



CINDERS

SEPTEMBER 2014



IN THIS ISSUE

NRHS/Philadelphia Chapter News.....	1
September 19, 2014 Meeting Notice.....	2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
Extra List.....	7
2015 NRHS Rutland, VT Convention Details.....	8

Volume 75

Number 8

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

Weber Elected NRHS President; Molloy Out

R. L. Eastwood, Jr.

IMPORTANT NOTICE!!!

2015 Chapter/NRHS Dues Renewals to be Separate

The NRHS has instructed its chapters that it will be necessary for each chapter to send a separate dues bill to its members for their 2015 chapter dues. As of September 1, in what appears to be another meltdown of National functions, NRHS doesn't know how or when or by what means it will collect National dues from members. Earlier this year, chapters were advised that a whole new dues collection system was to be devised at the National level, and as of late August, the means by which that would occur had not been determined.

In the *NRHS Telegraph* dated August, 2014 and sent to chapter leaders, outgoing President Gregory Molloy (see election results elsewhere this page) said, "At this time we still can't give you a firm plan for National renewals. The NRHS is converging on important decisions regarding the Society's business model and services, and we expect some major changes. But the designs are not final and the decisions are not officially made, so we really can't announce any specifics until late September."

One has to wonder who, if anyone, is in charge of the runaway train at the National level. If the normal October 1 mailing date for renewal notices wasn't to be met by National, then why would it be so difficult to simply follow the format that has been used in prior years, which had been working satisfactorily, instead of reinventing the wheel.

Upon receipt of this information, your Chapter officers at our Chapter Board meeting on August 12, discussed implementation of the stand-alone collection of our Philadelphia Chapter dues. In order to preserve our tight financial resources, it has been decided that your 2015 Philadelphia Chapter dues bill will be mailed with the October issue of *Cinders*. Because *Cinders* is mailed in an envelope, insertion of the dues bills and a reply envelope will cost only the incremental additional ounce of postage.

In the first contested election for a senior NRHS position in nearly a quarter century, Al Weber, of St. Louis Chapter, NRHS, was elected President of the Society, defeating Gregory Molloy, who had been President since 1994. Weber received 1869 votes as opposed to 1321 for Molloy. We are told that the election results were tabulated by an independent, outside source, and those results certified on Friday, August 22. All other candidates on the ballot, circulated to NRHS members in June, were uncontested.

Al Weber will have overwhelming challenges ahead of him, as conditions at NRHS have continued to seriously deteriorate over the past few years, many of which dictated a badly needed change in leadership at the top of the Society. Of immediate concern is the dues renewal situation for the year 2015. During August, in an issue of the *NRHS Telegraph*, a periodic newsletter containing "News For Leadership", chapters were instructed to bill their members for local 2015 dues. Philadelphia Chapter will do that, and members will be billed for Chapter dues with their October *Cinders* (see separate article at left). How NRHS will attempt to collect 2015 dues was unknown, as of September 1.

More critical, however, is both the short-term and long-term viability of the Society; indeed, given its current financial state, can NRHS as an entity survive? In June, a "New Business Model Committee" was formed to "design a vision for our future, including a new financial model that provides long-term stability while focusing on our mission of rail preservation". One has to wonder whether we really need to "reinvent the wheel", or whether NRHS simply needs to "get back to the basics".

The "New Business Model Committee", which will have met during August or early September, consists mostly of NRHS people who have been actively involved in the current NRHS administration, making one wonder whether hard and yet independent decisions can be made about the future. Rumors are circulating that any "reorganization" may result in a separation of chapters entirely from the National organization, unless they want to become an "affiliate". Certainly this would be an affront to the

(Continued on Page 8)

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

CHAPTER OFFICERS (Elected)

President.....R. L. Eastwood, Jr. (215) 947-5769
Senior Vice President.....William Thomas III (215) 545-3198
Vice President & Treasurer.....Richard Copeland (215) 343-2765
Secretary.....Frank G. Tatnall (610) 688-5623
National Representative.....Peter M. Senin, Jr. (609) 458-2090

COMMITTEE CHAIRS (Appointed)

Editor.....R. L. Eastwood, Jr. (215) 947-5769
Equipment.....David R. McGuire (856) 241-8046
Historian.....Larry A. DeYoung (610) 293-9098
Membership.....Sheila A. Dorr (610) 642-2830
Program.....William Thomas III (215) 545-3198
Publicity.....William C. Faltermayer (215) 591-9018
Trip.....R. L. Eastwood, Jr. (215) 947-5769
Webmaster.....John P. Almeida (215) 361-3953

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.

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* 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
Autumn, 2014**

**Meeting Date and Location
will be announced in
the October issue of *Cinders***

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

Meeting Notice

FRIDAY, SEPTEMBER 19, 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

The first meeting of our new season will feature Chapter President Larry Eastwood with a new PowerPoint presentation entitled **Philadelphia, Newtown and NEVER New York**, covering the history of the former Reading Railroad Newtown Branch. This presentation is timely as Montgomery County has removed most of the rails in Montgomery County and is moving forward to create the Pennypack Trail in the county. With his knowledge of the Newtown Line, expect this to be an informative presentation.

Looking forward, our meetings over the next three months will occur on October 17, 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.

CHARLES L. ANDERSON

August 10, 2014

It is with deep regret that we inform you of the passing of Chapter-only Member Charles L. Anderson, of Lafayette Hill, PA on August 10, 2014, at the age of 72, following a period of declining health. A longtime member of our Chapter, Charlie's primary NRHS chapter was Lehigh Valley Chapter, based in Allentown. His membership in NRHS dates back to the period between 1957 and 1960. He was a graduate of South Philadelphia High School.

Charlie was a collector and particularly loved traction, and was often seen on our Philadelphia Chapter fantrips over the past few years.

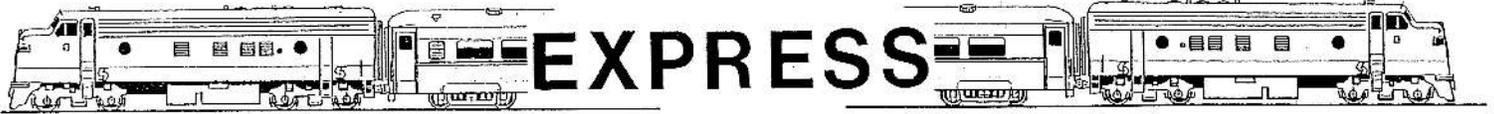
Anderson was a U. S. Navy veteran, and following active duty worked as a U. S. Navy civilian at the Philadelphia Navy Yard. He is survived by his wife, Janet, and his children, Jacqueline, Susan, Edward and Stephen. Stephen has followed in his father's footsteps, and will shortly begin railroad career training at the Modoc Railroad Academy in southern Illinois.

A memorial service was held on Wednesday evening, August 27 at the Oreland Evangelical Presbyterian Church in Oreland, PA. West Jersey Chapter Member Fred Ciocciola, a boyhood friend, delivered the eulogy.

Philadelphia Chapter extends its condolences to all of Charlie's family.

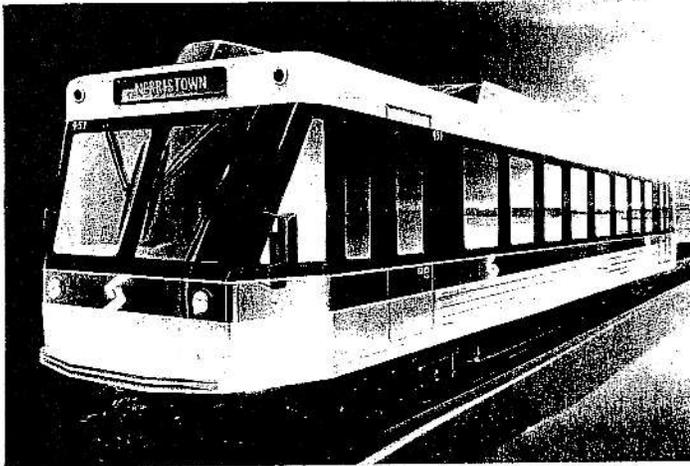
PHILADELPHIA

EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



Beginning September 1 SEPTA adopted the “pay as you enter” fare system on all vehicles leaving 69th Street Transportation Center. This should speed up service on the 18 routes as compared with the old “pay as you leave” policy, as it will reduce dwell time at outer stops. The suburban lines were the last pay leave holdouts on the entire SEPTA system. Also effective this month was the restoration of 20-minute midday headways on the Routes 101 and 102 trolley lines and several additional weekend trips were added to the Norristown High Speed Line.....Starting this month Route 204 buses will serve the People’s Light & Theatre Company on Conestoga Road in Malvern.....SEPTA added service to and from center city for the “Made in America” music festival over Labor Day weekend. Trolleys operated in the tunnel on Sunday night instead of the normal maintenance shutdown and the Market-Frankford and Broad Street Lines operated all night for three nights instead of the usual two on weekends. Additional late-night trains ran outbound on Regional Rail.

Could a systemwide strike be looming in SEPTA’s future? The *Inquirer* in its August 17 editions raised that very question, while reporting that SEPTA had reached a tentative contract agreement with one of its unsigned unions. If the 215 members of the International Brotherhood of Electrical Workers vote to approve the new contract, it would be signed immediately by SEPTA Chairman Pasquale T. Deon, Sr., as he was authorized to do by the SEPTA board. But long-running negotiations with the Brotherhood of Locomotive Engineers & Trainmen still have not produced an agreement (see July *Cinders*), which most likely will result in the appointment of a second Presidential Emergency Board and extend the no-strike period for another 120 days.

SEPTA recorded ridership of 330.2 million during Fiscal Year 2014 ending June 30, down seven million from a year ago due mostly to one of the most brutal winters in Philadelphia’s history. But Regional Rail registered its best year since SEPTA took over operations, handling 36.7 million passenger trips for a two-percent increase over FY 2013. A total of 14 snowstorms struck the area from December to March! Operating revenues for the year of \$524.3 million were about \$4 million below budget but a small surplus of \$1.1 million was realized after subsidies and gains in investments.....The SEPTA board in July approved a five-year strategic business plan to serve as a blueprint for capital improvements, ridership growth and service enhancements. The plan was made possible by the expected infusion of funding from the State under the recently enacted Act 89 transportation law.

Meanwhile, the head of Transport Workers Union Local 234, Willie Brown, has begun threatening a shutdown of the City Transit Division, telling the *Inquirer* that there is going to be a strike...but it is almost a matter of ‘when,’ not ‘if.’ His union, which represents about 5,000 transit employees, has been working without a contract since March. The TWU’s principal beef appears to be a pension system which it says is unfairly biased toward management employees. In addition, the United Transportation Union which represents some 250 Suburban Transit workers also is working without a contract and is expected to follow the lead of the TWU in either a strike action or settlement.

The two-year wait for the new Dilworth Plaza on the west side of City Hall should soon end (see March *Cinders*). But here’s a surprise: the new name for the much-improved area will be Dilworth Park, in recognition of its park-like setting which replaces the sterile hard surface in place since 1977. Parts of the new park were to open on September 4 with the rest of the \$55-million project to be completed in November.....General Manager Joseph M. Casey threw out the first ball to start “SEPTA Night at the Phillies” on Saturday, July 12.

All transportation services will be challenged next September when a major religious event, the Catholic Church’s World Meeting of Families, is held in Philadelphia. The event will gain even more attention if, as expected, Pope Francis visits the City.....SEPTA announced last month that it will extend its 24-hour subway and el service on weekends through November 2. The pilot operation during the summer has proven very successful, as ridership on both the Broad Street and Market-Frankford Lines was at least 50 percent higher than the usual NiteOwl bus service. Due to passenger volume SEPTA has found that 25 cashiers are needed at major stations during the overnight period, with operators collecting fares at less busy stations.

SEPTA completed its “trolley tunnel blitz” last month, a pre-planned 18-day rehab of the trolley tunnels which included new track, wire and many other upgrades (see July *Cinders*). During that period all Route 10, 11, 13, 34 and 36 cars were diverted to the 40th & Market subway station, offering many photo opportunities around the University of PA. Still in the works is a plan to beautify the portal area at 40th & Baltimore AvenueThe track renewal project in Darby on the outer end of Route 11 was completed before the new full-service timetable became effective August 31. (Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)

A 42-year-old woman was struck and killed by a northbound Norristown High Speed Line on Friday afternoon, August 1, at the Penfield station in Haverford Township. Police said it was an apparent suicide since "she appeared from under the platform right in front of the train".....A 52-year-old SEPTA employee working on the trolley tunnel project near the 22nd Street station was injured on Monday afternoon, August 12, when he strayed onto the adjacent Market-Frankford subway line. He was sideswiped by a Frankford-bound train then rushed to a hospital with non-life-threatening injuries. Shuttle buses were temporarily pressed into service between 15th and 40th StreetsA 36-year-old man suffered injuries on Thursday afternoon, August 21, when he fell off the platform at the MFSE Somerset station and was trapped under an eastbound train. The man was rushed to the hospital and regular service was restored after about 20 minutes.....A Route 33 articulated bus caught fire and was gutted while parked near Penns Landing on Tuesday, August 19. No passengers were on board but the operator was taken to the hospital for observation.



SEPTA REGIONAL RAIL

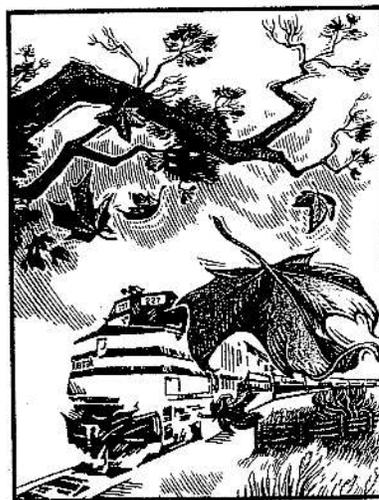
Reissuance of Regional Rail timetables has been postponed from August 17 to September 14. Northbound Lansdale-Doylestown train #6576 will become a "flyer-style" express with North Wales as its first stop. SEPTA is looking to possibly expand this three-tiered service (locals, expresses and flyers) now found only on Paoli-Thorndale and Lansdale-Doylestown. With RRD ridership up 50 percent in the last 15 years, there appears to be more need for "super-expresses" such as the Philadelphia-Thorndale **Great Valley Flyer**. Also in the mix is the possible acquisition of bi-level coaches similar to those on NJ TRANSIT, provided that certain clearance problems can be resolved. This would allow more passengers to be carried without increasing train lengths. A study has been completed to expand the Frazer shop to accommodate up to 36 bi-level coaches, 45 single-level coaches and 13 locomotives, at an estimated cost of \$65 millionThe unused set of ex-NJT Comet cars—six coaches and two cab cars—is again in storage at Overbrook yard.

One of SEPTA's most critical projects is replacement of the 83-year-old ex-Reading Jenkintown substation. Anticipating funds from the new State transportation act, the SEPTA board in July approved more than \$22 million in contracts to begin work on the project. The Fiscal Year 2015 capital budget and 12-year capital program, which can be viewed on SEPTA's website, includes nearly \$400 million for the replacement or overhaul of numerous key substations and other power improvements.

Plans are advancing to replace the 1895-vintage Crum Creek viaduct at Swarthmore, on the Media-Elwyn line. SEPTA is acquiring property from Swarthmore College for a construction

site as well as for access to the bridge.....The City of Philadelphia plans to replace the aging Willow Grove Avenue bridge over the Chestnut Hill West Line at St. Martins station in Chestnut Hill.....As interest in the safety of crude oil trains has increased, SEPTA dispatchers are now keeping careful records of CSX and NORFOLK SOUTHERN loaded and empty oil trains traveling over the Airport Line enroute to and from the new unloading facility in Eddystone (see June *Cinders*)Eagles wraps are appearing again this year on a few Silverliner V cars. Editor Eastwood spotted cars #715 and 734 at Doylestown on Saturday, August 30, decked out for the football team. Member Al Gaus noted car #701 in a red wrap for Strayer University.

Inbound Thorndale train #558 struck an elderly female trespasser at Overbrook station around 1 PM on Thursday, August 14. Passengers were transferred to following train #560, after the 73-year-old woman was rescued and transported to a hospital. Warminster-bound train #442 hit an automobile at the Davisville Road grade crossing in Willow Grove at 5:10 PM on Saturday, August 23. No one was reported injured on the train or in the car but buses had to be sent to pick up the passengers. Service was suspended for a time and three other trains were partially annulled. Three weeks earlier, on Thursday, July 31, inbound West Trenton train #3791 struck a car at the Township Line grade crossing one mile north of Woodbourne. No one was injured but one other train was annulled and four more delayed. Late on Friday, July 18, West Trenton service was disrupted when an automobile was discovered fouling the tracks just south of the Rydal Road crossing in Rydal. Police removed the driver of the car in handcuffs. Around 9:50 AM on Sunday, July 27, a tree fell onto the catenary and caught fire near Trevoise station, resulting in a long list of train cancellations and delays. The line was out of service for much of the day, with northbound trains turned at Jenkintown. The #2 track was opened for bidirectional operation around 6 PM but full service was not restored until 9 PM.



AMTRAK

AMTRAK has taken delivery of the first batch of single-level Viewliner II cars ordered from CAF USA at Elmira, NY. Field testing of the cars has begun and six of them were spotted last month in Penn Coach yard at 30th Street. The 130-car order is made up of four types: baggage (70), sleeper (25), diner (25) and baggage-dormitory (10). All of the cars delivered thus far display the retro three-equal-stripe paint scheme, the old headless arrow logo and "Amtrak America" lettering.

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

AMTRAK's on time performance nationwide averaged only about 70 percent over the past year, considerably lower than the previous year and well short of the railroad's systemwide goal of 85 percent. Some of the poor service was due to horrendous weather during the winter and spring, but a significant part of the problem can be attributed to a court decision last year invalidating Amtrak's authority to set performance standards for its host freight railroads. That decision is currently before the U.S. Supreme Court and passenger advocates hope that it will be reversedA hard-to-believe story turned up in the press on Sunday, August 3, when it was reported that Acela Express #2253 departed Penn Station, New York, without boarding any of its 85 ticketed passengers. An apparent miscommunication among station personnel resulted in passengers waiting on one platform while the train was spotted at another platform, so the only passengers on the departing train were those who boarded in New England! (*Trains*).....Those garish splashes of color adorning walls, trees, shrubs and abandoned buildings along AMTRAK's mainline between 30th Street and North Philadelphia are still there for all passengers to "enjoy" (see June *Cinders*).

AMTRAK is working on a possible repeat of its very successful "Autumn Express" excursions of last year (see December *Cinders*). The thinking seems to be that the trains should be routed over some freight-only "rare mileage," as was done with the specials that operated on NORFOLK SOUTHERN's Port Road branch last November. If all works out an announcement could be made later this month.....As more of the new ACS-64 electric locomotives are accepted for service, the unreliable HHP-8's are running out their last miles. As of late August only five of the 15 remained on the active roster and usually just two or three were operating on any given day. A few of the AEM-7DC units also have been retired. As previously reported, five AEM-7AC's have been earmarked for SEPTA, but whether they actually will be acquired is unknown at this time.

AMTRAK has big plans for improving its Harrisburg (Keystone) line over the next few years. In addition to the already-announced projects to replace the electric power system from "Zoo" substation in Philadelphia to Paoli and extend the new cab-signal-only traffic control system from Parkesburg eastward to Philadelphia (which will eliminate that last four manned towers), three new interlockings are to be built near Overbrook and Villanova. And a new station, track and platform arrangement are parts of the proposed Paoli Transportation Center, together with a new "Paoli" interlocking plant. Another planned interlocking to be named "Potts" is to be installed between Exton and Whitford stations, allowing the retirement of "Downs" at Downingtown. One improvement currently nearing completion is a new overhead highway bridge east of Mount Joy, which will eliminate the last two public grade crossings on the Harrisburg line.

August was an unusually bad month for trespassers on the Northeast Corridor, and for crews and passengers on the trains. On the morning of Thursday, August 7, southbound Acela #2151 traveling at 125 mph struck and killed a trespasser just south of Marcus Hook station, forcing AMTRAK to suspend service for a time which delayed several Amtrak and SEPTA trains. Then, at 1:25 PM on Monday the 18th, near Croydon station, eastbound Keystone train #648 killed a 17-year-old girl whom authorities said

had committed suicide. The train was held for almost three hours before proceeding, and many other trains were delayed. SEPTA had to annul at least ten trains on the Trenton line. Then on Sunday evening the 24th, Claymont, DE, became the scene of another trespasser fatality as northbound Regional train #166 struck a 34-year-old woman around 7:15 PM. This also may have been a suicide. Again, many delays to rail traffic ensued. In North Jersey a man was killed by a deadheading NJ TRANSIT train near Newark Liberty Airport station at 9 PM on Tuesday, July 30.



**CSX,
NS,
OTHER ROADS**

NORFOLK SOUTHERN may gain new traffic when the Covanta trash-to-steam plant in Chester expands its facility to burn more garbage from New York City. According to a report in the *Delaware County Daily Times*, the waste would be shipped by rail in containers to the NS yard in Wilmington and be trucked from there to the site.....An unusual story emerged last month with the news that NS is suing one of its engineers for damages resulting from a rear-end collision in Sewickley, PA on July 2. One attorney said that this action might be intended to forestall a lawsuit by the engineer against the company (*Trains*)The electric crossing gates for pedestrian and bicycle access to the Schuylkill River Trail at Race Street in center city have been reopened (see July *Cinders*). The gates, which close automatically on the approach of a CSX train, were knocked out of service by the flood on April 30. Now it is reported that the gates at Locust Street are closed although there is an overhead bridge at the location.

The National Transportation Safety Board's final report on the November 30, 2012 bridge derailment in Paulsboro, NJ, will place much of the blame for the chemical spill on CONRAIL. The *Inquirer* report states that the NTSB also is critical of local emergency officials for being ill-prepared to handle such an incident, which exposed both first responders and residents to a toxic gas, in this case vinyl chloride. Conrail is facing a number of lawsuits, but said that it has "redoubled" its efforts to work with first responders in addressing the need for proper procedures in dealing with hazardous materials.

Given the turmoil over the closing of several casinos in Atlantic City, NJ TRANSIT is not planning to implement any of the service enhancements on the Atlantic City Line recommended in a recent LTK Engineering Services study. *Railpace* reports that the LTK study suggested hourly service on the line, construction of a new station at Pomona near Atlantic City Airport and other improvements, but that there is no money available for these projects. NJT said that the AC Line is the most lightly-used route in its system, carrying about 2,800 passengers a day (only 600 from and to 30th Street Station). Revenue from fares covers only about 22 percent of the line's \$22.9 million in annual operating costs, compared with the 45 percent average for its statewide rail services.....Bloomberg News reports that PATH has by far the highest operating costs of any rail or transit system in the region, and has become a huge financial drain on its owner, the Port Authority of New York & New Jersey. PATH's operating costs per hour are more than three times higher than on NEW

(Continued on Page 6)

PHILADELPHIA EXPRESS

(Continued from Page 5)

YORK CITY TRANSIT. One reason for this is its relatively low fares—a one-way cash fare of \$2.75 compares with an average per-passenger cost of \$8.45! Many are suggesting that the PATH operation should be turned over to NJT, but there is a certain lack of enthusiasm for that at NJT (Dick Adams).

Work is about to begin on converting the famed Manayunk viaduct to carry a recreational trail. The \$4.2-million project will extend the existing Cynwyd Heritage Trail across the Schuylkill River to connect with the Schuylkill River Trail in Manayunk. The half-mile-long steel and concrete bridge was completed by the Pennsylvania Railroad in 1918 as part of its Schuylkill branch leading to the anthracite coal region, and was later electrified for commuter service as far as Norristown. PRR ended passenger service beyond Manayunk in 1960 and successor SEPTA shut down the bridge in 1986 when the Ivy Ridge line was cut back to Cynwyd due to low ridership. The bridge, with its commanding views of the river valley, is expected to open for use by hikers and bicyclists in 2016.....Work is moving along rapidly on the Pennypack Trail along SEPTA's out-of-service former Newtown Branch. At the end of August, rails had been lifted as far as Woodmont (Byberry Road). During September, Montgomery County expects to install the bridge over the gap near Shady Lane, in Abington Township. It is hoped to have the initial phase of the trail finished, except for the interpretive signage, this year. The location of a 40-car parking lot at Welsh Road (PA Route 63) at Huntingdon Valley has been staked out by engineers. Chapter Editor Larry Eastwood is serving on the County's committee for interpretive signs along the Trail.

Two notable transportation experts died this summer. Edson L. Tennyson, who had a long history as a rail advocate within Philadelphia's City government and later as deputy secretary of transportation in Harrisburg, passed away in Vienna, VA, on July 14. He was 92. Noted Author George W. Hilton died on August 4 at the age of 89. Professor Hilton was well known for his 15 books, one of them *The Electric Interurban Railways in America* published by Stanford University in 1960..... Employment on Class I railroads increased by 1.02 percent in June to 166,139, as compared to June 2013 (*Railway Age*).....The United Transportation Union is now officially a division of a larger union known as SMART, an acronym for International Association of Sheet Metal, Air, Rail & Transportation Workers.

The revived ex-Reading Colebrookdale branch from Pottstown to Boyertown is readying for the startup of tourist service this October. Nicknamed the Secret Valley Line, the railroad has added several passenger cars and small locomotives to its roster and is working on a plan to install passenger stations at each end of the nine-mile line. The boroughs of Pottstown and Boyertown are both supporting the effort led by the Colebrookdale Railroad Preservation Trust.....The busy READING & NORTHERN has been awarded a \$10-million grant by the State to help construct a long-planned bridge across the Lehigh River at Jim Thorpe. The new span will allow direct operation between R&N's line from Port Clinton and its Lehigh Line west to Pittston and beyond. R&N will contribute \$4 million to the project.

Carstens Publications Closes; Taken Over by White River Productions

In a sudden announcement on Friday, August 22, Carstens Publications, Inc. announced it would permanently close effective at the end of the business day August 22, after more than 50 years in the hobby publishing industry.

Carstens President Henry R. Carstens said, "Unfortunately, the current economic climate has placed us in this position. Discussion is continuing with several parties who expressed desire to take on the continuance of the magazines. At this point there is still hope that all three titles, *Railfan & Railroad*, *Railroad Model Craftsman* and *Flying Models* magazines, will remain in existence. But I can offer no guarantee. We thank you for your patronage over the years, and wish you the best of luck in your endeavors."

Numerous circumstances surrounded the decision to shut down, according to *Cinders* sources. When Super Storm Sandy hit the East Coast, Carstens was without power for 10 days. This was followed by the polar vortex, with similar power issues. Later Carstens' printer, Quad Graphics in St. Cloud, MN shut that plant down and transferred the rail publisher's work to a new plant, with new personnel unfamiliar with the specialized work.

On August 29, it was announced that White River Productions, publisher of *Passenger Train Journal* and a whole host of other rail affinity group publications, will acquire *Railfan & Railroad* and *Railroad Model Craftsman* effective September 1. President Kevin EuDaly of White River says that existing subscriptions will be honored. Carstens' Book Division is included in the transaction, but *Flying Models* Magazine is not. Staffing for *R&R* and *RMC* has not yet been determined.

Philadelphia Chapter LCL (Less-than-Carload)

Earl R. Baringer, age 85, of Leola, PA passed away in Lancaster on April 13, 2014. A native of Richland, PA, Earl later resided in Bethlehem. He was a conductor and brakeman for the Strasburg Rail Road, as well as for the Wanamaker, Kempton and Southern. He was a very familiar face to regular visitors to the Strasburg Rail Road, and had been a member of the Hawk Mountain Chapter, NRHS as well as the Reading Company Technical & Historical Society. Life-long railroader and modeler **J. Emmons Lancaster**, passed away on July 11, 2014 at the age of 81 in Maine. Lancaster was well known for his knowledge and expertise with wooden trestles. His employers included the New Haven, Maine Central, Boston & Maine and Guilford. A longtime member of the 470 Railroad Club in Portland, he was a consultant to numerous New England tourist railroads, including Edaville, Conway Scenic and the Maine Narrow Gauge Railroad and Museum.....Steam enthusiast **David Lindsay**, of Toms River, NJ, passed away on August 8 at the age of 89. Dave, a former member of West Jersey Chapter, NRHS, will be remembered for his involvement in the Chessie Steam Specials/Chessie Safety Express, with his son Scott.....**Jeffrey A. Scidel**, 58, of Bern Township, Berks County, passed away on August 12 after a four-year battle with ALS. Jeff worked for Conrail from 1977 to 1990. In 1983, he helped Andy Muller with the start-up of the Reading, Blue Mountain & Northern Railroad; he worked for RBM&N from 1990 until the end of 2010.

RUTLAND, VT - June 14-20, 2015



Sunday, September 21, 2014:

United Railroad Historical Society 2014 New Jersey Transportation Heritage Festival at Boonton, NJ. Highlight of Festival will be debut of former PRR GG1 #4879 in large PRR keystone livery. For complete information, please visit URIIS website, www.urhs.org.

Monday, September 22:

Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM.

Program will feature John Kilbridge, "supernumerary brakeman", with slide show on his "moonlighting" career as assistant brakeman on the Lackawanna Valley, Panther Valley and Reading & Northern Railroads. Also included will be views of newly-delivered NJ Transit locomotives from Baltimore to New Jersey.

Sunday, September 28:

38th Annual Lehigh Valley Regional Train Show at Charles Chrin Palmer Community Center, 4100 Green Pond Road, Easton, PA 18045 (*this show formerly held at Dieruff Senior High School in Allentown*), Railroadiana, model trains. Admission: adults \$4.00, children under 12 \$2.00, children under 5 free. For table and other information, contact Jim Rowland at 610-737-3431 or E-mail to century430@hotmail.com.

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 about the history of Philadelphia's Route 10 trolley on Lancaster Avenue, starting with horse cars.

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 this issue.

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 Samsel, 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.

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.

L&WV Chapter, NRHS Sets 5th Annual "Sentimental Journey Slideshow" on November 1

Lackawanna Valley & Wyoming Valley Chapter, NRHS will hold its fifth annual **Sentimental Journey Slide Show** on Saturday, November 1, 2015 at the Mountain Top Hose Co. #1. Doors will open at 9 AM for a social hour with coffee and donuts. Slide programs will start promptly at 10 AM and continue to 5 PM.

This year's presenters include Steamtown NPS photographer **Kenny Ganz**, local streetcars and interurbans by **George Gula**, Philadelphia-area rail action in the 1980's and 1990's by **Ken Thomas**. L&WV Member **Ed Zech**, a former Erie Lackawanna employee, will showcase EL lines in the Scranton area, brothers **Chad** and **Steve Tyk** will screen their grandfather's slides from across the United States in the 1950's and 1960's. Finally, former Pennsylvania Railroad employee **Allan Keller** will talk about working on the PRR's experimental remote-control helper project in the 1960's.

Tickets for this event are \$25.00 per person and include all-day refreshments: coffee, water and soda, donuts, lunch, pizza, wings, Stromboli, pasta and salad, cake, dessert, as well as door prize entries. The food is provided by Tony's Pizza of Pittston. Send remittance, payable to **L&WV Historical Society** to: Ginny Albany, 74 East 5th Avenue, Apt. B304, Colleagueville, PA 19426-2331.

Your name tag will be your ticket and will be provided to you at the door. Door prize donations are solicited; all proceeds from this event benefit L&WV Chapter educational and archival activities. Additional information, if desired, from Tony Verbyla, Jr., crjeep9@yahoo.com.

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

Members Enjoy Moonstruck Dinner

A total of 18 Chapter members took part in the annual Bill Wagner Summer Dinner outing, held this year at Moonstruck Restaurant in the Fox Chase section of Philadelphia. Members attending were Ray Cooney and Mary Jude Szymanski, Rich and Elaine Copeland, Les Dean, Larry and Marie Eastwood, Burt and Janet Eisenberg, Alfred Gaus, Harvey and Helen Glickenstein, Charlie Oettle, Pat Purcell, Lee Schultz, Peter and Judy Senin, as well as Alan Trachtenberg. The Chapter extends its thanks to Member Les Dean for arranging this event again this year.

Weber Elected NRHS President; Molloy Out

(Continued from Page 1)

spirit of the early Chapter pioneers from 75 years ago, who sat around dining room tables planning for a solid organization.

The ills at National go back nearly a decade, with some poorly-conceived ideas going back further than that. Many of those decisions have been costly to NRHS, both in financial terms as well as serious erosion of membership at all levels. Indeed, Philadelphia Chapter had just about 500 full Chapter members in the year 2000; some 15 years later, that number is down to 225. Most members who have opted to not renew did so because of heavy increases in National dues, coupled with reduced quality of service received for those dues.

In 2003, against the advice of some senior officers and at a cost approaching \$30,000, a "rogue" membership records processing unit was set up in Binghamton, NY. This operation saw a deterioration of membership processing, to the point where it actually had to be shut down, and the acquired equipment disbursed.

Later, because NRHS's space in the Robert Morris Building in downtown Philadelphia was to be converted into a "condominium" type facility to coincide with the construction of the massive Comcast skyscraper across the street, the Society's lease was terminated. Instead of relocating NRHS headquarters to another location in a city with plentiful space availability, a costly decision was made to lay off the office manager, close the office, hire a professional management firm and place the NRHS Library in storage, all, certainly at a great increase in expense to the Society. The fact that this Library is not readily accessible to members must be heart-wrenching to the souls of those whose bequests left considerable amounts of money to the Society for the Library. Because NRHS no longer publicly publishes a financial statement to its members, the actual costs of a professional management firm and library storage cannot be determined.

Over the last decade, NRHS had built up a considerable financial reserve of nearly \$500,000 from donations and bequests, and had actually created an Investment Committee to take appropriate action to place those monies in sound investments. Today, that amount has virtually been squandered away to the point where none of that fund remains. NRHS risks running out of cash during this year, and in some quarters, the question of declaring bankruptcy has arisen. One big-ticket item was the 2012 NRHS Convention in Iowa, whose deficit depleted nearly half of the financial reserves the Society had. While the Convention itself may have been operationally successful, it appears that no one sharpened their pencil or had correct numbers to ascertain the financial viability for the event.

Given that many poor, even disastrous decisions were made, it became obvious that a change in top leadership was mandatory. Indeed, a mirror image of what many view as the problems in government at many levels has occurred, spurring calls for term limits, it applies not just to politicians, but also to hobby organizations such as ours. I will state that my decision to

not run for re-election to the position of NRHS Senior Vice President in 2005 was largely based on what I viewed as damaging storm clouds on the horizon, even at that early date.

Moving forward it is certainly hoped that Al Weber will be able to rebuild NRHS from the catastrophe that has nearly destroyed it, and to that end, he will need the support of a declining and aging membership going forward. To those of us who have more than a half-century of membership and devotion to the organization and hobby we all love, it may be our last chance to save the Society.

How this troubling situation is addressed over the next several months will be of great interest to all of us. Philadelphia Chapter will lend its support to the new President in his difficult task, all the while mindful of the wishes of its own members. Watch *Cinders* for further developments.

NRHS Outlines 2015 Convention Trips At Rutland, Vermont June 14-20

NRHS has announced the tentative schedule for the 2015 Convention, to be held at Rutland, Vermont June 14-20. The convention will include extensive trips over the Vermont Railway System, with an excursion on the Saratoga & North Creek Railway in New York State. Planned convention trains will include:

Sunday, June 14: A Vermont Rail System "photo freight" from Rutland to Ludlow and return, powered by a classic Alco RS1, through the scenery of the Green Mountains.

Monday, June 15: A Saratoga & North Creek round-trip excursion from Saratoga Springs to North Creek, NY and return, led by two rare EMD BL2 road-switchers. Passengers will have the option of riding Amtrak's **Ethan Allen** between Rutland and Saratoga Springs.

Tuesday, June 16: A VRS trip from Rutland to Bellows Falls and return over the Green Mountain Railroad and the former route of the original Steamtown excursions.

Wednesday, June 17: No announced activity at this time.

Thursday, June 18: VRS passenger trip from Rutland to Burlington and return, including a two-hour layover at the Burlington waterfront or a three-hour tour of the Shelburne Museum.

Friday, June 19: A rare-mileage trip from Rutland to the Omya processing plant on the remains of the original Clarendon & Pittsford Railroad near Florence.

Saturday, June 20: A VRS passenger excursion between Rutland and North Bennington, VT/Hoosic Junction, NY and return, passing the one-time home of Norman Rockwell and the summer home of Robert Todd Lincoln, son of President Abraham Lincoln and the one-time president of the Pullman Palace Car Company.

Tickets are expected to go on sale in mid-September, with dome, lounge and business car seating available. For more information, visit website www.nrhs.com.