

# MEMBERS

APRIL 2017



IN THIS ISSUE

Meeting Notice/March 14 Snowstorm.....	1
Philadelphia Chapter Items.....	2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	4
Extra List.....	7
Guide to New Elkins Park Meeting Location.....	8

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Number 4

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

**Chapter Website: [www.nrhsphiladelphia.org](http://www.nrhsphiladelphia.org)**

**IMPORTANT INFORMATION ABOUT  
 OUR NEW ELKINS PARK LOCATION**

*Complete information regarding bus, train service and parking at SEPTA's Elkins Park Regional Rail station will be found on Page 8 of this issue. Various food locations will be found here, too. **WARNING: DO NOT ATTEMPT TO ENTER OUR MEETING ROOM FROM THE TRAIN PLATFORM SIDE. THIS DOOR IS ARMED. USE THE SPRING AVNUE ENTRANCE.***

**Meeting Notice**

**THURSDAY, APRIL 20, 2017**

SEPTA Elkins Park Regional Rail Station, Elkins Central Meeting Venue, 7879 Spring Avenue, Elkins Park, PA 19027. See Page 8 of this issue for complete details on the meeting location and amenities for our new location. **DANGER!! DO NOT ATTEMPT TO ACCESS OUR MEETING ROOM FROM THE DOOR ON THE INBOUND PLATFORM TO PHILADELPHIA! YOU WILL TRIGGER POLICE & FIRE ALARMS!! WALK AROUND TO THE SPRING AVENUE ENTRANCE TO THE BUILDING.**

**MEETING START TIME: 7:00 PM**

**Late Winter Storm Causes Headaches**

*Rail, Air, Highway Users Caught in Delays*

One newspaper headline called it "the Not-Quite-Blizzard of '17." While many parts of the northeastern U.S. did get socked with a heavy snowfall on Tuesday, March 14, the Philadelphia area received only six to seven inches rather than the 12 to 18 inches that had been forecast. Meteorologists said that the anticipated precipitation actually did fall, but in the morning it changed to sleet and freezing rain which formed a slippery crust on top of the snow. For some reason, Mother Nature sent her biggest winter blast to the Philly area just six days before the official start of spring!

In its various forms the storm caused plenty of problems around here that Tuesday, as well as on the following day. Here is a summary of how local transportation coped with the storm:

SEPTA REGIONAL RAIL – On Tuesday the system operated under the Winter Storm Service Plan which basically specifies a Saturday schedule, but even with the reduced service dozens of trains were delayed and on-time performance was only 58 percent. Contributing to this were slippery rails, snowy station platforms, crew shortages, switch failures and, yes, there were some hardy passengers headed to the Philadelphia Flower Show at the Convention Center. About 20 of the 512 scheduled trains had

Our meeting on Friday evening, March 17, 2017, will feature Andrew J. Galloway with lecture on the proposed Hudson River Tunnel Project between Manhattan and North Jersey. Drew will give us a close-up, first-hand look at the massive amount of planning that will go into providing additional capacity on the Northeast Corridor between Northern New Jersey and New York.

Drew, who retired from Amtrak a year or so back, is now Vice President – Director, Planning and Service Development for WSP/Parsons Brinckerhoff, and is based in Newark, NJ. This badly-needed improvement under the Hudson River will be on the front burner over the next couple of decades. Don't miss it.

Our last two meetings of this season, we hope, on Thursday, May 18, to have Frank Tatnall with a new and updated slide show on the Pennsylvania Railroad Main Line in the Philadelphia suburbs. On Thursday, June 15, Larry Eastwood promises a PowerPoint program on vintage postcard views of Railroad Stations of Pennsylvania, New Jersey and New York.

**2017 NRHS Convention  
 Nashville, Tennessee  
 June 20-24, 2017**

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 WEBSITE:** For current Chapter information, as well as vintage views of Chapter trips and activities, visit website: [www.nrhsphiladelphia.org](http://www.nrhsphiladelphia.org)

**CHAPTER OFFICERS (Elected)**

President.....R. L. Eastwood, Jr. (215) 947-5769  
Senior Vice President.....Daniel Knouse (215) 659-3436  
Vice President & Treasurer.....Richard Copeland (215) 343-2765  
Secretary.....Marie K. Eastwood (215) 947-5769  
National Representative.....Peter M. Senin, Jr. (609) 458-2090

**COMMITTEE CHAIRS (Appointed)**

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Equipment Chair.....David R. McGuire (856) 241-8046  
Historical Archivist.....Kenneth Thomas (215) 635-2335  
Membership Chair.....Sheila A. Dorr (610) 642-2830  
Program Director.....Harry Garforth (215) 266-3180  
Publicity Chair.....  
Webmaster.....Daniel Knouse (215) 659-3436

**2017 ANNUAL MEMBERSHIP DUES:** Effective September 1, 2016, \$20.00 per person, which covers Philadelphia Chapter dues through December 31, 2017. (NRHS National membership dues for 2017 are \$50.00, billed directly by NRHS). NRHS chapters bill their members separately for Chapter dues, which is done annually in October. The donation requests for Philadelphia Railfriends are mailed during October via separate mailing from *Cinders*. Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance in the amount of \$20.00 to Post Office Box 7302, Philadelphia, PA 19101-7302. Please be sure to include name, valid mailing address, telephone number and E-mail address, as applicable. Remittance should be made payable to **Philadelphia Chapter, NRHS**.

**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 ANY 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).

**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. The incidence of damage has been greatly reduced through the use of envelopes for mailing each issue, although there is an additional cost involved.

**PHILADELPHIA CHAPTER, NRHS  
Board of Directors Meeting  
Spring, 2017**

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**Wednesday, May 10, 2017  
7:00 PM to 8:30 PM**  
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**Amtrak 30<sup>th</sup> Street Station  
(Gather at 6:45 PM at the World War II Statue  
on the 29<sup>th</sup> Street side of the Station)**

**Notice of Annual Meeting & Election**

Notice is hereby given of election of Chapter officers for the year 2017-2018, to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Thursday evening, April 20, 2017 at SEPTA Elkins Park Regional Rail Station, 7879 Spring Avenue, Elkins Park, PA 19027. The meeting starts at 7:00 PM.

Any member in good standing who is interested in service as President, Senior Vice President, Vice President & Treasurer, Secretary or National Representative, may be nominated from the floor at the April 20 meeting, or by placing your name in nomination by writing, before April 1, 2017 to: Burton Eisenberg, Chairman, Nominating Committee, Philadelphia Chapter, NRHS, 10 South Avenue, Wyncote, PA 19095-1320.

**Philadelphia LCL.....**

Former Philadelphia Chapter Member **Ken Douglas** passed away in Long Beach, CA on March 3, 2017, at the age of 88. He had suffered a fall at his home, resulting in a broken hip. Because of less-than-reliable NRHS membership records, we cannot determine his total length of membership. Looking through some old *NRHS Membership Directories* in the Chapter's archives, we know he was a member as early as 1959 and live in Crum Lynne, Delaware County. From 1962 to 1976 he was shown residing in Pittsburgh, where his career work took him. He maintained meticulous records on diesel locomotives, recording detailed information at any location he visited.....Founding Charter Member **R. Scott Brouse** of Central Pennsylvania Chapter, NRHS, passed away on February 14, 2017 at the age of 74. Scott joined NRHS in 1974 when Central Pennsylvania Chapter received its charter and he served a whole host of officer positions until his passing. He had worked for a while for the Pennsylvania Railroad, before moving his career outside the rail industry.....**Harry I. Stegmaier**, 74, passed away on February 16 at his home in Frostburg, MD. A world history professor at Frostburg State University, Stegmaier was a founding member of Western Maryland Chapter, NRHS in 1977. He authored quite a few rail history books during his lifetime.

**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.

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

## Late Winter Storm Causes Headaches

### Rail, Air, Highway Users Caught in Delays

(Continued from Page 1)

to be annulled. In spite of the icing conditions which appeared during the day, no catenary problems were reported. Service was suspended on the Cynwyd line, since that line does not operate on Saturdays.

On Wednesday, the day after the storm, cleanup work was still underway. SEPTA said that regular train service had resumed but "certain issues continued to hamper operations." The severe icing caused by the four-plus hours of sleet and freezing rain posed serious problems for crews charged with clearing platforms, walkways and parking lots at many stations. Frozen switches at "Bryn Mawr" and "Paoli" interlockings, as well as manpower issues, resulted in lengthy delays to Paoli-Thorndale service. Delays of up to 30 minutes were posted on several other SEPTA lines, and overall on-time performance was up only slightly, to 62 percent. Nearly 300 trains ran late or were annulled.

By Thursday morning the 16<sup>th</sup> Regional Rail service had markedly improved, with the number of late trains down to 180 and on-time performance rising to 76 percent. Two problems on Amtrak were contributing factors—the breakdown of eastbound Harrisburg train #650 at Ardmore just after 2:30 PM, which affected five SEPTA Paoli-Thorndale trains, and a catenary outage east of Holmesburg Junction on the Northeast Corridor later that afternoon which forced the annulment of four Trenton trains. At least eight trains had to be cancelled due to the shortage of manpower. Heavy Flower Show travel was reported on several lines, which also added to the delays. On-time performance rose to 76 percent.

SEPTA TRANSIT – Obviously, snowstorms tend to impact bus and trolley routes which operate on the public streets. On the day of the storm, Tuesday the 14<sup>th</sup>, SEPTA suspended service on most of its 123 bus routes, operating only 34 routes. Most of them are feeders to the Market-Frankford or Broad Street Lines, which ran local service all day. Trolley routes in West Philadelphia continued to operate, with delays, and Route 13 cars were cut back to Yeadon loop. Service on suburban trolley routes 101 and 102 out of the 69<sup>th</sup> Street Transportation Center was suspended as was the Norristown High Speed Line. The NHSL resumed service around 1:15 PM after the third rails were de-iced.

On Wednesday most bus routes were back in either full or limited operation, although a few routes in hilly areas remained suspended. Trolley routes 101 and 102 were returned to service but the Market-Frankford Line ran only local trains during the morning. A and B service resumed in the afternoon.

AMTRAK -- The Northeast Corridor operated a "modified" schedule on Tuesday, March 14, which meant that more than half the trains between New York and Washington were cancelled for the day. All Acela Express service was annulled between Boston and New York and most Acelas between New York and Washington also were cancelled. A few Regional trains did run Boston-New York but at least 13 Regionals between New York and Washington were annulled under the modified schedule. Keystone service between Philadelphia and Harrisburg was operated on a severe weather schedule, with #643 the first westbound out of 30<sup>th</sup> Street in late morning and #648 the first eastbound from Harrisburg. Trains 42/43 **Pennsylvanian** to and

from Pittsburgh managed to get through, with modest delays. Long-distance trains, including the **Silver** trains #91/92 and 97/98, did run to and from New York, but well behind schedule.

More trains were added on the NEC and the Harrisburg line on Wednesday the 15<sup>th</sup>, but still using a modified schedule. Limited Acela service was restored from and to Boston but full operation of the entire Boston-Washington Corridor did not resume until Thursday morning the 16<sup>th</sup>.

NJ TRANSIT -- NJT shut down all bus service statewide ahead of the storm, effective at 12:01 AM on Tuesday morning, March 14. Commuter rail lines operated on a weekend schedule, except for the Atlantic City Line, which ran a regular weekday schedule. (The brunt of the storm struck the northern part of the State, while producing mostly rain and wind in the south and tidal flooding along the Shore.) As one might expect, numerous service delays were reported. Cross honoring of tickets between modes and with PATH was placed in effect for the day. RiverLine light rail trains operated on a Sunday schedule.

On Wednesday rail service was beefed up to NJT's President's Day schedule, supplemented by additional evening peak period service. The Atlantic City Line continued its normal weekday service. Regular bus service was resumed in South Jersey, where there was little snow accumulation, but in areas north of I-195 delays were expected due to road conditions. The RiverLine reverted to regular weekday service. By Thursday morning weekday service had resumed on all rail and bus lines.

PATCO operated on a special snow schedule on Tuesday, running trains every 20 minutes. By Wednesday it was back on its normal weekday schedule. Very little was reported on area freight operations, but apparently Norfolk Southern and CSX weathered the storm pretty well. One report on the Internet told of eastbound CSX train Q296 striking a fallen tree near Aberdeen, MD on Tuesday morning. The incident with Q296, along with several other downed trees along the line, delayed a number of trains on CSX's Philadelphia Subdivision.

Philadelphia International Airport was almost deserted on Tuesday, as major airlines cancelled all flights for that day. Operations resumed on Wednesday morning. Highway conditions in the Philadelphia area were rough on Tuesday but there was little traffic on the Interstates or other roads and streets to hamper the snowplow operations. All schools in the city and suburbs were closed. The much-ballyhooed Flower Show at the Convention Center remained open but for a much smaller crowd than otherwise might have attended.

By Wednesday the automobile and truck traffic was back on the roads and the usual reports of accidents and delays resumed, even as snow clearing work continued. Philadelphia city officials said that the layers of ice and snow made plowing much more difficult, often requiring two or three passes over the same sections of roadway. Even on Friday some residents still were complaining that smaller streets in their neighborhoods had not been cleared.

By the time this issue of *Cinders* reaches its readers, the real spring season hopefully will have arrived.

--- Frank Tatnall

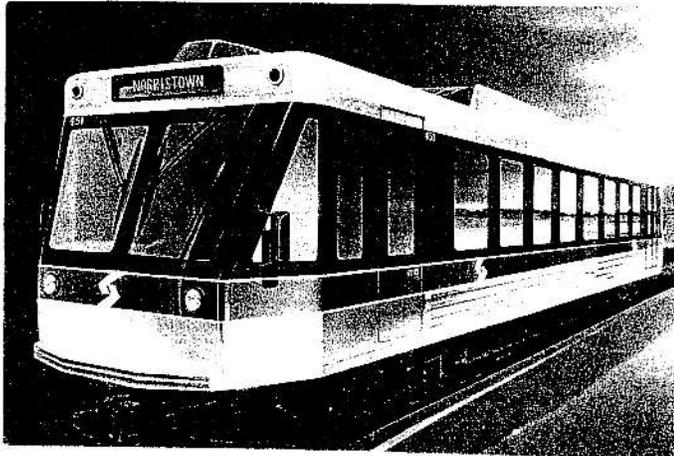
# PHILADELPHIA

## EXPRESS



FRANK G. TATNALL, JR.

### SEPTA TRANSIT



SEPTA is running full service on the Market-Frankford Line in spite of cars being shopped following the collision at 69<sup>th</sup> Street Transportation Center on February 21 (see March Cinders). Full peak-hour service means having 24 six-car trainsets in operation, utilizing 144 available cars from the 218-car M4 fleet. But with other cars sidelined due to the accident and a previous structural issue with 58 of the cars, there is little "protect" equipment. The National Transportation Safety Board should release its report on the incident in another eight to 12 months.

SEPTA has released its proposed operating and capital budgets for Fiscal Year 2018 beginning this July 1. The operating budget totals \$1.4 billion, a 2.8-percent increase over FY 2017. Of that amount, 71.7 percent is represented by labor costs and fringe benefits. Passenger revenues are projected at \$475 million, total revenues at \$531.4 million, and operating subsidies at \$914.6 million. SEPTA's "Road Map Forward" lays out five areas in which much of its operating and capital spending will be concentrated, including rebuilding the system, safety and security, and workforce development and support. The capital budget is set at \$727.2 million, with 48 percent coming from the State, 29 percent from the Federal government and 21 percent in SEPTA funding. Public hearings on the operating budget will be held in all five counties April 19-25, with the Philadelphia sessions in the SEPTA boardroom on Monday the 24<sup>th</sup> at 11 AM and 5 PM. Capital budget hearings will be held Wednesday, April 26, in the boardroom at 11:30 AM and 5 PM. The SEPTA board is expected to act on the fare increase proposal at its May 25 meeting.

One issue at the operating budget hearings likely will be the fare increases SEPTA has proposed to become effective July 1. Fares normally are raised every three years but SEPTA postponed them last year due to the introduction of the Key fare collection system. Cash and quick-trip fares will go up from \$2.25 to \$2.50, tokens from \$1.80 to \$2.00, weekly TransPasses from \$24 to \$25.50 and monthly TransPasses from \$91 to \$96 along with various other increases. All railroad fares including

TrailPasses also will rise. For example, the most-often-used TrailPass, Zone 3, will go from \$44 to \$47 weekly and from \$163 to \$174 monthly.

Up to now the current fiscal year beginning last July has been a disappointing one for SEPTA. Through February total trips were down 8.4 million or four percent from the same period in the previous year. Average daily linked ridership of 767,000 trips was 4.8 percent below FY 2016 and 7.2 percent below budget. Consolidated passenger revenues of \$284.4 million were \$18.3 million or six percent below FY 2016 and \$32 million or 10.1 percent below budget. Regional Rail alone produced revenues that were 13 percent below budget. Among the reasons for the decline in ridership and revenues were the six-day City Transit strike last November and the summer-long equipment shortage on Regional Rail due to structural defects in the Silverliner V fleet. Together these two events resulted in around \$14 million in lost revenues, and ridership has been slow to recover. Several other large U.S. transit systems also have been experiencing ridership declines.

For two weeks starting March 13 SEPTA again made its Key Travel Wallet available at stations on the Market-Frankford and Broad Street Lines and at several major bus loops. The Travel Wallet feature allows passengers to preload value on their Key Cards up to \$250. SEPTA said that this expansion moves it closer to full implementation of the Key system while giving customers time to transition from using tokens, cash and paper transfers. Weekly and monthly TransPass users also are moving to Key Cards .....Another big transit event following the March Philadelphia Flower Show is coming this month. The National Football League draft will be held in a custom-built facility near the Museum of Art Thursday-Saturday April 27-29, with up to 200,000 football fans expected to flock to the area.

Service on the Norristown High Speed Line has been increased with the February 27 schedule change. There is additional weekday service in both directions, with 19 express trains inbound to 69<sup>th</sup> Street (although the lone limited run has been discontinued). Outbound there are now eight limiteds to Norristown and 12 express. Limiteds run nonstop from 69<sup>th</sup> Street to Radnor except for a stop at Ardmore Junction. There are no longer any limiteds in the afternoon or evening in either direction but many daytime weekday runs are two-car trains. More welded rail and new ties are being installed along the NHSL.....Effective with the February 26 timetable, some Route 2 buses have been extended to Wayne Junction station during rush hours.....A poster display at SEPTA's 1234 Market Street headquarters features "Women in the Trades." In color photos several female employees are shown at their jobs, including a maintenance manager at Overbrook shop.....A new express bus service along Roosevelt Blvd. is planned for this fall, with just eight stops enroute.

(Continued on Page 5)

# PHILADELPHIA EXPRESS

(Continued from Page 4)



## SEPTA REGIONAL RAIL

The SEPTA board last month approved a contract for 45 new multilevel coaches from CRRC MA Corp., the American subsidiary of the state-owned China Railway Rolling Stock Corp. There is an option for ten additional cars at a cost of \$23.5 million. CRRC does not yet have a production facility in America, but is building a new factory in Springfield, MA, expected to open in October. The company already has carbuilding contracts with transit operators in Boston, Chicago and Los Angeles, so SEPTA will not be the first customer as it was with Hyundai-Rotem, builder of the troubled Silverliner V cars. The CRRC bid was \$34 million less than its nearest competitor, Bombardier of Canada.

Criticism was immediately heard that the Chinese government is subsidizing CRRC so that it can underbid other builders, but SEPTA officials said that the price was so attractive that it could not be ignored. They said that there are safeguards built into the contract to protect SEPTA against delays and manufacturing defects. SEPTA technical people will be sent to China to oversee the design of the new cars, and delivery of the first cars is projected to be late in 2019. They are expected to supplement the present Regional Rail fleet with 6,000 additional seats on longer-distance trains (but will not have restrooms). The cars will be hauled by the new ACS-64 electric locomotives being built for SEPTA by Siemens. The first of those 15 units are due to arrive next year.

A complete reissue of Regional Rail timetables is set for April 23. Numerous adjustments in weekend schedules are expected, and a trackwork project on the Manayunk-Norristown line will have to be dealt with.....One set of borrowed MARC coaches was still running in Paoli-Thorndale express service in late March. The lease extends to the end of this month, along with one ACS-64 locomotive from AMTRAK. Renting of equipment to replace and supplement the ailing Silverliner V's already has cost SEPTA almost \$5 million. All of those cars have been repaired .....Preliminary findings have been submitted in a feasibility study for extending MARC service along the Northeast Corridor from Perryville, MD, to Newark, DE, for a connection to SEPTA's Wilmington-Newark service. This would close the last remaining gap—20 miles—in commuter service on the entire Corridor between New York and Washington.

The Philadelphia Flower Show, which ran for nine days last month at the Convention Center, brought a surge in ridership on all SEPTA lines serving center city. Regional Rail was heavily impacted, causing many trains to be delayed. Making matters worse, on the first day of the show, Saturday, March 11, a major power failure shut down service on the entire north side of the system for about an hour and a half in the morning. All catenary

power was restored by 10 AM but not before almost 30 trains were annulled and dozens of others delayed—some for up to an hour or more. Effects of the outage persisted well after power was restored. The south side of the system, which receives its power from AMTRAK, continued to operate but still experienced numerous annulments and delays due to the run-through nature of the system.

Heavy travel continued on Sunday the 12<sup>th</sup>, not only because of the Flower Show but also the St. Patrick's Day parade in center city. Unruly passengers on some trains kept SEPTA police busy. Through Sunday the 19<sup>th</sup>, the last day of the show, many visitors chose Regional Rail which resulted in not-unexpected delays. Quiet car rules on Regional Rail were suspended during the show..... A tree fell on a Peco power line north of Bethayres station around 6 AM on Thursday, March 2. The tree caught fire, disrupting West Trenton service for more than two hours while firefighters worked to extinguish the blaze. Six trains had to be partially annulled and many others were delayed. Passengers on one stranded train were rescued by a shuttle bus.....The rocky Gwynedd cut between Gwynedd Valley and North Wales has long been a trouble spot for the Reading and now SEPTA. And on a cold Wednesday, March 22, it caused another problem when southbound train #525 hit an ice buildup in the cut, damaging a stairwell on the lead car.

A New York firm is proposing to develop the parking lot area adjacent to AMTRAK's North Philadelphia station, according to an article in the March 19 edition of the *Inquirer*. The proposal envisions up to 1.7 million square feet of residential, office and retail space in a 21-story tower, a six-story apartment building and a renovated industrial building .....At 1:30 PM on Friday, March 24, a car on northbound NORFOLK SOUTHERN train 63W set off the hotbox detector on #1 track at Marcus Hook. The train stopped 15 cars past Highland Avenue station, blocking that platform. SEPTA trains had to bypass the scene on #2, and Highland Avenue passengers were bused to and from Chester until the ailing car was set off and 63W proceeded north at 4:40 PM.....On the morning of March 28, a series of lightning strikes damaged signal equipment at Jenkintown and Glenside stations impacting Regional Rail service passing through these points. Some trains were delayed as crews worked through the morning to make repairs.....SEPTA plans to remove its unused catenary wire over the CSX freight track between Woodbourne and West Trenton.



# AMTRAK

The Federal budget for Fiscal Year 2018 as submitted last month by the Trump administration would eliminate funding for all AMTRAK long-distance services. The budget document says that this will allow management to better focus on operating the Northeast Corridor and state-sponsored services. Mass transit also would face severe budget cuts. Of course, this is merely a proposal, and will go through a long debate in Congress, which will ultimately decide on spending priorities. Amtrak President Wick Moorman immediately issued a statement saying that the outcome of the budget debate is unclear at this point and that employees "should not be alarmed by the headlines...These debates are long and hard, and often result in a final outcome that is very different from the initial proposal."

(Continued on Page 6)

# PHILADELPHIA EXPRESS (Continued from Page 5)

AMTRAK's New York-Washington Corridor timetable is to be reissued effective April 8. The online national timetable also may be updated at that time. A temporary Keystone service timetable became effective March 6, due to single-tracking for the construction of a new station at Mount Joy.....Eastbound train #620 out of Harrisburg struck an unoccupied Amish buggy which somehow got onto the tracks at Leaman Place around 9 PM on Friday, March 10. The horse pulling the runaway buggy was killed. Passengers were transferred to following train #622, which was an hour late.

One car of Acela Express #2151 derailed as it was leaving Penn Station, New York, at 9 AM on Friday, March 24, sideswiping an inbound NJ TRANSIT train in the station. Many delays to both Amtrak and NJT trains ensued throughout the day. At least one inbound Empire Service train was diverted to Grand Central Terminal.....On Monday, March 27 at about 9:15 AM, four cars in the middle of Train 49/449-**Lake Shore Limited** derailed at some slip switches just outside Chicago Union Station. There were no apparent injuries but Amfleet II coaches 25018, 25016, 25091 and Amlounge II 28010 left the tracks. Passengers were loaded on the front cars in the train and taken into CUS.....A Federal judge in Philadelphia last month threw out a \$1.6-million lawsuit filed by Temple University Hospital against AMTRAK, intended to reimburse the hospital for the cost of treating a patient from the train derailment at Frankford Junction in May 2015. Amtrak already had paid the hospital \$2.75 million for the treatment of 13 other injured passengers.

nearly 46 years of railroad service. Tierney previously served as chief operating officer of the company, formally known as Conrail Shared Assets Operations (CSAO), and before that as chief engineer-system during the last three years of "Big" Conrail from 1996 to 1999. CSAO is a terminal carrier in New Jersey and the Philadelphia and Detroit areas for its owners, CSX and NS (*Railway Age*).....After extended prep work CSX forces last month replaced the old B&O color position light signals at "Vine" and "Locust" interlockings along the Schuylkill riverfront in Philadelphia. The new signals are of the current CSX three-aspect color light design (Ray Cooney).....CSX has installed new software on 3,800 of its locomotives which is said to be capable of predicting when a locomotive will fail. Officials say the Aspen Technology software has saved CSX millions of dollars (*Trains*).

The 56-car Ringling Bros. and Barnum & Bailey Blue Unit circus train paid its very last visit to Philadelphia in February, then after shows in New York and Newark came to Trenton for performances March 17-19. The train departed for its next stop, Richmond, VA, on Monday, March 20, but instead of taking the expected route south on CSX it left Morrisville on NS, moving via Norristown, Reading, Harrisburg and Hagerstown..... An eastbound PATCO train stalled on the Ben Franklin bridge at 5:40 PM on Tuesday, March 7. The brakes would not release on the six refurbished cars, so a rescue train came up behind and all 480 passengers were transferred through the end doors..... The old Reading Venice Island spur in Manayunk, switched by NS and recently by EAST PENN, will soon be shut down. Power was ex-Bethlehem Steel SW900m #52 (Dale Woodland)..... Ex-Erie Lackawanna office car #2 has been sold to Genesee Valley Transportation Company and is now based in Scranton on the DELAWARE-LACKAWANNA RAILROAD.



**CSX, NS  
OTHER  
ROADS**

E. Hunter Harrison's campaign to seize control of CSX took less than two months (see March Cinders). He was named CEO on March 6, replacing Michael Ward who moved up his planned retirement date from May 31 to February 21. The board of directors will be reconstituted to include five new directors mutually agreed upon by CSX and the Mantle Ridge investment firm, which has been backing Harrison's effort. One of his main tasks at CSX, of course, will be to find a way to offset the loss of billions of dollars in coal revenues over the past few years. He intends to do that not only by going after more business in other commodity groups but also by introducing his proven strategy of "precision railroading" to cut costs and increase efficiency. It will be recalled that in 2014, when Harrison was CEO of CANADIAN PACIFIC, he attempted to merge CP and CSX, but that plan was rejected.....Due to a change in the pricing of crude oil, unit trains of oil from North Dakota seem to be making a comeback on CSX and NS to East Coast refineries. Some tank cars are being taken out of storage.

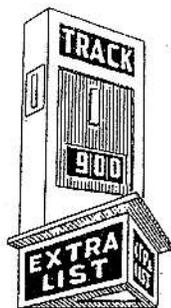
Timothy Tierney last month was named president and CEO of CONRAIL, succeeding Ronald Batory who retired after

## "Take a Ride on the Reading"

"Reading Outer Station", that's what's new!! Located at PA Route 61 and Bellevue Avenue in Muhlenberg Township, is the REBIRTH of passenger service in the Reading area. In a service that allows people to visit Jim Thorpe without traffic and parking fees, the Reading, Blue Mountain & Northern Railroad will operate two-car Budd RDC round-trips between 3501 Pottsville Pike and Jim Thorpe on the following dates: May 29, June 4, 11, 17, 25, July 1, 9, 15, 23, 29, August 5, 13, 20 and September 2. Each train will depart at 9:00 AM, with a passenger stop at Port Clinton at 9:30. The Budds will arrive in Jim Thorpe at 11:10 AM, where passengers will have three-and-a-half hours to explore Jim Thorpe. The return trips will return to Port Clinton by 5:30 PM and Reading by 6:00 PM.

Ticket prices are \$29.00 per person from Reading, \$27.00 per person from Port Clinton. The RDC's will have clean restrooms, open windows and a cash refreshment car. To order tickets may be ordered by telephone from 610-562-2102, or in person or by mail from: RBM&N Railroad, Schuylkill Haven Station, 12 West Main Street, Schuylkill Haven, PA 17972-1909.

	
<b>READING RAILROAD</b>	
Rent	\$25.
If 2 R.R.'s are owned	50.
If 3 " " "	100.
If 4 " " "	200.
Mortgage Value	\$100.

**THURSDAY, April 20, 2017:**

Regular monthly meeting of Philadelphia Chapter, NRHS, SEPTA Elkins Park Regional Rail station (Elkins Central Meeting Room), 7879 Spring Avenue, Elkins Park, PA 19027, 7:00 PM. Complete program, transportation and eating establishment information will be published in April *Cinders*. (Please note that our meeting night will change to the third THURSDAY.)

**Saturday, April 22:** Budd RDC Railfan Special, sponsored by Lehigh Valley Chapter, NRHS. Budd cars will depart Port Clinton at 8:30 AM. Train will travel to Saint Clair, Pottsville Jct., and North Reading. Train ride, photo runbys, tours and lunch. ***This trip SOLD OUT!!***

**Saturday/Sunday, April 22-23:** Allentown Paper Show, Agricultural Hall, Allentown Fairgrounds, 1929 Chew Street, Allentown, PA, 9 AM to 5 PM Saturday, 9 AM to 3 PM Sunday. Admission: \$7.00 per person. Visit the show's website: [www.allentownpapershow.com](http://www.allentownpapershow.com).

**Monday, April 24:** Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 625 Station Avenue, Haddon Heights, NJ, 7:30 PM. Hank Cluter and Randy Acorcey will present a program entitled "**The Camden and Amboy, the PRR and the Penn Central in Burlington County**", featuring PRR maps and present day photographs.

**Friday/Saturday, April 28-29:** "Engine of Change", a symposium on railroad history at the Athenaeum of Philadelphia, 219 S. 6<sup>th</sup> Street. Topics include: "Railroad History: AWhat's Next?"; "Impact of the Railroad on Urban Design in Philadelphia"; "Fred Harvey and the Santa Fe"; "The Brotherhood of Sleeping car Porters"; "Picturing Railroads." Also on display in the gallery: "Laying Tracks & Laying Foundations: Building for the Railroads" (through May 12, 2017). For information, including registration: visit website [www.PhilaAthenaeum.org](http://www.PhilaAthenaeum.org).

**Saturday, April 29 (ONLY):** Mass Bay RRE will sponsor **Torrington Extra Photo Special** on the Naugatuck Railroad over route from Waterbury to Torrington, CT and return, using ex-New Haven Railroad EMD FL9 #2019 and four cars. For complete ticket ordering information, visit Mass Bay RRE website: [www.massbayrre.org](http://www.massbayrre.org), or call 1-978-470-2066.

**Tuesday, May 9:** Regular monthly meeting of Harrisburg Chapter, NRHS, Hoss's Restaurant, 743 Wertzville Road, Enola, PA. Optional dinner at Hoss's at 5 PM, business meeting and program start at 7 PM. Program will be (***Continuing Legacy: Photographing the Pennsylvania Railroad***) by Photographer Michael Froio of Williamstown, NJ. (Note: This program is rescheduled from March 14, 2017 due to snowstorm.)

**Saturday, May 13 (note date!):** Haddon Heights Down by the Station Day. West Jersey will have two programs: in the morning, "**Vintage South Jersey Railroad Freight Stations/Shelters/Signals and Stations A to Z**". In the afternoon, another edition of Robert L. Long photos that the Chapter has scanned. The event lasts from 10:30 AM to 3:00 PM. *West Jersey Chapter will have NO Monday night meeting in May.*

**THURSDAY, May 18:** Regular monthly meeting of Philadelphia Chapter, NRHS, SEPTA Elkins Park Regional Rail station (Elkins Central Meeting Room), 7879 Spring Avenue, Elkins Park, PA 19027, 7:00 PM. Program is anticipated to be Chapter Member Frank Tatnall, with a historical program on the former Pennsylvania Railroad Paoli Line. (Please note that our meeting night will be the **THIRD THURSDAY** of the month.)

**Saturday, May 20:** **Northeast Philadelphia 2017 History Fair**, presented by Friends of Northeast Philadelphia History, at Holy Family University, Campus Center Building, 9801 Frankford Avenue, Philadelphia, PA, 10 AM to 3 PM. Admission is free, and all are welcome. Historic displays, books, prints available, plus presentations on local history. Philadelphia Chapter anticipates having a table at this event. More information in May.

**Sunday, May 21:** Friends of Philadelphia Trolleys will sponsor a trolley excursion in conjunction with East Penn Traction Meet in Allentown. Trip departs Elmwood depot at 11 AM, returns 3 PM. Tickets: \$45 per person, from FPT, Inc., c/o Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843.

**Saturday, May 27:** "Picnicrail '17" at Maier's Grove, Blandon, PA, sponsored by Pottstown & Reading, Lehigh Valley Chapters, NRHS, Reading Company Technical & Historical Society, Anthracite Railways Historical Society and Conrail Historical Society. Event begins at 1 PM, until ?? Evening show by **Railfan & Railroad** Editor E. Steven Barry. Plenty of Norfolk Southern action on the East Penn. Buffet meal with BBQ chicken at 5 PM. Price: Adults \$16.00. For tickets send remittance payable to P&R Chapter, NRHS, with self-addressed, stamped envelope to: Philip Reppert, 17 Adele Avenue, Blandon, PA 19510-9750.

**Saturday, June 3:** Annual "History Train" will be operated by West Chester Railroad. Philadelphia Railfriend Dave Walter will narrate historical facts about rail service to West Chester and the communities it passes through in the spring countryside along the Chester Creek. Train departs Market Street station in West Chester at 10 AM for an approximately two-hour roundtrip to Glen Mills, plus a photo runby at Locksley flag stop. Tickets are \$20. Order on-line at [www.westchesterr.net](http://www.westchesterr.net).

**Saturday, June 3:** Museum of Bus Transportation annual Spring Fling at Antique Automobile Museum Campus, Route 39, Hershey, PA, 8:00 AM to 3:00 PM. Memorabilia sales, bus parade and exhibits. Admission: \$7.00. Complete information from [info@busmuseum.org](mailto:info@busmuseum.org).

**Saturday, June 10:** Union County Industrial Railroad offers rare-mileage trips over former Reading trackage from ConAgra plant in Milton, PA towards New Columbia and return. Trains run 11 AM, 1 and 3 PM. Trip runs for Bicentennial of Milton, PA in conjunction with North Shore Railroad. Tickets are \$10 each and may be bought ONLY at the Milton Borough Hall, 2 Filbert Street, Milton, PA during normal business hours from April 10 through April 28. More info: [www.milton2017.com](http://www.milton2017.com).

**Friday, August 11 through Sunday, August 13:** Railfest Hamburg 2017, celebrating the 50<sup>th</sup> anniversary of Reading Alco C630 #5308 and GE U30C #6300, sponsored by Reading Railroad Technical & Historical Society. Complete information will appear in the May issue of *Cinders*, or by visiting the RCT&HS website, [www.readingrailroad.org](http://www.readingrailroad.org).

# Our New Meeting Location in Elkins Park – How to Get There & Where to Dine

SEPTA City Transit Route 28

Torresdale/Cottman to Fern Rock TC



MONDAYS THROUGH FRIDAYS															
To Fern Rock Transportation Center							To Torresdale-Cottman								
Torresdale and Cottman Aves (Loop)	Torresdale Av and Rhawn St	Roosevelt Blvd and Rhawn St	Castor Av and Rhawn St	Oxford Av and Rhawn St	Fox Chase Rd and Forrest Av	Harrison Av and High School Rd	Fern Rock Transportation Center (High St and Metro Av)	Fern Rock Transportation Center (High St and Metro Av)	Montgomery and Harrison Aves	Fox Chase Rd and Forrest Av	Oxford Av and Rhawn St	Castor Av and Rhawn St	Roosevelt Blvd and Rhawn St	Torresdale Av and Rhawn St	Torresdale and Cottman Aves (Loop)
PM SERVICE							PM SERVICE								
12.31	12.35	12.43	12.48	12.56	1.03	1.11	1.22	11.51	12.01	12.09	12.17	12.24	12.27	12.36	12.39
1.26	1.10	1.18	1.22	1.30	1.37	1.45	1.56	12.26	12.36	12.44	12.52	12.59	1.02	1.11	1.14
1.38	1.42	1.50	1.54	2.03	2.10	2.18	2.29	1.01	1.11	1.19	1.27	1.34	1.37	1.46	1.49
2.10	2.14	2.22	2.27	2.38	...	...	...	1.36	1.46	1.54	2.02	2.10	2.14	2.23	2.26
2.14	2.18	2.26	2.31	2.40	2.47	2.55	3.06	2.11	2.22	2.30	2.38	2.46	2.50	2.59	3.02
2.25	2.29	2.37	2.42	2.51	2.58	3.06	3.17	2.41	2.52	3.00	3.09	3.18	3.22	3.31	3.34
2.37	2.41	2.49	2.54	3.03	...	...	...	3.11	3.22	3.30	3.39	3.48	3.52	4.01	4.04
2.93	2.97	3.05	3.09	3.18	3.26	3.34	3.45	3.31	3.42	3.50	3.59	4.08	4.11	4.20	4.23
3.18	3.22	3.30	3.34	3.43	3.51	3.59	4.10	3.51	4.02	4.10	4.21	4.31	4.34	4.43	4.46
3.44	3.48	3.56	4.00	4.08	4.16	4.25	4.36	4.16	4.27	4.35	4.46	4.56	4.59	5.08	5.11
4.09	4.13	4.21	4.25	4.33	4.41	4.50	5.01	4.42	4.53	5.01	5.11	5.19	5.22	5.31	5.34
4.34	4.38	4.46	4.50	4.58	5.06	5.14	5.26	5.07	5.18	5.26	5.36	5.44	5.47	5.56	5.59
5.01	5.05	5.13	5.17	5.25	5.33	5.41	5.53	5.34	5.45	5.53	6.01	6.08	6.11	6.19	6.22
5.28	5.32	5.40	5.44	5.52	6.00	6.08	6.19	5.59	6.10	6.18	6.26	6.33	6.36	6.44	6.47
5.58	6.02	6.10	6.14	6.22	6.29	6.37	6.48	6.26	6.37	6.45	6.53	7.00	7.03	7.10	7.13
6.28	6.32	6.40	6.44	6.52	6.59	7.07	7.18	6.59	7.09	7.16	7.23	7.29	7.32	7.39	7.42
7.04	7.07	7.15	7.18	7.25	7.31	7.39	7.50	7.28	7.38	7.46	7.53	7.59	8.02	8.09	8.12
7.40	7.43	7.51	7.54	8.00	8.05	8.14	8.24	8.29	8.39	8.47	8.53	8.59	9.01	9.08	9.10
8.24	8.27	8.34	8.37	8.43	8.49	8.57	9.07	9.43	9.52	9.59	10.05	10.11	10.13	10.20	10.22
9.31	9.34	9.40	9.43	9.48	9.53	10.01	10.10								

DESTINATION CODES

AIR Airport	ELW Elwyn	NWK Newark DE
BMR Bryn Mawr	FOX Fox Chase	PAO Paoli
CHE Chestnut Hill East	GLN Glenside	THO Thorndale
CHW Chestnut Hill West	LAN Lansdale	TTC Trenton TC
CLM Claymont	LNK Link Belt	WAR Warminster
CYN Cynwyd	MAL Malvern	WBN Woodbourne
DOY Doylestown	MHK Marcus Hook	WIL Wilmington
ELM Elm Street	NOR Norristown TC	WTR West Trenton

## SEPTA Regional Rail Schedules

### GETTING TO OUR MEETINGS

#### Outbound from Center City

Train #	Jefferson Station	Elkins Park	Destination
380	5:34 PM	5:54 PM	WTR
384	5:59 PM	6:20 PM	WTR
452	6:10 PM	6:30 PM	GLN
454	6:40 PM	7:01 PM	GLN

#### Inbound from Jenkintown-Wyncote

Train #	Jenkintown	Elkins Park	Destination
457	5:54 PM	5:57 PM	AIR
575	6:23 PM	6:25 PM	THO
461	6:54 PM	6:47 PM	AIR

### GETTING HOME FROM OUR MEETINGS

#### Inbound to Center City

Train #	Elkins Park	Jefferson Station	Destination
467	8:28 PM	8:50 PM	AIR
469	8:57 PM	9:20 PM	AIR
471	9:28 PM	9:50 PM	AIR

#### Outbound to Jenkintown-Wyncote

Train #	Elkins Park	Jenkintown	Destination
460	8:31 PM	8:34 PM	WAR
462	9:01 PM	9:03 PM	GLN
392	9:25 PM	9:30 PM	WTR

Members will need to check their connecting train at either Jefferson Station, Jenkintown-Wyncote station or other intermediate points. If you are riding on a regular ride ticket, you must inform the conductor you are changing enroute so he/she may cancel the ticket appropriately. There are many new crews on Regional Rail who may not encounter this very often.

For the first time in more than 80 years, Philadelphia Chapter, NRHS will be transitioning to a new meeting venue in Elkins Park, PA in Montgomery County, outside the city limits of the City of Philadelphia. Our meeting room, at "Elkins Central" is the former large waiting room of SEPTA Regional Rail's Elkins Park station, which dates to 1899. On this page will be found SEPTA bus and train schedules, as well as a few nearby dining venues if members desire a bite to eat before our meetings. There is plenty of parking around the station. On-street metered parking is enforced until 6:00 PM. SEPTA parking on the inbound side is Permit Parking, on the outbound side is Coin Slot Parking. **DO NOT ENTER THE ROOM FROM THE STATION PLATFORM!!**

### Food Establishments in Elkins Park

**CREEKSIDE FOOD-COOP** - 7909 High School Road  
8:00 AM to 8:00 PM - 215-557-4480

A full-service food market offering all kinds of fare – table-and-chair seating area in the store, including microwave to hear the prepared items.

**SICILIAN TRATTORIA** – Wood Oven Pizza – High School Road next to Creekside – 5:00 to 9:00 PM -- 267-342-2109  
Pizza restaurant, both eat-in and take-out.

**ALEXANDER'S CAFÉ** - 7909 Park Avenue  
5:00 to 9:00 PM - 215-277-5878

Small BYOB restaurant, a bit upscale. Reservations not generally needed on a Thursday night.

**ROLLINGS** – The Bakery - Basement along Harrison Avenue - 215-635-5524 - 6:00 AM to 6:30 PM

Small bakery specializing in pastries and rolls only – no coffee that we could see.