

# CALENDERS

## OCTOBER 2018



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Volume 79

Number 9

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

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

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

**Thursday, October 18, 2018  
 6:30 to 7:00 PM**

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

## Meeting Notice

**THURSDAY, OCTOBER 18, 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!!**

**CHAPTER BOARD MEETING: 6:30 PM**  
**MEETING START TIME: 7:00 to 7:15 PM**

At its Board of Directors Meeting on August 14, 2018, the Chapter Board voted to combine our quarterly Board of Directors Meetings with a regular chapter meeting. The Autumn, 2018 Board of Directors Meeting of the Chapter will be held on Thursday, October 18, 2018, beginning at 6:30 PM. Our regular monthly Members Meeting will begin upon completion on the Board Meeting (between 7:00 and 7:15 PM).

Our October 20, 2018 meeting will feature a return visit by Chapter Member Harry Pinsker with another narrated slide program covering traction properties throughout the United States and Canada. Harry provided our January, 2018 meeting with an illustrated slide talk on Philadelphia area traction properties, and this follow-up program is an extension of that program. Plan to be in attendance for a slide lecture with extensive coverage from other properties around the United States and Canada.

Looking forward to the end of 2018, our November 15 program will find Chapter Member and Noted Photographer Richard S. Short providing a variety of slides from his extensive photo library of Philadelphia area railroad and transit scenes he's recorded over more than six decades. Our December 13 program will feature Chapter Member Kevin Feeney with his always entertaining PowerPoint program of rail and transit activities that he's seen during this year. This program is always one not to miss!

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.

### UPDATE FROM YOUR PRESIDENT/EDITOR

*As reported to you in September, your Editor (and President) suffered what has been termed a "minor stroke", which affected the right side of my body.*

*I am pleased to report that I have regained between 85 and 90 percent of the use in my right hand, sufficient for me to use the computer keyboard!! I have some weakness/instability in walking, although some scheduled exercise therapy should bring complete restoration of that function. I am lucky!!*

*I want to thank Frank Tatnall for "rescuing" the September issue by providing a huge amount of material in his column, due mainly to a very active summer season in our area.*

*Everything you're looking for each month will be found in this issue, just not necessarily in the location and order you might expect.*

*I thank each of you for the phone calls, cards/letters and Facebook and E-mail messages of encouragement. They were all sincerely welcome and appreciated.*

*R. L. Eastwood, Jr.,  
 President/Editor*

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

**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.)

*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).

## Chapter Seeks Able-Bodied Volunteers for Storage Site

As most members are aware, Philadelphia Chapter has a 10-foot by 10-foot storage site located on York Road in Willow Grove, about two blocks from SEPTA's Willow Grove Regional Rail station. The Extra Space site, located at 72 North York Road, is also served by SEPTA Bus Route 55.

The storage facility contains the Chapter's archives, as well as much material donated to the Chapter from the estates of departed members. Much of this material, to include hard- and soft-cover publications, slide collections and other paper railroad ephemera is excess to the long-term needs of our Chapter, and we need **younger, able-bodied** volunteers to help sort through the material we have so that the site will be organization, permitting us to accept future collection donations

During the forthcoming autumn season, we are seeking members to work as a group for part of a day to assist in this effort. Normal work party times run from about 10 AM to 3 PM, and the Chapter will provide lunch from the nearby Burger King as an incentive for the donation of time. Please contact Chapter President Larry Eastwood at 215-947-5769 or by E-mail to [ayrestower@comcast.net](mailto:ayrestower@comcast.net) for information. We need **YOU!!**

## 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.*

## Where Did the Year 2018 Get To?? (It's Dues Renewal Time for 2019!!)

The Year 2018 is fast slipping by us, and it is time for Philadelphia Chapter members to renew their memberships for the coming year. The renewal process is unchanged from 2018.

*Members are reminded that National Railway Historical Society dues renewals will be sent separately from our own renewals. This has caused some lingering confusion and consternation among many longtime members. PLEASE REMEMBER THAT Philadelphia Chapter renewals and NRHS renewals ARE TWO SEPARATE PROCESSES.*

Bills for Philadelphia Chapter dues will be 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.

Above and beyond dues, however, is our annual liability and property insurance, as well as the rental on our storage space located in Willow Grove. These two items total approximately \$5,000 per year, unfortunate necessities for our existence. The Chapter's officers are deeply appreciative of your continued support, and solicit this again. Please give your 2019 renewal your prompt attention when it arrives in the mail. *For those who don't like writing checks, a \$20 bill will work!!*

## Philadelphia LCL.....

Over the summer months, the rail history fraternity has lost several pillars of preservation. Baltimore Chapter NRHS Member **Robert W. Janssen** passed away on September 8 (See Page 3).....Legendary railroad photographer **Jim Shaughnessy** of Troy, NY passed away on August 7 at the age of 84, following a long illness. Jim was well known for his work during the steam-to-diesel transition period of the 1950's and 1960's. His accomplishments in rail history preservation have been documented in the various rail magazines over the past two months.....Former Philadelphia Chapter Member **John Nieveen** of Ocean City, NJ died on June 19 at the age of 78. He originally lived in Upper Darby until moving to the Seashore resort in 1972.....Philadelphia Chapter "Additional Chapter" Member **Robert L. Long** of Betterton, MD also passed away during the summer. Bob was well-known for his excellent black-and-white rail photography, and Philadelphia Chapter members were treated to a large sampling in a West Jersey Chapter, NRHS (Bob's home chapter) PowerPoint presentation, which was featured at our September 20 meeting. Bob's extensive Delaware Valley area negative and photo collection had been previously donated to West Jersey Chapter, where Fred Ciociolla and others have been digitizing same so future historians may make use of it.

## SEPTA Sets Rail Rodeo for October 20

SEPTA's 2018 Rail Rodeo and Exhibition will be held this year on Saturday, October 20 from 9 AM to 1 PM at the Broad Street Subway Fern Rock Car Shop, 11<sup>th</sup> & Nedro Avenue, adjacent to SEPTA's Fern Rock Transportation Center Regional Rail Station.

This event is normally designed for SEPTA employees and their families, but once again this year SEPTA has extended an invitation to the rail enthusiast community to participate via a lottery drawing. Registration forms are available at [septa.org/railrodeo](http://septa.org/railrodeo) and a maximum of two registrants will be permitted to enter per form.

The lottery is open to non-SEPTA individuals from September 20, 2018 until Monday, October 8, 2018. Winners will be notified by Wednesday, October 10, 2018, and following past practice, there will be a check-in table at the Fern Rock Shop on Saturday, October 20.

New, of course, to the Regional Rail equipment display on the "0" track at Fern Rock Transportation Center will be the Siemens ACS64 electric locomotive, plus Silverliner IV and Silverliner IV cars.

Inside the shop, there will be subway train and diesel equipment displays, shop tours, hands-on equipment demonstrations, including destination, sequencers and public address test equipment. There will be a Mobile Positive Train Control (PTC) display and some operating model train layouts.

Philadelphia Chapter expresses its appreciation to SEPTA for extending this opportunity to our members.

## Harrisburg Chapter Raising Funds to Buy Builder's Plate

Harrisburg Chapter, NRHS has an opportunity to purchase the original builder's plate for the former GG1 #4859, which the Chapter owns and is on display at Amtrak's Harrisburg (PA) station.

The Chapter's Board of Directors concluded that the plate to the 4859 is a critical part of its history as the first PRR GG1 to come to Harrisburg in 1939 and has decided to proceed with its acquisition. The 4859 was built in December, 1937 at PRR's Altoona Works and bears builder's number 4326.

The plate is available to the Chapter for \$2,200.00 and the Chapter is soliciting donations to cover its purchase. If you wish to contribute, send your donation to:

Richard Crow, Treasurer,  
Harrisburg Chapter, NRHS  
412 Ricky Road  
Mechanicsburg, PA 17055-4976.

As Harrisburg Chapter is a 501(c)3 non-profit organization, all donations are tax deductible, and each donation will be acknowledged by the Chapter.

## Bob Janssen Passes at Age 94; Legendary Baltimore Rail Historian

Robert W. Janssen, longtime rail historian from Baltimore, MD passed away September 8, 2018 at the age of 94. Bob joined Baltimore Chapter, NRHS in 1944 and was an active member of that Maryland chapter until his death. In addition, he was also active in the Baltimore Streetcar Museum and served the Maryland Rail Heritage Library.

Bob was a graduate of Havre de Grace High School in 1941. He then worked with two uncles, William Baron and Charles Pusey for the Baltimore & Ohio Railroad, retiring in 1986 from Chessie System. He was a life member and historian of the Level Volunteer Fire Company in Havre de Grace since 1956.

Janssen served in many different capacities with Baltimore Chapter, NRHS as well as serving as historian of the Baltimore Streetcar Museum since the 1950's.

He kept meticulous diaries of his many, many rail journeys, which would include meals eaten, the cost, and the amount of the tip he left. He rode all the trolley lines in Baltimore City, as well as riding every trolley line in the United States and Canada between 1940 and 1950. On the rail excursions he rode, we would keep a record of the equipment consist on the trip. A couple of decades back, we was able to furnish Philadelphia Chapter with a listing of the motive power and equipment on trips he rode that the Chapter sponsored, very helpful to Philadelphia Chapter in completing our excursion records.

He was heavily involved in the writing and publication of the definitive history of Baltimore streetcars, *The History of Baltimore's Streetcars* (1992). His monthly column, "Travelin'" would appear regularly in Baltimore Chapter's newsletter, *The Interchange* for decades. The Chapter, in 2000, published a compilation of these essays entitled "Travelin': One Man's Journeys from World War II to the End of the Millenium".

In addition, he loved Bluegrass music, amusement parks, attending parades, different hotels and visiting cities with more than 5,000 residents. His funeral was held on Thursday, September 15 at the Level Volunteer Fire Company in Havre de Grace, MD.  
—Courtesy Baltimore Chapter, NRHS

### 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!**

## Tough Night in the Hudson Tunnel

New Jersey Transit riders experienced a rather scary late night ride through the Hudson River tunnels between New Jersey and New York on Friday evening, September 8.

At about 11:45 PM, an inbound Northeast Corridor Line train struck some dislodged Amtrak over wires, causing the pantograph on a Jersey Arrow III car to not only drop on the roof of the car, but actually penetrate the MU car.

A passenger who boarded at the Secaucus Junction station said she saw sparks and heard a loud noise that sounded like something was hitting the train a few rows behind her seat. As the train stopped, she observed smoke, broken windows and a "pole" that had come through the ceiling of the car.

After about a 90-minute wait in the darkness, and with no air-conditioning, the 700 passengers were transferred to a rescue train. In another incident at 11:18 PM the same evening, a North Jersey Coast train headed for Bay Head, struck a metal object just west of the North Tube. That train was also disabled and another NJT train rescued the 350 passengers.

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## L&WV Chapter Celebrates 45<sup>th</sup> by Hosting NRHS National Conference

Lackawanna & Wyoming Valley Chapter, NRHS has invited rail historians to join them to both celebrate their 45<sup>th</sup> anniversary as well as hosting the 2018 NRHS National Fall Conference from October 11-14, 2018. The event will be housed in the Radisson Lackawanna Station Hotel in downtown Scranton, PA during the height of the Autumn colors season.

The activities begin on **Thursday, October 11** with a free evening slide show featuring Ed Philbin as well as Ed Zech with local photography of the late Ed Miller.

**Friday, October 12** will feature a charter excursion on the Stourbridge Line between Honesdale and Lackawaxen (50-mile roundtrip), as well as two more evening slide shows, and a night photo session. The slide shows, again, are free, and the excursion and photo shoot are fee events.

On **Saturday, October 13**, the traditional NRHS Advisory Council and Board Meetings will run from 8 AM to 5 PM at the Radisson. At 6 PM, attendees may attend the 45<sup>th</sup> Anniversary Banquet in the Radisson's glass-topped lobby.

Rounding out the Conference will be a Steamtown Excursion to Moscow, PA and return on Sunday, October 14. The 26-mile round-trip will include an informal NRHS RailCamp 20-year reunion at Steamtown and on board the train.

Order tickets and get more information on line at [www.laurellines.org](http://www.laurellines.org). For information, contact Tony Verbyla, Jr. at 570-760-4344 or by E-mail to [erjcep9@yahoo.com](mailto:erjcep9@yahoo.com). Reservations for the Radisson Lackawanna Station Hotel may be made by going to [www.radisson.com/lacwyo](http://www.radisson.com/lacwyo) or by telephoning 570-342-8300 or 1-800-333-3333. The deadline for hotel reservations was September 19, according to the Chapter's flyer.

## Rockledge Model RR Museum Dedicated on September 9

The Rockledge Model Railroad Museum, located in that small Montgomery County borough just beyond the Philadelphia city limits near the Fox Chase section of Philadelphia, was dedicated on Sunday September 9 with about 300 people filing through to see the reincarnation of the former GATSME Model Railroad Club. GATSME had been at several locations since its formation in 1951, most recently (since 1946) in the basement of the former Fort Washington Elementary School in Fort Washington.

The Club purchased an unused textile mill building at 323 Montgomery Avenue, on the back streets of Rockledge in 2014 as its new home. The building has some 4,600 square feet of space that it can call home. After major physical renovations, the Club began constructing its new model railroad, devoting some 3,000 square feet to the railroad layout.

The planned railroad layout models a 1950's era railroad that ran from Philadelphia to Reading, PA, showing much of Montgomery County. Also to be included as part of the layout will be the former Reading Railroad Newtown Branch.

In addition to the dedication Open House, the Museum was open to the public on Saturdays, September 15, 22 and 29. It is planned to have the Museum open to the public on the second Saturday of every month, beginning in November. For more information, visit the Museum website, [www.rockledgemrm.org](http://www.rockledgemrm.org).

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## Lackawanna & Wyoming Valley Sets its 9<sup>th</sup> Annual Sentimental Journey Slideshow

Lackawanna & Wyoming Valley Chapter, NRHS will hold its 9<sup>th</sup> Annual Sentimental Journey Slide Show on Saturday, November 3, 2018 at the Dupont Hose Company, 308 Main Street, Dupont, PA 18641. The coffee and donut hour starts at 9 AM, and presentations start at 10.

Six presenters will show their slides, as follows:

Frank Garon – *New York Metro Area, 1979-1982*  
 George Gula – *Eastern PA Traction Topic*  
 Harry Owens – *Along the LV Bowmans Creek Branch*  
 Kermit Geary, Jr. – *Lehigh/ Wyoming Valleys in B&W*  
 Tony Verbyla, Jr./John A Rakowski – *Slide Selections*  
 Richard Jahn – *Erie Lackawanna of ARHS Collection*

Ticket price is \$26.00 per person and includes all-day catering by the Dupont Hose Company, with coffee, soda, water, donuts, buffet "NEPA" lunch, of kielbasa, stuffed cabbage, chicken, potato, vegetable, ziti and cake dessert, plus door prize entry. Cash bar will be available

Make checks payable to L&WV Chapter, and send order to: Ed Philbin, 36 E. Cole Street, Pittston, PA 18640-1553.

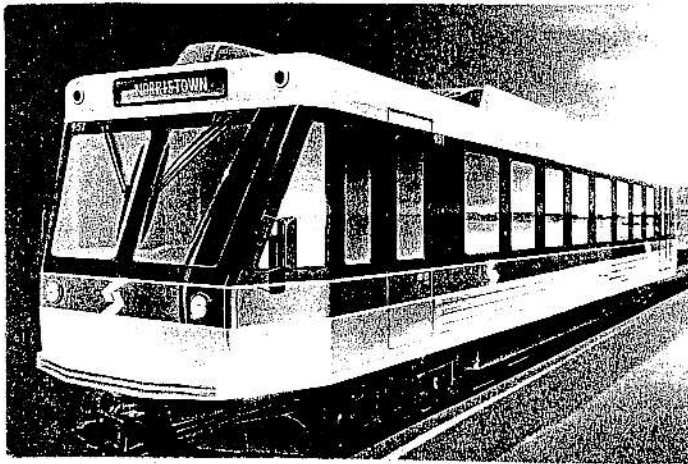
Proceeds benefit L&WV Chapter activities, including ongoing restoration of Boston & Maine #3713 at Steamtown. This has become a very popular annual event, and well worth the price of admission and rail historians' support.

# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

## SEPTA TRANSIT



Eagles fans and in fact everyone using the Broad Street Line got free rides between 4 PM and midnight on Thursday, September 6. The occasion? The Super Bowl champion Eagles played the Atlanta Falcons in the 2018 season opening game at Lincoln Financial Field. All expenses for running the service were paid by Miller Lite Beer as part of an annual promotion..... SEPTA has received a \$1.5-million grant from the Federal Transit Administration for the purchase of ten all-electric buses from New Flyer, to be based at Midvale. SEPTA previously had ordered 25 electric buses from Proterra, which will be used on two routes in South Philadelphia.....SEPTA plans to launch its new Route 49 bus line operating between Grays Ferry, 30<sup>th</sup> Street Station and the Fairmount neighborhood with the February 2019 schedule change (see April *Cinders*).

On October 1 SEPTA placed Key system turnstiles in service at the 19<sup>th</sup> and 22<sup>nd</sup> Street trolley subway stations. As of the same date cashiers at Market-Frankford and Broad Street Line stations will no longer accept cash or tokens for the payment of fares, and State-issued reduced fare cards will not be valid beyond that date. As the Key fare collection system is phased in cashiers will be transitioned into customer attendants to assist passengers .....An elderly woman jumped or fell onto the track at the Erie Avenue subway station and was killed by a southbound Broad Street Line train on Tuesday afternoon, August 28. Delays ensued as trains had to bypass the station.....Service on the Norristown High Speed Line was affected by construction projects in late September. Special schedules were issued for two Saturdays and two Sundays. Opposite-side boarding also was required at certain times due to work at Villanova Stadium station.

SEPTA ridership in Fiscal Year 2018 which ended June 30 totaled 302.7 million trips, down 1.8 percent from the previous year. Bad weather and competition from ride-sharing services were cited as factors in the decline. The City Transit Division was down by 6.2 million trips (2.5 percent), Regional Rail was down by 298,000 rides (0.9 percent), but Suburban Transit rose by

906,000 rides (4.2 percent). Consolidated passenger revenues for the year of \$467.9 million was 5.7 percent higher than in FY 2017, largely due to the fare increase effective in July a year ago. SEPTA realized a surplus after subsidies of \$444,000 in FY 2018.

## SEPTA REGIONAL RAIL



The 30-year reign of SEPTA's fleet of AEM-7 electric locomotives effectively ended last month. At *Cinders* presstime, the last known revenue run of these hardy units was #2306 pushing West Trenton express train #6378 on Thursday afternoon September 20, as spotted by Editor Larry Eastwood. That train turned to #6325 the next morning. The lone ALP-44 #2308 also was in service on the 20th, handling express #6374 to West Trenton, then turning to train #6321. The 2308 did a repeat performance to West Trenton on Friday night the 21<sup>st</sup> with express #6378. Thirteen of the new Siemens-built ACS-64's were on the property in mid-September, but only six of them had been cleared for revenue service, so that a failure of one would result in an old unit being dispatched in its place. Two or three of the AEM-7's (or the ALP-44) will be retained to power the gel trains during the annual fall leaf season, which is expected to begin in mid-October.

On October 1 SEPTA expanded its "Early Adopter" program to Key Card holders at certain Zone 3 Regional Rail stations. The program, which allows customers to purchase weekly or monthly TrailPasses with their Key Cards, was previously confined to stations in the more-distant Zone 4 (see September *Cinders*). Just 14 of the 50 Zone 3 stations have been selected for the expansion, among them Fort Washington, Wayne, Jenkintown, Warminster, Media and Marcus Hook. SEPTA plans to expand the Key program to Zones 1 and 2 stations later this year .....SEPTA reissued its paper timetables for all Regional Rail lines, effective September 30. The schedules are virtually the same as those contained in the January 14 timetables, except for Lansdale-Doylestown which began August 5.

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# PHILADELPHIA EXPRESS

(Continued from Page 5)

SEPTA is beginning to enforce the so-called "closed door rule" on its Silverliner IV and Bombardier cars, by which crew members are required to manually close all doors and traps before a train can move. This is to comply with a Federal Railroad Administration regulation, now that SEPTA's FRA waiver of the regulation is about to expire. Although some SEPTA stations have high-level platforms, most still have low-level platforms at which the doors and traps must be opened for passengers to enter and exit. When all doors and traps must be closed between stations, the work becomes more labor-intensive and requires additional crew members in rush hours to avoid delaying trains. The new policy took effect September 4 on the Chestnut Hill East and West Lines and will be extended to other lines in the next few months.

Another lineside fire hindered AMTRAK and SEPTA operations late on Thursday, September 13. This one was located on Sedgley Avenue in North Philadelphia, shutting down the Northeast Corridor for almost an hour around 11 PM. Two SEPTA Trenton trains were annulled and four others delayed. As often happens, trees caused two annoying service problems last month. At about 7:15 PM on Thursday, September 6, a tree caught fire near the Bucks County Industrial Park siding north of Langhorne station. Because it was burning close to the catenary, power had to be shut down on southbound track #1 causing delays to nine trains due to the necessity of single-tracking. Then, six days later train #384 reported a tree fouling the #2 track north of Rydal station. Three trains were delayed.

New ACS-64 locomotive #901 suffered two failures in three days last month, the first with train #9340 at Elwyn on Monday, September 10, and the second with train #6325 at Yardley on Wednesday the 12<sup>th</sup>. Both were caused by electrical faults, delaying the trains by 35 and 15 minutes respectively. The engineer of Norristown-bound train #6246 spotted a nude man with a rifle along the right-of-way north of Ivy Ridge station about 5 PM on Monday the 10<sup>th</sup>. The next train saw the same man, this time clothed but still holding the rifle. Police were summoned and searched the area but did not find him. Two trains were delayed before normal service resumed. AEM-7 #2305, already removed from regular service, suffered a brief failure on a deadhead move with another AEM-7 around 12:30 PM on Saturday, September 15, forcing inbound train #524 to be held at Paoli..... A trespasser was struck and killed by train #472 south of Warminster station just before midnight on Tuesday the 4<sup>th</sup>. Passengers on 472 and 476 were bused around the scene.

The multi-year project to replace all catenary wire on the West Trenton line should be completed by late November. The high-level platform and other improvements at Yardley station, which cost \$5.8 million, are now in use.....Several other projects have been finished or are nearing completion. The \$36-million rebuilding of Levittown station includes a new pedestrian overpass which was lifted into place early this summer, and elevators are to be installed. Secane has new high-level platforms and a handicapped-accessible pedestrian tunnel, and the new tunnel at Villanova station is in full service..... Regional Rail achieved an on-time performance of 91 percent in August, and OTP in June and July was at or close to 90 percent, which represented a big improvement over last winter and spring. A train is considered to be on time if it reaches its terminal station not more than five minutes behind schedule.



## AMTRAK



AMTRAK said last month that it will in fact continue service on all of its present routes after January 1, 2019. This followed several veiled comments from CEO Richard Anderson over the past few weeks that Amtrak might halt service on lines that did not have a Positive Train Control (PTC) system in operation by the first of the year. But on September 14 Executive Vice President Scot Naparstek told a Congressional committee that Amtrak would indeed continue service on certain PTC-exempt lines, which will benefit passengers on the **Vermont, Cardinal, Downcaster and Texas Eagle**. Naparstek said that a "risk analysis process" is underway and "Amtrak's goal is to continue to operate all of our services over all of our current routes come January 1."

Eastbound train #42 **Pennsylvanian** got stranded in a flash flood at Mount Joy, PA, on Friday afternoon, August 31, after 13 inches of rain swamped the area. Water in the Mount Joy cut suddenly rose up to the carbodies, forcing the train to a halt. All 247 passengers were held onboard until water levels receded and a rescue locomotive could pull the train to Philadelphia after a nearly six-hour delay. Some riders told the press that Amtrak personnel were very attentive, keeping everyone informed about the situation. The westbound #43 to Pittsburgh was terminated at Lancaster, its passengers bused on to Harrisburg. All Keystone service to and from Harrisburg was suspended for the day with several westbound trains turned back at Lancaster. Most service was restored on Saturday, with some delays, but train #42 did not resume until Sunday because there was no equipment available at Pittsburgh for the eastbound run on Saturday.

AMTRAK faced a far bigger challenge with the approach of Hurricane Florence last month. The particularly vicious storm was only a Category 1 hurricane when it made landfall near Wilmington, NC, on Friday morning, September 14, but the heavy rains it brought were actually a much greater threat than its 90-mph peak winds. As Florence moved slowly inland it caused widespread flooding, which forced thousands of residents to evacuate their homes while disrupting all modes of transportation—highway, rail and air. By the end of the following week, at least 42 people had died because of the storm and property losses were expected to reach \$20 billion. Meteorologists estimated that Florence would dump more than eight trillion gallons of water on North Carolina alone and the Governor of South Carolina said the storm was the worst natural disaster ever to hit his state. Coastal towns like Wilmington received more than 15 inches of rain but some inland communities were drenched with up to 35 inches, creating a massive flooding crisis.

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# PHILADELPHIA EXPRESS

(Continued from Page 6)

Dozens of towns were inundated, most of their residents fleeing to safety before the roads were blocked by high water. Many people would return to find their homes and businesses severely damaged or destroyed. Highways took a tremendous beating—a large section of the vital I-95 corridor was closed to traffic for more than a week—and railroad infrastructure was damaged in many locations. Freight service was disrupted throughout the region as many main and branch lines were embargoed. Some yards and terminals were shut down for several days. While operations on CSX and NORFOLK SOUTHERN were impacted, both roads managed to detour some trains to reach Georgia, Florida and other parts of the South that were unaffected by the storm. Several shortlines had to suspend operations.

AMTRAK said that the safety of its passengers and employees was paramount in its decision to cancel all service south of Washington effective on Thursday, September 13. A few long-distance trains such as the **Silver Meteor**, **Auto Train** and **Crescent** were annulled starting on Wednesday the 12<sup>th</sup>. The annulments really were unavoidable because some of the host railroads' lines suffered major washouts. One of CSX's key routes, the A Line through Rocky Mount, Florence and Charleston, remained shut down almost a week after the storm made landfall as crews worked to repair tracks and remove fallen trees. This is the route used by the Silver Service trains and the **Palmetto**.

By Cinders' presstime, AMTRAK had announced the following information concerning service south of Washington:

- All Corridor service in Virginia resumed Tuesday 9/18
- Crescent** trains 19/20 resumed Wednesday 9/19
- Carolinian** trains 79/80 restored Friday 9/21
- Silver Meteor** trains 97/98 cancelled through Saturday 9/22
- Auto Train** 52/53 cancelled through Sunday 9/23
- Palmetto** trains 89/90 cancelled through Monday 9/24
- Silver Star** trains 91/92 cancelled through Tuesday 9/25

Despite reports of its imminent demise, the antique Solari information board at 30<sup>th</sup> Street Station remains in service, its flaps still clattering. AMTRAK does plan to replace it with a digital board similar to those already in use at other major stations along the Corridor, but no firm date for the replacement has been set.....Brandon Bostian, the engineer at the controls of train #188 when it derailed at Frankford Junction in May 2015, will be back in court October 18. This will be for a pre-trial conference on the charges against him of involuntary manslaughter and reckless endangerment, stemming from the now-infamous wreck which killed eight passengers (*Trains*)..... Trains #42 and 43 **Pennsylvanian** were bused between Harrisburg and Pittsburgh on Sunday and Monday, September 9 and 10, because NS was cutting in a new Positive Train Control system. All freight train operations also were suspended over the mainline.

A milestone was reached last month in the project to build 28 new Avelia Liberty trainsets to replace the current Acela fleet. The first of 56 body shells for a Liberty power car was unveiled at the Alstom plant in Hornell, NY, where the trainsets are being built. Each train will have nine passenger cars and be capable of speeds up to 185 mph. The new trains are expected to enter service in 2021 (*Trains*).....AMTRAK completed its summer infrastructure improvements at New York's Penn

Station last month, allowing the return of Empire Service and other trains from Grand Central Terminal, which had been their temporary home since late May. The **Lake Shore Limited**, which was suspended between Albany and New York City, also returned to Penn Station. The summer renewal program also included replacement of critical parts of the old Spuyten Duyvil swing bridge, track replacement on the Empire Connection and in the tunnel leading to Penn Station, and reconstruction of track #19 in the station itself. Total cost of the work was about \$50 million.

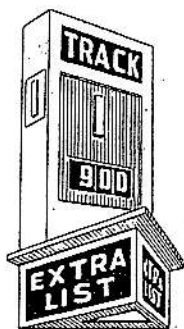


NJ TRANSIT still is wrestling with the massive project to install Positive Train Control throughout its rail system. In spite of the transfer of five Atlantic City Line trainsets—along with their crews—to North Jersey, passengers are still suffering with daily cancellations because of the need to install PTC equipment in cars and locomotives. (On Friday, August 31, NJT nearly set a new record by cancelling 15 trains during the morning rush, partly due to crew shortages and partly to insufficient equipment.) NJT already had acknowledged that it may not meet the Federal deadline of January 1, 2019 for full compliance with the PTC requirements, but will take some drastic steps to advance the program in addition to cancelling all service to and from Atlantic City.

NJT Executive Director Kevin Corbett announced last month that 18 daily trains would be cancelled on the Northeast Corridor, North Jersey Coast Line and several other routes to speed up installation of PTC in cab cars and locomotives. The Princeton shuttle also will be bused, certain other schedules adjusted and some weekend service handled with buses. The service reduction will begin on October 14. Both SEPTA and the LONG ISLAND RAIL ROAD already have achieved 100-percent PTC compliance but NJT was at only 26 percent. To help ease the pain of the service cuts NJT will offer a ten-percent discount on all rail tickets in November, December and January. One action taken to address the shortage of train personnel was the State Labor Department giving NJT an exemption to allow the hiring of employees who live out of state.

Railway Age Magazine reported last month that NORFOLK SOUTHERN is considering the relocation of its corporate offices from Norfolk, VA, to Atlanta. The railroad's operating and engineering headquarters have been located in Atlanta for many years.....STRASBURG RAIL ROAD has acquired a second diesel locomotive, a 1953-vintage SW9 that was rebuilt by the Santa Fe into a 1,200-hp unit. It was retired in 1984, traded in to General Electric and last served as a plant switcher for Celanese Corp. at Narrows, VA. Strasburg already has SW8 #8618, a former CONRAIL unit built for the New York Central in 1953, which usually handles the shortline's active freight business (*Trains*).....The Friends of Philadelphia Trolleys is raising money to repair ex-SEPTA PCC car #2168, which has been operating at the Baltimore Streetcar Museum since 2009 but needs substantial body work (*Trains*).





**Sunday, October 7, 2018:** 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!!

**Tuesday, October 9:** 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 know because of this early press deadline.

**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.

**Saturday, October 20:** SEPTA's 2018 Rail Rodeo and Exhibition will take place at SEPTA's Broad Street Subway Fern Rock Shop and Fern Rock Transportation Center Regional Rail station, 9 AM to 1 PM. Non-SEPTA personnel may participate in lottery for admissions. See complete details on Page 3 of this issue.

**Monday, October 22:** Regular monthly meeting of West Jersey Chapter, NRHS at Haddon Heights Borough Hall, 625 Station Avenue, Haddon Heights, NJ, 7:30 PM. Noted rail photographer Michael Froio will share a number of his images and film footage with attendees. Mike, an Associate Professor at Drexel University, has done numerous programs around the area and will cover some of his PRR photography work.

**Saturday, November 10:** Delaware Valley Chapter, NRHS will hold its 41<sup>st</sup> 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 must be 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.

**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*.

**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*, this page.

**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.

### 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.

## Annual Bryn Athyn Train Wreck "Walk and Talk" Set for December 1

The annual "Bryn Athyn Train Wreck Talk & Walk" will take place on Saturday, December 1, 2018 at the Pennypack Ecological Trust, 2955 Edge Hill Road, Huntingdon Valley, PA 19006, beginning at 1:30 PM. Reservations are required for this event, by telephoning PERT at 215-657-0830. Members of PERP may participate for free, with non-members subject to a \$5 fee.



Co-hosted by the Old York Road Historical Society of Jenkintown, the program features a 445-minute lecture by Philadelphia Chapter President Larry Eastwood on the causes and results of the horrific head-on collision between two Philadelphia & Reading passenger trains, which occurred on Monday, December 5, 1921. A total of 26 people were killed and 70 were injured in the accident.

Following the talk, OYRHS President David Rowland will lead a walk through the woods to the crash site, located along Montgomery County's Pennypack Trail on the former roadbed of the Reading Railroad's Newtown Branch. A commemorative marker was placed at the wreck site in December, 2017.