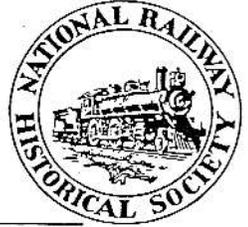




CINDERS

OCTOBER 2017



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Volume 78

Number 9

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

Chapter Website: www.nrhsp Philadelphia.org

Amtrak Autumn Express is on for October 14-15; Tickets Selling Well

Tickets for Amtrak's 2017 Autumn Express, subtitled the "Hudson River Loop", are selling quite well as of *Cinders'* deadline on September 24. As has been the case in prior years, sales for the Saturday, October 14 trip are ahead of those for the Sunday, October 15, but seats are available for both dates. Tickets were to go on sale at 10:00 AM on Tuesday, September 12, but there were some glitches in the Amtrak website until about 11:30 AM, when things cleared up.

AUTUMN EXPRESS 2017



HUDSON RIVER LOOP



The trip will depart from New York Penn Station at 8:00 AM, stop for a passenger pickup at Newark Penn Station at 8:30 AM. Passengers are reminded that, returning in the afternoon, the train will terminate at New York Penn Station and riders will be on their own to return to Newark or other points.

This year's Autumn Excursion will cover much rare mileage along the west side of the Hudson River, at the peak of the

(Continued on Page 8)

Meeting Notice

THURSDAY, OCTOBER 19, 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

Our meeting on Thursday evening, October 19, 2017 will feature Rail Historian (and model producer) Steve Stewart of Chalfont, PA with another slide collection lecture covering **Railroads of the Lehigh River Valley**. We've been treated to more than one of Steve's productions in the past, presentations which contain plentiful photographic coverage of his subject. This one comes with plenty of promise – don't miss it!!

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 which we expect may cover some vintage local views, although Rob hasn't finalized his decision yet. Rob, as many members know, is a native of Glenside in Montgomery County. We look forward to seeing him.

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.

Over the past several months, we've provided a selection of excess hard-cover books from the Chapter's storage site. These books are provided to members **FREE OF CHARGE**. Please come and help yourself to some additions for your personal book library.

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

**Tuesday, October 17, 2017
7:00 PM to 8:30 PM**

**Amtrak 30th Street Station
(Gather at 6:45 PM at the World War II Statue
on the 29th Street side of the Station)**

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.nrhphiladelphia.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

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Equipment Chair.....David R. McGuire (856) 241-8046
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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, 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). 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.

If your *Cinders* Arrives in Damaged Condition

If your *Cinders* arrives damaged or with pages missing, contact Editor Larry Eastwood at 215-947-5769 or ayrestower@comcast.net and a replacement copy will 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.

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.

Guess What Time It Is???
2018 Dues Renewal Season

The year 2017 has gone by quickly, and as the leaves fall off the trees, we are reminded that it is time for our members to renew for the year 2018.

Once again, membership renewals for the National Railway Historical Society will be sent separately from our own Philadelphia Chapter renewals. This has caused continued confusion among any number of members, and so this reminder that, because you have paid your NRHS National dues, that DOES NOT mean you have paid your 2018 Philadelphia Chapter dues.

Bills for Philadelphia Chapter dues will be mailed during the month of October. The dues level for the year 2018 remains at \$20.00 per member. Members' financial support above and beyond the normal dues level is solicited. Your dues payment covers the issuance and mailing of *Cinders* as well as our room rental at Elkins Park.

Above and beyond dues, however, is our annual liability and property insurance, as well as the rental on our storage space, located in Willow Grove. These two items total approximately \$5,000 per year, and are unfortunate necessities for our existence. The Chapter officers are deeply appreciative of your past support, and solicit it once again. Please give your 2018 renewal your prompt attention when it arrives in the mail.

Philadelphia LCL.....

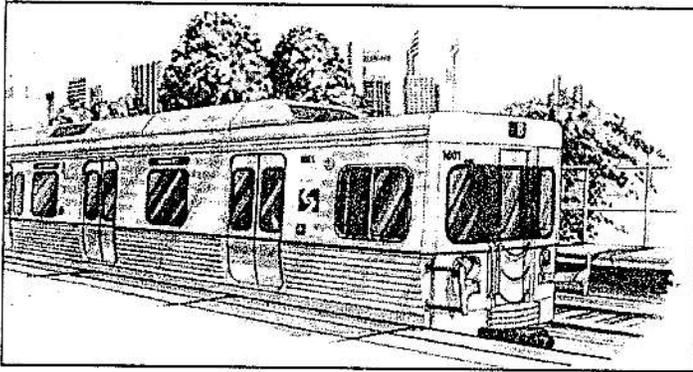
New York Chapter, NRHS, informs us in their September newsletter that **Jan Archacki**, a longtime NRHS member, and former #1 ticket agent for the Pennsylvania Railroad at Penn Station in New York, passed away on April 4, 2017. Jan, a Chapter-only member of Philadelphia Chapter for quite a number of years, held NRHS Membership Number 1852, indicating he joined the Society in the early 1960's.....**John H. Willever**, of Washington, NJ, passed away on August 29, 2017 at the age of 89. A long-time employee of the New Jersey Department of Transportation, his particular passion was the Delaware, Lackawanna & Western, although he held memberships in various rail historical societies.....**Jerry Joe Jacobson**, steam preservationist who built the *Age of Steam Roundhouse* in Sugarcreek, OH, passed away on September 13 at the age of 74, following a long illness. Jacobson was born in Jacksonville, IL in 1943. In 1988, he purchased 90 miles of ex-Wheeling & Lake Erie track between Brewster and Zanesville, OH, naming it the Ohio Central Railroad. The empire expanded to some 550-miles, known as the Ohio Central System, based in Coshocton. His rail system ultimately included 19 steam locomotives, 28 diesels, 24 passenger cars and other associated equipment.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



A single-car train on the Norristown High Speed Line slammed into an empty car parked at 69th Street Transportation Center at 12:15 AM on Tuesday, August 22, injuring the operator and 31 of the 42 passengers on board. The striking car reportedly was #146 arriving from Norristown. The NHSL is equipped with Automatic Train Control, but in some cases ATC does not control the actual speed of a train in a terminal area such as 69th Street. According to newspaper reports, the operator had earlier overrun the stations at Gulph Mills and Bryn Mawr, and had to back up to receive passengers. A preliminary report from the National Transportation Safety Board (NTSB) indicated that both excessive speed and slippery rails may have contributed to the accident On Saturday morning, September 16, an eastbound Market-Frankford train derailed its head car near Spring Garden station, as the train was crossing over in a construction area. None of the 32 passengers on the car was injured in the low-speed derailment. Shuttle bus service was operated between the 8th Street and Berks stationsThe NTSB on August 31 issued a notice to SEPTA that both inward and outward-facing cameras should be installed in all rail vehicle cabs to assist in accident investigations. The recommendation apparently resulted from the NTSB's investigation of last February's derailment on the Market-Frankford Line loop at 69th Street (see March *Cinders*).

A blockbuster announcement came from Amazon in August when the mammoth online retailer said it was looking to establish a second headquarters away from its current base in Seattle. Given the tremendous economic impact such a project would have, including up to 50,000 new jobs, the competition among cities is expected to be fierce. "This is going to be the mother of all feeding frenzies," said one think tank analyst, "and I would expect everyone to fork up a huge amount of money" in tax breaks and other incentives. Several qualifiers were specified by Amazon: the metro area must have a population of at least one million, a stable business environment, a large undeveloped property near an international airport, prospective employee talent, major highways and a good public transit system. Some observers think that Philadelphia could meet these criteria, with the Schuylkill Yards area near 30th Street Station or the Navy Yard.

SEPTA is looking to Houston, TX, for ideas on how to reshape its bus system, according to an article in the September 12 edition of the *Inquirer*. Two years ago the Houston Metro restructured its bus network by offering more frequent service on key routes, more direct routes, diverting some routes away from the city's congested core, eliminating routes that duplicated its three light rail lines and providing more weekend service. All this reversed a long downward trend in Metro ridership, so SEPTA has hired the same consultant that contributed to the redesign of bus service in Houston to evaluate the route structure in Philadelphia.

An officer of Transport Workers Union Local 234 last month complained that SEPTA is outsourcing too much work that could be done by in-house employees. With the surge in capital spending made possible by greatly increased funding from the State, the union feels that additional permanent jobs should be created within SEPTA to do some of the work now awarded to outside contractors.....On September 18 SEPTA began a two-week project to replace 1,100 feet of track on Spruce Street between 38th and 40th Streets. This will renew track installed in the 1950's, now used exclusively to divert Routes 11,13, 34 and 36 cars to the 40th & Market Streets subway station.....One slogan in SEPTA's current radio ad campaign promoting safety is "A moving trolley can't steer out of the way. Stay off the tracks!"

Socially-conscious developer Ken Weinstein said last month that he will invest \$12 million in an "adaptive reuse plan" to redevelop seven old buildings in the Wayne Junction area. He plans to create new apartments, office space and a trolley-style eatery similar to the Trolley Car Diner in Mount Airy that he already owns. Weinstein specializes in rejuvenating old properties, both residential and commercial. He was influenced to focus on the lower Germantown area by SEPTA's recent \$31.5-million rebuilding of the Wayne Junction station..... October 8 is the tentative start date for SEPTA's new Boulevard Direct express bus service between Frankford Transportation Center and Neshaminy Mall (see June *Cinders*). Twelve articulated buses will be assigned to the service, all wearing a distinctive green wrap with a big "D" logo.

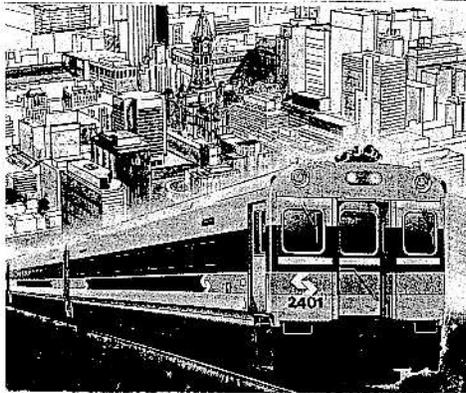
The final Environmental Statement for SEPTA's plan to extend the Norristown High Speed Line to King of Prussia has been completed, and will be released this month. Then a series of public hearings will be scheduled.....Work continues on the construction of a new College Avenue bridge over NHSL tracks in Haverford (see January *Cinders*). Over the weekend of September 9-10 SEPTA used a bus bridge between 69th Street and Bryn Mawr to get around the work site.....A male passenger was struck and seriously injured by a subway train at the 40th Street station about 6 PM on Wednesday, September 20. For a time SEPTA ran shuttle buses between 30th and 52nd Streets.

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PHILADELPHIA EXPRESS

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SEPTA REGIONAL RAIL

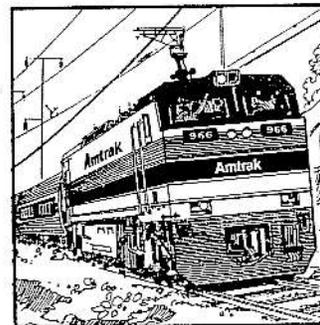


SEPTA is adding a bunch of amenities for its 25,000 daily customers at Suburban Station. Among the new features are free high-speed wi-fi, ten new interactive kiosks offering real-time transit information and two device-charging stations. But some of those customers still complain about the homeless population that is allowed to frequent the station concourse..... SEPTA says that its \$36 million modernization project at Levittown-Tullytown station is 50-percent complete. The station building is being replaced, high-level platforms installed, a new pedestrian overpass built with elevators and parking lot expansionSEPTA's 15 new ACS-64 electric locomotives, which will begin arriving next year, will be identical to the ACS-64's currently in service on AMTRAK's Northeast Corridor—except for one thing. The SEPTA units will not have restroomsThe newest diesel switcher on SEPTA, genset #80 (see June *Cinders*), is in active service. In addition to handling work trains, it has been sent out to rescue a disabled passenger train as well as a broken-down wire train. But old unrebuilt SW1500 #52 seemingly remains SEPTA's most reliable diesel, while repowered BL15 #50 reportedly is out of service, genset #70 has had problems and the two elderly RL1's are showing their age.

A 42-year-old male trespasser was struck and killed by inbound push-pull train #9724 just east of Bridesburg station at 7:45 on Wednesday morning, September 13. This was the 14th trespasser death in the Philadelphia area this year, following another one two weeks earlier at nearby Torresdale (see below). Passengers on #9724 were transferred by ground to following trains 726 and 9728 on track #3. Those trains were each delayed for an hour or more and service from Trenton was disrupted even longer.....A switch failure at Wayne Junction just before 3 PM on Friday, August 25, resulted in massive delays on all lines during the afternoon rush hour.....At 3:15 PM on Saturday, September 9, train #528 bound for Doylestown struck a downed tree on #2 track in the Gwynedd cut near North Wales. The lead car suffered pantograph damage and had to be cut off, then the rear cars ran back to "Gwynedd" and crossed over to #1 before proceeding north. The tree was cleared at 4:53 PM..... The epidemic of crossing gate failures and damaged gates on SEPTA lines continued last month, resulting in train delays.

SEPTA #2308 is the last remaining ALP-44 electric locomotive still operating anywhere in the world. But it has a reputation for unreliability, all too often failing while in service. And September was no exception. On Thursday the 14th Thorndale express #9561 **Great Valley Flyer** had to be annulled before it even left the Wayne Electric yard because of burned-out wiring in #2308. But replacements for SEPTA's eight aging electrics are on the way, in the form of 15 new ACS-64's from Siemens due to arrive next yearA Peco power line fell across the AMTRAK mainline in Marcus Hook around 10:30 AM on Tuesday, September 19, halting all Northeast Corridor traffic. SEPTA was forced to suspend its Wilmington service for almost two hours, annulling five trains and delaying six others. Several Amtrak trains, including four Acelas, also were delayed between one and two hours.

SEPTA now has its Automatic Vehicle Location system up and running on AMTRAK lines, so that train locations can be determined in real time rather than relying on Amtrak reports as was previously the case. This will help refine the scheduling process in time for the reissue of Regional Rail timetables on December 10.....SEPTA has improvement projects underway at several RRD stations. These include Levittown (new station and pedestrian overpass, high-level platforms), Exton (high platforms), Villanova (new pedestrian tunnel), Yardley (high platforms), Secane (high platforms) and Paoli (pedestrian overpass with elevators, high platforms)Catenary work will continue on the West Trenton line to replace the present three-wire system with two wires. Bus shuttles will run on weekendsSEPTA is gearing up for a tough fall leaf season, using three gel trains to combat slippery rails.....Those two demotored F units which were up for sale (see September *Cinders*) may now be scrapped instead.



AMTRAK

After a four-hour hearing in Philadelphia Municipal Court on September 12, a judge told former AMTRAK Engineer Brandon Bostian that all charges against him were dismissed. This action came as a surprise to some, after Pennsylvania Attorney General Josh Shapiro last spring had charged Bostian with eight counts of involuntary manslaughter, one count of risking a catastrophe and 238 counts of reckless endangerment in the derailment of train #188 at Frankford Junction in May of 2015 (see July *Cinders*). The judge said that there was no evidence of criminal intent and that "it's more likely than not that this was an accident..." Bostian, who was alone in the cab of the locomotive, told investigators that he did not remember accelerating the train to

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PHILADELPHIA EXPRESS

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106 mph approaching the Frankford curve, which has a posted speed of 50 mph. A blood test at the time revealed no alcohol or drugs in his system and he was not using his cell phone.

As promised, AMTRAK completed its intensive renewal project at New York's Penn Station before Labor Day. Regular service resumed on Tuesday, September 5, for Amtrak, NJ TRANSIT and LONG ISLAND RAIL ROAD customers, with trains running pretty much on time. (The six Empire Service trains that temporarily had been diverted to Grand Central Terminal were returned to Penn Station.) The feared "Summer of Hell" generally failed to materialize as savvy commuters found ways to deal with the cutbacks in train service, using a variety of alternatives including ferries, express buses and PATH trains to reach Manhattan. The project focused on replacing tracks and switches in the critical "A" interlocking at the west end of the station, as well as rebuilding certain tracks serving platforms 5, 6 and 7. Additional work still needs to be done over the next nine months, but this will be confined to weekends. The accelerated repair project was spurred by three derailments in the station earlier this year caused by deteriorated track. Amtrak reports that during the period extending from July 10 to September 1 up to 360 railroad employees worked around the clock to install 897 ties, 1,100 feet of rail, 1,000 tons of ballast, seven turnouts, four diamond crossings and 176 yards of concrete.

Within the past few weeks two major hurricanes, Harvey and Irma, struck the U.S. mainland, causing horrendous damage and disrupting all forms of transportation. The worst impact on passenger rail occurred in the wake of Irma, an extremely powerful storm which struck Florida on Sunday, September 10, and moved up the West Coast, causing billions of dollars in damage over the entire state. East Coast cities in Georgia and South Carolina also suffered severe flooding. AMTRAK cancelled all service to and from Florida, with the last northbound **Auto Train** leaving Sanford on Saturday the 9th, while the northbound **Silver Star** and **Silver Meteor** made their last departures from Miami the previous day. Extra coaches were added to those trains. The **Palmetto** between New York and Savannah, GA, also was cancelled for a week. Amtrak began to restore service on Friday, September 15, with the **Palmetto** back in operation and the **Silver Star** resuming service from Jacksonville north. The first northbound **Auto Train** departed its Florida terminal in Sanford on Monday the 18th, but Silver Service from and to Miami remained suspended due to storm-related track conditions on CSX and TRI-RAIL. The first northbound **Silver Meteor** left Miami on Wednesday the 20th, while the **Star** was extended to Miami that same day, returning north on the 21st.

AMTRAK reissued its Northeast Corridor, Keystone and Empire Service timetables effective September 5, following completion of the Penn Station project. They are currently available only online, as paper timetables appear to have been phased out. The online National Timetable also was updated in September, but with the same New York City cover photo as appeared on the July issue.....AMTRAK Chairman Anthony Coscia met with members of President Trump's staff last month to discuss the level of Federal support for the massive

Gateway Program, which will include the drilling of two new rail tunnels under the Hudson River, a new high-level bridge to carry the Northeast Corridor over the Hackensack River at "Portal" and rehabilitation of the two existing 107-year-old tunnels to Penn Station in Manhattan. The estimated cost of the entire project has risen from \$24 billion to \$30 billion. Earlier, President Trump himself met with a group of New York and New Jersey lawmakers as well as with Governors Andrew Cuomo and Chris Christie (NARP).

Once again AMTRAK will remodel the interiors of its 450 Amfleet I cars, but contrary to rumors there will be no change in the spacing or width of the seats. To be completed by next summer at a cost of \$16 million, the 40-year-old Budd-built cars will get new seat cushions, new carpeting, new LED reading lights, new bathroom flooring, upgraded wainscoting, new curtains in business class cars and redesigned galleys in the café cars. Reportedly, new CEO Richard Anderson, the former head of Delta Air Lines, considers the wider spacing of seats as a selling point versus notoriously cramped airline seats. "(T)hese modernized interior features are a marked improvement in the overall ambience" of the trains, said Co-CEO Wick Moorman. The rehab will help in Amtrak's new marketing campaign which invites travelers to "Break the Travel Quo," by emphasizing the comfort of rail travel as compared with airplanes and automobiles (*Trains*, NARP).....AMTRAK does plan to rebuild and return to service the two ACS-64 locomotives—#601 and 627—that were involved in wrecks over the past two years.

AMTRAK's long-distance services appear to have survived the effort by the Trump Administration to eliminate all funding for those trains. Last month the House of Representatives approved a Federal budget for Fiscal Year 2018 of \$2.1 trillion, one part of which is a transportation spending package that includes \$1.4 billion for Amtrak. Of that amount \$1.1 billion would go to the national network and \$328 million to the Northeast Corridor, in addition to \$500 million for state of good repair grants in partnership with the states. Out of these funds \$900 million apparently is intended for the Gateway project, though it is not specifically earmarked that way. The bill also includes \$2.2 billion for the Federal Railroad Administration and \$11.75 billion for the Federal Transit Administration. But the so-called TIGER capital grant program for railroad and transit projects is not included in the legislation (*Trains*, NARP).

Eastbound train #192 struck and killed a trespasser at Torresdale station around 7:45 PM on Sunday, September 3. The passengers were transferred but SEPTA was forced to fully or partially annul seven Trenton line trains. SEPTA #729 was stopped at Tacony, its passengers bused on to TrentonTwo teenagers were struck by AMTRAK trains at Main Line stations over the Labor Day weekend while waiting for SEPTA trains to take them to the Made in America Festival in center city. One was a 16-year-old boy who was sideswiped by eastbound Keystone train #666 on Saturday, September 2, at Malvern station, while the other was a girl hit by eastbound **Pennsylvanian** #42 at Merion station on Sunday the 3rd. The boy was not seriously injured but the girl was hospitalizedAMTRAK will equip about 310 of its P40 and P42 diesel locomotives with Positive Train Control (PTC)

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PHILADELPHIA EXPRESS (Continued from Page 5)

equipment. This will make them compatible with new PTC systems on freight railroad lines which must be in operation by the end of 2018. All of Amtrak's ACS-64 electric locomotives, control cars and a few diesel units already are equipped with Amtrak's own PTC system, known as ACSES, on the Northeast Corridor.....As part of the ongoing Paoli Transportation Center project, AMTRAK has removed the ancient westward position light signal from the Valley Road overhead bridge and installed a new color position light signal 90 feet to the west.



CSX, NS
OTHER
ROADS

CSX remains in the news, mainly because of the efforts of new CEO E. Hunter Harrison to remake the sprawling system into another beneficiary of his "precision railroading" technique. And signs do indicate that CSX is emerging from its summer service meltdown. In a September 6 statement, Harrison said that "CSX has made very good progress in the past 60 days in transitioning its operating model to Precision Scheduled Railroading, and I'm confident that many of the challenges we and our customers have recently faced are behind us....The railroad is now returning to a normal operating rhythm, and our performance metrics are improving." While some customers have taken issue with that rosy pronouncement, at least a few of those metrics actually have improved. In mid-September average train speed of 15 mph was the highest it's been in nine weeks while average terminal dwell time was the lowest in 14 weeks. The on-time arrival rate of 66 percent also was the highest in nine weeks, in spite of the outages caused by Hurricane Irma in Florida and other states (*Trains, Railway Age*).

CSX said that it evacuated 1,500 freight cars from Florida before Irma struck on September 10, and held back thousands of cars and nearly 200 trains until service could be restarted. Tracks were blocked by hundreds of fallen trees or by flooding, and grade crossing protection failures were widespread, but service to nearly all of Florida was restored within a week. The storm will undoubtedly cost CSX a lot of money in repair costs, which in turn may reduce net income for the period. Flooding was so bad in Jacksonville, CSX's headquarters city, that the main office building downtown had to be closed on Monday and Tuesday, September 11 and 12. Reacting to the hurricane crisis, the Surface Transportation Board postponed until October 11 the "listening session" that had been set for September 12 in Washington to hear shipper complaints on CSX service (*Trains, Railway Age*).

NJ TRANSIT reports that it spent more than \$1 million to keep riders informed about service changes resulting from the

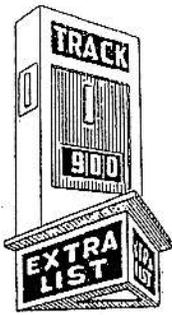
massive two-month track repair project at Penn Station, New York. NJT riders were probably the most impacted by the service cuts during the summer. The PR effort included promotion of a special website covering service disruptions, and was about \$300,000 more than NJT's normal marketing budget for the year..... A former NJT executive blasted the agency while testifying before a State legislative committee last month. Former Chief Compliance Officer Todd C. Barretta told lawmakers that NJT was riddled with dysfunction, used outdated safety rules administered by unqualified personnel and allowed widespread abuse of labor law. Barretta, who was terminated in August, expressed concern that NJT would not be able to meet the December 2018 deadline for full installation of Positive Train Control. "NJ Transit is an agency in peril and needs assistance, it needs a new direction," Barretta concluded. But NJT Executive Director Steven Santoro rebutted Barretta's testimony, asking how he could obtain so much information since he was only employed there for about four months. Governor Christie also fired back, charging that the former executive gave "false and retaliatory testimony" (*Trains*).

A new report released by the Fund for New Jersey says that the greatest challenge facing the State's new governor next year will be its aging and often unreliable transportation system. As detailed in a September 15 *Inquirer* article, the report offers a series of transportation policy recommendations that the State should begin implementing next year..... CONRAIL has completed the huge cleanup of the notorious Gurney Street strip in Kensington, which for years had been a festering encampment of heroin dealers and addicts (see July *Cinders*). Under an agreement with the city, Conrail removed mountains of trash and drug paraphernalia, cutting down trees and leaving only the single Richmond industrial track and bare ground in the half-mile-long cut. Iron fencing has been erected along the tops of the cuts to prevent the return of the former "residents."

While the Kensington mess was being cleaned up, progress was being made on another rail line in the city. Actually, this is a former rail line which will be the central attraction in the new Reading Viaduct Park under construction in the northern part of center city. Work is progressing on Phase I of the linear park, the old City Branch ramp leading up from Noble Street to the viaduct at 11th Street. The volunteer group Friends of the Rail Park, which has spearheaded the project, also has acquired the abandoned Reading dining car #1186, which sits forlornly on a detached track at Broad & Noble. A half-century ago the car operated on the famous Iron Horse Rambles, but later was purchased for use as a local diner and bagel shop on Broad Street. It now will be converted into a welcome center for the park.

The Delaware River Port Authority has awarded a \$2-million contract to Burns Engineering to plan what is needed to reopen PATCO's long-shuttered Franklin Square station (see December 2016 *Cinders*). The *Inquirer* reports that to fully modernize the station will require at least \$27 million and it could not be reopened until 2022.....Siemens has acquired a new locomotive service facility in New Castle, DE, which will serve as the company's digital service, supply chain and technical training hub for the East Coast. It will not physically service locomotives but will furnish digital analytics and other services to customers.....Kodak announced last month that it will

(Continued on Page 8)



Tuesday, October 10, 2017:

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 will start at 7 PM. Program will feature Chris McNally, Executive Vice President of the Baltimore Streetcar Museum, describing the Museum's historical progress, which dates back to the year 1966.

Friday, October 13: Monthly Membership Meeting of Anthracite Railroads Historical Society, Quakertown Railroad Station, just off PA Route 313, Quakertown, PA, 7:30 PM. Program will be Philadelphia Chapter President/Editor Larry Eastwood with PowerPoint program, **West Trenton Local (and Beyond).**

Saturday, October 14: *SEPTA's 2017 Rail Rodeo and Exhibition*, at Fern Rock Car Shop, 11th & Nedro Avenue, Philadelphia, PA, 9 AM to 1 PM. See the rail equipment and mechanics and engineers who keep the SEPTA rail fleet rolling. *PLEASE NOTE: Advance Registration Required for this event. As in prior years, a lottery will be drawn for non-SEPTA rail enthusiasts to attend. See Page 8 of this issue for more information. To register, go to www.septa.org/rail rodeo.*

Saturday/Sunday, October 14-15: Amtrak 2017 Autumn Express special excursions, originating Penn Station (New York) with morning stop at Newark, NJ for passengers. Train will return only to New York Penn Station and not to Newark. Trip will cover both banks of the Hudson River to Selkirk, NY. Fare: \$169. Tickets went on sale on September 12. Please see article with more details on Page 1 of this issue of *Cinders*.

Sunday, October 15: West Jersey Chapter, NRHS will sponsor SEPTA Light Rail excursion using SEPTA Kawasaki LRV. Trip originates at SEPTA Elmwood Depot, 73rd Street and Elmwood Avenue, Philadelphia at 9:00 AM and will last six (6) hours. Trip will cover non-revenue trackage as available plus as much of Routes 10, 11, 1, 15, 34 and 16 during time allotted, plus subway-surface, if available. Fare: \$40.00 per person. Order tickets from: West Jersey Chapter, NRHS, c/o Bill Sweeney, 20 Webster Avenue, Cherry Hill, NJ 08002-3729. If you have questions, contact Bill Sweeney at 856-427-9327.

Thursday, October 19: 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 Rail Historian Steve Stewart with a slide show on "Railroads of the Lehigh River Valley". Steve has been with us before, and always has a wide variety of photos on his subject. Don't miss this one!!

Friday, October 20: Regular monthly meeting of Delaware Valley Chapter, NRHS, Morrisville Public Library, 300 N. Pennsylvania Avenue, Morrisville, PA 19067-6621, 7:30 PM. Program will be Philadelphia Chapter President/Editor Larry Eastwood with PowerPoint program, **West Trenton Local (and Beyond).**

Monday, October 23: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 625 Station Avenue, Haddon Heights, NJ, 7:30 PM. Program will feature Wilmington Chapter President E. Steven Barry of South

Jersey rail views from many years ago. This program has been digitized, so come out for an entertaining historic view evening.

Saturday, November 4: The Fall, 2017, Mass Transit & Trolley Modelers' Convention, sponsored by the New York city Model Transit Association & The Shore Line Trolley Museum, at the Parsippany PAL Center, 33 Baldwin Road, Parsippany, NJ 07054, 9 AM to 5 PM. Admission: \$15 before October 21, \$20 after and at door. Spouse and children free. The Parsippany PAL is located just off Route 46 and Baldwin Avenue in Parsippany, NJ and is near I-80 and several major highways. For additional information, E-mail transitmeet@yahoo.com.

Saturday, November 11: 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.

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 provided in November *Cinders*.

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. Complete details forthcoming in November *Cinders*.

SEPTA Sets 2017 Rail Rodeo October 14

Non-SEPTA Attendees Will be Selected by Lottery

SEPTA's annual Rail Rodeo and Exhibition will take place once again this year, on Saturday, October 14 at the Fern Rock Car Shop and Fern Rock Transportation Center. It is scheduled to run from 9 AM to 1 PM.

While designed for SEPTA employees and their families, SEPTA has extended an invitation to the rail enthusiast community to participate, and will conduct a drawing lottery for potential attendees. The lottery is open to non-SEPTA individuals from September 18, 2017 through Monday, October 2, 2017. However, the Lottery Registration Form says the deadline will be 3:00 PM, Friday, October 6. Philadelphia Chapter members should submit their Registration Form as soon as they receive this issue, to www.septa.org/railrodeo or septa.org/railrodeo. A maximum of two registrants may be enter per form.

Winners of the lottery will be contacted by E-mail on Friday, October 6, and as usual, there will be check-in table at the Fern Rock Shop on Saturday, October 14.

As in prior years, there will be Regional Rail equipment displays, Silverliner IV and Silverliner V cars among them, on the "O" track at Fern Rock Regional Rail station.

On the Fern Rock Car Shop complex, there will be subway train and diesel equipment displays, shop tours, hands-on equipment demonstrations, including destination, sequencers and public address test equipment. There will be a Mobile Positive Train Control (PTC) Display, and some model train displays.

This popular annual event provides an opportunity for rail enthusiasts to go behind the scenes and learn what SEPTA employees do to keep the system moving, as well as the chance to meet some SEPTA personnel in person.

Amtrak Autumn Express is on for October 14-15; Tickets Selling Well

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2017 Fall foliage period. Departing Newark, the train will change directions and head to Jersey City, for a quick glimpse of the New York Harbor, arriving on the Hudson River just below Haverstraw. Passing Bear Mountain bridge, the U. S. Military Academy at West Point (destination of a September, 1985 Philadelphia Chapter, NRHS trip), Storm King Mountain and Newburgh, the train will head inland.

At the east end of Selkirk yard, the train will again reverse direction, crossing the Alfred H. Smith Memorial Bridge at Castleton, NY, then descend down onto Amtrak's Hudson Line for the 112-mile run down the east short. After crossing the Spuyten Duyvil moveable bridge, the train will traverse Amtrak's Empire Connection the final 12 miles to New York Penn Station.

Tickets are \$169 per person, with children 2 to 12 riding for half-price with each paying adult. Riders will also received a boxed lunch, souvenir tote bag and commemorative lapel pin with the purchase of their ticket.

To order tickets, go to www.amtrak.com and go to the "Buy Tickets" tab and take the following steps:

1. Select One-Way
2. Enter New York Penn Station (NYP) or Newark, NJ (NWK) in the "From" box
3. Enter Autumn Express Excursion Train (AXP) in the "To" box
4. Select October 14 or October 15 as the depart date.
5. Select the number of Adult or Child passengers (Maximum of eight (8) tickets).

Passengers with disabilities should call 1-800-USA-RAIL to book their trip.

2018 NRHS Convention

Cumberland, MD

Ramada Inn Downtown

Dates to be Announced

PHILADELPHIA EXPRESS

(Continued from Page 6)

resume manufacturing its once-beloved 35-mm Ektachrome 100 color slide film beginning next year (see February *Cinders*). The film will be produced in the United Kingdom, and is sure to please many traditional railfan photographers.....The old Pennsy Pier 122 in South Philadelphia, idle for years since the last iron ore ship was unloaded there in the 1990's, has been converted into an automobile unloading terminal served by CSX and NORFOLK SOUTHERN. The State purchased the pier from CONRAIL in 2007 and the current operators have spent \$3 million on improvements.

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

