

CYNDERS

NOVEMBER 2017



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Number 10

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

Chapter Website: www.nrhsphiladelphia.org

New York and Newark to New York on the 2017 Amtrak Autumn Express

by R. L. Eastwood, Jr.
 (with some technical assistance from Frank Tatnall)

It might seem like these Amtrak Autumn Express trips are becoming rather routine, but the reality is that each year, "America's Railroad" comes up with some new mileage and sights to please rail enthusiasts and pleasure riders alike.

Such was the case with the 2017 Autumn Express, whose itinerary took it from New York and Newark (NJ) to New York, in essence a circle trip. On Saturday and Sunday, October 14 and 15, two nearly sold-out trains departed New York Penn Station, picking up passengers at Newark (NJ) Penn Station, then traveling up the west side of the Hudson River, returning via the east side of the Hudson back to New York Penn.

The consist of the 2017 Express was GE P42 Heritage diesel #145, ACS-64 electric locomotive #642 ("America's Veterans"), followed by former Metroliner Conference Car #9800 (ex-Metroliner Café #863, built by Budd in 1967), Amcafe I #43391, Amfleet I coaches #82617, 82660, 82554, 82765, Amcafe #43377, Amfleet coaches #82753, 82599, 82513, 82990, followed by former Metroliner cab car #9641 (ex-Metroliner coach #805) and GE P42 diesel #156.

For this writer, riding the Express meant getting up at 4:00 AM, driving to NJ Transit's Hamilton station, and boarding NJT Train #7808 to Newark, arriving there at 7:10 AM for the 8:30 departure of the special train. Chapter Members Dan Murray and Ken Thomas joined me at Newark. Due to Amtrak trackwork at Princeton Junction station, NJ Transit trains both to and from New York were loading on Track #4 at Hamilton and Princeton Junction. Newark Penn Station was rather quiet this early on a Sunday morning, and Amtrak had staffers on hand to check in the riders and guide them to the platform once the Special had departed New York.

Reports were that the restrooms at Newark were more tolerable this year. After a tasty blueberry muffin and a cup of tea from Dunkin' Donuts in the station, at 8:10 we were led as a group

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Meeting Cancellation Notice

In the event of an extreme weather or transportation emergency on a Philadelphia Chapter meeting date, Chapter officers will make a decision on whether to hold the meeting as scheduled. If questionable circumstances arise, members should telephone 215-947-5769 after 12 Noon on the day of the meeting for a recorded advisory. Thank you.

Meeting Notice

THURSDAY, NOVEMBER 16, 2017

SEPTA Elkins Park Regional Rail Station, Elkins Central Meeting Venue, 7879 Spring Avenue, Elkins Park, PA 19027. See Page 8 of our May issue for complete details on the meeting location and amenities for our new location, as well as transportation schedules, which have not changed from our last meeting. **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

We've now lined up programs through the end of December. On Thursday, November 16, we'll be privileged to have our own Philadelphia Chapter Member and *Classic Trains* Editor Rob McGonigal with a presentation entitled *Elkins Park and Its Environs*. The show will feature views taken at Elkins Park and other points on the North Penn Railroad (Melrose Park, Jenkintown and Glenside). In addition to Rob's views from the 1970's, he's promised to dig back into the Kalmbach Publishing archives for some photos from the 1940's and 1950's. Mark your calendar and make sure you're present on November 16 at 7 PM.

To end the Year 2017, Chapter Member Kevin Feeney has promised his annual power point potpourri covering his far-flung rail travels during the year. Members are reminded that our December meeting will take place on the **second Thursday**, that being December 14, 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

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2017 ANNUAL MEMBERSHIP DUES: Effective September 1, 2017, \$20.00 per person, which covers Philadelphia Chapter dues through December 31, 2018. (NRHS National membership dues for 2018 are \$50.00, billed directly by NRHS – expected to be mailed about November 15, 2017). NRHS chapters bill their members separately for Chapter dues, and these were mailed between October 12 and 20, 2017. The donation requests for Philadelphia Railfriends were 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.

Philadelphia LCL.....

Well-known local rail historian **Charles Liberto**, of Northampton Township, Bucks County, passed away September 21, 2017 at St. Mary Medical Center in Newtown. Charlie was 82 and had been in failing health. He was a prime mover in the restoration of the former Delaware, Lackawanna & Western tower at East Stroudsburg, PA, and was leading the effort to restore the former Reading Company station at Southampton, Bucks County, on the out-of-service Newtown Branch. He also played a leading role in the operation of Steamtown Railfest each Labor Day weekend at that National Park in Scranton. He was the Grand Marshall for one of the recent years. He also coordinated the annual Southampton Station Society Symposium in Churchville, Bucks County, each spring. A U.S. Army veteran, he had his own electrical contracting business in Pennel. Services were held at Kirk & Nice Funeral Home in Huntingdon Valley on Monday, September 25.....**Dan Dover**, Associate Editor of *Extra 2200 South*, The Locomotive Newsmagazine and railfan photographer, died of a heart attack on September 5, 2017 at the age of 64. Dover and his parents, Don and Dottie Dover, ran the magazine out of their home in Cincinnati, chronicling the diesel locomotive transactions in the railroad industry. Don Dover passed away in 2006.

JOHN J. HARMON September 26, 2017

Philadelphia Chapter wishes to inform you of the passing of longtime NRHS and Chapter Member John J. Harmon, of Lawrenceville, New Jersey on Tuesday, September 26, 2017, following a brief illness. John was 80 years of age.

A native of Lawrenceville, he graduated from the Lawrenceville School in 1955, and received a Bachelor of Arts in Mathematics from Lehigh University in 1959. John was a longtime supporter of the Lehigh Wrestling Program and served on the board of governors and Executive Committee of the National Wrestling Hall of Fame. He was employed as a computer systems analyst and programmer for several firms until finally retiring from North American Phillips Lighting. John was involved in various local school boards, as well.

John joined NRHS and our Chapter in 1964, and was also a member of R&LHS. He was a widely-known rail traveler, and a director of Iowa Pacific Holdings.

A memorial service was held on Sunday, October 1 at the Poulson & Van Hise Funeral Home in Lawrenceville. John is survived by his wife, Elaine, his daughters, Wendy and Debbie as well as a brother, Peter. Philadelphia Chapter extends its condolences to John's family, and we thank them for sharing his life with the rail enthusiast community.

2018 Dues Renewals in the Mail; National NRHS Bills in November

As noted in the October issue of *Cinders*, Philadelphia Chapter dues bills for the Calendar Year 2018 were placed in the mail between October 12 and 19, and quite a number have already been returned, according to Chapter Treasurer Rich Copeland.

Once again, bills for those holding National NRHS membership may be mailed around November 15, following finalization of details with yet another outside vendor, Neon. Following the complete meltdown of Philadelphia-based firm Fernley & Fernley, a Montreal, Canada firm took on dues renewals with an equally unsatisfactory level of performance. None of these firms have been able to "piggyback" the Chapter renewal process on the National bills, in spite of the fact that it was easily done for decades when we had in-house renewals processed in Philadelphia. Back then, renewals for both National and Chapter were sent to the Chapter, who then forwarded the National dues on to NRHS.

The separate renewal system has caused continued confusion among numerous members, with the result that NRHS National has lost significant numbers of members. Reminder: just because you paid your NRHS National dues, your Chapter dues may not be paid. This caused any number of problems in 2017, with Chapter members not knowing they were unpaid.

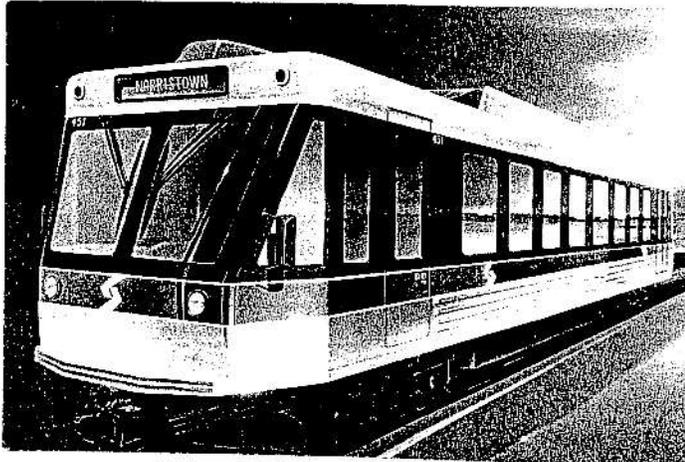
Philadelphia Chapter dues remain at \$20.00 per member for 2018. Members' financial support above and beyond the normal dues level is solicited. Your dues payment only covers the issuance and mailing of *Cinders* as well as our room rental at Elkins Park. Items such as our Willow Grove storage facility and insurance are extra and depend on the generosity of our members.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



also will be equipped with the screens, and according to the *Inquirer* report this is all being done by the advertising firm Intersection.....The city last month filed its detailed proposal with Amazon, which is seeking to locate a second national headquarters. Many cities are competing to host this presumed economic bonanza (see October *Cinders*), and reportedly there are any number of suitors offering attractive incentives to the online megagiant. While Philly's invitation touts many local features, including SEPTA's region-wide services, it's more likely that the prize will go to someplace like Austin, TX, or Atlanta, GA.



SEPTA REGIONAL RAIL

A "King of Prussia Rail Coalition" has been formed to support SEPTA's plan to extend the Norristown High Speed Line to King of Prussia. Made up of area business, civic and academic leaders, the group was formed last month after the Draft Environmental Impact Statement covering the project was released by the Federal Transit Administration. Public hearings on the document will be held on Monday, November 13, at 2 and 6 PM at the Doubletree Hotel in KOP and at the Norristown Municipal Building on Wednesday the 15th at 6 PM. Later information sessions will be scheduled in Upper Darby and Philadelphia. The four-mile-long extension is expected to cost \$1.1 billion and be completed in 2023.....A 36-year-old Philadelphia woman was killed when she drove her car head-on into the front of Route 15 trolley #2322 at 4th Street & Girard Avenue on Wednesday, September 27. Two young children in the automobile were injured, but no one on the trolley was hurt.

Suburban Station will see the arrival of several new retail shops over the next several months, which should enhance the experience of the thousands of commuters who pass through the station every day. An *Inquirer* article details the plan for the "Station Shops at Suburban," part of SEPTA's effort to upgrade the station area for the first time in at least 15 years. There will even be a new logo for the Station Shops, of which Tiffany's Bakery will become the first tenant this month. At the same time, SEPTA is addressing the long-standing problem of homeless people loitering in the station, which is an annoyance to many of its railroad customers. Along a little-used corridor adjoining the station, a service center for the homeless dubbed the "Hub of Hope" is being built in the 11,000-square foot space formerly occupied by a police substation. SEPTA and the city are splitting the cost of the unusual facility.

The new Boulevard Direct express bus service between Frankford Transportation Center and Neshaminy Mall via Roosevelt Blvd. was launched on Sunday, October 22 (see October *Cinders*). The dedicated fleet of 60-foot buses are easily recognized by their very-visible green wraps.....The September 27 edition of the *Inquirer* carried a story on "Fashion District Philadelphia," which will be the future name of the shopping area along East Market Street. Many new retail shops are expected to open as part of the revitalization of this somewhat neglected area, which will include the former Gallery adjacent to Jefferson Station.....There will be no service at the Norristown High Speed Line Villanova station through December 10, due to construction on the University campus. Passengers are directed to the nearby Stadium station at Ithan Avenue.

SEPTA is continuing its program to rebuild the numerous stone-arch bridges on the Regional Rail system, most of which are well over 100 years old. Phase 1 of the project, completed last year, saw the rebuilding of nine stone-arch bridges on the Lansdale-Doylestown, Norristown and Media-Elwyn lines, and Phase 2 will begin early next year to strengthen seven more bridges. Also scheduled for next year, possibly in July, is the start of construction on the new Wawa station and parking garage complex in Delaware County.....On October 9 a new high-level platform was placed in service on the inbound side at Exton station.

SEPTA's 525 new hybrid buses will boast a notable feature—onboard full-color video screens with real-time vehicle tracking and arrival information, news headlines, weather forecasts and, of course, advertising. The 25 all-electric buses now on order

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PHILADELPHIA EXPRESS

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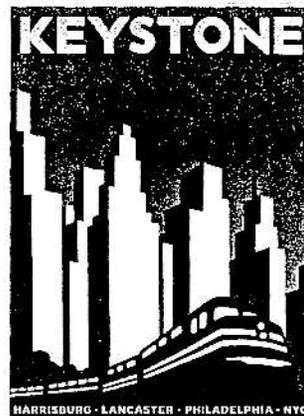
Early fall brought some serious service disruptions to Regional Rail customers. The first major incident occurred at 5:17 PM on Wednesday, September 27, when catenary power was lost on #4 track between 20th Street and 30th Street. Bryn Mawr local #2555, consisting of five Silverliner IV's, was stopped on the grade out of Suburban Station when a loud noise was heard in the train (it turned out to be the tripping of an electrical breaker). Some degree of panic among the passengers ensued as someone allegedly shouted "fire!" Then a few passengers began breaking the emergency exit windows while others jumped onto the tracks through the vestibule doors. When the Control Center became aware of the situation, all trains were notified not to proceed into the area between Suburban and 30th Street Stations. Finally, when the errant passengers were rounded up, train #9563 approached on #3 track at 5:47 PM and cross-loaded everyone from #2555. Needless to say, all of this made a shambles of the evening rush, with many trains suffering serious delays. The incident resulted in considerable news coverage and a notice from SEPTA the next day explaining the cause of the outage and sternly warning riders against trespassing on active railroad tracks.

Then, at 3:30 PM on Thursday, October 19, a man in his 60's was struck by northbound Warminster train #440 just north of the Fern Rock Transportation Center. This accident, which occurred in an area where local residents frequently cross the tracks, created a huge problem in the evening rush as all service to and from Lansdale, Doylestown, Warminster and West Trenton was suspended until 5:13 PM. West Trenton and Lansdale-Doylestown service then resumed but with many residual delays, while Warminster service remained suspended until 6:05. At least 32 trains had to be annulled and dozens of others delayed from ten minutes to 1-1/2 hours as the disruption spread around the system. SEPTA issued another message apologizing that "we left many customers flat last night by not providing a little more information." It was mentioned that the generic term "police activity" is sometimes used to explain delays when the actual facts have not yet been developed.

The very next afternoon, shortly after 3 PM on Friday the 20th, the X80 diesel training train hit a male trespasser near the Rices Mill Road crossing just north of Jenkintown station. This time, in its public notice, SEPTA specifically referred to a "fatality near Jenkintown station" as the direct cause of the train delays, of which there were many. All service on the Lansdale-Doylestown and Warminster lines was suspended for over an hour, before single-tracking operation was started through the area, and service throughout the system was impacted. Even Paoli express #9559 had to be annulled and #9561, the **Great Valley Flyer** which always operates with six or seven push-pull coaches, ran with just five Silverliner IV MU substitutes. Then, late that evening just after midnight, Friday-only train #1500 ran over a trespasser on the AMTRAK main in Thorndale. Buses were substituted for #1500 and westbound #1595 to Malvern. This was the fourth time in five days that a trespasser death had occurred involving SEPTA trains, beginning on Tuesday morning when a man was struck by a westbound train at Huntingdon station on the Frankford el.

There were a few other annoying delays on Regional Rail last month, caused mostly by wire failures or slippery rails. Downed wires on the Media-Elwyn #1 track at 49th Street station just after 8 AM on Tuesday, October 3, caused a suspension of outbound service for a time. Single-tracking was placed in effect until #1 was restored to service at 10:25 AM. Then around 10 AM on Tuesday the 10th AMTRAK reported a signal power failure on the Northeast Corridor between Holmesburg Junction and Bristol, forcing all Trenton trains to operate at a maximum speed of 20 mph. At 10:30 train #8721 reported a tree down on the signal line and fouling the #1 track at Bristol. The 30 passengers were bused on and by 11:50 the tree had been cleared, but delays continued through the afternoon. Nearly 20 trains on the Trenton line and other lines had to be annulled and many additional trains were delayed for significant periods until service could be restored. Several Amtrak trains also were delayed for an hour or more until all repairs were completed just after 6 PM.

The usual slippery rail season was back again this fall, causing delays on several lines in spite of the nightly efforts of the "leaf train" crews to place traction gel on the rails. A brush fire near Neshaminy Falls on the evening of Sunday the 1st resulted in delays to several West Trenton trains as well as three annulments. Buses were ordered to rescue stranded passengers at Langhorne and Trevoise until firefighters cleared the hoses that were fouling the tracks. Finally, the second locomotive on westbound CSX train Q301 caught fire at Yardley station at 9:30 PM on Wednesday the 18th. Two West Trenton trains were delayed because firefighters had their equipment on the tracks.



AMTRAK

The long-discussed Paoli Transportation Center project got underway in earnest last March, when the two center tracks at the station were torn up to make way for a new high-level platform (see May Cinders). By early October the 1893-vintage shelter and stairway on the westbound side had been demolished, with a temporary stairway to the parking lot made available. Much other activity is underway, with heavy equipment being used to construct the bases for a new pedestrian overpass and the elevators on each side. This overpass will parallel the existing West Valley Road bridge, to be removed in Phase 2 of the project. As noted earlier, the old Pennsy position light signal on the road bridge, which governed westward movements on #4 track, has been removed and replaced with a ground mast signal 90 feet to the west. The current phase, jointly funded by AMTRAK and SEPTA, is to be completed in 2018.

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PHILADELPHIA EXPRESS

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Carbuilder Alstom last month revealed the paint scheme for AMTRAK's new Avelia Liberty high-speed trains. The 28 trainsets will bear the characteristic Amtrak blue, red and white colors, but with a continuous white streak along the windows. The rakish front end of the power cars will be painted gray.....AMTRAK last month unveiled its "Ready to Build" campaign which showcases five critical areas of investment that are vital to modernize its passenger rail system. Amtrak said that it and its partners are ready to finalize the design and start actual construction on these projects:

- o New Hudson River tunnels to New York City
- o Portal North bridge in North Jersey
- o Major station development (e.g. 30th Street, Chicago)
- o Susquehanna River bridge replacement (Maryland)
- o B&P tunnel project (Baltimore)

As to the second priority, on October 13 New Jersey Governor Christie and other dignitaries broke ground on the Portal Bridge project. The new 53-foot-high bridge will carry the Northeast Corridor over the Hackensack River, replacing a failure-prone swing bridge that was built by the Pennsylvania Railroad in 1907. This is the start of the multi-billion-dollar Gateway Program, which includes the Hudson River tunnels. While funding for Gateway is still uncertain, so far \$20 million in contracts have been awarded for the first stage of bridge construction. AMTRAK, NJ TRANSIT, the States of New York and New Jersey and the Federal government will be responsible for funding the project.

AMTRAK Engineer Brandon Bostian may not be off the hook quite yet. Bostian, who was at the controls of the ill-fated train #188 which derailed at Frankford Junction in 2015, was acquitted of all criminal charges by a Philadelphia judge in September, but State Attorney General Josh Shapiro filed an appeal of that decision last month just before the deadline for appeals expired.....All three principals in the collision of train #89 with AMTRAK work equipment near Chester in April 2016 had marijuana, cocaine or and opioid in their systems at the time of the crash. The two maintenance workers who were killed when the ACS-64 locomotive struck their machine and the engineer of the train tested positive for drugs, according to a preliminary finding by the National Transportation Safety Board as reported by the *Washington Post*. There is no indication that their drug use contributed to the accident.

Under local political pressure, AMTRAK reportedly has agreed to officially name 30th Street Station for the late Congressman William H. Gray III, as mandated by Congress three years ago. But it's likely that the renaming will not take place until after the current renovations to the building are completed. Regardless of the change it's probable that the public will continue to refer to the iconic structure by its present nameAMTRAK will issue its annual Thanksgiving holiday timetable for the Northeast Corridor online, effective November 21-27. As always, many extra trains will be operated, with Wednesday expected to be the busiest day.

AMTRAK and SEPTA passengers on the Northeast Corridor were delayed last month by two more trespasser deaths in the Philadelphia area. At 4:20 PM on Thursday, October 12, a woman bent on suicide lay down on the #3 track at Norwood and was killed by southbound Acela #2163. All four tracks were closed for over 45 minutes, affecting many Amtrak and SEPTA trains. Norwood for some reason seems to have become a prime location for suicide by train, with messages reportedly appearing on social media suggesting that individuals so inclined can go there. The intentional deaths of two Norwood high school girls in February 2010 appear to have set the example, as there have been at least four suspected suicides at Norwood station just in the past four years, and others at nearby stations such as Glenolden and Ridley Park. Four days earlier, at 2:07 PM on Monday the 9th, another trespasser was struck by westbound train #171 at Holmesburg Junction. All Corridor operations in the area were shut down for almost an hour, with the predictable delays to Amtrak and SEPTA service.



**CSX, NS,
OTHER ROADS**

CSX and its autocratic CEO E. Hunter Harrison continue making news in the railroad industry and on Wall Street. As its much-maligned operations as well as its financial results seemed to improve, Harrison said last month that "I've been in this business a long time, and this company is back to where it was, and it's better...I see those [service] issues, generally speaking, as behind us..." He also has decided to make some changes at the top of the railroad's management ranks. As of this month Chief Operating Officer Cindy M. Sanborn and Chief Sales & Marketing Officer Fredrick J. Eliasson are out, replaced by James M. Foote, a former Harrison associate at CANADIAN NATIONAL. With the title of chief operating officer, Foote will have responsibility for both operations and sales & marketing. In addition, General Counsel & Corporate Secretary Ellen Fitzsimmons announced her retirement effective November 15.

On the same day, October 25, that CSX announced the management changes, it also cancelled the Investor Day scheduled for October 30. Perhaps not coincidentally, CSX share prices dropped 3.8 percent, to \$50.92, but rebounded later in the week to close at \$52.55. The 52-week low was \$30, before Harrison became CEO.....CSX has moved to further rationalize its physical plant, shutting down the once-busy hump at Willard yard in Ohio. The hump at Selkirk yard near Albany, NY, which had been marked for closure, remains in operation, one of four humps systemwide to survive after eight others were closed.

Meanwhile, competitor NORFOLK SOUTHERN is doing well, reporting higher revenues and profits for the third quarter, as compared with the year-ago period. Net income grew ten percent to \$506 million on a six-percent rise in operating

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Chapter Sets Book Sale

At Philadelphia Chapter's May 18 meeting, we had a selection of books for sale which are "higher-end" books. Priced at about 50 percent of list price, these titles were generally in excellent condition. Another selection will be available at our November 16 meeting, again under the same conditions. They are offered on a first-come, first-served basis, by telephone or E-mail reservation. Cash or check only may be used for purchases.

To determine availability of a particular title and/or to reserve one, please contact Chapter President/Editor Larry Eastwood at 215-947-5769 or by E-mail to ayrestower@comcast.net. Arrangements for delivery will be made when you reserve. If the Chapter needs to mail the book to you, there will be a \$5.00 charge per book for packing and mailing. Titles available during June are:

Steel Rails Across America, by Gary W. Dolzall and Mike Danneman, published by Kalmbach Books, 1989, 206 pages, full color, original list price \$44.95, near mint – autographed!!

SALE PRICE: \$25.00.

Western Maryland in Color, David R. Sweetland, Morning Sun Books, 1995, 128 pages, autographed, full-color, normal Morning Sun format. List Price, \$49.95, **SALE PRICE: \$25.00**

Erie Lackawanna in Color, Volume 1: The West End, by Chapter Member Larry DeYoung, 1991, 128 pages, full color Morning Sun Book. List Price: \$45.00, **SALE PRICE: \$20.00**

Erie Lackawanna in Color, Volume 2: New York State, by Chapter Member Larry DeYoung, 1992, 128 pages, full color Morning Sun Book. List Price: \$45.00, **SALE PRICE: \$20.00**

Erie Lackawanna in Color, Volume 3: The East End, by Chapter Member Larry DeYoung, 1994, 128 pages, full color Morning Sun Book. List Price: \$49.95, **SALE PRICE: \$25.00**

Erie Railroad in Color, by David R. Sweetland, 1991, 128 pages, full color (autographed by the author), Morning Sun Books. List Price: \$45.00, **SALE PRICE: \$25.00** (out-of-print)

Lackawanna Railroad in Color, by David R. Sweetland, 1990, 128 pages, full color, Morning Sun Books, in excellent condition. List Price: \$45.00, **SALE PRICE: \$25.00** (out-of-print)

Reading Diesels – Volume 2 (The Second Generation), Dale W. Woodland, 188 pages, 1995, near-mint condition, full color. **SALE PRICE: \$30.00**

The Reading in the Conrail Era, Book One, by Dale W. Woodland, 1998, 144 pages, full color, List Price \$40.00, **SALE PRICE: \$20.00**

The Reading in the Conrail Era, Book Two, by Dale W. Woodland, 1998, 144 pages, full color, List Price \$45.00, **SALE PRICE \$20.00**

New Haven Railroad, the Final Decade, by Scott Hartley, 160 pages, full color, 1992, this book still for sale by Railpace Company at \$15.00. **SALE PRICE: \$15.00**

Bangor & Aroostook, the Maine Railroad, by Jerry Angier and Herb Cleaves, 272 pages, black-and-white, soft-cover (which is dog-eared a bit), 1986, original price unknown, **SALE PRICE \$10**

CZ: The Story of the California Zephyr, Karl R. Zimmermann, 1972, Starrucca Valley Publications, 104 pages, very good condition, **SALE PRICE: \$25.00**

The Last Interurbans, Bulletin #136 of the Central Electric Railfans' Association, William D. Middleton, 2003, 234 pages, mostly black-and-white with some color. **SALE PRICE: \$30.00**

Indiana Railroad – The Magic Interurban, Bulletin #128 of the Central Electric Railfans' Association, by George K. Bradley, 1991, 224 pages, virtually all black-and-white. **SALE PRICE: \$30.00**

PHILADELPHIA EXPRESS

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revenues, which hit \$2.6 billion. NS set a new record low for its operating ratio of 65.9 percent, compared with last year's third-quarter operating ratio of 67.5 percent. The OR represents the percentage of operating revenues that are consumed by operating expenses. During the recent quarter coal traffic was up by 12 percent and intermodal volume by four percent. NS executives, however, refused to comment on how much traffic had been diverted to NS due to operational problems on CSX (*Trains*).

The PRRT&HS is planning to run a special train from Philadelphia to Altoona and return in connection with its 50th anniversary celebration planned for May 9-12, 2018. It is hoped that, in cooperation with Locomotive/Car Owner Bennett Levin and other owners, the train will consist entirely of former PRR equipment!A coordinated group of six rail unions has announced a tentative labor agreement with the nation's major railroads. If approved by the memberships, the agreement provides for an immediate wage increase of four percent and additional increases over the five-year contract period.

New General Electric CEO John Flannery reportedly wants to divest more than \$20 billion in GE assets over the next two years. This has led to reports that he may shut down or sell the locomotive business, in spite of the fact that just a few years ago GE opened a new plant in Fort Worth, TX, to build locomotivesA male passenger was found dead on a southbound NJ TRANSIT RiverLine train at Riverside around 7:45 AM on Sunday, October 22. A moderate service delay ensuedFormer 18-term Republican Congressman Joseph M. McDade of Scranton died in September at age 85. He was called the "Father of Steamtown," because of his key role in securing approval in Congress for establishing the Steamtown National Historic Site, and the necessary funding to create Steamtown on the site of the old Lackawanna Railroad yard in Scranton. He also was instrumental in establishing the Delaware Water Gap National Recreation Area.

Monon – The Hoosier Line, by Gary W. Dolzall and Stephen F. Dolzall, Interurbans Special #107, Autumn 1988, 204 pages, in excellent condition. List Price: \$39.95; **SALE PRICE: \$20.00**

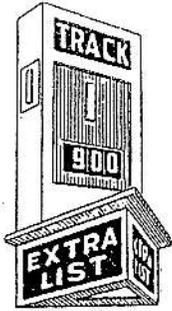
Never on Wednesday – the first decade of the Rio Grande Zephyr, PTJ Publishing, black-and-white, Richard Loveman, Mel Patrick, 120 pages, 1980, rear title page has spotting on it, no dust jacket, otherwise good condition. **SALE PRICE: \$20.00**

The History of BALTIMORE'S STREETCARS, BY Michael R. Farrell, Baltimore Chapter, NRHS, (published by Greenberg Publishing Co., 1992, 1st Ed, 312 pages, black-and-white, \$45.95

SALE PRICE: \$25.00

Jersey Central Lines in Color, by William J. Brennan, 1991, full-color, 128 pages, Morning Sun Books (*this book is out-of-print*). List Price \$ 45.00, **SALE PRICE \$25.00** (Dust jacket was torn, has been taped, otherwise good condition.

There will also be a box of unlisted book titles, which space does not permit to be listed here, that will be offered for sale, but priced at the same level as above. Most of these books are titles from outside the Philadelphia Chapter area, but interesting books for a library. Those books will be displayed at the November 16 meeting, as well. Bring some cash or your checkbook!!



Saturday, November 11, 2017: Delaware Valley Chapter, NRHS will hold its 40th Annual Banquet Luncheon at the Cock 'n Bull Restaurant, Peddler's Village, Lahaska, PA. Cash bar starts at 12 Noon, buffet lunch at 1 PM. Fare: \$25 per person for members, \$30 per person for non-members. Program will feature Max Diamond with **Planning for the New York City Subway – the Previous and Next 100 Years**. For tickets, send remittance, payable to Delaware Valley Chapter, NRHS, to Thomas Hychalk, 58 West Maple Avenue, Morrisville, PA 19067-6642. Orders must be in by Wednesday, November 1. Tickets will be held at the door and will not be mailed.

Tuesday, November 14: Regular monthly meeting of Harrisburg Chapter, NRHS, Hoss's Restaurant, 743 Wertzville Road, Enola, PA. Optional dinner at Hoss's 5 PM, business meeting and program start at 7 PM. Program will feature well-known rail photojournalist Alex Mayes with "2016 in Review", a digital presentation covering Winter Storm Jonas' impact on Amtrak's Northeast Corridor, opening day of DC's streetcar line, operation of N&W 4-8-4 #611, Grand Canyon Railway action and Arizona scenes of Union Pacific, BNSF and Copper Basin Railway.

Thursday, November 16: Regular monthly meeting of Philadelphia Chapter, NRHS at SEPTA's Elkins Park Regional Rail station ("Elkins Central" meeting room), 7879 Spring Avenue, Elkins Park, PA 19027, 7:00 PM. Program will feature *Classic Trains Magazine* Editor Rob McGonigal, a Chapter Member and native of Glenside, Montgomery County, whose program will be announced in our November issue.

Saturday, November 18: Annual banquet of Lancaster Chapter, NRHS, Four Seasons Golf Club, 949 Church Street (between PA Routes 30 and 283), Landisville, PA 17538 2:00 PM. Banquet speaker will be Philadelphia Chapter President/Editor Larry Eastwood, with PowerPoint program, **Just Yesterday**, a January 15, 1960 slide program featuring a mythical trolley car tour of Philadelphia over Philadelphia Transportation Company trolley routes. The program was originally created by the late Joseph M. Mannix, a 71-year member of Philadelphia Chapter, who passed away in 2008. Ticket information will be found elsewhere in this issue.

Monday, November 27: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 625 Station Avenue, Haddon Heights, NJ, 7:30 PM. Program will feature Rail Historian and Philadelphia Chapter Member Joel Spivak with an illustrated lecture covering Philadelphia Transit Architecture.

Through November: Reading Railroad Heritage Museum, 500 S. Third Street, Hamburg, PA has new exhibit: "Bee Line Service on the Reading" The exhibit showcases the RDG's attempt to compete with trucks for short-haul business. Models, photos and archives tell the story. An exhibit on diesel locomotive technology and a showcase of Reading diesels is included. Museum is open Saturdays 10 AM to 4 PM, and Sunday Noon to 4 PM. Regular admission charges apply. For info, telephone 610-562-5513 or visit website: www.readingrailroad.org.

Saturday, December 2: Annual talk and walk on the Bryn Athyn Train Wreck of December 5, 1921, at Pennypack Ecological Trust, 2955 Edge Hill Road, Huntingdon Valley, PA 19006. See **Bryn Athyn Train Wreck**, this page.

Thursday, December 14 (SECOND Thursday): Regular monthly meeting of Philadelphia Chapter, NRHS at SEPTA's Elkins Park Regional Rail station ("Elkins Central" meeting room), 7879 Spring Avenue, Elkins Park, PA 19027, 7:00 PM. Program will feature Chapter Member Kevin Feeney with his annual "PowerPoint Potpourri" covering his numerous travel adventures during the Year 2017. This program is, to be sure, always informative and entertaining!!

Bryn Athyn Train Wreck Walk and Talk Set for December 2 (Plaque Dedication at Site at 3 PM)

On Saturday, December 2, the annual "Bryn Athyn Train Wreck Walk/Talk" will take place at the Pennypack Ecological Trust, 2955 Edge Hill Road, Huntingdon Valley, PA 19006, beginning at 1:30 PM. Reservations are required for this event, by telephoning PERT at 215-657-0830. Members of PERP may attend for free, but there is a nominal charge of \$5.00 for non-members.



Co-hosted by the Old York Road Historical Society of Jenkintown, the program features a 45-minute lecture by Chapter President Larry Eastwood on the causes and results of the horrific head-on collision between two Philadelphia & Reading passenger trains, which occurred on Monday, December 5, 1921. A total of 26 people were killed and 70 were injured.

Following the talk, OYRHS President David Rowland will lead a walk through the woods to the crash site, located along Montgomery County's Pennypack Trail, which is located on the roadbed of the former Reading Company Newtown Branch.

This year, at the crash site at 3:00 PM, a special marker will be unveiled detailing the accident, along with two benches where bikers and walkers may sit and reflect on this bit of history.

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

SEPTA Holds Rail Rodeo at Fern Rock on October 14

SEPTA held its annual Rail Rodeo at the Fern Rock Shop of the Broad Street Line on Saturday, October 14, with hundreds of SEPTA employees in attendance. Also present were many rail historian/enthusiasts, whose names were drawn in a lottery a week prior to the event. SEPTA Public Information Managers Kristin Mestre-Velez and Heather Redfern coordinated many of the activities, including the rail enthusiast lottery.

Shuttle bus service was provided from the Broad Street Subway Fern Rock Terminal and the Regional Rail Fern Rock station directly to the entrance to the Shop. At the driveway to the Shop one would notice the "John LaForce Signal Tower", dedicated to the 50-year plus signal engineer who was a Philadelphia Chapter member.



Entering the shop the attendees encountered some really nice historical panels depicting the nearly 90-year history of this vital Philadelphia transportation artery. Much of the graphic material came from the collection of retired Regional Rail engineer Larry Ryan, himself also a former Philadelphia Chapter member.

Activities within the Fern Rock Shop included exhibits on Broad Street Line car maintenance and repair. A Broad Street train circled around the complex, providing rides to those who desired to sample the equipment. Fern Rock also does motor and truck rebuilds for SEPTA's Regional Rail Silverliners, and exhibits of gearboxes and the like were available for inspection, with SEPTA personnel available to explain the work processes.

A plentiful supply of food was available to feed the many employees and guests in attendance, insuring that no one would go away hungry. Tootsie's Salad Express, a catering firm from the Reading Terminal Market had a wide variety and plentiful quantities of highly appetizing food choices for those present.

There were numerous vendor exhibits, too, providing choices of available health and financial services to SEPTA personnel. Among them was Peggy Maguire and her staff from the SEPTA Transit Gift Store, offering a wide variety of items for sale to suit the tastes and needs of the diversified audience in house.

SEPTA's Regional Rail Division provided a nice display of equipment at the SEPTA Fern Rock Transportation Center Regional Rail station. Included were SEPTA Genset #70, ALP44 electric locomotive #2308, center-door push-pull coach #2551 and cab car #2408. Also on hand and open for inspection were Silverliner V #706 and Silverliner IV #299.

In what has become an annual open house, SEPTA showcases really well just how it maintains the varied equipment that keeps Philadelphia moving.

New York and Newark to New York on the 2017 Amtrak Autumn Express

(Continued from Page 1)

to the boarding platform. Joining us at Newark was *Classic Trains* Editor and Philadelphia Chapter Member Rob McGonigal. Rob will be the presenter at the Chapter's November 16 meeting.

Also joining us at Newark were a Conrail Shared Assets crew, who would navigate the train from that point to "CP-1" on CSX's ex-NYC River Line. At Newark, the 642 was shut down and the 145 and 156 were powered up for nearly all of the trip. It should be pointed out that a; three locomotives were MU'd, and when out from under the wire, the train was operating at a push-pull set, with both the 145 and 156 powering the train. At NK on the former Lehigh Valley, the train reversed direction, heading alongside Oak Island Yard and crossing the Upper Bay drawbridge. The train then traveled the former National Docks Branch to CP-Nave, where the River Line connection was made.

Veteran Philadelphia Chapters will remember our 1985 "West Point Special" which wandered along the waterfront in Hoboken and Weehawken before going through the former Erie Bergen tunnels to access the River Line. This track is no longer in service, having been converted to an NJ Transit Light Rail Line, so this routing was different than the 1985 trip.

Following a crew change at CP-1, where the CSX crew got on, we got on a smooth roll along the west bank of the Hudson River. While the fall colors were somewhat muted because of the dry weather, great views were afforded of Iona Island and the Bear Mountain Bridge before passing the old West Point station and ducking under the U. S. Military Academy complex in a tunnel. Excellent time was made along the River Line; we did have to wait about 30 minutes at one point for a southbound freight train, which in reality was a good thing, providing an on-time arrival at Rhinecliff on the Empire Service line for our photo stop.

At CP-SK at the east end of Selkirk Yard, near Albany, the train reversed direction and gained an Amtrak Albany crew, crossing the Hudson River on the Alfred H. Smith Memorial Bridge to access the Amtrak route via the Schodack connecting track. The train made a good stop at Rhinecliff, where the sun peeked out for photographers.

As we got down toward New York, we were pacing a Metro-North train until diverting onto the Empire Connection at Spuyten Duyvil. As we entered the tunnel to access Penn Station, the train stopped and the ACS64 was livened up and the P42's shut down to descend into Penn Station. Arrival was at 6:01 PM (Saturday was 5:58 PM), both ahead of the 6:10 advertised time, bringing another Amtrak Autumn Express to a successful end.

As fares were collected in the morning, Amtrak Vice President Operations Chris Jagodzinski personally distributed a beautiful souvenir pin depicting the Hudson River Valley we were covering. Once again, Chris, as one might have expected, paid attention to every detail to insure a pleasant experience for those on board. As usual on the Autumn Expresses I've ridden, a really nice heavy cardstock itinerary was provided which could be kept as a lasting souvenir. To all the Amtrak people involved, the 289.1 miles covered on the 2017 Autumn Express was a great outing.