



# CINDERS

JANUARY 2015



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Volume 76

Number 1

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

**PHILADELPHIA CHAPTER, NRHS WEBSITE ADDRESS: [www.phillyNRHS.com](http://www.phillyNRHS.com)**

## A Message from the President/Editor

*As some of you may have learned, I suffered a rather serious fall at my home on Thursday, December 4, resulting in a broken left collar bone and a broken finger in my right hand.*

*This accident will greatly reduce my flexibility over the next several weeks, depending upon the healing process and/or any potential need for surgery, although I have been able to survive the challenge of creating this newsletter.*

*I would hope that each of you will understand delays in communication over the coming weeks.*

*R. L. Eastwood, Jr.,  
 President and Editor*

## OUR FEBRUARY 16 MEETING:

*Member Russ Jackson visited Switzerland's famed Bernina Railway for a "rotary snowplow charter", with 0-6-6-0 steam-powered rotary snow plows. February 16 -DON'T MISS IT!*

## Meeting Cancellation Notice

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting date, Chapter officers will make a decision on whether to hold the meeting as scheduled. If in doubt, members should telephone 215-947-5769 after 12 Noon on the day of the meeting for a recorded advisory. Thank you.

## Meeting Notice

**FRIDAY, JANUARY 16, 2015**

Room 121, Randell Hall (access through Main Hall main entrance, 3141 Chestnut Street – just east of 32<sup>nd</sup>) Drexel University, (three blocks from Amtrak/SEPTA/NJ Transit 30<sup>th</sup> 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, January 16, 2015 will feature a Canadian production entitled **3:59 – Three Hours + 59 Minutes**, an excellent production covering VIA Rail Canada's LRC equipment on Trains 66 and 67 over the 539 kilometers between Montreal and Toronto. The trains were powered by Bombardier LRC locomotives at this time, and you'd think you were watching Alco-powered units because of the sound. The tape, which runs 65 minutes is a great combination of on-train and lineside sequences of the entire route. Don't miss this excellent program, which is not too widely known in the United States.

## SPECIAL INSTRUCTIONS for NRHS Members Who Are Not Connected To the Internet for 2015 NRHS Dues

As NRHS tries to piece the organization back together this winter, a large part will be the conservation of badly-needed funds. National dues bills for 2015 (\$50.00 per member) were mailed in early December, with the hope that most members would be able to renew electronically, which in itself is an easy process.

However, chapter officers around the country are well aware that many NRHS members, particularly senior citizens, may not be electronically connected. Fernley & Fernley, the Philadelphia-based firm handling NRHS affairs until now, has told the Society that, for each check payment they receive from members who cannot pay by computer, they will assess NRHS

between \$12 and \$15 for EACH check they process on behalf of the Society, an assessment NRHS certainly cannot afford.

For Philadelphia Chapter members, we have a way that we can "manually" process your renewals – a simple two-step process as follows: (1) write a check for \$50.00, payable to ROBERT L. EASTWOOD, JR, and (2) mail it, WITH YOUR 2015 NRHS dues bill to:

R. L. Eastwood, Jr., President  
 Philadelphia Chapter, NRHS  
 Post Office Box 353  
 Huntingdon Valley, PA 19006-0353.

We will then process your check through the President's PayPal account, saving NRHS the assessment of the Fernley & Fernley fee. Please make sure you send both your check and your 2015 NRHS dues bill with your payment.

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. National membership bills for 2015 (\$50.00 per member is unchanged from 2014). See special instructions on Page 1, this issue for remittance 2015 National dues. NRHS chapters were instructed to bill their members separately for 2015 Chapter dues, which was done with October *Cinders*. The donation request for Philadelphia Railfriends was mailed in early November in a separate mailing from November *Cinders*. Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance in the amount of \$18.00 to Post Office Box 7302, Philadelphia, PA 19101-7302. Please include name, valid mailing address, telephone number and E-mail address, as applicable.

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

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

**Philadelphia LCL.....**

Former Philadelphia Chapter Member **David E. Crawford**, 80, passed away on November 19, 2014. Dave was a member of our Chapter during the 1950's, and was the brother of Chapter Member William Crawford of Nahant, MA, well-known officer of Massachusetts Bay RRE. Both David and Bill were born and raised in the Philadelphia area and were well-known traction historians. A Drexel University graduate, David worked for the Chesapeake & Ohio Railway (and successors) with a 34-year career in engineering positions across the Midwest and Southeast. Services were held in Charlotte, NC the weekend of December 13-14.....Former Chapter Member **Anthony F. Sassa, Jr.** passed away on November 21, 2014 at the age of 86. Tony, who retired as a SEPTA bus driver working out of Midvale Depot, was a well-known rail, trolley and bus historian and strong advocate for mass transit. He was a Korean War veteran. Services were held November 26 at St. Charles Borromeo Church in Bensalem, Bucks County.....Railroad Author Dr. Patrick C. Dorin, 75, passed away suddenly in the Twin Cities (MN) area on November 18, 2014. Dorin wrote hard-cover books on various rail subjects. He was an educator by profession, and services were held on November 24.....Noted rail author and photographer Jim Scribbins, passed away on November 28, 2014 at the age of 86 in West Bend, WI. A Milwaukee Road employee, Scribbins was the "encyclopedia of the Milwaukee Road", according to those who knew him and were devoted to the legacy of the Milwaukee Road.

**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](mailto:ayrestower@comcast.net) and a replacement copy will promptly be sent to you.

**West Jersey Chapter Icon  
James R. Laessle Passes at 94**

Longtime West Jersey Chapter Member James R. Laessle, 94, passed away on Thursday, December 18, 2014 at his home in Moorestown, NJ.

A native of Moorestown, Jim graduated from Moorestown Friends School in 1938, and Lafayette College in 1943. A Navy veteran of World War II, he served as a Seabee at Iwo Jima.

An active member of the community, Laessle was President of Laessle Builders, Inc. He was a 50-year member of the Moorestown Rotary Club, served on the Town Council, the board of Cooper Hospital, was a troop leader for the Boy Scouts of America and an Acolyte of Trinity Episcopal Church.

Jim's real life passion was trains, and in addition to West Jersey Chapter, he also was a vice president of the High Iron Company, and was involved in the Golden Spike Limited in 1969 that ran from New York to Utah to commemorate the centennial of the driving of the Golden Spike at Promontory Point. He took particular pleasure in awakening every morning to the sight of his ex-Pennsylvania-Reading Seashore Lines cabooses in his back yard.

He is survived by his wife, Nancy, a familiar sight at NRHS conventions and six children. Services were conducted on December 23 at Trinity Episcopal Church in Moorestown. His smile, wit and sound counsel to us all will certainly be missed.

**PHILADELPHIA CHAPTER, NRHS  
Board of Directors Meeting  
Winter, 2015**

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

**Passenger Services Conference Room  
Amtrak's 30<sup>th</sup> Street Station**

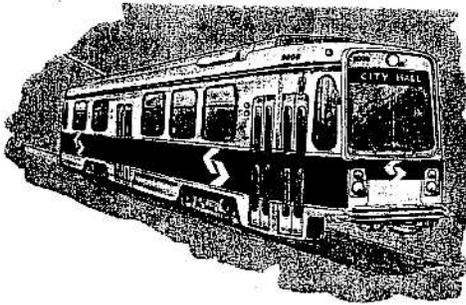
**Members of Philadelphia Chapter are  
welcome and encouraged to attend**

# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

## SEPTA TRANSIT



SEPTA is busy making plans for perhaps the biggest ridership event in its history. When the Catholic Church's World Meeting of Families comes to Philadelphia for six days next September, at least two million visitors are expected to flock to the City. The much-anticipated appearance by Pope Francis will culminate with a public Mass on the Parkway, scheduled for Sunday, September 27, when a huge crowd is likely to be thronging center city. The entire week will provide a major challenge for SEPTA, AMTRAK, and other transit agencies, as well as for Church, City, police and PennDOT officials. Updates on the situation are expected through the spring and summer.

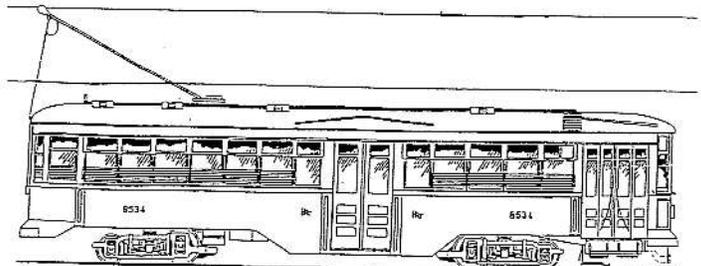
SEPTA last month released a list of its vehicles that were to be decked out for the holiday season. A team of five operators put special decorations and lights on PCC trolley #2325, city Kawasakis #9039, 9080 and 9103, suburban trolley #138 and Norristown High Speed Line car #101.....After the success of its August 2014 repair "blitz" in the trolley tunnel (see September *Cinders*), SEPTA is planning another two-week shutdown this coming August. The second blitz will include a thorough cleaning of the five-mile tunnel and its stations. The tunnel handles 662 regular trolley trips on a normal weekday .....At a public meeting on November 17, SEPTA announced that the proposed routing of the 3-1/2-mile NHSL extension to King of Prussia has been narrowed to four options. Opening of the spur is not expected until 2022 or later. For more information, visit the website [www.kingofprussiarail.com](http://www.kingofprussiarail.com) .....SEPTA will purchase 40 new 60-foot hybrid buses from Nova of Canada, instead of buying 40-foot buses.

SEPTA will host an open house on January 14 to receive public input on its proposed capital budget for Fiscal Year 2016 beginning this July 1. Staff will provide updates on the progress being made in SEPTA's ambitious "Rebuilding for the Future" program, which addresses the \$5-billion backlog in critical reconstruction projects. The capital budget for the current fiscal year has been raised to \$687.5 million, considerably higher than in the immediately preceding years due to substantial increases in State and Federal funding.....SEPTA has hired a new director of legislative affairs, Pamela Sarne McCormick, who comes from the Greater Philadelphia Chamber of Commerce. She had long served the Chamber as its representative in Harrisburg.

SEPTA is getting closer to introducing its "SEPTA Key" fare collection system, which has been under development for several years (see November *Cinders* and previous issues). One of the casualties of this transformation will be the iconic transit token, which has been used for decades in mechanical turnstiles and fareboxes. SEPTA is one of the last major transit systems in the U.S. to employ tokens as a fare instrument. As of November SEPTA had installed 31 fare kiosks, 48 new turnstiles, ten accessible gates and more than 200 fare validators for the new Key cards, which should be activated this year as part of a \$130-million contract with Xerox Corp. Systemwide completion is not expected until sometime in 2017.

The William Penn Foundation has given \$8.6 million to help complete the 750-mile-long "Circuit" network of recreational trails in the Philadelphia area. Of that amount, \$1.6 million will go to the Rails-to-Trails Conservancy, which is dedicated to preserving abandoned railroad rights-of-way for trail use. About 300 miles of the Circuit already have been placed in service. One proposed route is the so-called "P&W Trail," which would parallel SEPTA's Norristown High Speed Line from the Cobbs Creek Park area to Villanova where it would join the exiting Radnor Trail, but SEPTA is said to be reluctant to turn over any of its NHSL right-of-way for a trail.....In response to the alarming number of suicides at rail facilities, SEPTA has begun posting large signs at its stations giving the phone number of the National Suicide Prevention Lifeline. The number, 800-273-TALK, is designed to help dissuade those contemplating suicide from taking their own lives.

SEPTA currently has 7,482 hourly employees, who are represented by 17 unions—seven on the transit side and ten on the Railroad Division. As of late November just two of the unions had agreed to new contracts, Transport Workers Local 234 with 5,141 members in several bargaining units, and the Brotherhood of Locomotive Engineers & Trainmen representing 206 engineers .....The \$1.1-trillion omnibus spending bill approved by Congress last month, which will keep the Federal government operating through September, includes \$500 million for the so-called "TIGER" program of grants for transportation projects. This is a \$100-million cut from last year. Funding for transit nationwide was increased by \$141 million to \$10.9 billion, still far below what's needed to modernize the transportation system.



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# PHILADELPHIA EXPRESS

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## SEPTA REGIONAL RAIL



SEPTA has approved \$55.5 million in construction contracts for replacement of the 120-year-old bridge across the Crum Creek valley in Swarthmore. The 925-foot-long span was opened by the Pennsylvania Railroad in 1895 to replace an even earlier structure. As part of what is still officially known as the West Chester Line, the old bridge carries 53 regular SEPTA trains each weekday to and from Media and Elwyn. It has long been at the top of SEPTA's list of infrastructure elements needing replacement (see November *Cinders*). For about three months next year, during part of the construction period, SEPTA said that passengers will need to be bused around the site. The new bridge is expected to open in 2017..... SEPTA also plans to spend \$40 million for engineering services as it ramps up construction under the Rebuilding for the Future program, made possible by the State's Act 89 transportation bill enacted in 2013.

The SEPTA board has approved the purchase of a strip of land near 52<sup>nd</sup> Street in West Philadelphia, which will allow construction of a new connection to the Cynwyd line (see November *Cinders*). The property, once part of a Pennsy freight line, was owned by NORFOLK SOUTHERN. The new connecting track, less than a half-mile long, will allow abandonment of the ancient jumpover bridge across AMTRAK's Harrisburg line.....SEPTA has received requests from several energy firms to allow more crude oil trains to travel over the Airport Line to access the Enbridge transfer facility at Eddystone (see October *Cinders*). SEPTA now allows CSX and NS to operate only during a four-hour window in the middle of the night, which in effect restricts the movements to one loaded and one empty train per night. SEPTA officials have said that the only practical solution is to build a third track over the three miles between the 60<sup>th</sup> Street and 90<sup>th</sup> Street interlockings.

SEPTA has made a deal with Hyundai-Rotem by which the carbuilder has agreed to refurbish 22 of SEPTA's Bombardier-built push-pull coaches, at a cost of \$12.8 million. But SEPTA will contribute only \$4.3 million to the project, the balance to be paid by Rotem to settle late delivery penalties for the Silverliner V cars. SEPTA also will pay \$2.2 million for the installation of 200 smart card readers at outlying Regional Rail stations, to be used in connection with the SEPTA Key electronic fare system expected to be in service by 2017.....In its recent contract agreement with SEPTA, the Brotherhood of Locomotive Engineers & Trainmen said that it would handle its safety concerns directly

with the Federal Railroad Administration. The BLET now is doing just that, asking that the FRA decline to renew a waiver granted to SEPTA on the issue of fatigue. None of SEPTA's 206 engineers works a 40-hour week, the *Inquirer* reports, with the typical engineer working 67 hours in a six-day week. While many engineers count on their substantial overtime pay, the practice allows SEPTA to operate with fewer employees. SEPTA needs 213 engineers to be fully staffed, the report said, but is able to run the system with 192 to 200 engineers.

Among the changes contained in the December 14 reissue of SEPTA Regional timetables is an additional stop for early-bird express #1502 at Malvern. Its only other stops before 30<sup>th</sup> Street are at Paoli and Wynnewood. Marcus Hook trains #273 and 274 have been extended to Wilmington and a new afternoon express, #7239, now operates from center city to Wilmington and Newark, running ahead of local #7241. A new plan for winter emergencies has been announced. When severe weather is forecast and heavy "early quit" traffic is expected, SEPTA will issue a public advisory by 4 PM of the previous day. That notice will state that a Saturday schedule will be in effect on the storm day and some rush hour trains will be moved up to midday departures from center city. This plan was to be tested on Christmas Eve, December 24 ..... Abington Township has received a \$3-million State grant to improve vehicular and pedestrian access to the Noble and Crestmont Regional Rail stations.

On Tuesday morning, November 18, SEPTA train #9730 out of Trenton struck and killed a male trespasser walking on the #4 track between Bristol and Croydon stations. All traffic was halted for about 45 minutes and passengers on #9730 were transferred to following train #732. Then on Sunday night, December 21, inbound Trenton train #9734 struck and killed a male trespasser near Powelton yard, just west of 30<sup>th</sup> Street Station. Passengers were transferred to train #6235, which took them back to 30<sup>th</sup> Street. This was the 15<sup>th</sup> trespasser fatality in 2014 on AMTRAK and Regional Rail lines in the Philadelphia region..... Catenary power losses caused numerous delays and some annulments during November. These occurred on the West Trenton line around Neshaminy and in the center city tunnel on the 18th, north of Conshohocken station on the 19<sup>th</sup> when the wires came down, and on the Airport Line in the afternoon of the 26<sup>th</sup>.

Miscellaneous problems included eastbound Paoli train #598 striking a deer near Devon station on December 8, forcing the train to be cancelled. Then Norristown train #8234 hit an unoccupied automobile late on the 13<sup>th</sup> at the Poplar Street crossing in Conshohocken, but there were no injuries. On the afternoon of the 17<sup>th</sup> train #2760 out of Newark had to bypass Churchmans Crossing station because northbound AMTRAK train #94 had become disabled ahead of it. Just after noon on November 26 a tree fell onto #1 track east of Exton station forcing numerous delays due to the resulting single-track operation. Amtrak train #648 picked up SEPTA passengers between Downingtown and Malvern. Track blockages also caused some delays. On the morning of December 3 southbound train #6517 out of Lansdale struck debris on the track north of Elkins Park station, damaging the front end of car #340. The crew operated the train from the second car to Wayne Junction. Later that same day train #577 struck a large boulder in the Gwynedd cut north of Gwynedd Valley station, damaging only a stairwell on car #388. The train was able to continue but further delays occurred as later trains had to operate on #2 track until the rock was cleared.

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# PHILADELPHIA EXPRESS

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## AMTRAK

AMTRAK had another big Thanksgiving week, especially on the Northeast Corridor. Reports indicate that most NEC trains operating between Tuesday, November 25, and Monday, December 1, ran full. A total of 32 Regional extras and 39 Acela extras were programmed, and two borrowed sets of NJ TRANSIT and two sets of MARC equipment each made two round-trips on Sunday between New York and Washington. (No SEPTA trainset was leased this year.) As usual, a special holiday timetable was issued, the print edition of 32 pages and the online edition of 70 pages in a different format.

The winter-spring National timetable will be issued effective January 12, reportedly with a photo of the Ethan Allen on the cover......AMTRAK had record revenues of \$3.2 billion in Fiscal Year 2014 ended on September 30, the fifth consecutive year of revenue growth. For the year, Amtrak covered 93 percent of its operating costs with ticket sales and other revenues, up from 89 percent in FY 2013. The railroad's federally-funded operating loss fell to about \$227 million, the lowest level since 1973 and a 37 percent decrease from the preceding year.

The two remaining HHP-8 locomotives made their final runs on November 5, #651 on train 137 from New York and #655 on train 90 out of Washington. They were retired later in the month. With the many new ACS-64 units being placed in service, it was somewhat surprising that the famously unreliable HHP's lasted as long as they did.....There was an unusual coincidence on Monday, December 8, when ACS-64 class locomotive #600 led train #600 east from Harrisburg to Philadelphia (Rich Werner).....AMTRAK has said that by June it will make a decision on purchasing a fleet of next-generation high speed trains. The FRA announced last month that it will grant Amtrak a waiver from the "Buy America" requirement for the final assembly of two prototype Tier III high-speed trainsets .....AMTRAK ran a special train from Elmira, NY, to its maintenance shop at Hialeah, FL, with 18 of the new Viewliner II baggage cars adorned in the 1980's three-stripe paint scheme and "Amtrak America" logos. The train departed the CAF USA plant in Elmira December 17 behind P42 #42 in its "Veterans" paint scheme, and arrived in Miami on Friday the 19<sup>th</sup>.

The ongoing project to replace AMTRAK's 140-year-old B&P tunnel in Baltimore has been narrowed down from 15 alternative routes to just four. Design and environmental studies will continue. The present tunnel is a low-speed choke point on the Northeast Corridor, clearance-restricted and in worsening physical condition. Amtrak was forced to perform emergency trackwork in the tunnel last month to correct settlement problems. Some single-tracking was necessary, resulting in delays. About 85 Amtrak trains, 57 MARC train and two NS freight trains pass through the tunnel on a normal weekday.....A male trespasser walking on the tracks near Bridesburg station in Northeast Philadelphia was struck and killed by westbound train #139 around 11:40 PM on Sunday, November 30. The train was

held for over two hours and other AMTRAK and SEPTA trains were delayed. SEPTA train #9737 bound for Trenton was delayed for one hour and 30 minutes and inbound #9740 for 48 minutes.

AMTRAK Chairman Anthony R. Coscia testified before a Senate committee last month, urging Congress to give Amtrak the funding it needs to improve and grow its services and to create a transportation trust fund benefiting not only rail but other forms of transportation. "The key is capital investment, not just to sustain the legacy transportation systems that helped deliver our nation's economic success over the 20<sup>th</sup> Century, but those that will help us sustain America's transportation needs in the decades ahead," Coscia said.....Congress passed an omnibus spending bill last month, which was signed immediately by President Obama, funding government operations through the end of September. The \$1.1-trillion spending bill provides AMTRAK with the same amount of funding that it received in 2014: \$250 million for operations and \$1.1 billion for capital projects and debt service. Amtrak also has reduced its long-term debt to \$1.3 billion. But, according to a report in *Railway Age Magazine*, the new Republican-controlled Congress may pose a threat to maintaining current Amtrak funding, let alone any increases for the passenger railroad or for transit.

The Supreme Court last month heard arguments in a case involving AMTRAK's ability to set service standards for its operations on freight railroads. The section of the Passenger Rail Investment & Improvement Act of 2008 allowing this was struck down by a lower court in a complaint brought by the Association of American Railroads, but was appealed to the high court by Amtrak and the FRA.....AMTRAK has asked the Surface Transportation Board to investigate the persistent delays to the **Capitol Limited** caused by freight trains on CSX and NORFOLK SOUTHERN. The STB already is investigating a complaint against CANADIAN NATIONAL for delays to Amtrak trains in Illinois.....The Eagles football team rode AMTRAK to Washington for their game with the Redskins on December 20. Some might think that they should have stayed home.



### CSX, NS, OTHER ROADS

CSX reports that it trained more than 2,000 first responders in 18 cities during last year's tour of its "Energy Preparedness Program Safety Train." The campaign began in Philadelphia in May, apparently spurred by the derailment of several cars loaded with crude oil on the Schuylkill River bridge last January. There was no spillage but it took more than a week to drain the oil so that the bridge could be reopened. Then in April a loaded CSX oil train derailed and caught fire in Lynchburg, VA. The Safety Train consisted of a locomotive, four tank cars, one flat car equipped with a variety of tank-car valves and fittings, two classroom cars and a caboose (*Trains*).....The *New York Times* reports that American railroads are now moving more than a million barrels of crude oil a day, much of the traffic originating in the North Dakota Bakken field. These oil trains sometimes delay other freight as well as passenger trains (NARP).

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# PHILADELPHIA EXPRESS

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NORFOLK SOUTHERN's purchase of 282.5 miles of former Delaware & Hudson mainline from CANADIAN PACIFIC (see December Cinders) is now being considered by the Surface Transportation Board. The line involved extends from Schenectady, NY, south to Sunbury, PA. A decision is expected in May.....NS CEO Wick Moorman wrote in *Progressive Railroading Magazine* last month that the railroad expects revenue and volume growth in both its intermodal and merchandise businesses during 2015, but demand for utility coal will depend on the severity of the winter. Then he said that NS's biggest challenge "is getting our service metrics back where they should be, a result of unexpected levels of volume growth in our heaviest corridors".....Meanwhile, NS President James Squires told a *Railway Age*-sponsored conference that "conventional passenger rail and freight rail can reasonably share the same infrastructure." While AMTRAK trains run over NS-owned tracks, NS in fact also must operate over passenger-owned lines—primarily AMTRAK—to reach more than \$1 billion in annual revenue.

CSX was forced to detour some trains during several days in November when the High Line in West Philadelphia had to be closed, reportedly to make repairs to certain piers. The High Line was opened by the PRR in 1903 as a means of getting freight trains around the congested passenger facilities west of the Schuylkill River. Meanwhile, CSX was detouring its southbound empty Tropicana trains at night via AMTRAK's Northeast Corridor between Newark, NJ, and Frankford Junction, to bypass congestion on its own Trenton Line. Around the week of November 17 CSX also was rerouting several trains to avoid the heavy snows that were impeding its ex-New York Central mainline through Buffalo (Dick Adams).

Railway Age reports that several major railroads and unions spent heavily last year on lobbying and on political campaigns. Among them were CSX, which contributed \$8.4 million to influence elections and for lobbying while NS spent \$7 million. The Association of American Railroads spent \$11.5 million on lobbying efforts, while the United Transportation Union spent \$2.1 million and the Brotherhood of Locomotive Engineers & Trainmen \$1.1 million on lobbying. As a result, Congress did nothing to reregulate the railroads, which the carriers had strongly opposed, but the unions failed to get a law enacted mandating a minimum of two-person crews on all trains.....U.S. Class I railroads increased their workforces last year. In November the large carriers employed 169,845 people, up 4.1 percent from the same month in 2013.....The venerable locomotive builder EMD, now owned by Caterpillar, Inc., may be out of the domestic locomotive business for the next two years. It has fallen behind rival General Electric in developing engines that meet strict new Federal emission standards which took effect this month (*Trains*).

As advertised, PATCO issued new train schedules on December 4, reducing service from midday Thursdays to early Monday mornings (see December Cinders). Single-track operation over the Ben Franklin bridge is necessary during reconstruction of the tracks, signals and supporting infrastructure on the bridge. The new timetable contains four separate train schedules for Monday through Wednesday, Thursday, Friday and Saturday-Sunday. This

phase of the two-year \$103-million project, which will last until early February, is focused on replacing power and signal cables on the bridge and in the Camden subway tunnel .....The Delaware River Port Authority once again is looking at reopening PATCO's long-abandoned Franklin Square station near the west end of the Ben Franklin bridge. The DRPA board approved \$500,000 to study the reopening of this "ghost station," which has been closed since 1979. It was opened in 1936 as part of the original Bridge Line, operated by the old Philadelphia Rapid Transit Company, was later closed, reopened and closed again. Reactivated during the Bicentennial in 1976, it was closed for good in 1979 for lack of use, and has remained shut ever since even though every PATCO train passes by its darkened platforms.

What little planning was being done on the proposed Camden-Glassboro light rail line has ground to a halt, after the Federal Transit Administration put a hold on all of the work. Support for the rail line was not overwhelming and no agency, not PATCO or NJ TRANSIT or anyone else, seemed interested in running it. But State Senate President Stephen Sweeney from Gloucester County said last month that he still expects NJT to take over the project.....The Port Authority of New York & New Jersey has awarded a \$6 million contract to study a proposed extension of the PATH line from Penn Station Newark to Newark Liberty International Airport.....Federal Railroad Administrator Joseph C. Szabo resigned effective January 1 to join the Chicago Metropolitan Agency for Planning, returning to his Chicago area roots. A fifth-generation railroader, he has been FRA chief since 2009. Some sources speculate that retiring West Virginia Congressman Nick Rahall, the senior Democrat on the House Transportation & Infrastructure Committee, could get the job for the final two years of the Obama Administration.

## SEPTA Soliciting Proposals for High Speed Electric Locomotives

SEPTA has quietly announced that it is soliciting proposals for new high-speed electric locomotives to replace its seven AEM-7 and one ALP44 electric locomotives, which have become increasingly trouble-prone as they age.

In a Legal Notice in the Philadelphia *Inquirer* on Wednesday, December 24 (perhaps close enough to Christmas so that Santa Claus might be able to pack a couple in his sleigh), the Authority said it would receive proposals until Friday, February 13, 2015 at 4:30 PM.

Proposal Number 14-237-JFK calls for the purchase of a base order of 13 high-speed electric locomotives with mandatory options up to five (5) additional locomotives.

Outline of the proposal is contained on SEPTA's website, and the contact person is John Kerrigan ([jkerrigan@septa.org](mailto:jkerrigan@septa.org)), or 215-580-8360.

### Proposals & Bids

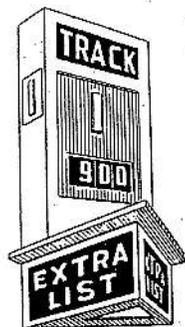
#### SEPTA INVITATION TO BID/REQUEST FOR PROPOSAL

SEPTA will accept Sealed Bids in SEPTA's General Offices, 1234 Market St., 11th Fl., Philadelphia, PA 19107 for the following Procurements. Bids will be accepted until the time and date listed below.

14-286-JJC - OTN Telecommunications Equipment. Bid Opening: 2:00 PM, Monday, January 5, 2015. Buyer: Janet Coker, (215) 580-8218, [jcoker@septa.org](mailto:jcoker@septa.org).

RFP 14-237-JFK - High Speed Electric Locomotives. Bid Opening: 4:30 PM, Friday, February 13, 2015. Buyer: John Kerrigan, (215) 580-8360, [jkerrigan@septa.org](mailto:jkerrigan@septa.org).

Prospective Bidders may obtain a PDF copy of the Contract Documents by submitting a written email request to the Procurement Officer for this Project.



**Saturday, November 29, 2014  
through Sunday, January 18, 2015:**

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

**Saturday, January 10, 2015:** Auction of much of the railroadians estate of the late Lancaster Chapter Member, Ken Murry, conducted by Maurer's Auctions at the Ridge Fire Company Blue Room, 480 Ridge Road (PA Route 23, between Phoenixville, PA and PA Route 100), Spring City, PA. This 409-lot auction will include many hard-cover books, Carousel trays of color slides, and many railroadians items such as metal signs, etc. Auction begins at 10 AM. Pre-auction exhibition of sale items on Friday, November 9, 6 PM to 8 PM and Saturday, November 10, 8 AM to 10 AM. For some views of the material to be auctioned, go to [auctionzip.com](http://auctionzip.com), auctioneer #1892.

**Friday, February 20:** Philadelphia Chapter, NRHS Meeting. Member Russ Jackson with steam-powered movie film of Swiss 0-6-6-0 steam-powered rotary snow plow charter.

**Saturday/Sunday, March 14-15:** Greenberg's Toy & Train Show at Chase Center on the Riverfront, 815 Justison Avenue, Wilmington, DE, 10 AM to 4 PM. More than 350 tables of trains, toys and hobby items for sale. Operating train layouts and seminars, too. Admission: \$8.00. children 11 and under free. Additional information: [www.GreenbergShows.com](http://www.GreenbergShows.com).

**Sunday, March 15:** Jersey Central Railway Historical Society annual Train Show at Mother Seton High School, 1 Valley Road, Clark, NJ, 9:00 AM to 3:30 PM. School is off Garden State Parkway Exit 135 (Clark Circle). Admission: Adults \$5.00, children under 12 free. This is a long-running train show that attracts a wide audience. For information, please telephone 908-208-2522.

**Saturday, June 6:** Museum of Bus Transportation annual "Spring Bus Fling" at the Antique Automobile Museum and Campus, Hershey, PA (one mile from Hersheypark), 8:30 AM to 4:30 PM. Bus displays, inside bus and transportation flea market with a variety of transit-related artifacts. Admission: \$7.00 (Museum of Bus Transportation members are free). For additional information, please call the Museum at 717-566-7100, Ext. 119.

**Sunday, June 14 through Saturday, June 20:** *Vermont Rails 2015*, annual NRHS Convention at Rutland, VT, featuring numerous excursions on Vermont Railway, plus a trip on the Saratoga & North Creek Railroad. Tickets are now on sale and sales have been excellent. The Holiday Inn on U. S. Route 7 in Rutland will be the headquarters hotel. Vermont is beautiful any time of year, and Vermont Railway is very hospitable and runs excellent trips. To sign up, visit [www.nrhs.com](http://www.nrhs.com). Amtrak's **Ethan Allen** provides direct daily service from New York Penn Station to downtown Rutland.

## Final Call for 2015 Philadelphia Chapter Dues

Have you paid your 2015 Philadelphia Chapter dues?? We're now into January, and we want to get you on board for the coming year. Philadelphia Chapter dues are \$18.00 for 2015.

Please check your records today. The February issue of *Cinders* will be the last one mailed to members who are not renewed.

### 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.

<b>AMTRAK</b>	<b>800-331-0008</b>
<b>CSX</b>	<b>800-232-0144</b>
<b>CONRAIL Shared Assets</b>	<b>800-272-0911</b>
<b>NJ TRANSIT (NJ only)</b>	<b>800-242-0236</b>
<b>NORFOLK SOUTHERN</b>	<b>800-453-2530</b>
<b>PATCO Transit</b>	<b>856-963-7995</b>
<b>SEPTA</b>	<b>215-580-8111</b>

## Key to Reading Railroad Numbers on Page 8

Below is a key to the railroad car numbers shown on Member Ken Paton's Rush-Hour observation at the old Reading Railroad North Broad Street station in August, 1966.

The only locomotives shown are Alco RS3 road-switchers in the 460-series, which were equipped with steam boilers to provide heat to the coaches they were hauling.

The equipment listed in the consists are as follows:

300-364 – older "green" MU electric combines  
772-799 – older "green" MU electric "trailer" coaches (rebuilt from older 1100-1200 steam coaches)

800-896 – older "green" MU electric coaches  
1100-1549 – various series of "steam coaches" built between 1915 and 1934, with varying seating capacities. Some cars were air-conditioned.

2000-2016 – rebuilt "streamstyled" air-conditioned coaches with reclining seats and wide windows, done in 1948/49 for the **King Coal**, **Schuylkill** and **Wall Street** trains.

9001-9017 – Budd Silverliner stainless steel MU electric coaches

9101-9138 – "Blueliner" MU electric coaches, rebuilt from older 300 and 800 series "green" electric MU's in 1964-66.

9151-9165 – Budd RDC-1 and RDC-2 self-propelled Rail Diesel Cars (#9165 was an RDC-2 combine with baggage section converted into a Refreshment Car.

Anyone having a specific questions about any of the individual consists is asked to contact the Editor for details.

## Reading Company – PM Rush Departures/Consist – Friday, August 5, 1966

Longtime Chapter Member Kenneth Paton, who today resides in Japan, enclosed with his 2015 dues payment PM rush hour departures from Philadelphia's Reading Terminal. Ken actually recorded these consists at North Broad Street Station on Friday, August 5, 1966. For the RDG equipment aficionados, you'll find the consists interesting. For the SEPTA students, check these afternoon rush hour train consists compared with similar trains today. We thank Ken for sharing this historical data with us.

<u>Reading Terminal Departure Time</u>	<u>Train Number</u>	<u>Train Destination</u>	<u>Consist – Locomotive/Car Numbers</u>
3:08 PM	524	Langhorne	9015
3:10	753	Chestnut Hill	9104-9106
3:15	241	Hatboro	9004-9002
3:25	431	Doylestown	9112-9110-9137
3:30	842	Fox Chase	Alco RS3 #464/Coaches 1292-1147-(1527-1298)
3:32	157	Norristown	9007-9014
3:40	548	West Trenton	847-812
3:42	757	Chestnut Hill	846-845
3:50	243	Hatboro	843-817-(9108)
3:55	435	Lansdale	9129-9134-9109
3:57	159	Norristown	9017-9003-(9011)
4:00	209	Glenside	9013-9016
4:07	759	Chestnut Hill	9006-9010
4:14	245	Hatboro	363-849-823-863
4:20	550	West Trenton	9126-794-840
4:22	161	Norristown	9111-9120
4:28	761	Chestnut Hill	300-9116-9127-9124
4:30	481	Doylestown	858-857-9123-860
4:33	844	Fox Chase	RDC's 9154-9161-9164-9165 (Refreshment Car service)
4:40	95	Reading	Alco RS3 #466/Coaches 1534-2010-1547-2015-2013
4:42	247	Hatboro	9117-842-819790-800
4:45	763	Chestnut Hill	853-796-808
4:47	552	West Trenton	894-777-784-829
4:53	846	Fox Chase	Alco RS3 #464/Coaches 1292-1147-1527-1298
4:55	163	Norristown	809-798-850
4:57	437	Lansdale	9005-9012-9001-9008
4:59	211	Jenkintown	9004-9002
5:00	765	Chestnut Hill	9104-9106-9102-9105-9103-9107
5:07	325	Bethlehem	RDC's 9155-9162
5:08	165	Norristown	308-801-846-845
5:10	485	Doylestown	832-789-778-895-826-781-844-803
5:13	848	Newtown Express	Alco RS3 #463/Coaches 1290-1159-1296-1354-1134-1328
5:15	249	Hatboro Express	848-793-877-868-9121-791-811
5:17	554	West Trenton	831-786-851-859-852-792-824-804
5:18	213	Jenkintown	9007-9014-9013
5:20	767	Chestnut Hill Exp.	816-795-806-892-775-805-821 ("Northwest Express")
5:21	215	Crestmont	9122-810-9113-815-9114-9118
5:24	769	Chestnut Hill	843-817-9108-9135
5:26	97	Reading-Pottsville	RDC's 9156-9153-9160
5:28	167	Norristown	822-780-855-818
5:29	850	George School	Alco RS3 #462/Coaches 1202-1138-1153-1526
5:32	487	Doylestown	9131-9132-788-854-802-820-830
5:35	251	Hatboro	9006-9010-9016-9015
5:37	771	Chestnut Hill	889-772-856-9119
5:40	558	West Trenton	9017-9003-9011
5:42	217	Glenside	307-813-9138
5:50	852	Churchville	RDC's 9154-9161-9164-9165 (Refreshment Car service)
5:54	169	Norristown	9004-9002
5:56	489	Doylestown	300-9116-9127-9124
5:58	251	Hatboro	9129-9134-9109
6:01	773	Chestnut Hill	363-849-823-863
6:10	560	West Trenton	853-796-808
6:15	443	Lansdale	9112-9110-9137
6:18	775	Chestnut Hill	847-812
6:22	171	Norristown	9104-9106
6:26	854	Fox Chase	Alco RS3 #464/Coaches 1292-1147-(1527-1298)
6:28	255	Hatboro	9102-9105

**KEY TO LOCOMOTIVE  
AND CAR NUMBERS  
WILL BE FOUND ON  
PAGE 7 OF THIS ISSUE**

**Note: Car numbers in  
parentheses were deadheads  
(closed to passengers)**