

CENDERS

MARCH 2018



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

Chapter Website: www.nrhsphiladelphia.org

Eagles Fans Flock to Transit For Huge Super Bowl Parade

'Conservative' Plan Avoids Past Mistakes

"Fly Eagles Fly" was the fight song heard for weeks as the underdog Philadelphia Eagles clawed their way to Super Bowl LII on Sunday, February 4, in Minneapolis. When the Birds capped off their remarkable season by defeating the New England Patriots 41-33, thereby winning the National Football League championship for the first time in 57 years, it set off wild rejoicing everywhere in "Eagles Nation." Massive crowds jammed Broad Street in center city for much of Sunday night and early Monday morning, and unfortunately there were a few incidents of the vandalism that often mars such spontaneous events.

City, business and SEPTA officials had been meeting for several days before the Super Bowl to draw up preliminary plans for a parade and celebration, in the event the Eagles actually won the game, but no information was released to the public for fear of "jinxing" the team. Once the victory was sealed, however, the planning committee went into high gear, announcing on Tuesday morning that the team would be honored in a grand "Parade of Champions" on Thursday the 8th. The procession would begin at the Sports Complex in South Philadelphia at 11 AM, moving slowly north on Broad Street to City Hall and then west on the Benjamin Franklin Parkway to the Museum of Art, 4.7 miles in all. During ceremonies on the museum's "Rocky Steps," officials and several key players were scheduled to speak to a vast sea of humanity assembled on the Parkway and at the Eakins Oval. The level of excitement generated by the event was certain to be high.

While Mayor Kenney urged fans not to drive but to use public transportation, it was clear that traffic on the main arteries as well as city streets would be horrendous. A long list of street closures in center city made the situation worse, causing many businesses to reduce operations and all schools in the city as well as city government itself to close for the day.

Thursday dawned sunny and chilly and, as expected, huge throngs quickly lined the entire parade route as players, coaches and others rode a fleet of open-top double-decker buses up Broad Street. Team members and Coach Doug Pederson waved enthusiastically to their fans, holding high the Vince Lombardi

Trophy emblematic of the world championship. There were no serious incidents of bad behavior linked to the parade, as the Mayor earlier had warned the "knucklehead contingent" to stay away, but the 60 tons of trash left behind by the crowds set an all-time record for Philadelphia.

The *Inquirer* called it "perhaps the biggest street festival in city history." The crowd size was estimated at anywhere from 700,000 to over a million—undoubtedly the largest gathering seen in Philadelphia since the Phillies World Series parade in 2008. Fortunately, SEPTA had studied the reasons for its poor performance at that event, and on Tuesday morning the 6th announced a "conservative" plan to efficiently transport at least a quarter of the anticipated multitude of Eagles fans. To start with, SEPTA would close several subway stations in the parade area, as well as Suburban Station, and divert bus routes affected by the many street closures in center city. Here's how SEPTA's carefully-crafted strategy for Thursday actually worked out:

REGIONAL RAIL

All regular weekday trains were cancelled. Special inbound parade trains picked up passengers at a limited number of stations on each line, except that no service was provided on the Chestnut Hill West or Cynwyd lines. All inbound trains on the "Pennsy side" of the system terminated at 30th Street Station, and outbound trains originated there in the afternoon. All inbound trains on the "Reading side" terminated at Jefferson station and outbound trains originated there. No service was provided in either direction for five hours during midday, as the parade was in progress and SEPTA crews took their rest periods. Except for deadheading moves, no trains were operated through the center city tunnel at any time during the day.

Parade-goers were warned in advance that all passengers would be required to have tickets or TrailPasses. SEPTA offered 50,000 special one-day Independence Passes which were put on sale for \$10 beginning Tuesday morning, and all were gone by 1 PM on Wednesday. Many complaints were reported in the media from disappointed would-be riders who found that the passes either had not been received at the ticket offices or were sold out.

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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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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 – 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.

**If your 2018
Philadelphia Chapter
dues are unpaid,
THIS IS YOUR LAST ISSUE
of *Cinders*!!
Please check your records!!
A \$20 bill will take you
through December 31, 2018!**

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.

Meeting Notice

THURSDAY, MARCH 15, 2018

SEPTA Elkins Park Regional Rail Station, Elkins Central Meeting Venue, 7879 Spring Avenue, Elkins Park, PA 19027. See Page 8 of our May, 2017 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 March 15, 2018 meeting will feature Chapter Member Dale W. Woodland, who will screen *Reading Railroad's Alco RS3's*, an in-depth look at the RDG's most numerous all-purpose diesel road switcher. The program details the purchases of the 67 Alco RS3's.

Our next meeting will take place on Thursday, April 19 and will feature a 35mm color slide presentation by Chapter Historical Archivist Kenneth Thomas. Ken, a longtime volunteer with the Reading Company Technical & Historical Society, has taken time to photographically document much of their preservation efforts. This program, *Curtain Call: the RCT&HS at the Reading Locomotive Shop, 1984 to 1989* documents the last time the shop was actually used for railroad work.

Notice of Annual Meeting & Election

Notice is hereby given of election of Chapter officers for the year 2018-2019, to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Thursday evening, April 19, 2018 at SEPTA Elkins Park Regional Rail Station, 7879 Spring Avenue, Elkins Park, PA 19027. The meeting starts at 7:00 PM.

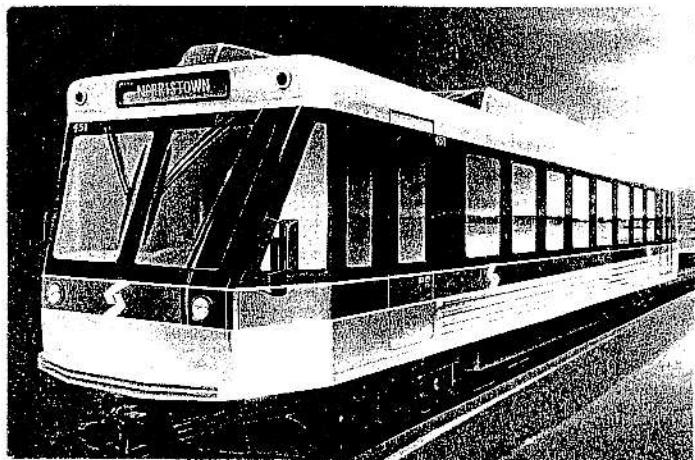
Any member in good standing who is interested in service as President, Senior Vice President, Vice President & Treasurer, Secretary or National Representative, may be nominated from the floor at the April 19 meeting, or by writing, before April 1, 2018 to: Daniel J. Murray, Chairman, Nominating Committee, Philadelphia Chapter, NRHS, 745 Sunflower Avenue, Langhorne, PA 19047-3747.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



SEPTA did a good job of moving people to and from the big Eagles parade on Thursday, February 8 (see separate article elsewhere in this issue), but sort of dropped the ball on the previous Sunday night. After news of the Eagles victory in Super Bowl LII in Minneapolis reached Philadelphia, a huge crowd of fans and other celebrants erupted onto Broad Street south of City Hall and elsewhere in center city, blocking traffic and jamming SEPTA buses and trains. Service was suspended or detoured on several bus routes, and 45 Regional Rail trains had to be annulled during the day and evening due to "manpower issues"—meaning a high number of employee markoffs. Whether these personnel shortages were somehow related to the football game was unclear. The subway lines, as usual on Sunday nights, shut down at 12:30 AM, stranding thousands of celebrating fans who wanted to go home. The absence of bus service only added to the discomfort.

PATCO had planned to operate late-evening service every ten minutes, instead of the normal 30 minutes. But Eagles fans from South Jersey found themselves facing long delays after a Philadelphia-bound train broke down near Ferry Avenue in Camden around 11:35 PM. Reportedly, a passenger tried to force open a door, causing an electrical fault that brought the train to a halt. While the train was stopped other impatient Eagles fans heading for the celebration forced open doors and kicked out emergency windows, jumping onto the tracks. They were then faced with the danger of a live third rail so power had to be shut down, stranding other trains along the line. It took almost two hours for police to get the 100 to 150 people off the tracks and onto a rescue train, so that service could be restored.

The 25th annual pre-Super Bowl trolley excursion operated on Saturday, February 3, using Kawasaki car #9043 dressed in a special red and yellow wrap commemorating 125 years of trolley service in Philadelphia. The trip, which covered many SEPTA lines including the trolley subway, was sponsored as

always by the Wilmington Chapter NRHS.....A 32-year-old man was killed when he tried to jump back onto a moving Market-Frankford train at the Spring Garden station on Thursday, February 1. He apparently had gotten off the eastbound train about 10:20 PM before realizing he was at the wrong station, but when he tried to jump on again he got caught between cars.



SEPTA REGIONAL RAIL

SEPTA'S new ACS-64 "Sprinter" locomotive #901 made its first test run on Tuesday, January 30, to Warminster and then to West Trenton. On the return trip around 2 PM it struck a catenary wire which apparently had been pulled down by preceding train #6309 at milepost 19.0 north of Somerton. The pantograph on 901 was damaged and the locomotive had to be towed back to Wayne Junction by a diesel. Track #1 was out of service for repairs the rest of the afternoon and some 20 trains were delayed due to single-tracking between Jenkintown and Neshaminy. But the 901 was back testing on the north side a few days later.....SEPTA operated shuttle bus service between West Trenton and Woodbourne stations on the two middle weekends of February, to allow for catenary construction.

Two more SEPTA Sprinters, #902 and 903, left the Siemens plant in Sacramento, CA, on February 9 in a UNION PACIFIC special train. The special also included two Charger diesel units for MARC in Baltimore. Twelve more Sprinters will follow over the rest of 2018. At presstime, the last report on #902 and 903 was that they had arrived in Philadelphia on February 21 but had not yet been delivered to SEPTA. Time is growing short for the AEM-7's and the lone ALP-44 still hauling SEPTA push-pull trains!

"Riders wait—and wait—for punctuality" was the headline on a January 29 *Inquirer* story describing the recent performance of Regional Rail trains. The article pinpoints the Trenton line as having one of the worst on-time records, running only 73 percent on time in December. This is due partly to the fact that AMTRAK dispatches the Northeast Corridor, but in that month only three of the 13 Regional Rail lines achieved SEPTA's

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PHILADELPHIA EXPRESS

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goal of 90-percent on-time performance. The overall on-time record in December was 84 percent, with weather conditions and slippery rail as major reasons for the delays. Some improvements may be expected using SEPTA's new real-time train location system which is designed to assist in more accurate scheduling. This is reflected in the reissued timetables that became effective on January 14.

New Key Card validators have been installed at many Regional Rail stations in recent months, heralding the much-discussed startup of the new fare collection system later this year. Fencing and gating at center city stations also is moving toward completion.....The new "Hub of Hope" service center for the city's large homeless population opened last month off a corridor near Suburban Station. SEPTA, the city and Project HOME cooperated in building the center, which it is hoped will reduce the number of homeless people who often frequent Suburban Station to the annoyance of some SEPTA passengers (see November *Cinders*).

Passengers were subjected to random delays last month for a variety of reasons. Among the most frequent causes were the recurring manpower shortages, such as those on Saturday, February 10, when five conductor runs had to be cancelled resulting in 22 train annulments, and the high-water alerts on Sunday the 11th and other days when heavy rains struck the area. On Monday evening the 12th an electrical fire broke out on the top of a Silverliner IV car in train #206 at Temple station. Passengers were evacuated to the station platform, the fire was extinguished and the train annulled.



New AMTRAK CEO Richard Anderson testified before a U.S. House Transportation & Infrastructure Committee panel on February 15, following the three fatal accidents involving Amtrak trains in recent weeks. Anderson stressed the importance of installing Positive Train Control on non-Amtrak-owned lines, which would have prevented at least two of the accidents, and said that Amtrak will suspend service over any routes on which PTC has not been activated by the statutory deadline of December 31, 2018. This, of course, would cause the discontinuance of many long-distance trains. However, he said that if a line is deemed by the Federal Railroad Administration to be in compliance even without full PTC protection, due to light passenger traffic and the absence of hazardous materials shipments, Amtrak would "review our policy...to determine whether we have adequate safety mitigation practices in place for each territory..." Anderson also pledged that all Amtrak locomotives will be PTC-capable by December 31. At the hearing members of the Congressional panel made it clear that railroads must meet the end-of-year deadline or face the consequences (*Trains*).

Charges of involuntary manslaughter, more than 200 counts of reckless endangerment and one count of risking a catastrophe were reinstated last month against AMTRAK Engineer Brandon Bostian. He was at the controls of train #188 when it derailed on the Frankford Junction curve in May 2015, killing eight passengers and injuring more than 150. The Philadelphia district attorney's office last year decided not to prosecute Bostian, but State Attorney General Josh Shapiro stepped in and filed criminal charges. A Municipal Court judge in Philadelphia dismissed the case but Shapiro filed an appeal, and a Common Please Court judge now has ruled that Bostian must stand trial. He was arraigned last month but no trial date has been announced.

In a surprising mechanical failure, northbound Acela Express #2150 traveling at 123 mph split apart as it was nearing Havre de Grace, MD, at 6 AM on Tuesday, February 6. A connecting pin bolt on the drawbar between the first and second cars broke and the cars separated, triggering an immediate emergency brake application. None of the 52 passengers on board was injured, nor were any of the crew. Regional train #180 picked up the passengers and carried them on to Philadelphia and New York, while the disabled train was hauled to Amtrak's Bear (DE) shop for inspection and repair. Amtrak said that its mechanical people had "examined the connecting hardware on each of the Acela trainsets during daily inspections...and found no defects."

AMTRAK has announced that the schedules of most trains on the Northeast Corridor Boston-New York-Washington will be temporarily lengthened by up to 15 minutes, starting March 10. This is due to major track construction projects which will cause speed reductions and congestion in certain locations. The announcement did not indicate whether new timetables will be issued.....PennDOT is partnering with the City of Coatesville's Gateway Redevelopment Project to make several improvements in the city, including a new AMTRAK station adjacent to the ex-Pennsy station building, which has been closed for more than 25 years. The new station is planned to have high-level platforms, elevators and a pedestrian overpass (Paul Kutta).



**CSX, NS,
OTHER ROADS**

New Jersey Governor Phil Murphy announced last month that NJ TRANSIT was acting to relieve the crowding on many of its trains but putting additional cars in service. These will include 20 NJT cab cars that have just had Positive Train Control equipment installed, plus 20 coaches to be leased from MARC in Baltimore. (Some of the MARC cars may be the same ones leased by SEPTA during the Silverliner V crisis in 2016.) NJT has been short 37 cars to operate its full weekday schedule, due to the many cars being pulled for maintenance or PTC work. NJT frequently has been cited for its slow pace in preparing for full PTC operation by the end of this year, as required by Federal law. AMTRAK

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warned last month that it might not allow NJT trains that are not equipped with PTC to operate on any Northeast Corridor trackage after the December 31 deadline. All told, NJT must equip 440 locomotives and cab cars with PTC.

Kevin Corbett has been named by Governor Murphy as the new executive director of NJ TRANSIT, replacing Steven Santoro who had served under Governor Christie. Corbett previously was a vice president at AECOM, one of the world's largest consulting engineering firms in the transportation and construction fields.....A male trespasser was killed by southbound NJT train #4633 about 6 PM on Wednesday, January 31, near Hammonton station. Service on the Atlantic City Line was suspended for over two hours.....NJT will rebuild the four-mile-long Delco lead industrial track near New Brunswick to use as a high-and-dry storage site for equipment in the event of another catastrophic storm such as Hurricane Sandy in 2012, which inundated NJT's Kearny yard and shop.

PATCO riders had a couple of tough days in late January, after an electrical conduit in Camden fell across the tracks at 5:30 AM on Monday, January 29, and was struck by a train headed to Lindenwold. All service had to be halted except that PATCO was able to maintain very limited service between Broadway station in Camden and Philadelphia using the one set of equipment that was not stranded east of the accident scene. Very limited service with trains running every 18 minutes was restored for Monday afternoon's rush hour. It was determined that a CONRAIL freight train operating on the adjacent but elevated Vineland secondary track had run into a low-hanging PATCO power line and pulled down the conduit, which fell into the path of the PATCO train. This disabled the signal system between the Ferry Avenue and Broadway stations. For the next three days PATCO operated on a reduced schedule using manual train control in the area, with normal operations finally resuming on Friday, February 2. PATCO offered free rides to its customers during the Friday morning rush.

It now appears that the PRRT&HS special train from Philadelphia to Altoona and return May 9-13 (see November Cinders) may be the last mainline run for Bennett Levin's ex-Pennsy E8's #5711 and 5809. The cost of installing Positive Train Control on engines that only run once or twice a year may be prohibitive. But don't rule out the possibility of one last excursion with the E8's before the December 31 PTC deadlineIn spite of all its service and public relations issues, CSX reported revenues of \$11.4 billion in 2017, up from \$11.1 billion in 2016, and an operating ratio of 67.9 percent, versus 69.4 percent the previous year. NORFOLK SOUTHERN meanwhile recorded positive results in 2017 with revenues of \$10.6 billion versus \$9.9 billion in 2016, which reflected a five-percent overall increase in traffic. NS's operating ratio reached a record low of 67.4 percent as compared with 68.8 percent the previous year. The traffic increase came despite an admitted deterioration in key service parameters, due partly to adverse weather in the South.....*Trains News Wire* reports that NS may centralize all of its train dispatching in Atlanta, and

closing the divisional dispatching centers inherited from CONRAIL and other predecessor lines.

Former CONRAIL President Ronald Batory was finally confirmed by the Senate last month to head the Federal Railroad Administration. He was first nominated for the job by President Trump last July, but his confirmation was delayed due to a political squabble over the Administration's support (or lack thereof) for the proposed Gateway Project to build new tunnels between New Jersey and New York City. Trump also has nominated former Congresswoman Thelma Drake to head the Federal Transit Administration.....Baltimore's Metro rail transit system has been entirely shut down for a month to allow for urgently needed track repairs. The line has 14 stations and more than 40,000 weekday riders, who will have to put up with shuttle bus service.....Last month we failed to mention the 50th anniversary of a dark day in American railroad history. The short, unhappy life of Penn Central began on February 1, 1968.

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

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!**

Warminster, New Hope Branch Items sought

Chapter President/Editor Larry Eastwood has been tasked with assembling a collection of ephemera dealing with the area around Warminster, and specifically with Warminster station itself. This includes but is not limited to Bon Air, Johnsville and Ivyland. Items would not necessarily have to be rail-related, but could include community establishments. What do you have? That facility was opened for SEPTA by the Reading Company in 1974.

The items being looked for may actually encompass the entire Reading Railroad New Hope Branch, including photos of old stations, flyers and tickets for Bucks County Playhouse excursions and the like.

Philadelphia Chapter members and friends who may have such material to include in the exhibit are asked to contact Larry at Post Office Box 353, Huntingdon Valley, PA 19006-0353, or by E-mail to ayrestower@comcast.net. We would ask that you keep a deadline of April 1, 2018 in mind. Thank you in advance for any assistance you can provide.

Reading & Northern Photo Freight On May 5 Benefits L&WV Project 3713

On Saturday, May 5, 2018, the Reading & Northern Railroad will operate **The Oneida Clipper**, a rare-mileage photo freight train for the benefit of the Lackawanna & Wyoming Valley Chapter's Moscow station and the Chapter's **Project3713** to restore former Boston & Maine 4-6-2 #3713 to active operation.

The 96-mile round trip will depart from 1 Railroad Boulevard, Port Clinton, PA at 10 AM, and return at 7 PM. The train will head north to one destination at Oneida Junction, near Hazleton, and Morea, at the end of the former Lehigh Valley New Boston Branch. The trip will cover segments of the Little Schuylkill Branch and Catawissa Branch of the former Reading Railroad, as well as parts of the former Lehigh Valley Hazleton Branch and New Boston Branch.

Motive power for the trip will be two of the R&N's newly-acquired EMD MP15 diesels, which wear the solid green paint scheme inspired of the former Reading MP15's which covered much of this trackage in the 1970's.

Various classes of accommodation will be available on this trip. Please see order form at right for complete ticket information. Tickets may be purchased online at www.project3713.com. There will be no places to purchase food during the excursion. Please plan accordingly or pre-order a Subway boxed lunch (or two) for \$9.00 each, choice of ham, turkey or veggie. If you have questions, please contact Norman Barrett at 570-575-5320 or E-mail nyowfan@msn.com.

NOTES TO ALL PASSENGERS

The Port Clinton boarding area will not be open until 8 AM, boarding will begin at 9 AM.

Riders must wear solid, closed toe footwear appropriate for railroad walking conditions

It can be much cooler in the mountains. Dress for possible weather conditions.

Caboose, Cab Ride and Gondola passengers must be at least 18 years of age.

All tickets will be mailed beginning mid-April.

CABOOSE PASSENGERS

Passengers will be expected to rotate seats throughout the day.

GONDOLA PASSENGERS

Goggles are required which in the gondola. A complimentary pair will be provided by R&N for you to keep.

Movement between the gondola and coaches will only be permitted while the train is stopped.

The gondola cars do not have seats. Be prepared to stand while riding in the gondola.

A rider coach will be open for gondola riders to sit and relax or to avoid weather.

One-way gondola riders will either be northbound or southbound as determined by the L&WV Group.

Mail Order Form

	Price	No. Tickets	Total \$
Coach Adult	\$99		
Coach Child 3-12	\$69		
Coach Under 3	Free		
Gondola Round Trip	\$139		
1-way Gondola +Coach	\$124		
Caboose Round Trip	\$159		
1-way Cab Ride with Morea segment	\$189		
1-way Cab Ride with Oneida Jct. segment	\$189		
Ham Boxed Lunch	\$9		
Turkey Boxed Lunch	\$9		
Veggie Boxed Lunch	\$9		
Grand Total			

NAME _____

Address _____

City _____

State _____ ZIP _____

Phone _____

Email _____

Tickets are first come, first served.

All Tickets mailed beginning mid-April

Orders received after April 21 will require "will call" pick-up at Port Clinton the morning of the trip.

Clip this form and mail with check or money order made out to :

L&WV NRHS Excursion
PO Box 702
Dallas, PA 18612-0702



Eagles Fans Flock to Transit For Huge Super Bowl Parade

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Trains were staged on each line so that the designated stations would each have at least one train originating there, and passengers at certain closer-in stations also could be picked up by trains from further-out stations depending on available capacity. On the Lansdale-Doylestown line, for example, four trains started at Doylestown, three at Lansdale, one at Pennbrook, two at Ambler and two at Fort Washington. Some picked up passengers at Jenkintown. Another heavy line, Paoli-Thorndale, saw 15 trains, three starting at Thorndale, one at Whitford, one at Exton, six at Paoli and four at Ardmore. Some of the trains made additional stops on the way in when they had space available. The first trains began their runs before 6 AM with the last ones departing around 9:30.

Service was offered at only 31 suburban stations, 14 on the Pennsy side and 17 on the Reading side. The choices sometimes were based on parking availability although SEPTA was urging that passengers arrange to be dropped off at the stations. A total of 83 inbound trains were scheduled, in addition to the Airport Line which had hourly service all day between the Airport and 30th Street Station. University City, Temple, Wayne Junction, Fern Rock Transportation Center and all other Regional Rail stations within the City of Philadelphia were closed, except for 30th Street and Jefferson.

Outbound service from Jefferson and 30th Street began about 3 PM, after the conclusion of ceremonies at the Art Museum. Trains were dispatched as loaded, and the long lines of passengers waiting to enter the stations were shown on television. SEPTA employees tried valiantly to channel riders toward their desired trains, but many complaints were heard about extended waiting in the cold outside of the stations. By 6 PM the lines were nearly gone. The last train departures were around 9:30 PM to allow equipment to be positioned for the morning rush on Friday. It was obvious that congestion in the afternoon was worse than in the morning because parade-goers arrived over a period of several hours but almost everyone wanted to leave at the same time.

The overall result was that SEPTA performed far better this time than it did in trying to handle the crowds attending the Phillies World Series victory parade on October 31, 2008. Without the benefit of hindsight, SEPTA on that occasion had attempted to operate regular weekday service, with extremely unsatisfactory results, as thousands of intended riders were passed up by already packed trains and many fans never made it to the parade. Still, more than double the normal weekday ridership crammed onto the trains. This time around, General Manager Jeffrey Knueppel said he was pleased with SEPTA's performance. "Every one of the lines we cleared the platforms. If you had an expectation of going in, you made it." Regional Rail ran an almost textbook operation, with few delays and no mechanical or electrical issues reported. There was a minor problem in the afternoon due to a medical emergency on a Warminster-bound train.

One SEPTA engineer, Chapter Member Richard Werner, offered this play-by-play account of his day:

"SEPTA was prepared. [My train] with six Silverliner V's, 9524, pulled into Paoli at 7 AM. Nobody on platform but

SEPTA management and police. They had them all staged in parking lot. They then let them onto the platform and directed them to certain cars to load train properly. Left Paoli and made Ardmore, same setup. Staged in parking lot, directed to certain cars, loaded (six cars full) and left for 30th. Everybody off at 30th Street. Deadhead to "Iron" (Yardley). Left Woodbourne as Extra 6301 at 9:15, about 100 passengers, Langhorne next, 100 passengers, Philmont next three passengers, Jenkintown three passengers. Unloaded at Jefferson at about 10:15 AM. I think we were the last inbound train on the RDG side.

"Went to SS (Suburban Station) and tied down train at 10:30 AM. Tracks 2, 3, 4, 6, and 7 at SS were full of trains from one end of station to other end. Powelton and Roberts yards were full. On break at 11 AM, off break at 3 PM. Ran six GE's out of 30th Street at 5:35 PM as 1565, six cars half full. Made Ardmore, Paoli, Exton, Whitford and Thorndale then DH back to Frazer yard, done at 7:30 PM. Going home train was great. All passengers were cold and tired and a little drunk. They just slept, no problems." Richard also observed that most commuters were aware that regular service had been cancelled, but he did see a few people at closed stations such as Bethayres waiting for trains that would not come until the next day!

SUBWAYS, TROLLEYS, BUSES

Both high-speed lines carried heavy loads, especially during the pre- and post-parade hours. Some stations were bypassed, with center city stops on the Market-Frankford Line limited to 30th, 13th, 8th and 2nd Street stations, and on the Broad Street Line to Race-Vine and Walnut-Locust stations. Starting at 5 AM, trains ran every 5-7 minutes and passengers rode free all day courtesy of Independence Blue Cross, eliminating the need for fare collection. After the parade, for a time some subway trains were bypassing the 8th Street and Cecil B. Moore-Temple stations due to extreme crowding.

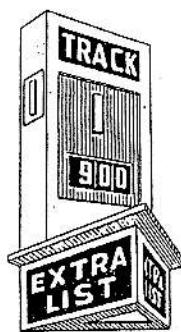
Trolley service was maintained on all routes, but the 15th Street station in the trolley subway was closed. Suburban trolley routes #101 and 102 and the Norristown High Speed Line operated local service every 15 minutes, making all regular stops. Many bus routes operating through center city had to be detoured due to widespread street closures in the parade area. Regular fares applied on all transit services other than the Market-Frankford and Broad Street Lines.

When it was all over, SEPTA announced that it had handled an estimated 395,000 passengers on the Market-Frankford and Broad Street Lines and about 70,000 on Regional Rail.

PATCO, AMTRAK, NJ TRANSIT

PATCO ran a modified schedule on Eagles Parade Day, starting at 6 AM. Only westbound service was operated until 1:50 PM, with express trains departing Lindenwold every 16 minutes, and other trains leaving Woodcrest, Ferry Avenue and Broadway station in Camden at the same intervals. Parking lots at Lindenwold, Woodcrest and Ferry Avenue were full by 8 AM. When the trains arrived in Philadelphia all passengers were discharged at the 9th-10th & Locust station, rather than at stations close to Broad Street. In the afternoon only eastbound service was available until 7:30 PM. Many passengers were loaded at the 15th-16th & Locust station for the homeward-bound trip, with long

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(SPECIAL NOTE: The Extra List in this issue of *Cinders* is somewhat abbreviated. This is caused by an earlier deadline due to the early date (March 15) of our next meeting. A full Extra List will appear in our April issue.)

Sunday, March 4, 2018: Jersey Central Chapter NRHS Train Show & Sale at Mother Seton Regional High School, Clark, NJ (Garden State Parkway, Exit 135). Show runs from 9 AM to 4 PM. Admission: Adult \$5, family \$8. For more information and/or dealer table sales, contact Mitchell Dakelman at dakelmanm@aol.com.

Saturday, March 10: Southampton Railroad Station Society presents *Charles Liberto Memorial Rail History Symposium Series* at North and Southampton Reformed Church, 1380 Bristol Road, Churchville, PA 18966. Doors open at 8 AM for coffee and doughnuts, presenters begin at 9 AM. Admission: \$35.00, which includes lunch. Presenters include Dale W. Woodland, James Rose, Joseph M. Fusco, Norman J. Barrett and Larry Eastwood. Admission: \$35 per person. Reservations to: Southampton Railroad Station Society, Post Office Box 214, Southampton, PA 18966. Reservation deadline March 7.

Saturday, March 10: Railroad Show & Collectors Market, sponsored by Harrisburg Chapter, NRHS, will take place at I. W. Abel Union Hall (Steelworkers Union), 200 Gibson Street, Steelton, PA, from 9 AM to 3 PM. Donation at the door, \$5.00, with free admission for youngsters under age 12. Chapter Member Kerry Jury will give an illustrated talk on Northeastern railroads during the 1970's at 11 AM.

Tuesday, March 13: 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. Rail photographer Oley Taramae will present *Reading & Northern in the Anthracite Region*.

Thursday, March 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. Presentation will be by Chapter Member Dale W. Woodland; full details on Page 2, this issue.

Saturday, April 7: Annual Dinner of Harrisburg Chapter, NRHS, at Best Western Premier, 800 East Park Drive, Harrisburg, PA. Cash bar 6:00 to 7:00 PM, followed by dinner and program. Program will feature noted Rail Historian John P. Hankey entitled A New Take on Railroads in the Civil War. Tickets: \$30 per person for buffet dinner. To order, send check or money order payable to Harrisburg Chapter, NRHS to: Dick Crow, 412 Ricky Road, Mechanicsburg, PA 17055-4976. For banquet flyer, go to www.harrisburgnrhs.org.

Saturday, April 14: Meeting of Philadelphia Chapter, Pennsylvania Railroad Technical & Historical Society, Drexel Hill Methodist Church, 600 Burmont Road, Drexel Hill, PA 19026. Doors open at 10:30 AM. Modelers' Meeting at 11:00 AM, Dining Car at 11:30, Business Meeting 1:00 PM, Presentation 1:30 PM. Program will be Philadelphia Chapter President Larry Eastwood with PowerPoint presentation, *A Selection of Vintage Postcard Views of Pennsylvania Railroad Stations and those of other railroads in Pennsylvania, New Jersey and New York*.

Eagles Fans Flock to Transit For Huge Super Bowl Parade

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queues forming on the street to enter the station. CEO John Hanson of parent Delaware River Port Authority said that he was pleased with the day's performance, estimating that PATCO moved about 70,000 riders to the parade (a figure that included regular riders). Fortunately, the line had recovered from the serious delays of a few days earlier, caused by a fallen electrical conduit that knocked out signal power in Camden.

Amtrak was not seriously involved with the Eagles parade on February 8, running its regular Northeast Corridor and Harrisburg services with no unusual delays. But reservations were required on Keystone Service trains operating into Philadelphia that day. These trains normally do not require reservations between Harrisburg, Philadelphia and intermediate points.

NJ Transit operated extra train #4614 from Atlantic City to 30th Street Station, arriving there at 10:05 AM. It consisted of seven cars pushed by ALP-45DP dual-power locomotive #4527. One or two regular trains on the Atlantic City Line also carried additional cars. An extra southbound train departed 30th Street around 4:20 for Atlantic City and intermediate stations. All NJT buses operating into center city Philadelphia between 8 AM and 7 PM made only a single stop at 6th & Race Streets to discharge and pick up passengers, staying off of Market Street completely. Regular service was restored at 7, including the three routes that normally operate to and from 30th Street Station.

Together, the Philadelphia area transit agencies moved a sizable share of the people who wanted to come to town, see their Eagles heroes and—incidentally—put the city in the national and international spotlight. Over the long term, news like this can only help the local economy.

--- Frank Tatnall

Thursday, April 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 Chapter Historical Archivist Kenneth Thomas with a narrated 35mm slide program, *Curtain Call: The RCT&HS at the Reading Locomotive Shop 1984 to 1989*, covering the restoration of ex-RDG Alco C630 #5308, GP30 #5513, many other back shop activities. Don't miss!

Saturday, April 28: Friends of Philadelphia Trolleys and Electric City Trolley Museum present a first ever photo charter at the Electric City Trolley Museum 235 Montage Mountain Road, Moosic, PA 18507, 9 AM to 4 PM. Ex-PSTC Brill car #80 and ex-PSTC Strafford car #164 will be used. Order tickets from: Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843. \$40.00 per person, with check/mo payable to FPT, Inc.

Saturday, May 5: "Oneida Clipper" photo freight excursion, sponsored by the Lackawanna Valley Railway Historical Society on the Reading & Northern's obscure freight branches. See article with full details on Page 6, this issue.