

# CINDERS

JULY 2018



IN THIS ISSUE

Philadelphia Chapter News.....	1-2
PHILADELPHIA EXPRESS , by Frank Tatnall.....	3
Miscellaneous News.....	6
Extra List.....	8

Volume 79

Number 7

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

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

**PHILADELPHIA CHAPTER, NRHS  
 Board of Directors Meeting  
 Summer, 2018**

-----  
**Tuesday, August 14, 2018  
 7:00 PM to 8:30 PM**  
 -----

**SEPTA Elkins Park Regional Rail  
 Station, 7879 Spring Avenue  
 Elkins Park, PA 19027  
 (Enter on Spring Avenue side)**

**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](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.

**Last Call for Reservations for  
 July 20 Dinner in Fox Chase**

The deadline for reservations for Philadelphia Chapter's annual Bill Wagner Summer Dinner is fast approaching and members are reminded to insure that their reservations are mailed in time to reach the Chapter's Philadelphia mailbox on or before Tuesday, July 10, 2018. The July 20 date has been chosen to avoid any conflict for members traveling to the 2018 NRHS Convention, which will be held in Cumberland, MD from August 5-2, 2018.

The event will once again to held at Moonstruck Restaurant, 7955 Oxford Avenue in the Fox Chase section of Northeast Philadelphia. Moonstruck is a short one block walk from SEPTA's Fox Chase Regional Rail Station, and is served by three different SEPTA bus routes (18, 24 and 28).

The Dinner will be held on Friday evening, July 20, 2018. Cocktail hour will begin at 5 PM, with dinner seating at 6 PM. The menu will consist of two entrée choices: stuffed chicken breast with mushrooms, herbs in a Madeira wine sauce or broiled filet of salmon with lemon dill or basil pesto sauce. Included are a garden salad with tomato, cucumber and orange vinaigrette, gelato and sorbetto and coffee or tea.

The price for the dinner will be \$50.00 per person, which includes gratuity and Philadelphia tax. Reservations should be sent to: 2018 Summer Dinner, Philadelphia Chapter, NRHS, Post Office Box 7302, Philadelphia, PA 19101-7302 with remittance payable to PHILADELPHIA CHAPTER, NRHS.

The room we are normally assigned to is not handicapped accessible. As we look forward to 2019 and future years, we will definitely include accessibility in our planning.

**Some Summer, 2018 Notes.....**

Following are Summer, 2018 notes to members:

**Cinders Publication Schedule:** This issue of *Cinders* is scheduled to be mailed the week which begins on Sunday, July 1. This will provide a reminder to everyone to make their reservation for the July 20 Summer Dinner in Fox Chase (see notice at right). As you know, *Cinders* takes a break during the Summer. Our next issue will be the September issue. Because our September meeting is on Thursday, September 20, the mailing of the September issue will take place between September 4 and 10.

**Meeting Programs:** We still need a program for our meeting on Thursday, September 20. Programs have been finalized for our meetings on October 18, November 15 and December 13. Please see **Extra List** on Page 8 for subject matter. As often occurs, our meeting in December will be on Thursday, December 13 (*second Thursday*). Mark your calendars, please.

**Willow Grove Storage Site:** We need to have some work parties at our Willow Grove Storage Site. There is much material on hand to be sorted. Volunteers should be physically able-bodied. Contact President Larry Eastwood with your availability. Thank you.

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)**

Editor.....R. L. Eastwood, Jr. (215) 947-5769  
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  
Webmaster.....Daniel Knouse (215) 659-3436

**2018 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. 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, payable to **Philadelphia Chapter, NRHS** 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.

**ADDRESS CHANGES:** Send to Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. (Include your **CURRENT TELEPHONE NUMBER** and **E-MAIL ADDRESS** so our records are complete.)

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

## Philadelphia Chapter Plans For 2018-2019 Meeting Year

It's June, believe it or not, and that means it is time to consider Philadelphia Chapter's meeting schedule for the 2018-2019 year. All of the dates listed below are subject to the availability of our Elkins Central meeting facility.

With the exception of the meetings in December, 2018 and June, 2019, all meetings are on the third Thursday of the month. Projected dates for the coming meeting year are:

Thursday, September 20, 2018  
Thursday, October 18, 2018  
Thursday, November 15, 2018  
Thursday, December 13, 2018 (2<sup>nd</sup> Thursday)  
Thursday, January 17, 2019  
Thursday, February 21, 2019  
Thursday, March 21, 2019  
Thursday, April 18, 2019  
Thursday, May 16, 2019  
Thursday, June 13, 2019 (2<sup>nd</sup> Thursday)

The meeting dates are subject to review and approval of the Chapter's Board of Directors at the Summer, 2018 meeting, tentatively scheduled for Tuesday, August 14, 2018.

## Did You Miss "Montgomery County Trolleys" at Our June 21 Meeting?

Did you miss Chapter Member Mike Szilyagi's excellent **Montgomery County Trolleys** PowerPoint presentation at Philadelphia Chapter's June 21 meeting in Elkins Park?? If you did, the program will be presented on the following dates at local venues:

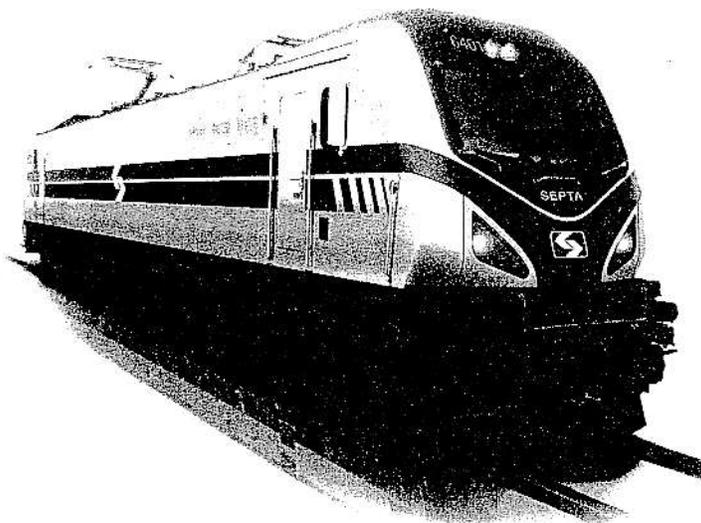
**Saturday, July 21, 2018, 2:00 to 4:00 PM,** at Barnes & Noble Book Store, Willow Grove Shopping Center, 102 Park Avenue, #1, Willow Grove, PA 19090

**Tuesday, October 9, 2018, 7:00 PM,** at Old York Road Genealogical Society, Abington Township Public Library, 1030 Old York Road, Abington, PA 19001

**Tuesday, October 23, 2018, 7:30 PM,** Upper Moreland Historical Association, Upper Moreland Township Building, 117 Park Avenue, Willow Grove, PA 19090

This is an excellent program and highly recommended for all local rail historians to see. The program compliments Mike's newly-issued Arcadia Book, **Montgomery County Trolleys**, and contains outstanding photo reproduction.

## Coming Soon!!



**to a Station Near You!!**

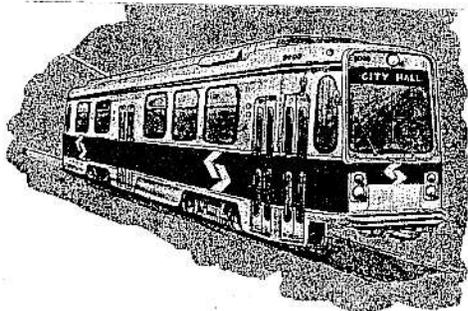
**2018 NRHS CONVENTION**  
**Ramada Inn**  
**(former Holiday Inn)**  
**CUMBERLAND, MARYLAND**  
**August 7-12, 2018**

# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

## SEPTA TRANSIT



In May 1991, over the signature of then-General Manager Louis J. Gambaccini, SEPTA released a 28-page document entitled "A Vision of the Future: Planning for the Year 2010." The plan included a host of goals and objectives such as maximizing passenger safety and security, operating clean-burning, fuel-efficient transit vehicles and preserving and strengthening existing service, many of which have been achieved at least to some degree.

But also on the wish list were numerous long-forgotten projects, including the restoration of service from Cynwyd to Ivy Ridge (now a part of the Cynwyd Heritage Trail), building the Cross-County Metro rail line from Downingtown to Morrisville (described as a "centerpiece of SEPTA's long-range planning") and the possible opening of 32 new transportation centers in places like New Hope, of which only one has actually been built (Chester). There are photos of some familiar vehicles in the booklet, such as the Kawasaki light rail cars and AEM-7 locomotives, which still survive 27 years later but whose days are now numbered. In fairness, it should be pointed out that back in 1991 funding to support ambitious transit projects was very iffy and it would not be until 2013 that Pennsylvania Act 89, providing significant new financial support to SEPTA, would become law.

The network of underground concourses in center city was taken over by SEPTA from the City in 2014, and the first phase of its \$60-million Concourse Improvement Project is nearing completion. The system of pedestrian passageways and stations is centered on the redesigned "Oculus," a brightly-lit circular space beneath Dilworth Park. Pedestrians can walk east-west from 11<sup>th</sup> to 18<sup>th</sup> Street and north-south from near Race to Spruce Street without ever emerging into the daylight. Long considered dismal and even dangerous, the corridors will be upgraded to make them "more inviting for everyone," said General Manager Jeffrey Kneuppel at a press conference in the Oculus on June 19. With new elevators, lighting, paint and better signage contributing to their spiffed-up appearance, the concourses are to be renamed the "Downtown Link," since they connect several subway, trolley and Regional Rail stations with City Hall and numerous other street-level buildings, as well as with below-ground shopping areas and PATCO stations. The concourse project is expected to require another decade of work before it can be declared complete.

SEPTA last month released its Philadelphia Bus Network Choices Report, which assesses the existing bus network and explores whether a network redesign could help address the current decline in transit ridership. The study was conducted by Jarrett Walker & Associates, a consultant which had done a similar study for the Houston (TX) transit system (see October 2017 *Cinders*). Among the changes SEPTA should consider, the report said, would be to eliminate transfer fees, put bus stops on every other block, design faster and more direct routes and reconvert the Route 15-Girard Avenue trolley line back to a bus operation. The next step for SEPTA is to issue a Request for Proposals (RFP), which would result in the hiring of consultants to carry out a Comprehensive Bus Network Redesign (CBNR). That process is expected to last for several years and involve extensive public outreach throughout the SEPTA service area.

Another part of SEPTA's years-long program to renew trolley tracks in Southwest Philadelphia was undertaken during the second week of June. This involved a track renewal project on Route 13 along Chester Avenue between 65<sup>th</sup> and 66<sup>th</sup> Streets. Buses replaced trolleys between Darby Transportation Center, Yeadon and the 40<sup>th</sup> Street subway portal during the shutdown. This work was in addition to the ongoing replacement of the Woodland Avenue bridge between 47<sup>th</sup> and 48<sup>th</sup> Streets, forcing Route 11 and 36 cars to detour via Chester Avenue between 49<sup>th</sup> Street and the 40<sup>th</sup> Street portal. The bridge project is expected to last until the summer of 2019. Earlier this spring SEPTA replaced track on Route 36 along Elmwood Avenue between 59<sup>th</sup> and 65<sup>th</sup> Street, with shuttle buses operating between Eastwick loop and the 40<sup>th</sup> Street portal.....Starting September 1, SEPTA no longer will accept senior citizen transit ID cards. After that date seniors must present a SEPTA Key photo ID card.

## SEPTA REGIONAL RAIL



As of late June all of SEPTA's aging AEM-7 electric locomotives—and its lone ALP-44—continued to soldier on. Paraphrasing Mark Twain, the reports of their death are somewhat exaggerated. Unsolved braking issues have prevented the new Siemens-built ACS-64 locomotives from entering revenue service (see June *Cinders*), even though eight of the units are on the property and most if not all have been road-tested. It's possible that #901 or one of her sisters will begin revenue operation sometime this summer. No more units have been shipped by Siemens since April, and may not be until the braking problem is resolved.....Normal Wilmington-Newark service finally resumed on Monday, June 4, more than a month after the freight train derailment that shut down two of the four tracks on the Northeast Corridor at Eddystone (see June *Cinders*).

(Continued on Page 4)

# PHILADELPHIA EXPRESS

(Continued from Page 3)

Train #6313 inbound from West Trenton ran into the rear of inbound train #9243 at about 4 PM on Tuesday, June 5, just south of Temple University station. (Train 9243 is a Wilmington-Newark train.) There was little damage to either train in this low-speed coupling, but three passengers and an assistant conductor on #6313 received minor injuries. Because the accident happened during rush hour, 25 other trains were delayed as crews worked to move the two trains out of the way. Questions later were raised as to why Positive Train Control (PTC) did not prevent the collision, but SEPTA officials explained that PTC is not designed to operate when trains are moving at less than 18 mph, as in station areas where engineers should be able to bring their trains to a quick stop.

Trespassers continued to be an almost daily problem on Regional Rail last month, but there were no train-related deaths reported. One foolish man, however, was lucky to be alive after he fell off the top of train #6479 at Crestmont around 11:40 PM on Friday, June 1, apparently having ridden from Warminster on the roof of one of the Silverliner IV's. He was badly burned after coming in contact with the pantograph or catenary wire, and was taken to the hospital. Train 6479 was delayed an hour and train #472 for 52 minutes. Four days later an intended passenger was injured when he fell while trying to board train #6307 as it was leaving West Trenton station at 12 noon on Tuesday the 5<sup>th</sup>. The train was annulled as were two others, and northbound #6306 was delayed for 18 minutes. Vandals set fire to a signal line at "Clearfield" interlocking east of North Philadelphia station early on Sunday, June 17, delaying at least 27 Trenton line trains during the day, as well as several AMTRAK trains.

On June 18 SEPTA took a small step toward activating the Key fare collection system on Regional Rail. The new turnstiles at Jefferson station were placed in service between 6 AM and 8 PM Monday through Friday, with certain farelines designated for passengers swiping their TrailPasses at the turnstiles. There also are lines for passengers holding valid tickets. At other hours and on weekends the turnstiles will be set to allow access without swiping. It has not been announced as to when the turnstiles will be activated at other center city stations, but this is viewed as a learning experience for customers before the Key system goes into full operation, presumably later this year.

and Virginia Service effective June 9, the Keystone Service on June 4 and the Empire Service on May 26. These are all related to ongoing work at New York Penn Station and elsewhere in New York City.

AMTRAK Keystone train #648 out of Harrisburg collided with a large farm tractor at a private grade crossing about two miles east of Mount Joy station on the morning of Tuesday, June 5. Leading cab car #9650 sustained heavy front-end damage but did not derail, although four train crew members suffered minor injuries. One of the 44 passengers also was slightly injured while others were transferred to following train #650 on the opposite track. That train, as well as trains #643 and #43 Pennsylvanian were delayed due to the single-tracking operation.

AMTRAK last month introduced what it calls a new contemporary Corridor Café Menu featuring Boar's Head brand premium products, as well as a wide variety of other quality snacks, drinks and sundries. Premium alcoholic drinks and desserts also are available on Northeast Corridor trains. This action comes after Amtrak was widely criticized for eliminating full dining car service on two long-distance trains, the **Capitol Limited** and **Lake Shore Limited**, substituting pre-prepared cold meals effective June 1. Amtrak has since revealed that it is working to restore a hot-meal option on those trains.

Among the new rules which AMTRAK will require private car owners to observe is a prohibition on occupying an open observation deck while the train is in motion. A new 14-page document distributed to car owners includes numerous other requirements, which are part of the general tightening up of rules governing PV movements on regular trains (see April, May Cinders). Also prohibited is the operation of special charter trains, unless approved by Amtrak on a case-by-case basis (*Trains*).....AMTRAK has been named one of America's 100 best employers of veterans by the publication *Military Times*. Amtrak says that about one in five of its employees self-identify as veterans or active members of U.S. Armed Forces, National Guard or Reserves.....A consortium of developers and financiers is studying the possibility of building a complex of offices and residential buildings in a blighted area around North Philadelphia station. Much depends on how much public money can be attracted as well as participation by Temple University.



AMTRAK



CSX, NS  
OTHER  
ROADS



On June 1 AMTRAK confirmed its previous statements by issuing a Request for Proposals to either replace or upgrade as many as 75 of its aging P40 and P42 road locomotives. General Electric began turning out these units in 1992. "Our diesel locomotive fleet is nearing the end of life expectancy and we must act now to modernize Amtrak for the future," said CEO Richard Anderson. Deadline for submitting proposals is August 23 (*Trains, Railway Age*).....AMTRAK reissued its online System Timetable last month, this time featuring a front-cover photo of King Street Station in Seattle. Among other current timetables currently in effect are the New York-Washington schedule that became effective June 11, the Boston-Washington

PATCO last month bid farewell to its last four "legacy cars." These were the final group of unmodified 1980-vintage Canadian Vickers cars which are to be shipped off to Alstom in Hornell, NY, for a total rebuild. PATCO advertised the schedules of the six round-trips the cars would make on Sunday, June 10, between Lindenwold and center city Philadelphia. The railroad invited its riders to "travel back in time" by riding the trains, and among those who turned out, as expected, were train enthusiasts. Harry Garforth, one of Philadelphia Chapter's own members,

(Continued on Page 5)

## PHILADELPHIA EXPRESS (Continued from Page 4)

appeared in an *Inquirer* photo the next day, occupying one of the "railfan seats" at the front of the first car, which offered a clear view of the scenery ahead. This luxury will be unavailable in the future because the rebuilt cars will have a full-width cab in front.

PATCO last month scrapped its work locomotive #404. Built in 1937 by Baldwin Westinghouse as Niagara Junction #9, it was sold to PATCO in 1974 and converted to third-rail operation. Its main use has been in ballast train service but in recent years PATCO maintenance of way crews preferred to use diesel equipment so that the third-rail power could be shut down (Bill Vigrass).....PATCO has beefed up its evening and weekend services with an additional 86 trips per week, effective June 16.....CSX has begun a clearance project on the Philadelphia Subdivision between Darby and Sharon Hill, to allow doublestack container trains to operate between Philadelphia, Baltimore and beyond. One big part of the project will be to undercut the 627-foot-long Boone tunnel in Darby, which has a present clearance of just over 17 feet.

In late May and early June a very unusual passenger train made its way across the NORFOLK SOUTHERN system from Chicago to North Jersey, via Harrisburg and Allentown. It was an all-UNION PACIFIC train with nine yellow executive cars led by SD70AH #1943 dressed in a special "Spirit" paint scheme in recognition of U.S. Armed Forces, and SD70AH #9082 in standard UP livery. In order to lead east of Chicago the 1943 had to be outfitted with NS cab signal equipment. Reportedly, the train was chartered by the Brown Brothers Harriman private bank to honor E. H. Harriman, the titan who ruled the UP from the late 19<sup>th</sup> Century until his death in 1909. The train later proceeded up the former Erie mainline (now NJ TRANSIT and METRO-NORTH) to Arden, NY, just north of Tuxedo Park. Arden was the base of Harriman's once-vast estate, 10,000 acres of which have been donated by the family to New York State for a public park. Apparently several special guests boarded the train there during the afternoon of June 3 before it returned to Croxton yard in Jersey City. It departed back to Omaha on June 4. Unfortunately, the weather was poor for most of the time the train was in the East, somewhat hampering the legions of photographers who flocked to trackside to view the passing spectacle.

As this issue of Cinders was going to press, New Jersey Governor Phil Murphy was locked in a battle with his fellow Democrats in the Legislature over the proposed Fiscal Year 2019 State budget. If the issue was not settled by July 1, the State government could be shut down. One of the many bones of contention was the level of funding for NJ TRANSIT, with the Governor saying that his budget would increase funding by \$242 million through an increase in the State sales tax and a so-called "millionaire's tax." He pledged that there would be no fare increase for NJT riders. The Legislature also wants to increase funding for NJT, but pay for it with a tax hike on large corporations.....As part of its deal to lease ten MARC cars to help meet ridership demand over the past two months (see May *Cinders*), NJT sent a surplus locomotive, GP40PH-2 #4145, to MARC in Baltimore (*High Green*).

A new problem in the operation of Positive Train Control is being discussed in the railroad industry. It is the inherent vulnerability of wireless systems such as PTC to cyber attacks, and technological efforts are underway to improve their security (*Trains*). Theoretically, PTC systems could be affected or disabled by hackers from anywhere in the world..... The chief financial officers of four Class I railroads meeting in New York last month said they are enthusiastic about traffic and revenue growth this year, as the economy strengthens, truck capacity tightens and trucking rates soar. The carriers at the meeting were CSX, UP, KANSAS CITY SOUTHERN and CANADIAN PACIFIC (*Trains*).

After declining throughout last year, oil traffic moving to Northeast refineries by rail again is on the rise, according to Federal data. In March 2018, those refineries consumed 3.1 million barrels shipped by rail from Midwestern origins such as North Dakota, the most since January 2017, but this was well below the peak of 13.8 million barrels shipped in November 2014. The drop in rail shipments since then was caused by lower prices of oil from foreign sources moving in tanker vessels, but those prices now have increased from \$30 a barrel to around \$70.

## Ford to Acquire Michigan Central Terminal; a Detroit Rebirth??

In a developing story in early June, Ford Motor Company announced that it was acquiring the long-vacant Michigan Central Terminal in downtown Detroit. While complete details were not known as of June 22, it is expected that Ford is expected to create a Detroit campus in Detroit's Corktown section, which will enable it to form an urban hub for its self-driving and electric vehicle divisions.



The Terminal and a nearby former Detroit schools book depository were owned since 1995 by the Moroun family enterprise, and both are being transferred to Ford. No price for the purchase was announced, and apparently will be forthcoming.

Ford wants to reverse the Company's exodus from Detroit, where it was founded 113 years ago by Henry Ford. At the same time, Ford has indicated that it will embark on a 10-year renovation of its Dearborn facilities. Corktown itself has a longtime sentimental connection to Ford Executive Chairman Bill Ford, Jr. His ancestors hailed from the county in Ireland for which Detroit's oldest neighborhood is named.

Moroun family spokesman Matthew Moroun says, "the deal is complete. The future of the depot is assured. The next steward of the building is the right one for its future. The depot will become a shiny symbol of Detroit's progress and its success."

Might the restoration of the Michigan Central Terminal provide a way to return Amtrak service to the area, given Michigan's strong financial support for Michigan train service.

## NRHS Announces 2018 Heritage Grants Awards

The National Railway Historical Society has announced eight recipients of its annual Heritage Grants Program awards. The awards, totaling \$21,000, will go to non-profit organizations, including historical societies, museums and an NRHS chapter.

This year's grants have been awarded to the following:

**New England Steam Corporation** (\$2,500) in Winterport, ME for the electrification and heating of a newly-constructed permanent shop and office to enable the year-round restoration to operation condition and maintenance of Maine Central steam locomotive #470. The 470 is the largest surviving steam locomotive in New England and the last steam locomotive to operate on the Maine Central Railroad.

**Lee Hall Train Station Foundation** (\$2,500) in Newport News, VA to enable the purchase and installation of ten windows for a former United States Army World War II military hospital rail car used to transport wounded soldiers from major ports to medical centers. Upon its complete restoration and painting, the car will be placed on new track adjacent to the historic former Chesapeake & Ohio Lee Hall depot.

**Greenville Junction Depot Friends** (\$2,500) in Greenville ME towards the installation of sheathing and shingles for a permanent roof on an 1889-vintage Queen Anne-style Canadian Pacific Railway depot that features a conical "witches hat" finial, the only such feature on any CP depot in Maine. This depot is listed on the Maine Register of Historic Places.

**Alexander Chapter, NRHS** (\$4,500) in Hickory, NC for the replacement of the exterior and interior wood sheathing on a rare wooden Southern Railway cupola cabooses, #X2517, built in 1924 and which served the railroad for 50 years. It is one of only two existing Southern Railway wooden cabooses.

**Rural Retreat Depot Foundation** (\$2,500) in Rural Retreat, VA toward the creation of visual displays for the restored Norfolk & Western Rural Retreat depot. The displays will include poster panels, documents, videos and touchscreen interactive tablets that will trace the evolution of the depot, the town, and the four railroads that successively served the depot. The depot is famous as the subject of one of O. Winston Link's iconic night photographs.

**Transport Museum Association** (\$4,000) in St. Louis, MO for the cost of purchasing archival storage boxes and steel shelving to store oversize documents and engineering drawings. The oversize materials include rare documents and drawings from ACF Industries, the Steam Locomotive Research Institute, the St. Louis Car Company, Missouri Pacific, Norfolk & Western, Union Pacific and other major railroads.

**Allen County Historical Society and Museum** (\$1,500) in Scottsville, KY for the exterior restoration of former Louisville & Nashville Railroad 70-ton diesel switch engine #98 that was the last locomotive which served the town of Scottsville and the Scottsville Branch. The locomotive will be placed next to the Scottsville depot that is currently being restored.

**Berkshire Scenic Railway Museum, Inc (BSRM)**, \$1,000 in Lenox, MA toward the restoration of running gear on a Budd Company Rail Diesel Car (RDC). Built in 1953 for the New York, New Haven & Hartford Railroad (NH) as RDC-1 #42 and later serving Penn Central and MBTA, the RDC ran for 36 years. It is a uniquely-named NH RDC and still carries the logo of the Firestone Corporation, one of the NH's customers. In addition to operating a Museum, the BSRM runs a tourist train between Adams and North Adams, MA.

### Important Phone Numbers

*CINDERS* lists below the telephone numbers which should be used to report suspicious sightings, emergencies or other conditions affecting rail operations, including trespassers, vandalism, fires, defective equipment, etc.

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

Members may wish to photocopy and or clip this notice and keep a copy in your wallet as you are out watching trains. Remember: **SEE SOMETHING, SAY SOMETHING!**

## Manitou Springs Chimes in on Pikes Peak Cog Railway Future

(from the *Colorado Springs Gazette*)

Updating the article in the May, 2018 issue of *Cinders*, the City of Manitou Springs, CO has chimed in on the future of the historic Pikes Peak Cog Railway, indicating it wants a piece of the action.

The Manitou Springs City Council gave preliminary approval on June 12 to an agreement with Oklahoma Publishing Company, parent of the famed Broadmoor Hotel and the Cog Railway. The agreement would give the ownership group two tax breaks it says it needs to invest between \$75 million and \$95 million to rebuild the Railway.

The agreement would require Oklahoma Publishing to pay Manitou Springs \$1 million from 2018 to 2019 to make up for the tax revenue shortage expected since the Railway's closure. Oklahoma Publishing also would help the city reduce parking congestion caused by Cog visitors, such as providing increased parking capacity at Hiawatha Gardens.

The unexpected closure of the Cog Railway meant Manitou Springs would lose about \$600,000 in amusement taxes as well as sales taxes from Cog patrons who eat, shop and stay in town. It is hoped that this investment would enable the Cog Railway to remain operative for the next 50 years.

## New York-Chicago Direct Train Shuts Down for First Time on Over a Century

By Sarah Maslin Nir, *The New York Times*

The train route between New York City and Chicago was once the apex of luxury travel: passengers boarded after walking on a red carpet laid out on the platform and nibbled Lobster Newburg on fine china in the dining car. The 20<sup>th</sup> Century Limited service was operated by the New York Central from Grand Central Terminal and the equally luxurious Broadway Limited service was operated by the Pennsylvania Railroad from Penn Station.

Moving forward to the present, the nearly 1,000-mile route has been far less sumptuous in recent years. As of the beginning of June, for the first time since the late 1880's, what was once considered the ultimate modern journey – a straight shot between two great global cities – is no more.

The temporary suspension of the storied route is the result of repair work by Amtrak to a bridge and tunnel that are part of the rail connection between Penn Station and Upstate New York. From the end of May until September 3, the **Lake Shore Limited**, the most famous of the New York-to-Chicago trains, will run only between Boston and Chicago. A second link, the **Cardinal**, which travels between New York and Chicago via a southern route, is also temporarily suspended because of the same repairs. It will run only from Washington, DC to Chicago.

"We'd like to restore direct service as soon as possible, so New Yorkers can more easily enjoy better pizza", said Amtrak's Marc Magliari, who, tongue-in-cheek, prefers the Windy City's "deep-dish" pizza as compared to anything from Gotham.

"The 20<sup>th</sup> Century Limited was probably the most famous train in the country – it had what we would call today 'star-power'" said Robert Holzweiss, the President of the Railway & Locomotive Historical Society. "Before airlines, the famous people would travel by train and they would travel very glamorously" he said. The trains were well-appointed and sleek, "to express this kind of forward-looking, visionary futuristic style of transportation, when airlines were in their infancy", he said.

## Indictment to Garbage Truck Driver Issued in Crozet, VA Amtrak Collision

The collision between a special Amtrak train and a garbage truck at Crozet, VA on January 31, 2018 has brought an indictment by an Albemarle County, VA grand jury against the operator of the garbage truck.

Dana W. Naylor, Jr., 31, faces charges of involuntary manslaughter and maiming while driving under the influence. Christopher Foley, 28, a passenger in the Time Disposal truck, was killed in the collision at the Lanetown grade crossing near Crozet.

The special train, run each year, was carrying a Republican Congressional delegation from Washington, DC to their annual retreat at the Greenbrier Resort at White Sulphur Springs, V.W on the route of Amtrak's **Cardinal**.

## Chicago's METRA Apologizes for Crowding on BNSF Aurora Line



Positive Train Control (PTC) issues have caused problems on METRA's Burlington Northern Santa Fe line from Chicago Union Station to Aurora, according to a recent article by Writer Mary Wisniewski in the *Chicago Tribune* in early June.

METRA needed to revise its schedule for the busy BNSF line as it attempts to implement new train safety technology. The "Racetrack" route is the first METRA route to have Positive Train Control (PTC), which is a Federally-mandated etchnology designed to automatically stop a train to avoid danger if an engineer fails to do so.

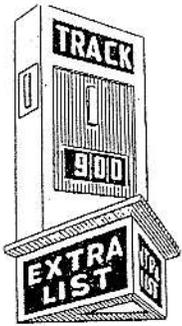
Any number of trains on the line operate as "flipback" schedules, i.e., trains that make an inbound or outbound trip on the line to a short turnaround point to enable consists to return to the end points to make a second trip, which increases the efficiency of equipment use. Rail enthusiasts have long marveled at the volume of trains moving on the Aurora Line.

METRA's BNSF route, recognized as one of the best in the Nation, took to apologizing for delays and overcrowding, to the point that on-board fare collection has been affected. Because fares are collected from both levels of the gallery cars by a crew member on the lower level, standees hamper efficient collection. METRA has been making consist adjustments to its trains on the route, but that becomes a challenge given that there are a "finite number of railcars". One commuter called the crowding on the bi-level trains a "very stark change of rider experience".

The three-track BNSF route is heavily-trafficked, with commuter trains operating approximately every four minutes during the rush-hour peak period. Some of these trains will run as long as 10 bi-level cars with one EMD F40 diesel pushing or pulling. Adding to that volume is a heavy volume of long-distance freight trains, which BNSF does not hesitate to mix in with commuter trains.

METRA is an interesting hybrid operation. Line such as the Aurora Line and the former Chicago & North Western routes are operated by crews from Burlington Northern Santa Fe and Union Pacific Railroads, while METRA's own crews operate other routes. METRA plans to have PTC installed and tested on all its lines by the end of 2019. The complex system, which used GPS, radios and computers, will cost METRA about \$400 million when fully implemented.

**2019 NRHS Convention**  
**Salt Lake City, UT**  
**May 7-12, 2019**



**Sunday, July 1 through Sunday, July 8, 2018:** Reading Railroad Days at the Railroad Museum of Pennsylvania, 300 Gap Road (PA Route 741), Strasburg, PA 17579. Museum is open 12 Noon to 5 PM, on Sundays, and 9 AM to 5 PM Monday through Saturday. Enjoy the remarkable Reading Railroad trains of eastern Pennsylvania history through tours of Reading Company equipment and a huge, operating model railroad layout from the Reading Company Technical & Historical Society. Hours as above; included in the regular Museum admission charge

**Friday, July 20:** Philadelphia Chapter Annual Bill Wagner Summer Dinner at Moonstruck Restaurant, 7955 Oxford Avenue, Fox Chase section of Philadelphia. Cocktail hour 5 PM, Dinner seating at 6 PM. See complete details Page 1 this issue.

**Saturday/Sunday, August 4-5, 2018:** Greenberg's Train Show, Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA 19456, 10 AM to 4 PM both days. The usual Greenberg Show with plenty of rail collectibles and model railroad items for sale. Admission: \$10 Saturday or \$9 Sunday (Saturday tickets good for both days). On-site admissions CASH only! Kids under 12 are FREE.

**Tuesday, August 7 through Sunday, August 12:** 2018 NRHS National Convention at Cumberland, MD. While some trips may be sold out, updated ticket availability may be found at [www.nrhs.com](http://www.nrhs.com). Listing of daily activities will be found on Page 8 of June *Cinders*.

**Sunday, August 26:** 43<sup>rd</sup> Annual Train Meet, the "Allenwood Show", sponsored by Central Pennsylvania Chapter, NRHS at the Warrior Run Fire Department Social Hall, Second Street, Allenwood, PA, 9:00 AM to 2:00 PM. Admission: \$5.00 per person, child under 12 free with adult. Easy access off US Route 15. Food available. For information, contact Dave Hollenbach at 570-524-4703 (prior to 9 PM, please!).

**Saturday, September 8:** "The Secret Valley Ramble" bus excursion from Neshaminy Mall "Park-N-Ride", Bensalem, PA to the Reading Railroad Heritage Museum, Hamburg, PA and parlor car excursion on the Colebrookdale Railroad, Boyertown, PA, sponsored by Delaware Valley Chapter, NRHS. Bus leaves Neshaminy Mall 8:30 AM. Please see separate article this page for complete details.

**Thursday, September 20:** 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 IS NEEDED FOR THIS MEETING!!!!** Contact President Larry Eastwood or Program Director Harry Garforth with potential program.

**Sunday, October 7:** 42<sup>nd</sup> Annual Lehigh Valley Regional Train Show and Expo, sponsored by Lehigh Valley Chapter, NRHS. Show location is Charles Chrin Community Center, 4100 Green Pond Road, Easton, PA 18045. Show hours 10 AM to 4 PM. Admission: \$5.00 per person. Food and beverages on-site. For directions to location, visit [www.palmercommunitycenter.org](http://www.palmercommunitycenter.org). Don't miss this show!!

**Thursday, October 18:** 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, 7:00 PM. Program will feature Chapter Member Harry Pinsker with a traction-oriented slide program.

**Thursday, November 15:** 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 vintage 35mm color slides from the extensive library of Richard S. Short.

**Through Sunday, November 25:** Reading, Blue Mountain and Northern scheduled Budd RDC service between the new Reading Outer Station, 3501 Pottsville Pike, Reading, PA 19605 and CNJ station, Jim Thorpe, PA. Trains depart Reading Outer Station 9:00 AM, arrive back by 6:00 PM. Three-hour layover in Jim Thorpe allows for touring, dining, etc. Service will run weekends through November 25. Fare: \$32 per person. No ticket sales day of trip. Order by phone (610-562-2102) or on website [www.readingnorthern.com](http://www.readingnorthern.com). Complete information was published on Page 5 of the May issue of *Cinders*.

**Thursday, December 13 (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 always interesting PowerPoint program of the year's rail activities from around the World.

## Delaware Valley Chapter, NRHS Sets "Secret Valley" Bus Ramble

If you're interested in visiting two local rail attractions, but don't feel equal to driving, Delaware Valley Chapter has an answer for you – The Secret Valley Bus Ramble. It takes place on Saturday, September 8, 2018 (rain or shine). It should be pointed out that Delaware Valley members get first preference on tickets.

The Ramble will depart the Neshaminy Park-N-Ride lot located near the Sears Store at Neshaminy Mall, just off Route 1 in Bensalem, PA at 8:30 AM. The bus charter will return about 5:00 PM.

The first visit will be to the Reading Railroad Heritage Museum in Hamburg, PA with a tour of this expanding Museum.

Following lunch, the group will travel to Boyertown for a private parlor car excursion on the Colebrookdale Railroad. This former Reading branchline dating from the 1860's is known as "The Secret Valley" winding along the Manatawny and Ironstone Creeks. The area is known for its natural beauty and history associated with the early Pennsylvania iron industry.

Cost for the outing is \$25.00 for Delaware Valley members and \$35.00 for non-members. Checks should be made payable to Delaware Valley Chapter, NRHS and mailed to the Chapter at Post Office Box 1244, Morrisville, PA 19067-1244. Registrations must be received by the Chapter no later than Monday, August 27, 2018. Non-members will be placed on a waiting list and accommodated as space permits. For additional information, please contact Ken Mosby at 215-943-9289.