



CINDERS

NOVEMBER 2018



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Volume 79

Number 10

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

Chapter Website: www.nrhsphiladelphia.org

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 be promptly sent to you. The incidence of damage has been virtually eliminated 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 recorded advisory. Thank you.

2019 Dues Renewals Flowing In

Philadelphia Chapter, NRHS members have been sending in their 2019 renewals. As of November 1, nearly 100 renewals for all categories of Chapter membership have been processed.

Bills for Philadelphia Chapter dues were all mailed during the month of October. The dues level for the Year 2019 remains at \$20.00 per member. Members' financial support above and beyond the normal dues level is solicited (and needed!). Your dues payment covers the issuance and mailing of *Cinders* as well as our room rental at "Elkins Central" at Elkins Park station. Receipt letters are issued for donations to our Chapter; please note that we do not issue receipts for less than \$10.00 contributions. The Chapter's officers are deeply appreciative of the financial support each member has provided again for 2019.

Above that, 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, unfortunate necessities for our existence. The Chapter's officers are deeply appreciative of your continued support, and solicit this again for 2019. *For those who don't like writing checks, a \$20 bill does work!!*

NRHS Members are reminded that National Railway Historical Society dues renewals have been sent separately from our own Chapter renewals. Each year, this causes confusion and consternation among numerous longtime members. PLEASE RECOGNIZE THAT Philadelphia Chapter renewals and NRHS National renewals ARE TWO SEPARATE PROCESSES. NRHS National renewals should be sent to: National Railway Historical Society, ATTN: Membership Renewal, P. O. Box 31074, St. Louis, MO 63131-0074. NRHS National dues remain at \$50.00 per member for 2019.

Meeting Notice

THURSDAY, NOVEMBER 15, 2018

SEPTA Elkins Park Regional Rail Station, Elkins Central Meeting Venue, 7879 Spring Avenue, Elkins Park, PA 19027. PLEASE USE THE SPRING AVENUE ENTRANCE TO THE "ELKINS CENTRAL" MEETING ROOM. PLEASE DO NOT USE THE TRACKSIDE ENTRANCE. THANK YOU!!

MEETING START TIME: 7:00 PM

Our November 15, 2018 meeting will feature another vintage slide program, this one by known photographer and Chapter Member Richard S. Short, of Roslyn, PA. Dick has been photographing trains and traction for more than 50 years, and while he hasn't made his subject matter known at presstime, we can only speculate on what will be screened. In addition to potential Pennsylvania Railroad, Reading Railroad, PTC and Red Arrow Lines, there will undoubtedly be some surprises. Come out for Philadelphia Chapter's meeting on Thursday, November 15. It should be good!

Looking forward to the end of 2018, Our December 13 program will feature Chapter Member Kevin Feeney with his always entertaining annual PowerPoint program of rail and transit activities that he's seen during 2018. Don't miss this program!!

While the Chapter is lining up several very interesting programs for the Calendar Year 2019, we are always looking for programs that are educational and entertaining for our members. Please contact either Larry Eastwood or Harry Garforth for available dates. Contact information will be found on Page 2.

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

CHAPTER OFFICERS (Elected)

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

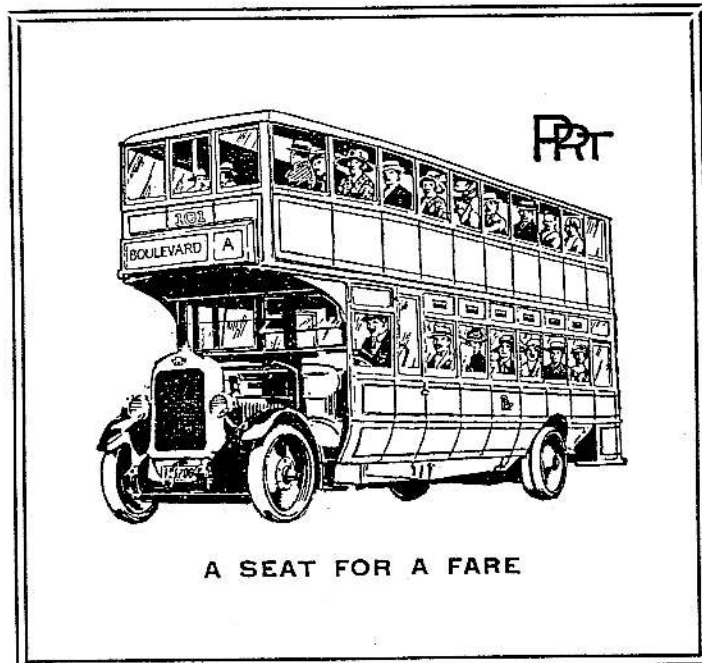
COMMITTEE CHAIRS (Appointed)

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

2019 ANNUAL MEMBERSHIP DUES: Effective September 1, 2018, \$20.00 per person, which covers Philadelphia Chapter dues through December 31, 2019. (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 will be 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.)

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(Regional Rail will be hopefully getting double-deck commuter coaches from China in (perhaps) 2020. Makes one wonder if the "bus guys" might be interested in the above for use on Roosevelt Boulevard!!!)

SEPTA Hosts Annual Rail Rodeo at Fern Rock Shop

As it has done for the past several years, SEPTA once again held its annual Rail Rodeo at the Broad Street Subway's Fern Rock Maintenance Facility at 11th & Nedro Avenues.

Designed for SEPTA employees and their families, the Authority once again reached out to the rail enthusiast community by conducting a lottery drawing. Several Philadelphia Chapter members were noted at the event, drawing winners. There was plenty of food on hand for the attendees as well



Scores of SEPTA employees were on hand to demonstrate their skills in the high tech maintenance of SEPTA equipment and infrastructure. The SEPTA Transit Store had a presence, too, offering a variety of "goodies" for sale for transit fans. The SEPTA and NJ Transit Police Departments were outside in the parking lot, demonstrating their modern equipment to keep transit riders safe.

There were some Broad Street Line cars providing a short trip around the yard, with employees answering questions about the operation of the Kawasaki-built cars.

Down on the Regional Rail platforms, SEPTA had four pieces of equipment on hand and open for inspection. Lined up were Silverliner V #704, Silverliner IV #299 (the first car to wear the red-blue window striping, diesel locomotive 80, and brand-new Siemens ACS64 #902, with cab and engine room open.

Once again, SEPTA personnel put on a good show for everyone who turned out.

Philadelphia LCL.....

The rail history photography fraternity lost another long-time giant during the month of October. **John E. Gruber**, 82, of Madison, WI, passed on October 9 of esophageal cancer. Gruber was a founder and first president of the Center for Railroad Photography and Art in Madison, from 1997 to 2013. He had been a free-lance railroad photographer since 1960. His personal documentation of preservation and commitment to its realization extended from the 1960's to his death. He was particularly know for his portraits of railroad workers in their workplaces. He was a graduate of Prairie du Sac High School and the University of Wisconsin Journalism School. Services were held in Madison on Saturday, October 27.

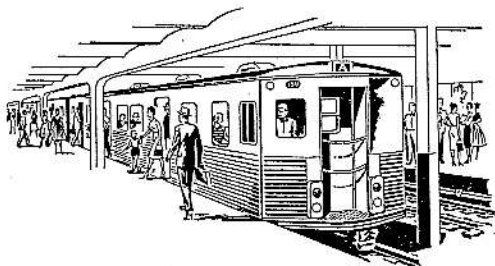
PHILADELPHIA

EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT

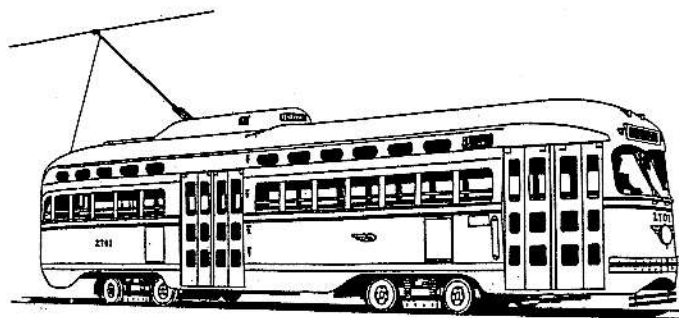


failures of the on-board Key Card readers. SEPTA is asking the designer of the smart-fare system, Conduent, to correct the apparent software deficiencies.....As previously announced, the new Trolley Portal Gardens were officially opened with a ribbon-cutting ceremony on September 27.

A glance at SEPTA's capital budget proposal for Fiscal Year 2001 reveals several major projects that were in the "conceptual stage of development" nearly two decades ago. These included the now-forgotten Schuylkill Valley Metro plan to extend electric commuter rail service to Reading, the Cross-County Metro between Downingtown and Morrisville along a CONRAIL freight line, and the Eastwick Transportation Center. But two other proposals being studied in 2001 are finally getting serious attention 17 years later—the Norristown High Speed Line extension to King of Prussia and the Media-Elwyn line extension to Wawa. Two of the most notable projects put forward in 2001 have in fact been completed, the Frankford Transportation Center and the separation of SEPTA trains from freight traffic between Woodbourne and West Trenton. Another project described in the FY 2001 budget document, the Paoli Transportation Center, currently is under construction.

The much-ballyhooed second headquarters of Amazon (see October 2017 Cinders) likely will not be in Philadelphia. The *New York Times* reported last month that the smart money now is on northern Virginia, particularly the Alexandria area, across the Potomac River from Washington. One of Amazon's prime requirements for the multi-billion-dollar project is good transit service, which was emphasized in Philadelphia's proposal to Amazon.....An item in last month's column referred to a \$1.5-million Federal grant to SEPTA for the purchase of ten all-electric buses. Actually, this amount represented the *difference in price* between ten diesel-electric hybrid buses and battery-electric buses.....A seven-year-old boy was killed when he fell between the cars of a southbound Broad Street subway train around 7 PM on Sunday, September 23. The boy and his brother had been selling candy to passengers.....Weekend construction work will continue on the Norristown High Speed Line through mid-November, requiring shuttle bus service between 69th Street and Bryn Mawr.

(Continued on Page 4)



(Artwork by Chapter Member Joe Mannix)

SEPTA is cooperating with Philadelphia police and the Parking Authority in a new effort to speed up traffic on center city streets. A September 25 *Inquirer* report states that there are certain times of the day "when a person on foot can move faster than a SEPTA bus." This usually is caused by stopped automobiles or delivery trucks blocking bus lanes on narrow streets such as Chestnut and Walnut. One response from City Council is a proposal to create a new class of police officers whose main assignment would be to improve traffic conditions in Center City. A companion piece to this proposal is a transportation report released by the city last month. It emphasizes improved public transportation services, highlighting SEPTA's plans to redesign its bus network (see July *Cinders*) and to invest in new trolley cars. SEPTA is seen as a key component in the overall effort to reduce congestion in the city.

A potential threat to SEPTA looms in 2022 when the provisions of State Act 89 expire. Under that law the Pennsylvania Turnpike Commission is required to pay \$450 million annually to PennDOT, which is used to fund important capital projects for SEPTA and other transit agencies. But, as the law now reads, those payments will shrink to \$50 million a year in 2022Trying to capitalize on the current rage over sports team mascots, like the "Phillie Phanatic" and "Gritty," SEPTA last month put out a message on social media asking the public to suggest names for a possible transit mascot. This caused some amusement in the media but it remains to be seen if it will lead to the creation of a furry, animal-like mascot named "Speedy" or some other costumed creature. Perhaps an idealized transit rider could be dreamed up, a la the Lackawanna Railroad's fondly-remembered "Phoebe Snow," or the LONG ISLAND's old "Dashing Dan."

SEPTA last month announced that it will proceed with its long-talked-about plan for a 431-space multi-level parking garage to be built on the current lot just east of 69th Street Transportation Center. An additional surface lot will contain 89 spaces. Total cost of the project is listed as \$31 millionSEPTA has issued a Request for Proposals (RFP) for the purchase of electric power generated by wind, solar or other renewable energy facilities. The RFP seeks to shift between ten and 20 percent of SEPTA's current energy needs to emission-free sources.....The *Inquirer* reported last month that some bus riders are receiving free transportation due to sporadic

PHILADELPHIA EXPRESS

(Continued from Page 3)



SEPTA REGIONAL RAIL

The last reported sighting of an AEM-7 locomotive in revenue service occurred on Wednesday morning, October 3, when #2306 pushed train #9526 **Great Valley Flyer** from Thorndale to center city. But two AEM-7's and ALP-44 #2308 are expected to be retained for work service, starting with gel train duty in this fall's leaf campaign. Thus has ended the 30 years of regular service for SEPTA's fleet of AEM-7's, the last remnants of that once-numerous model of electric locomotives. Also in October SEPTA took delivery from Siemens of the final two ACS-64 units, #914 and 915. Half of the 15 new ACS-64's are currently in regular service on push-pull trains.

Train service for Trenton and Chestnut Hill West passengers had to be reduced during the first nine days of October, as AMTRAK replaced a key switch at "Girard" interlocking on #4 track near "Zoo." The work affected both Amtrak and SEPTA trains as they approached the dividing point to 30th Street Upper Level and Lower Level, with some trains rerouted onto the Berry track in front of "Zoo" tower. Several Chestnut Hill West trains were cancelled during the construction period, as well as a handful of Trenton trains. Inbound SEPTA trains #9700 and 9730 from Trenton operated into the Lower Level of 30th Street and outbound train #9741 originated on the Lower Level. At least one round trip to and from Trenton was run with an eight-car push-pull trainset. Numerous minor delays were recorded on the Trenton and Chestnut Hill West lines. Cynwyd rail service was suspended but shuttle buses were used to and from Overbrook station. Chestnut Hill East service was marginally affected. Special online timetables were issued effective through the early morning hours of October 10.

A tree fell across tracks #3 and 4 on the AMTRAK mainline near St. Davids station around 9:15 on Friday morning, October 12, forcing SEPTA to suspend all Paoli-Thorndale service until after 4 PM. A PECO line was damaged and catenary power had to be shut down on #3 and 4. A total of 32 SEPTA trains were annulled during the day and 26 others delayed. When power was restored on track #3 about 4 PM all outbound SEPTA trains were squeezed in between Amtrak trains that normally use that track. Both eastbound and westbound Keystone trains were delayed through the morning and afternoon, the westbounds operating through the work area on #1 or 2 track using permission from the dispatcher because those tracks are signaled for eastbound traffic only. Most Amtrak trains were delayed about 20-30 minutes, although the first westbound, #643, was more than two hours late.

The annual fall leaf campaign to fight slippery rails began in mid-October. SEPTA crews working at night apply traction gel to railheads to combat fallen leaves or use high-pressure water spray to blast the leaves away. In spite of all this effort, many trains still report delays due to slippery rails which often interfere with stopping and starting at stations.

Around 5 PM on Thursday, October 25, a large cement mixer truck crashed into the low-clearance AMTRAK bridge over King of Prussia Road near Radnor station. Only one SEPTA train was delayed while the bridge was inspected for damage, but it was quickly reopened for rail traffic. Motorists in the area were not so lucky, as huge traffic jams slowed the evening rush hour due to the continued closure of busy KOP Road. The bridge, with its ten-foot, ten-inch vertical clearance, has been the scene of over 40 crashes in the last decade, as careless truck drivers ignore the posted warnings.

Just before 11 AM on Tuesday, October 23, catenary and signal power failed over the entire north side of the Regional Rail system, i.e., north of the phase break near Temple station. All service was halted for a half hour until power was restored at 11:27 AM. Twenty-six trains were delayed due to the outage and three others had to be annulled.....A signal power failure early on Wednesday morning, October 3, delayed up to 35 trains on the West Trenton line. Normal signal operation was not restored over the entire line until almost noon.

The new high level center platform at Paoli station—a key part of the ongoing transportation center project—is proceeding well. By the end of October most of the platform itself had been completed and work was underway on the steel framework for the shed above the platform. Much remains to be done on the overhead passenger bridge, however, and the elevators must still be installed.....Editor Eastwood reports that SEPTA's annual Rail Rodeo was held at Fern Rock on Saturday, October 20. The Regional Rail display included Silverliner V #704, Silverliner IV #299, new ACS-64 locomotive #902 and diesel #80..... A local group is attempting to restore the former Reading freight house in Lansdale, which has been vacant for more than 20 years. The stone building dates from 1903, the same year as the classic passenger station less than two blocks away.



As it does every year, AMTRAK is preparing for its busiest travel season—Thanksgiving week. A special Northeast Corridor timetable will be issued for the period from Tuesday, November 20 through Sunday the 25th. Consists will be expanded and extra trains operated, some of them using equipment leased from commuter agencies. Reservations will be required on all trains, even on the Keystones.....Brian Bostian, the engineer of the ill-fated train #188 that derailed at Frankford Junction in May 2015, killing eight passengers and injuring many others, will not go to trial until sometime next year. Bostian is charged with involuntary manslaughter and reckless

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

endangerment. At a pre-trial conference on October 18, defense lawyers complained that they had not been able to secure important evidence from AMTRAK and the National Transportation Safety Board. Another conference is scheduled for December 20, when a judge is expected to set a trial date (*Trains*).

AMTRAK is asking for bids on 48 pieces of equipment which it deems as surplus. These include 12 P40, three P42 and eight F40 diesel locomotives, groups of Heritage baggage cars and Horizon coaches, and five Hi-Level Pacific Parlour cars formerly used on the **Coast Starlight**. The equipment is currently stored at the Beech Grove (IN), Wilmington and Bear (DE) shops (*Trains*)AMTRAK is telling the Harrisburg Chapter that it will need to find a new location for historic Chapter-owned GG1 #4859 and an N6b cabin car currently located at the Harrisburg station. The locomotive and caboose are currently resting on track #5, but Amtrak plans to build a high-level platform along that track. Negotiations are planned to arrange for a relocation.



**CSX,
NS,
OTHER ROADS**

The audit of NJ TRANSIT ordered by newly-elected Governor Phil Murphy in January was finally released in October. The report stressed that NJT is structured like a transit agency but should be acting more like a corporation. NJT officials said that they were already adopting some of the specific recommendations, such as a more efficient program for training engineers and conductors. Many other suggestions were contained in the 166-page document, including the appointments of a chief operating officer and chief administrative officer, as well as addressing problems in capital funding, procurement, infrastructure, customer relations and recruitment. The report said that many of NJT's problems over the past few years, such as the long-delayed installation of Positive Train Control, stem from inadequate funding, low staff morale and the lack of a strategic plan. "This is fixable," said the Governor. "It's within our grasp."

PATCO riders using any of the three stations along Locust Street found themselves without service on the afternoon of Tuesday, October 16. The cause was a failure of a cable" from a SEPTA substation which supplies power to the three stations and the train control system. The 750-volt DC power in the third rail was not affected. Electricity was restored to the stations just after 4 PM, in time for most of the rush hour.

Both CSX and NORFOLK SOUTHERN have reported strong financial results in the third quarter. Net income at CSX climbed to \$894 million on revenues of \$3.1 billion, and its operating ratio of 58.7 percent was a 9.7-percent improvement over the same period last year, apparently vindicating former CEO E. Hunter Harrison's controversial Precision Scheduled Railroad plan. But part of the reason for the good showing may be attributable to cuts in capital spending

.....The authoritative *Kiplinger Letter* which goes to business executives said last month that railroads should continue to do well in 2019, benefiting from increased freight shipping and shortages of trucks and drivers.

At NS, net income for the second quarter was \$702 million on revenues of \$2.9 billion. The operating ratio was 65.4 percent. NS officials also surprised some investors that it plans to adopt some "elements" of Precision Scheduled Railroad, as UNION PACIFIC recently has done. The elements could include blending some unit train movements into the merchandise network, increasing average train speeds, closing some hump operations, reducing car and locomotive fleets and even some layoffs. All of these options would be combined with NS's own ideas in developing a new operating plan. But in contrast to the way Harrison implemented PSR, NS said that it would roll out any changes gradually and collaborate with customers in the process.

Federal Railroad Administrator Ronald Batory told Congress last month that freight railroads in the U.S. have completed 80 percent of the work required to install Positive Train Control (PTC), and commuter railroads 60 percent. AMTRAK has completed PTC installation on all of its owned lines, and SEPTA is one of the few commuter agencies to be in full compliance. Under the law, railroads are required to have operable PTC on all designated lines by this December 31, unless they qualify for an extension of the deadline. FRA does not have the authority to shut down railroads, Batory said, but can impose hefty fines for non-compliance. "There will be no cessation of service unless the carrier elects to do it itself," he said.

SYRACUSE, BUFFALO, BINGHAMTON, PHILADELPHIA, BALTIMORE AND WASHINGTON				
Read Down	1910 Daily	TABLE 9	1915 Daily	Read Up
	PM		AM	
	9 20	Lv. Syracuse..... Ar	9 55	
	9 52	.....Tully..... Ar	9 09	
	10 15	.....Tomer..... Ar	8 50	
	10 37	.....Cortland..... Ar	8 44	
	11 23	.....Marathon..... Ar	8 13	
		.....Whitney Point..... Ar	8 02	
		.....Binghamton..... Lv	7 30	
	10 Daily		15 Daily	
	PM		PM	
	9 38	Lv. Buffalo..... Ar	12 45	
	9 59	.....Corning..... Ar	9 13	
	10 00	.....Elmira..... Ar	8 13	
	11 35	.....Binghamton..... Lv	6 50	
	1306 Daily		1301 Daily	
	PM		AM	
	11 55	Lv. Binghamton..... Ar	6 12	
	306 Daily	Cent. of N. J.—Reading Company	301 Daily	
	AM		AM	
	2 05	Lv. Wilkes-Barre..... Ar	3 50	
	3 58	.....Jim Thorpe..... Ar	1 36	
	5 07	.....Bethlehem..... Lv		
	*6 16	.....Lansdale..... Lv	11 38	
	*6 55	.....Philadelphia (Reading Terminal)..... Lv	11 00	
	21 Daily	Baltimore & Ohio R. R.	22 Daily	
	8 00	Lv. Philadelphia..... Ar	8 20	
		(24th and Chestnut Sts.)		
	8 27	Ar. Wilmington..... Lv	7 54	
	9 40	Ar. Baltimore..... Lv	6 39	
		(Camden Station)		
	10 20	Ar. Washington..... Lv	6 00	
	AM		PM	

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Amtrak Selling 2nd Generation, Heritage Equipment in Offering

As noted in Frank Tatnall's *Philadelphia Express* column on Page 5 of this issue, Amtrak has issued a Request for Bid Sales Offer for various decommissioned inactive fleet locomotives and cars, totaling 41 pieces of equipment have been offered with the bid closing date of November 14, 2018.

Direct inquiries on any piece of equipment should be directed to assetrecovery@amtrak.com. We list here the equipment offered, with some background on heritage, where appropriate. (*Editor's Note: Heritage information beside each listing has come from various Amtrak heritage publications from private publishers.*)

Budd HERITAGE BAGGAGE CARS

1707 ex-4702, ex-4858, originally AT&SF 2846
 1717 ex-4735, ex-4851, originally AT&SF 2838
 1730 ex-4629, ex-4440, originally Southern Pacific 2367
 1733 ex-4632, ex-4457, originally Union Pacific 5525
 1755 ex-1727, ex-4020, ex-4429, originally Southern Pacific 2366
 1731 ex-4630, ex-4450, originally Union Pacific 5518
 1756 ex-1728, ex-4627, originally AT&SF 2835
 1762 ex-4009, ex-4433, originally Southern Pacific 2370

Budd former SANTA FE "Pacific Parlour Cars" Hi-Level Lounge

39970 ex-9970, originally AT&SF 575
 39972 ex-9972, originally AT&SF 577
 39973 ex-9973, originally AT&SF 578
 39974 ex-9974, originally AT&SF 579
 39975 ex-9975, originally AT&SF 580

General Electric P40 Diesel Locomotives

800, 801, 802, 803, 804, 805, 806, 811, 813, 925, 826, 828

Bombardier Horizon Fleet Cars (some cars renumbered –original numbers in parentheses)

58100 (53500), 54506, 54520 (54020), 54528 (54028), 54538 (54038), 53502, 54564 (54064)

EMD F40PHR Diesel Locomotives

401, 402, 404, 408, 409, 403, 405, 407
 (rebuilt from EMD SDP40F's 613, 625, 627, 631, 636, 637, 641, 646, 648 – not in order listed)
 (Number 406 converted to Non-Powered Cab Unit for 40th Anniversary Train)

General Electric P42 Diesel Locomotives

21, 49, 70

Army Flat Cars and Thrall Material Handling Cars

15679, 15744 (Army Flat Cars)
 1503, 1542, 1557 (Thrall Material Handling Car)



---from the
 READING
 RAILROAD
 MAGAZINE
 (November, 1949)

A 50-trip ticket to
 Hatboro?? Really???

NRHS Directors Meet in Scranton; L&WV Chapter 45th Anniversary

The National Railway Historical Society held its Fall, 2018 Conference in Scranton, PA from October 11-13. The Conference was headquartered at the Radisson Lackawanna Station Hotel, and coincided with the 45th Anniversary of the Lackawanna & Wyoming Valley Chapter. The Chapter hosted a train trip on the Stourbridge Line on Friday, October 12, as well as a banquet at the Lackawanna Station Hotel on Saturday, October 13. The Advisory Council Meeting was held on Saturday, October 13 at the Hotel. Philadelphia Chapter Membership Chair Sheila Dorr attended the Council meeting, and following are her notes.

NRHS President Al Weber was traveling in France and did not attend the Conference, but the meeting was capably conducted by Vice President Joseph Maloney. Maloney reported to the attendees that NRHS has a new mailing address: National Railway Historical Society, 505 S. Lenola Road, Suite 226, Moorestown, NJ 08057-1549. Joe also reported the Wes Ross of the Kentucky Central Chapter has been appointed to the Society's Investment Committee.

For a number of years, NRHS had shared a small amount of office space in the Delaware Valley Association of Rail Passengers in Center City. This office had been mainly staffed by Burton Eisenberg and Les Dean of Philadelphia Chapter, answering inquiries about NRHS and rail subjects from members. The office has been closed, and everything based there has *been* transferred to the NRHS Library in Dallas, TX.

At the same time it was announced that all of the items from the NRHS Library that had been stored in Three Rivers, MA had been moved to the Dallas location, with the exception of the NRHS Film Library, which has been moved to Phillipsburg, NJ in custody of NRHS Media Services Director Mitch Dakelman. Some cabinets of maps from the Delaware Valley area were shipped to Burlington, NJ, where Chapter National Representative Peter Senin's company has a warehouse. A supply of excess *National Railway Bulletins* has been placed in the hands of *Bulletin* Editor Jeffrey Smith.

Roanoke Chapter National Director Carl S. Jensen spoke about the NRHS Heritage Grants program, saying that \$4,000 was collected at the Cumberland, MD Convention Banquet for the program. Carl indicated that there would be five rather than eight grants to be awarded in 2019, but at higher amounts. Jensen indicated that very few NRHS chapters apply for grants.

NRHS RailCamp Director Becky Gerstung reported that in 2018 there were 36th RailCamps, with both camps being full. This year was the 20th anniversary from RailCamp, established in 1998 by Chapter President Larry Eastwood and Leatherstocking Chapter President Bruce J. Hodges. A commemorative coin was struck to mark the occasion. The tentative dates for RailCamp 2019 are June 23-29 (East) and July 28-August 4 (West). Complete details will be posted on the NRHS website on January 1.

John Goodman reported on conventions, and indicated that the Union Pacific Railroad was holding its plans close to the vest. Some additional details on the 2019 event, from Wednesday, May 8 through Sunday, May 12, may be found elsewhere in this

issue. Apparently, later in the weekend, it was announced that the 2020 Convention would be headquartered in Fullerton, CA.

Our Chapter thanks Sheila for her interest in providing notes from the October Conference in Scranton.

NRHS 2019 Convention Notes

The November, 2018 issue of *Railpace Newsmagazine* has published a summary of the 2019 NRHS Convention in Salt Lake City, UT, to coincide with the 150th anniversary of the driving of the Golden Spike at Promontory Summit.

Hotel space for the event may be booked, where available. NRHS has signed a contract for space at the Radisson Hotel Downtown on South Temple has offered a rate of \$149.00 per night (plus tax). The Hotel's \$15.00 parking fee is waived for NRHS members. When making reservations, you must mention "NRHS" to get the rate. The Radisson's telephone number is 801-531-7500. In making any reservation, you **MUST** say "NRHS". Salt Lake is navigable; the Light Rail Line reaches the Airport.

Registration at the hotel will open on Tuesday afternoon, May 7, and remain open all day on Wednesday, May 8, during the NRHS meetings at the Hotel. The Advisory Council will meet in the morning, the Board of Directors in the afternoon, with the NRHS Membership Meeting following that.

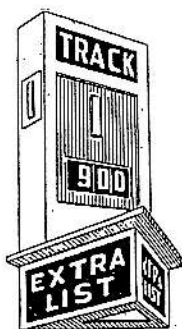
Thursday and Friday, May 9 and 10, will be spent in Ogden (9th) and Promontory Summit (10th) at the National Park, where the Sesquicentennial Birthday Party for the Union Pacific will take place. Saturday, May 11, the gathering moves to a private diesel-powered charter on the Heber Valley Railroad at Heber, UT. More details will be published as they are available.

NRHS National on Combined Federal Campaign

For those who are members of the National Railway Historical Society national organization, the Society has announced that NRHS is listed as an agency, eligible to receive donations during the Combined Federal Campaign. This applies only to people interested in contributing to the causes of NRHS National, **and DOES NOT apply to contributions to our own Philadelphia Chapter, NRHS.**

Any NRHS member who is a Federal employee, member of the military or a military retiree is eligible to make a donation to NRHS through the CFC Campaign and have your donation automatically deducted from your paycheck or pension check.

This year the campaign will run through January 11, 2009. NRHS members may participate through their workplace or through the online site at <https://www.opm.gov/combined-federal-campaign>. Once one reaches this page, you may scroll down to the "Donate Now" button and click on it. This action will send you to another page where you can register and make your pledge. The agency number for NRHS is 10276. **Please remember that this does not apply to Philadelphia Chapter, NRHS local contributions.**



Saturday, November 3, 2018:

2018 Mass Transit & Trolley Modelers Meet, presented by New York City Model Transit Association and the Shore Line Trolley Museum, 9 AM to 5 PM. Meet is held at the Parsippany PAL Center, 33 Baldwin Road, Parsippany, NJ 07054, Admission: \$20 (after October 20), Spouse and children under 16, free. Proceeds benefit Shore Line Trolley Museum in Connecticut. Additional information can be obtained via E-mail to transitmeet@yahoo.com.

Friday, November 9: Regular monthly meeting of the Anthracite Railroads Historical Society at the ex-Reading Quakertown railroad station, 15 Front Street, Quakertown, PA. Meeting begins at 7:00 PM. Program will feature *Railpace Newsmagazine* Publisher Tom Nemeth with photographic coverage of the Central Railroad of New Jersey.

Saturday, November 10: Delaware Valley Chapter, NRHS will hold its 41st 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: \$25.00 for Members, \$30 for non-members. Program will feature Kermit Geary, Jr., and *A Potpourri of Anthracite Railroads*. Kermit, and his late father, Kermit Geary, Sr., have captured black-and-white photo images since 1935. This will be a historic program not to be missed. **Ticket orders were to have been received by Thursday, November 1.** Remittances should be made payable to Delaware Valley Chapter, NRHS and sent to the Chapter at Post Office Box 1244, Morrisville, PA 19067-1244.

Saturday, November 10: Monthly open house at Rockledge Model Railroad Museum, 323 Montgomery Avenue, Rockledge, PA 19046. Hours not posted, and information request should be sent to www.rockledgemrm.org.

Saturday and Sunday, November 10 and 11: First Frost Train Meet at Allentown Fairgrounds Agricultural Hall, 1925 W. Chew Street, Allentown, PA 18104. Hours: Saturday, 9 AM to 4 PM, Sunday, 9 AM to 3 PM. Adult Tickets: \$8.00 per day (pre-registered). For complete information, telephone 610-972-8343. Complete information from Allentown Train Meet Associates, www.allentowntrainmeet.com.

Tuesday, November 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. Program information not available at presstime.

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 taken by well-know local photographer and Chapter Member 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. Complete information was published on Page 5 of the May issue of *Cinders*.

Monday, November 26: Regular monthly meeting of West Jersey Chapter, NRHS at Haddon Heights Borough Hall, 625 Station Avenue, Haddon Heights, NJ, 7:30 PM. Chapter Members Hank Cutler and Randy Acorse will present a program they put together for the Moorestown Historical Society earlier in 2018 detailing how the Pennsylvania Railroad served Moorestown's businesses and residents.

Saturday, December 1: Annual talk and walk on the Bryn Athyn Train Wreck of December 5, 1921 at Pennypack Ecological Trust, 2955 Edge Hill Road, Huntingdon Valley, PA 19006. See **Bryn Athyn Train Wreck** on Page 8 of October *Cinders*.

Saturday and Sunday, December 1 and 2: Ocean City Train Show on the Music Pier on the Boardwalk, Ocean City, NJ, located at Boardwalk and Moorlyn Terrace. Hours: Saturday, 10 AM to 5 PM, Sunday, 10 AM to 4 PM. Admission is \$3.00 for adults and 1 for children. For additional information, please telephone 609-399-6111.

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.

Friday, December 14: Regular monthly meeting of Anthracite Railroads Historical Society, at the ex-Reading Railroad Quakertown railroad station, 15 Front Street, Quakertown, PA 18951. Meeting begins at 7 PM. ARHS's Rich Jahn will screen a slide program assembled by the late ARHS Member Richard Samsel. As a bonus, David Fluck will show his movie footage of the Quakertown & Eastern Railroad.

Saturday and Sunday, February 16 & 17, 2019: Greenberg's Toy & Train Show, Chase Center on the Riverfront, 815 Justison Street, Wilmington, DE. Complete details in forthcoming issues of *Cinders*.

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!**