL's Chester secondary track which serves the Eddystone facility. Now, the Reuters news service reports that some customers, including Delta Air Lines' Monroe jet fuel refinery at Trainer, want to increase the number of trains to supply a growing demand at the refineries. But SEPTA, which owns and dispatches the Airport Line, is not on board with this. Deputy General Manager Jeffrey Knueppel responded that SEPTA trains run every half hour except in the 12:30-4:30 AM window, which does not leave time to handle more than the two existing trains. He said that passenger service cannot be disrupted and the only apparent solution is for the freight railroads to build a third track—at their expense—between the 60th Street and 90th Street interlockings. Otherwise, the two services cannot "co-exist" during the day, he said.

SEPTA held its annual Rail Rodeo for the public on Saturday, September 28, at the Fern Rock subway shop. The display of Regional Rail equipment at Fern Rock Transportation Center was smaller than past years, but one-of-a-kind ALP-44 locomotive #2308 was there along with a push-pull cab car and coach, plus one Silverliner IV and a lone Silverliner V. No diesels were present this year.....Even though SEPTA has signed a contract with the International Brotherhood of Electrical Workers, it still does not have an agreement with the last of its unsigned rail unions, the Brotherhood of Locomotive Engineers & Trainmen (see September *Cinders*). Another Presidential Emergency Board likely will be named, extending the no-strike period to February.

Among the very few serious problems experienced last month on Regional Rail was a signal outage on the Cynwyd line on Thursday afternoon, September 18. The failure delayed 11 trains, forcing the dispatcher to authorize all train movements on the branch. Around 3:15 PM on Wednesday, September 3, the brakes caught fire on two of the five Silverliner V cars on inbound train #5368 at Overbrook. When the pantographs were dropped the fire was extinguished and the train resumed its journey after a 12-minute delay. Several other trains also were delayed and #5368 was annulled beyond Temple so the train could be yarded for inspection. Inbound train #585 from Doylestown had to be annulled south of Wayne Junction on Wednesday evening, September 17, after it ran over a catenary wire that had been stolen from Wayne Electric shop. The thieves apparently left the wire lying across the tracks just north of the station.

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PHILADELPHIA EXPRESS

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AMTRAK

Last month two NORFOLK SOUTHERN freight derailments in the same week disrupted AMTRAK service. The first occurred around 2 AM on Tuesday, September 16, at "Oak" interlocking just south of Havre de Grace, MD. As train 33A out of Baltimore was crossing over from track #2, several cars derailed and a high-and-wide transformer on a TTX flatcar struck a catenary pole, bending it and downing the power wires. All service was suspended between Philadelphia and Washington, except for the Acelas which operated as far as Wilmington. One of the three tracks at "Oak" was reopened by 1:15 PM, but repair work continued through the afternoon and evening with many trains delayed. MARC service from and to Perryville also was disrupted but was restored in late afternoon. Then, about 9:45 AM on Saturday the 20th a loaded NS multilevel auto train derailed 17 cars at "Alto" interlocking in Altoona, blocking all tracks and shutting down the busy mainline for most of the day. Amtrak's eastbound **Pennsylvanian** #42 was terminated and westbound #43 cancelled, except for an AEM-7-hauled train which represented it to Harrisburg. NS forces reopened the railroad that evening.

After the success of its Autumn Express excursions last fall, AMTRAK plans a double encore on Saturday and Sunday, November 8 and 9. The trains will run on NS via Reading and operate over the West Philadelphia High Line (see article elsewhere in this issue).....A bill was introduced in the House of Representatives last month which would allow AMTRAK to dedicate the operating surplus from its Northeast Corridor services to help support capital improvements on the NEC. Currently, these surplus funds are spread throughout the system to help meet the \$600-million deficit on Amtrak's long-distance services. Last March Amtrak President Joseph Boardman requested this change, saying that the losses incurred by long-distance trains should be paid directly out of the Federal budget. It is doubtful that the legislation, known as the Passenger Rail Reform & Investment Act, will reach a vote in this session. Amtrak's overall subsidy for Fiscal Year 2015 beginning October 1 could be included with most other Federal programs in a so-called "continuing resolution" which maintains current funding levels into the new fiscal year.

AMTRAK officials told a convention of private car owners in Portland, ME, last month that it will enforce a new rule requiring that all wheels and axles on PV's be ultrasound tested before operating on Amtrak trains. The new safety rule took effect October 1. Amtrak said that of the 89 cars tested to date, five failed inspection and seven axles were found to have condemnable defects. A total of about 450 private cars, including railroad-owned business cars, could be Amtrak-certified, but no more than 125 are expected to actually run in Amtrak service. One official said that Amtrak is looking at a plan to rebuild more of its P40 and P42 diesel locomotives, some of which have suffered serious road failures in the past few years (*Trains*).

AMTRAK received some good publicity last month when a car enthusiast and a friend staged a 450-mile race between a high-horsepower Porsche sports car and an Acela Express

running in regular service. The Porsche and Acela left Boston's South Station at the same time enroute to Washington, with fans following the race on roadvsrails.com. By the time the contestants were in New Jersey the sports car driver enjoyed a 25-minute lead, but the Acela arrived in Washington first after the Porsche got delayed in traffic on I-95 near Baltimore. The train rider then had to hightail it on foot to the finish line at the U.S. Capitol in order to win the race!The main concourse at 30th Street Station was decked out last month entirely with banners and posters advertising St. Joseph's University. The St. Joe's posters also held all the advertising space on SEPTA's Upper Level.



CSX, NS, OTHER ROADS

NJ TRANSIT has installed two new vice presidents to replace officers who were fired last winter (see May *Cinders*). Robert M. Lavell has been named VP & general manager of NJT rail operations and Dennis J. Martin in the same capacity for bus operations. Both had been serving as acting VP's after their appointments in March by new Executive Director Veronique "Ronnie" Hakim. The NJT board also appointed Neil S. Yellin as deputy executive director. All three officials have extensive rail and transit experience.....Governor Christie announced last month that NJT will receive \$1.27 billion in Federal grants for projects to "harden" its infrastructure against future emergencies such as Hurricane Sandy in 2012 which devastated NJT's rail system. NJT thus will get over one-third of the \$3 billion in Federal funding made available to 13 states for storm recovery.

PATCO's \$100-million project to restore its trackage on the Ben Franklin bridge continues, forcing the closure of one or two traffic lanes every day with resulting delays to motor vehicles. A new timetable was issued effective August 22.....Chapter Member J. William Vigrass had an op-ed piece published in the *Inquirer* on September 10 entitled "The benefits of PATCO." Bill is a former assistant general manager of PATCOPATCO began final testing of the first eight cars rebuilt by Alstom at Hornell, NY. The \$194-million contract will include the rebuilding all 120 cars originally built for PATCO by Budd Company and Vickers Canada. When the eight cars successfully complete their 500-mile acceptance tests they will be placed in revenue service, and will be quite noticeable for their updated interiors, improved heating and air conditioning systems.....A Camden woman was struck and killed by a westbound PATCO train at the 8th & Market Streets station on Monday morning, September 15. Her death was ruled a suicide. Train service was disrupted for almost two hours.

Like most Class I railroads, NORFOLK SOUTHERN is finding its motive power fleet stretched to the limit by the growing volume of freight traffic. In addition to buying new locomotives, NS last month said that it will acquire 100 SD90MAC units built in the late 1990's for the UNION PACIFIC and later returned to EMD. The big units, which will receive NS road numbers 7230-7329, are being modified by EMD at Marshalltown, IA, but will not have the necessary cab signal equipment to allow them to operate on the former Pennsy lines in Pennsylvania. NS also is acquiring seven former Santa Fe SD75M's from a used equipment

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PHILADELPHIA EXPRESS

(Continued from Page 5)

dealer. Still wearing their famous warbonnet colors, the 1995-vintage units will receive road numbers 2800-2806 and retain their Santa Fe paint scheme for the time being (*Trains*).

A private group is planning to recreate the funeral train which carried President Abraham Lincoln's body on a two-week trip from Washington, DC, to Springfield, IL, in April 1865. This coming year will mark the 150th anniversary of Lincoln's assassination. Already a working 4-4-0 locomotive named "Leviathan" has been built in a shop at Elgin, IL, to the same plans as one of the engines that pulled the original funeral train. The locomotive and one or two replica cars are to be moved by flatbed trucks over the same route as followed in 1865—including a stop in Philadelphia. Already the City has approved a plan to display the train in center city next April, and later possibly to operate it here under its own power. One suggested route would be on SEPTA's Cynwyd line which has no regular service on weekends. Members of the Union League are coordinating the events with the City. Further information can be found on the group's website, the2015lincolnfuneraltrain.com.

The Railroad Museum of Pennsylvania has a new director, Jeffrey Bliemeister, who comes to Strasburg from the Lumber Museum at Galeton. He succeeds Charles Fox, who was promoted to head the Western District of the PA Historical & Museum Commission in Harrisburg. Fox helped promote several major projects at the museum, including a new roundhouse for which funding is already in place. (A request for construction bids should go out by next March and completion is expected in the fall of 2016.) He also negotiated with AMTRAK to secure the promised donation of a retired AEM-7 locomotive, as well as a possible Heritage dining car and equipment from signal towers along the Harrisburg mainline which are due to be retired in the near future. SEPTA also has set aside ex-Reading Silverliner II #9001 for the museum. Another major project, the costly cosmetic restoration of ex-Pennsy 4-4-2 #460, the "Lindbergh engine," should be completed by spring. Next will be the cosmetic restoration of the original Pennsy GG1 locomotive, "Old Rivets" #4800.

STRASBURG RAIL ROAD has a new "locomotive" to help run its frequent Thomas the Tank Engine excursions. Actually, "Percy" #6 is a tiny, green-hued, non-powered 0-4-0, home-built in the Strasburg shop. SW8 diesel #8613 provides the motive power for the train, which supplements the train hauled by the original "Thomas" #1, a real steam locomotive (ex-BEDT) decked out in blue. Both units sport the well-known Thomas face on their smokeboxes. "Percy" weighs just 12 tons and can be easily trucked to other locations, while moving the 55-ton "Thomas" #1 by highway is a much bigger undertaking (*Trains*).

Last month two U.S. Senators introduced the Rail Safety Improvement Act of 2014, which they called a "comprehensive overhaul of rail safety laws and protocols." Apparently inspired by several recent high-profile derailments of crude oil trains and the deadly METRO-NORTH passenger train derailment in New York City, the bill would give the FRA and other agencies more power to enforce rail safety, as well as requiring railroads to install new technology on all locomotives such as inward and outward-facing cameras, alerters and redundant signal protection. The wide-ranging legislation tightens safety requirements in many other respects as well (*Trains*).

.....New rules proposed by U.S. DOT may force owners to retire thousands of tank cars carrying the "DOT-111" classification, which are now seen as too thin-skinned to be safely used for the transport of crude oil. Railroads and leasing companies currently have on order more than 52,000 new, stronger tank cars with higher resistance to derailments (*Trains*).

The ambitious "Greenbrier Express" project, conceived by legendary Rail Entrepreneur Ross Rowland, has suffered a serious setback. The idea behind the scheme was to run a steam-powered, premium-service train between Washington, DC, and the Greenbrier resort at White Sulphur Springs, WV, but the project never got off the ground and its principal supporter, Greenbrier Owner Jim Justice, backed out. It was announced that most of the passenger cars sent to the former Bethlehem Steel plant in Pottstown for restoration would be auctioned off in September. But Justice later said that he has not given up on the scheme, and is looking toward a more modest weekly operation with just four cars. The railroads which would handle the train, NS, CSX and the BUCKINGHAM BRANCH, have not agreed to the plan.

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

Amtrak to Run "Autumn Expresses"

November trips will follow freight-only route

Amtrak plans to repeat its super-popular "Autumn Express" excursions early next month. Special trains are scheduled for Saturday and Sunday, November 8 and 9, but this time they will operate on Norfolk Southern's freight-only Harrisburg Line via Valley Forge, Pottstown and Reading, including a run over the West Philadelphia High Line!

The High Line routing will afford passengers a spectacular overview of center city Philadelphia and Boathouse Row, which can be seen from no other vantage point unless one is airborne. The trains will depart from 30th Street Station at a time to be announced, but most likely around 9:30 AM. After arrival in Harrisburg it is expected that the trains will be wyeed at Rockville, then return to Philadelphia via the same NS routing, again running over the High Line. CSX also will be involved, since the specials will operate over CSX-controlled trackage in Philadelphia.

Amfleet (and possibly Horizon) equipment will be used, hopefully to be powered by Heritage units P42 #145 and P40 #822. As was the case last year conference car #9800 will be on the rear of the train, used as a command car not open to the public.

Additional details including ticket prices will be found on Amtrak's website, www.amtrak.com. Given the rapid sellout of last year's two excursions, everyone interested in riding these rare-mileage trips should stay in close touch with the Amtrak website.

Friday-Sunday, October 17-19, 2014: Bellefonte Historical Railroad Society Annual Autumn Excursions depart Bellefonte, PA (near State College). **Friday, 10/17:** Halloween theme train to Axemann Fish Hatchery. Depart 6 and 8 PM. Fare: \$10. **Saturday, 10/18:** Train to Lemont. Depart 10 AM and 1 PM. Fare: \$15. Train to Sayers Dam. Depart 4:00 PM. Fare: \$20. **Sunday, 10/19:** Train to Tyrone, with one-hour layover. Depart: 1:00 PM. Fare: \$30. Order tickets online at www.BellefonteTrain.org. Info: info@BellefonteTrain.org or telephone 1-814-355-1053.



Monday, October 27: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM. Joel Spivak will present a program "From Horse Cars to "K" Cars - History of the Route 10 Trolley" about the history of Philadelphia's Route 10 trolley on Lancaster Avenue, starting with horse cars. (Note: This program will also be presented at Philadelphia Chapter's meeting on Friday, October 17 - two chances to see it!)

Saturday, November 1: L&WV Chapter, NRHS will sponsor 5th annual "Sentimental Journey Slideshow" at Mountain Top Hose Co. #1, Mountain Top, PA, 9 AM to 5 PM. For complete information, see separate article Page 7 in the September issue of *Cinders*.

THROUGH November 9: "Take a Ride on the Reading" exhibit highlighting on-board experiences riding the *Crusader*, *Wall Street* and *Schuylkill*, at the Reading Railroad Heritage Museum, 500 S. Third Street, Hamburg, PA. Museum hours: Saturday, 10 AM to 4 PM, Sunday Noon to 4 PM. Admission: Adults \$7, seniors (65+) \$6, ages 5-12, \$3, child under 5 and active military, free. Free parking. For additional information visit website www.readingrailroad.org/museum.

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@EARHITLINK.NET or by telephone to 610-428-7629.

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 in November *Cinders*.

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.

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.

The Reading's First Rail Ramble

During the late Summer of 1936, Philadelphia Chapter, NRHS President Charles Pittman and his trip committee made arrangements with the Reading Company to operate a new type of passenger excursion known as a "Rail Ramble". The particulars were agreed on and on Sunday, October 4, 1936, approximately 500 people left Philadelphia's Reading Terminal at 8:30 AM on the new "Special Ramble". As requested, steam locomotive #178, a Class G-2sa 4-6-2 Pacific built by Baldwin in 1926, was the motive power, leading a consist of coaches and a diner that served meals throughout the day. The 178 had just been semi-streamlined that September and the high-stepper was a regular on the Philadelphia-Jersey City (New York) route.

A quick 59-mile run was made up the Main Line to Reading for a Shop and engine facility tour. A number of fans snapped photos of the steamers on hand and many of the group had pictures taken of themselves and the same for a memory of the visit. Most agreed that the highlight was when they observed, close-up, RDG Class K-1sb 2-2-10-2 #3014 being revolved on the turntable. These "Santa Fe" types were once the most powerful of their kind in the United States.



In 1936 the Company had over 700 locomotives, 830 passenger service cars and over 33,400 freight cars, and all of this equipment was either built or maintained at some point in the sprawling Reading, PA shops.

After the stop, the Ramble headed west on the Lebanon Valley line and shortly turned at Sinking Springs onto the Reading & Columbia Branch for a 42-mile bucolic run and short stop at Lancaster. It was turned and headed north and diverted at Manheim Junction for the "joint line" with the Cornwall Railroad enroute to Lebanon. Along this track, the excursionists were treated to a view of the massive open-pit Cornwall Iron Mine and a tour of the old charcoal furnace.

While at Lebanon, Reading Class I-8sb 2-8-0 Camelback Consolidation #1522 (one of 117 I-8 Class locomotives built between 1905 and 1914 at Reading Shop as well as Baldwin Locomotive Works. The 1522 would assist the train up the 31 miles of the Lebanon & Tremont Branch. Along the way, the train would pass the Indiantown Gap military reservation and a "stretch your legs" water stop at Pine Grove.

Tremont was a busy anthracite coal mining center and much of this activity was view as the Ramble worked its way to Shamokin, where it turned for a fast 90-mile run home, arriving on time in Reading Terminal at 7:30 PM.
—Roy L. Hudson

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.

On to New England: The Boston & Albany (New York Central) sent a letter dated January 18, 1893 to B&A Conductors W. Todd, D. E. Dunn and T. J. Millett: "Regarding your wire asking why you are being used in snowplow service instead of your regular work. As information, should I receive a communication of this kind again from you, there will be nothing left for me to do but consider it your resignation. Yours truly, J. R. Hamill, Superintendent (Harrisburg Chapter *Rail Review*).....Once one of the largest in the World, Boston's South Station opened for service on January 1, 1899 with 28 tracks to handle Boston & Albany and New York, New Haven & Hartford trains. In the 1930's half the tracks were removed for a Postal Annex and by 1973 Boston was in the process of tearing it down until MBTA rescued and restored it with celebration in the late 1980's. Today, the terminal serves 20 million passengers each year, and plans are under way to remove the Postal Annex and restore additional tracks (Boston Chapter *Steel Wheels*).....In October, 1957, the Long Island Rail Road placed in service four 2,400-horsepower Fairbanks-Morse "C-Liner" passenger diesels and eight more 1,600-hp, followed shortly, replacing the last steam locomotives in passenger service. The final four leased Pennsylvania RR K4s were returned during the month (C. T. Baer).

Before Derek Jeter Was Born! The biggest model train layout at that date? "Railroads at Work" at the 1939-40 New York World's Fair cost five cents to visit. Twenty-Seven Eastern railroads sponsored the exhibit. It was an automated demonstration which included locomotive and train sounds. Each performance began at dawn and ended at dusk. There were 7,000 trees, 1,000 buildings with 5,000 feet of "O" gauge track on which ran 60 locomotives that hauled more than 5,000 cars. Color-light signals actually worked with red and green indications and the lakes and rivers contained 7,000 gallons of water. The display was 40 feet x 60 feet (NYWF).....There was another private commuter club car that is often forgotten. It operated on the Pennsy between Philadelphia and New York. The "200 Club" had most members boarding at Princeton Junction and it was named after the 200-series of "Clocker" trains that worked the corridor. It was discontinued in 2005 when Amtrak gave up the clocker service (Joel Rosenbaum).....One of the innovative subway car designs for the Brooklyn-Manhattan Transit Co. (BMT) was the articulated "Triplex" cars built by Pressed Steel Car between 1925 and 1928. Oh, the joy of riding these as a kid, with those "drop sash" open front car windows pretending I was a motorman. I can still smell the dark, dank tunnel odors along the route of the Sea Beach Express (Roy).

Derek Jeter is Still Not Very Old! In 1839 the most heavily traveled U. S. rail corridor was more or less in place. An example of travel - Leave New York by ferry to Jersey City. Then, New Jersey Railroad & Transportation Company and Philadelphia & Trenton Railroad to Philadelphia. That's followed by a 2.5-mile omnibus ride to Washington Avenue to board a Philadelphia, Wilmington & Baltimore RR train to Perryville, MD. Detrain and

get on a steamboat/ferry (with meal service) for Havre de Grace and another PW&B train to Baltimore's President Street depot. The through cars were then drayed with a horse for a mile via city streets and coupled to a waiting Baltimore & Ohio RR, Washington Branch train. Seven years later, the fastest time on this route required 16-1/2 hours. Today, Amtrak covers most of this ancient route with Acela doing the trip in about 2-1/2 hours. (John H. White, Jr/Roy).....Do you remember when the last narrow gauge steam trains operated in the Bronx? That's right, the Bronx (in New York!). It was 1960-1964 when the Freedom Land Amusement Park used two-foot-gauge Monson Railroad #3 and #4 that it leased from Edaville Railroad for their around-the-park old-time train. The \$8-million venture was a failure and attendance sank which the 1964 World's Fair opened. Today, the site is occupied by Co-op City apartments and shopping centers. Last we heard, the little steamers were operating in Portland, ME. (Ray L. Rhoades).

Closer to the Delaware River: On April 25, 1968, over the protests of Walter S. Franklin and James M. Symes, the Penn Central board voted to drop the famed PRR keystone logo and use of Tuscan red colors. They adopt a red-and-white version of the Penn Central "worms" (later all-white) and continued the "pea soup green" for passenger cars and black for locomotives. Some wags refer to the loco color as "action black" (*Penn Central Post*).....The ex-Reading station at Shawmont in Philadelphia may be the oldest in the four-state area. It was built 1834-35 for the Philadelphia, Germantown & Norristown Railroad. Some preservationists say "it would be the oldest structure specifically built as a passenger station in the U. S." SEPTA discontinued service there in the 1990's (RCT&HS *The Crusader*).....On January 1, 1945, a borrowed Norfolk & Western J-Class 4-8-4 600-series steam locomotive is tested and hauls the **Broadway Limited** from Chicago, IL to Fort Wayne, IN. It was a good performance, but the Pennsy never built, bought or used the 4-8-4 concept. Almost 70 years later railfans are well on their way to resurrecting J-Class #611 from its resting place in Roanoke, VA (Al Tuner).

West of the Mississippi River: So, what about today's freight railroads and the hauling of coal? The Powder River Basin in Wyoming is still being mined for black diamonds at an amazing rate for U. S. consumption and export. A typical train has about 125 cars with 110 tons each and close to 70 trains leave via Union Pacific and Burlington Northern Santa Fe, carrying nearly one million tons of coal every day of the year (*Fortune Magazine*).....On March 23, 1937 the Los Angeles Railway got Shirley Temple to appear when the company introduced their first PCC trolley car. Mayor Shaw and the famed child star unveiled #3001 to a crowd of happy riders in front of City Hall. The 3001 operated in regular service until 1963. It has been restored and can be seen today at the Orange Empire Railway Museum, Perris, CA Shirley Temple Black passed away in February, 2014 at age 85 (Seymour Tranes).....Alaska's Yakutat & Southern Railroad was built in 1899 with ten miles of 40-pound rail from the Situk River fishing grounds to a wharf and cannery at Yakutat. Steam ruled until 1949 when the dilapidated line was down to running a Chevy box truck with railroad wheels. The Y&S staggered along until the 1960's when the "only railroad in the world to carry fresh fish in open gondola cars" gave up the ghost! (Art Icksircle).....In 1930 he was working as a telegrapher in the Frisco (SLSF) RR office at Sapulpa, OK. It later years he was a musician ("You Are My Sunshine") and B-movie Westerner who invested and became a Major League Baseball owner. He was Gene Autry, the "Singing Cowboy". (Champlain Valley Chapter, NRHS *The Shortline*).