



CINDERS

JANUARY 2009



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Volume 70

Number 1

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

PHILADELPHIA CHAPTER, NRHS WEBSITE: www.phillyNRHS.com

MEETING CANCELLATION NOTICE!

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting day, Chapter officers will make a decision on whether to hold the meeting as scheduled. If in doubt, members should telephone 215-947-5769 after 12 Noon on the day of the meeting for a recorded advisory. Thank you.

MEETING NOTICE

FRIDAY EVENING, JANUARY 16, 2009

Faculty Club, Alumni Hall, Thomas Jefferson University,
 1020 Locust Street, Philadelphia, PA (three blocks south of
 Market East Station)

Dinner at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM
 Parking in Wills Eye Hospital garage, 9th Street above Locust
 (\$6.00 after 6 PM), Parkway garage, also 9th above Locust
 (\$5.75 after 6 PM), or Downtown Garage, Walnut Street east of
 10th (\$4.00 after 6 PM) *(Note that some of these parking prices
 have changed and will be adjusted in a future issue of Cinders.)*

Our January 16, 2009 meeting will feature a narrated slide program by longtime Chapter Member James Boyd on the former Reading Company Newtown Branch. Jim's talk is expected to include much history and background on the line; the portion above Fox Chase has been out of service since 1983. Plan to join us for this interesting program.

The evening begins with our usual optional sit-down dinner in the Faculty Club, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$20.00 per person. **DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, JANUARY 13, 2009 to National Director Larry Eastwood at 215-947-5769.** The menu for the January dinner will be choice of maple bourbon chicken, with roasted new potatoes and grilled vegetables, or pecan-crusted codfish, with rice pilaf and grilled vegetables. Dessert is apple pie with ice cream. Tossed garden salad, rolls and butter and beverages are included. Why not come out for dinner before our meeting. It's an enjoyable full meal, plus informal and interesting conversation, plus it's priced at only \$20.00 per person. Bring a friend, enjoy a leisurely dinner, and introduce them to Philadelphia Chapter, NRHS.

Dues Continue to Roll In

According to statistics from NRHS Membership Records, 349 dues bills were mailed to Philadelphia Chapter members for the dues year 2009. As of December 27, 251 members, or 72% had renewed their memberships for the year.

No doubt reflecting the downturn in the economy which is affecting many people this year, donations to Philadelphia Chapter (and NRHS) are considerably lower than last year. Donations from the renewals received through December 27 totaled \$2,214.00. Last year, contributions to the Chapter totaled \$4,284.00. The Chapter's officers appreciate the support that has been shown to us, given the economic climate at this time.

As you know, dues bills were mailed October 3, 2008, on time for the first time in a number of years. Accordingly, the deadline for renewals is much earlier this year, and members, if they have not sent their dues in, are asked to give it prompt attention to avoid receiving "Past Due Notices" from National. All renewals received through December 27 will be processed to NRHS by the next monthly transmittal date, January 9, 2009.

Members who note lag time in the deposit of their checks are reminded that we are permitted to transit dues payments only once per month, and checks are held for that date so that we can balance the dues received with the transmittals. With some minor hitches, the renewal process has worked much more smoothly this year, and the cooperation of members has been instrumental in easing the process.

Continuing what has been a rather disturbing trend at the National level, the Arkansas Railroad Club has voted to disaffiliate itself with the National Railway Historical Society. During 2008, some 38 members of the Arkansas group were members of Little Rock Chapter, NRHS. Each, of course may remain a member of the Society as an At-Large member. Last year, the Ontario & Western group in New York took similar action, and several smaller chapters have done likewise.

Over the last several years, Philadelphia Chapter's own membership numbers have declined from a peak of slightly more than 500 to the present level of about 350. Some of this decline has been through natural attrition, but more has been due to dissatisfaction with NRHS. What effect another National dues level being considered for 2010 remains to be seen.

**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 OFFICERS

President.....Frank G. Tatnall (610) 688-5623
Senior Vice PresidentWilliam Thomas III (215) 545-3198
Vice President & Treasurer.....Richard Copeland (215) 343-2765
SecretaryR. L. Eastwood, Jr. (215) 947-5769
National Director.....R. L. Eastwood, Jr. (215) 947-5769
Historian.....Larry A. DeYoung (610) 293-9098
Editor.....R. L. Eastwood, Jr. (215) 947-5769

COMMITTEE CHAIRS

Equipment.....David R. McGuire (856) 241-8046
Membership.....Sheila A. Dorr (610) 642-2830
Program.....William Thomas III (215) 545-3198
Publicity.....William C. Faltermayer (215) 591-9018
Sales.....Dave Kopena (215) 671-0605
Trip.....R. L. Eastwood, Jr. (215) 947-5769
Webmaster.....John P. Almeida (215) 361-3953

MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Faculty Club, Second Floor, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

ANNUAL MEMBERSHIP DUES: \$50.00 per person, which includes Chapter and National dues. Chapter-only dues \$17.00 per person per year. Membership applications should be forwarded to: Membership Chair, P. O. Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only membership.

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 E-mail address so our Membership List is complete. We will notify the NRHS National Headquarters of the change.

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 7302, Philadelphia, PA 19101-7302. If your *Cinders* is received damaged or incomplete, contact the Editor at the address shown below for replacement.

EXCHANGE COPIES should be sent to: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

If your Cinders Arrives in Bad Condition
If your *Cinders* arrives damaged, contact Editor Larry Eastwood at 215-947-5769 or reastwood2@comcast.net and a replacement copy will be promptly sent to you.

JANUARY 31: Annual Super Saturday streetcar special excursion over SEPTA trolley Routes 10 and 15, sponsored by Wilmington Chapter, NRHS. Chartered PCC car leaves 63rd & Malvern loop at 11:15 AM. Numerous photo stops will be scheduled. Fare: \$55 per person. Order tickets from: Wilmington Chapter, NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003. For information, telephone 973-383-3355 between 9 AM and 5 PM weekdays.

MARCH 1: Annual Train Show & Sale, sponsored by Jersey Central Chapter NRHS, 9 AM-4 PM at Mother Seton Regional High School, Clark, NJ (Exit 135 of Garden State Parkway). Show will feature model trains, railroadiana, book and slide sales, circus train display, door prizes and trainset raffle. Admission: \$5 adults, \$8 families. For information, contact Mitchell Dakelman, 334 S. 3rd Avenue, Highland Park, NJ 08904-2515.

MARCH 14: 23rd annual Harrisburg Railroad Show & Collectors Market, sponsored by Harrisburg Chapter NRHS, 9 AM-3 PM at I. W. Abel Union Hall, 200 Gibson Street, Steelton, PA. Show will feature model train layouts, railroadiana sales, movies, exhibits, workshops and seminars. Donation at door: \$5 per person (children under 12 free). For information, telephone Mark Irvin at 717-732-3867.

**2010 NRHS Convention
Scranton, Pennsylvania
June 22-26, 2010**

JANUARY 3-4, 10-11, 17-18, 24-25,

2009: Keystone N-trak Model Railroad Club Open House at new location, basement auditorium of Burholme Baptist Church, 905 Cottman Avenue (PA Route 73) just west of Rising Sun Avenue, one block east of SEPTA's R8 Ryers station. Open Saturday 12-4 PM, Sunday 1-5 PM. Admission free, with donations appreciated. For information, telephone 215-722-4250, or visit website: www.keystonetrak.us.



THROUGH JANUARY 9: "Railroad Landscapes" photography exhibit by Daniel Troy at Bucks County Visitors Center, 3207 Street Road, Bensalem, PA. This is part of the "Discover the Arts in Bucks" program. Hours: 9 AM-5 PM daily. Admission is free. For information, telephone 800-836-2825.

THROUGH JANUARY 10: "All Aboard! The 175th Anniversary of the Reading Railroad" exhibit at the Historical Society of Berks County, 940 Centre Avenue, Reading, PA, sponsored by Norfolk Southern. A wide variety of photographs and artifacts from the Reading System will be on display. Hours: Tuesday through Saturday 9 AM-4 PM. Admission is free. For information, telephone 610-375-4375 (website: www.berkshistory.org).

Addendum to Railroad Street Running Sites

Following up on our reports in the July and October issues on street-running locations in Pennsylvania and New Jersey, an additional site has come to our attention:

City	Railroad	Street	Mileage
Morrisville, PA	Conrail	South Delmorr Avenue	0.1*

* -- Former Pennsylvania Railroad/Penn Central trackage

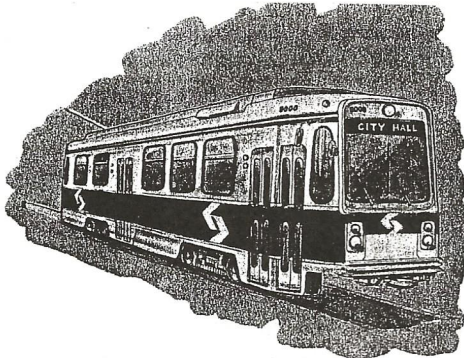
If readers know of additional street-running sites in the Tri-State region, please submit information for use in a future issue.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



With Congress expected to pass another economic stimulus package after President-elect Barack Obama takes office, SEPTA already has submitted several funding requests for “ready-to-go” projects. They are included in a nationwide list of capital projects issued by the U.S. Conference of Mayors: \$17.9 million for 40 additional hybrid buses, \$15.9 million toward the rebuilding of the Girard and Spring Garden stations on the Broad Street subway (out of a total price tag of \$34 million), \$3 million for ventilation improvements at two bus garages and \$2.6 million for new vehicle washers at the Fern Rock rail shop and Frankford bus garage. Another project is the \$10 million upgrading of the R5 Malvern rail station, which includes a new pedestrian tunnel under the tracks. Altogether, SEPTA reports that it has \$158 million in capital projects on its wish list that could be started quickly if funding becomes available. And the Delaware Valley Regional Planning Commission has a long list of transportation needs for the nine-county Philadelphia region—one of which is the almost-forgotten proposal to build a subway to the Northeast via Roosevelt Blvd.

Obama has said that that he wants to begin “the single largest new investment in our national infrastructure since the creation of the Federal interstate highway system in the 1950’s.” This is part of his pledge to create or preserve 2.5 million jobs across the country over the next two years. The American Public Transportation Association (APTA) last month sent a letter to Obama stating that \$47.8 billion could be invested in transit projects within that two-year period, creating more than 1.3 million new jobs. Even more immediate are some 700 “ready-to-go” transit projects worth \$12.2 billion that could be started within 90 days, creating 340,000 new jobs in the coming months. The chairman of the House Transportation Committee, Representative James Oberstar of Minnesota, also has proposed a \$45 billion program called “Rebuild America,” which would fix roads, bridges, railroads, transit systems, airports, wastewater treatment systems and the like.

Veteran SEPTA Manager Luther Diggs has been named assistant general manager for operations, replacing Patrick Nowakowski who resigned in October (see November *Cinders*).

Diggs, who has had a 26-year career with SEPTA, most recently served as chief officer-vehicle engineering & maintenance. A Philadelphia native who served in the U.S. Marine Corps, Diggs started at SEPTA in 1982 as a maintenance manager at Allegheny depot, rising through various positions such as chief officer-suburban operations and chief officer-rolling stock, engineering & shops.....SEPTA last month began formal negotiations with Transport Workers Local 234 on a new contract covering 4,700 operators and mechanics on the City Transit Division. The existing contract, which expires on March 15, was approved only after a seven-day strike in November 2005, which crippled bus, subway and trolley operations. While SEPTA has budgeted for a three-percent increase in labor costs in the next fiscal year, there are questions about funding levels from the State which currently provides nearly half of SEPTA’s \$1.1-billion operating budget. A separate contract with Suburban Transit workers expires April 1.

In addition to the perceived need for a major economic stimulus proposal (see above), Congress must reauthorize the law which provides funding for highways and mass transit. The present five-year SAFETEA (Safe, Accountable, Flexible, Efficient Transportation Equity Act) expires on September 30, 2009. It is believed that any reauthorization bill will provide at least double the \$286 billion spelled out in SAFETEA..... SEPTA has scheduled a public meeting during the week of January 12 to discuss its capital budget plan for Fiscal Year 2010. It will be held at SEPTA’s 1234 Market Street headquarters on a date to be announced.....Have you noticed SEPTA’s current “Travel green, travel SEPTA” campaign, which taps into the “green” buzzword currently used as part of a nationwide push for greater energy efficiency?.....APTA has reported that Americans continue to ride public transportation at a record clip, in spite of declining gasoline prices. More than 2.8 billion trips were taken on public transit in the U.S. during the third quarter of 2008, an increase of 6.5 percent over the same period a year earlier. Meanwhile, the Federal Highway Administration reports that vehicle miles traveled on the nation’s highways declined by 4.6 percent. In 2007, 10.3 billion trips were taken on public transit, the highest number in 50 yearsSEPTA Watch reports that the huge trolley mural on the side of a building at 45th Street & Baltimore Avenue was partially repaired last year after being damaged by a wayward automobile.

SEPTA’s communications-based train control (CBTC) system in the subway-surface tunnel has run into more problems (see July, September *Cinders*). This CBTC system, the first of its kind on a U.S. subway line, electronically controls the speed and spacing of trolleys by means of radio transmissions. The major benefits of CBTC are said to be increased track capacity and the prevention of rear-end collisions, but a series of technical foul-ups have resulted in frequent rush-hour delays in the tunnel since the \$25-million system was activated on a 24-hour basis last July. The *Inquirer* reported on November 30 that Bombardier, the contractor

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responsible for the installation, has sent technicians to Philadelphia to try to fix the problems. The system's electronic "brain" seems to work well in off-peak hours, but often cannot cope with the close headways in rush-hour periods. (By contrast, 50 years ago PTC had no such space-age system but operated even more service on 30-second headways in the tunnel, using only wayside signals and in some sections no signals.) Part of the solution to the current delays will be to keep the rails free of grease in order to prevent cars from sliding, and to install improved "initialization" equipment at the portals to log inbound cars into the CBTC system.

On November 24 bus Route 23 resumed operation over the section of Germantown Avenue in Mount Airy that had been closed for reconstruction (see December *Cinders*). SEPTA announced the resumption of service on its website, but pointedly omitted the fact that PennDOT has painstakingly restored the tracks, poles and wires for Route 23 trolley service, which SEPTA discontinued in 1992.....Service was suspended on all five subway-surface trolley routes on Sunday morning, December 21, due to an overnight storm that deposited ice on streets and overhead wires.....Once again this season SEPTA Operator Gary Mason decked out Route 15 PCC #2320 as the "Holiday Trolley," complete with bright lights, festive decorations and holiday music piped into the car..... SEPTA police arrested two suspected bank robbers as they stepped off a Route 101 trolley at 69th Street Terminal on Friday morning, December 19. The two allegedly had robbed a Sovereign Bank branch in Media, then casually boarded the inbound trolley!.....The badly-deteriorated South Street bridge over the Schuylkill River was shut down for good on December 8. The 85-year-old span will be replaced over the next two years with a new \$67-million bridge, but in the meantime many of those traveling to or from the University City area will need to find other ways to go. Due to weight restrictions on the bridge, Route 40 buses have been detouring since last year via the Chestnut and Walnut Street bridges, while special Route 12 peak-hour service now is running via the 34th Street bridge.



SEPTA REGIONAL RAIL

SEPTA's newly-acquired set of ex-NJ TRANSIT Comet cars has been performing well since it entered service on October 27. The cars have been assigned exclusively to R5 rush-hour trains #5526 and 5561 **Great Valley Flyers**. Built in 1971 by Pullman-Standard for Erie Lackawanna's North Jersey commuter service, the cars were modified slightly for electrified service here, and some interior refurbishing was done. The correct renumbering of these eight cars is shown in a box elsewhere in this issue.....SEPTA's new switcher locomotive was due to be delivered last month, but at *Cinders* presstime had not yet arrived. A 1,400-hp "genset" unit manufactured by National Railway

Equipment, it is expected to be numbered 70.....As in past years, SEPTA loaned AMTRAK a six-car push-pull set for the 2008 Thanksgiving holiday rush. It is unknown if the train, powered by AEM-7 #2306, actually saw service on the Harrisburg line.....Once again, most Regional Rail lines were set to offer special late-night service on New Year's Eve out of center city, as well as from Trenton at 4, 5 and 6 AM on New Year's morning to connect with NJT trains from New York.

The changes in R5 and certain other timetables originally set for January 4 have been postponed to January 11 (see December *Cinders*).....Last month SEPTA and NJ TRANSIT were promoting their joint ticketing arrangement in a flyer highlighting the Radio City Christmas Spectacular and other holiday attractions in New York City....."What is red, white and green all over?" asks a current SEPTA ad campaign. The environmentally-friendly answer: "SEPTA Regional Rail—ride green".....SEPTA operated its annual "Santa Express" trains on "Black Friday," November 28, over the usual routes from Paoli and Chestnut Hill West. But next year the special trains may be run from Norristown and Warminster instead (Wayne Bode).....Work is well along on the new high-level westbound platform at the R5 Wayne station, and erecting the concrete piers for the eastbound platform has begun. This \$14-million project will see longer platforms on both sides as well as improvements to the 1885-vintage station building itself.....Even though SEPTA pulled off its leaf-fighting work trains in late November, slippery rails continued to plague operations into December. For example, SEPTA listed 29 trains delayed by slippery rails on Thursday, December 4.

Three Silverliner V pilot cars are due here in June for testing. These cars are to be assembled in South Korea, with full production to begin at Rotem's South Philadelphia plant by the end of the year. The entire order is for 120 cars, including four to be purchased by the State of Delaware (see May *Cinders*). The December issue of *Railpace* incorrectly reported that the four Delaware cars are to be an add-on to the 120-car order. *Railpace* also erred in stating that Delaware currently leases cars from SEPTA, while in fact the State pays SEPTA a fee for operating its R2 trains to Wilmington and Newark but does not lease the cars.....Reports have appeared that SEPTA engineers are unhappy with the small subway-like operating cabs designed into the Silverliner V cars, as opposed to the full-width cabs in the existing MU fleet. It remains to be seen whether SEPTA and the engineers' union can agree on any modifications. Widening the cab, however, would remove six passenger seats.....After all of the Silverliner V's have been delivered by 2011 and the fleet of Budd Silverliner II's and St. Louis III's retired, SEPTA will need to find (or build) storage tracks for an additional 47 commuter cars. Space is already tight at Powelton yard, Roberts yard, Wayne Electric, Suburban Station and Fern Rock Transportation Center for midday layovers.

There were two significant service interruptions on the R3 Media-Elwyn line during the week of December 15. On Monday push-pull train #9340 with AEM-7 #2303 stalled at Media station around 7:45 AM and was held for nearly an hour and a half. Passengers were transferred to following trains but delays of up to 20 minutes ensued for the next two hours. The next morning, Tuesday the 16th, an errant motorist drove his car down the #2 track near Primos station some time before 6:30 AM, finally getting stuck south of the Oak Avenue crossing. The auto was

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towed off the track at 7:18 AM, but numerous train delays ranging from six to 22 minutes followed, compounded by the failure of a crossover switch at "Cane" interlocking a mile to the south. Normal operations were restored by 8:15 AM. To add to that bad morning a switch failure at "Spring" interlocking near the R7 Chestnut Hill East station delayed at least six trains, and power problems with AEM-7 #2307 at Exton delayed R5 train #5526 **Great Valley Flyer** for 28 minutes. At about the same time, R3 train #319 out of West Trenton suffered a loss of power which restricted it to a speed of 25 mph, delaying itself and several other following trains south of Jenkintown.

Regional Rail performed reasonably well on a very rainy Friday, December 19 and on Sunday the 21st when freezing rain coated the Philadelphia area with a sheet of ice. On Wednesday morning the 24th an overnight storm laid down a sheet of ice, causing delays across the system. (Icy roads and streets also played havoc with bus service on many routes.) Various other problems cropped up during the past few weeks. On Friday morning, November 21, eastbound R5 train #4714 ran into trouble at Wayne station. The engineer found that he could not operate the five-car train from the front cab, and had to run it from the third car at a maximum 20 mph with the conductor standing in the lead vestibule. It was 38 minutes late arriving in center city. At almost the same time westbound deadheading train #D6001 was halted at Bryn Mawr when severe flat spots were found on the wheels of MU #9012. A dolly had to be inserted under the truck and the train pulled back to Overbrook shop. Three revenue trains were delayed. Just after Noon on Saturday, November 22, a reported signal violation halted R5 train #1542 at "Zoo" for 17 minutes, delaying at least 19 other trains on several lines for anywhere from six minutes to an hour.

A switch failure at "Schuylkill" interlocking just east of 30th Street Station at 5 PM on Thursday, December 4, caused numerous rush-hour delays when the #3 track from Suburban Station had to be taken out of service. The switch was repaired around 7 PM. At 4:40 PM that same afternoon, Newark (DE)-bound push-pull train #9251 with ALP-44 #2308 was delayed with air problems before finally departing Roberts Avenue yard 12 minutes late, then at 8:15 PM R8 train #853 struck the bumper at Chestnut Hill West station. No one was reported injured, but turn #864 had to be annulled. That same afternoon the conductor who was to report at Norristown for R6 train #4367 became stuck in highway traffic, holding up the departure of his train by 27 minutes and causing delays to three other trains.



Less than two weeks after the resignation of AMTRAK President & CEO Alexander Kummant (see December Cinders), Federal Railroad Administrator Joseph Boardman was named to the position. Boardman, a former New York State transportation commissioner with 34 years of experience in the surface transportation industry, is to serve for one year while a search is conducted for a permanent Amtrak chief. He also has been a member of the Amtrak board. Deputy Administrator Clifford Eby will run the FRA until Representative Ray LaHood, President-elect Obama's nominee for Transportation Secretary, can choose a new

Administrator. "Joe Boardman knows the industry extremely well," said Amtrak Vice Chairman Hunter Biden, "but what makes him exceptionally qualified for the position is that he has the unique perspective of having known Amtrak as a customer and state partner, administrator, and has been involved with Amtrak in one role or another over the course of many years." For his part, Boardman told employees that "I am here because I believe in Amtrak...I believe that a national interconnected intercity passenger rail service is critically important for the mobility and energy independence of the United States."

AMTRAK is looking for increased support from the highest levels of government. In contrast to eight years of effort by the Bush Administration to cut Amtrak's funding and privatize it out of business, President-elect Obama apparently will take the opposite tack. A month before the November election Obama wrote to members of a rail conference that "Amtrak, freight rail and commuter rail are absolutely vital to America's transportation systems, and we need to strengthen them now, not starve them." He said that "we support substantial investment—investment in infrastructure and investment in the rail workforce...We cannot afford to wait on funding for updated infrastructure and technology to meet increasing passenger and freight demand" (*Railway Age*)With additional funding apparently on the way, AMTRAK soon may be placing orders for some badly-needed new equipment, including dining cars to replace the 50-year-old Heritage diners still in use. Funding for repairs to the numerous Amfleet I coaches currently in storage also may be forthcoming.

Investment in rail facilities has become a hot topic in Washington. Outgoing Transportation Secretary Mary Peters and Representative John Mica of Florida, the ranking Republican on the House Transportation Committee, held two news conferences on December 15 to announce that the DOT had issued a request for proposals (RFP) to build high-speed rail lines on any of 11 Federally-designated corridors across the U.S. The first session was held at New York's Penn Station, after which Peters and Mica rode an AMTRAK Acela to Washington Union Station for a second meeting. One of the proposals sought is for a public-private partnership to build a \$30 billion-\$40-billion high-speed rail line between New York and Washington. It's uncertain how this effort will mesh with the ongoing work to forge a Master Plan for investment in the Northeast Corridor over the next 20 years, in which Amtrak, ten commuter agencies, 11 states and Washington, DC, four freight carriers and other governmental agencies are participating (see November *Cinders*). The RFP is a requirement contained in the Rail Safety Improvement Act signed by President Bush in October.

President-elect Obama will emulate Abraham Lincoln's 1861 journey by riding a special train from Philadelphia to Washington on Saturday, January 17, three days before Obama's inauguration. At this writing no information on the schedule or consist of the train had been released, and may not be due to security concerns. It is known, however, that Obama will appear at an event in Philadelphia before departure. The train then will stop at Wilmington where Vice President-elect Joseph Biden and his family will board, before proceeding to Baltimore for another event. Undoubtedly, some private cars will be used on the special, although Bennett Levin advises that his **Pennsylvania 120** will not be among them. AMTRAK is busily preparing for its first "POTUS" (President of the United States) special in at least 20 years, and most likely is not happy about it. While such an undertaking could showcase Amtrak to a President already seen as

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a supporter of passenger rail, POTUS trains require tremendous preparations and precautions. These include operating a pilot train ahead of the special, stopping all opposing traffic until the POTUS train passes, stationing police personnel along the route, and securing all switches on the assigned tracks. Strict oversight by the Secret Service also is a given.

AMTRAK's website advises that it will be "adding trains and cars to maximize capacity" to and from Washington on Inauguration Day, January 20. The nation's capital is expected to be filled to overflowing with perhaps its largest crowd in history, estimated at anywhere from one million to three million people. Amtrak also warns that starting in mid-afternoon only rail passengers will be permitted to enter Washington Union Station. MARC has announced that it will run 12 round-trips that day between Penn Station, Baltimore, and Washington Union Station, seven round-trips between Camden Station and Washington, and nine round-trips on the Brunswick line. Special non-refundable tickets priced at \$25 from all stations are on sale, while regular commuter tickets will not be honored. VIRGINIA RAILWAY EXPRESS will run six inbound morning trains each from Fredericksburg and Manassas, and seven outbound trains on each line. Round-trip tickets, available only in advance by mail order, cost \$25 and regular commuter tickets will not be honored. The Washington METRORAIL system will operate rush-hour service all day. It was announced that one of the ten official inaugural balls that evening will take place in Washington Union Station.

It is not yet known what impact the rapidly falling price of gasoline may have had on AMTRAK ridership in November. As mentioned here last month, ridership in October was up by 4.4 percent over the same month in 2007.....The lawsuit filed by American Financial Group (successor to the Penn Central estate) against AMTRAK has been sent to arbitration. AFG is seeking the \$52 million that Penn Central put up in 1971 in the form of equipment handed over to Amtrak, in exchange for shares of stock that normally were considered worthless. Adjusted for inflation, AFG's claim amounts to \$269 million. A Federal court judge ruled last month that the dispute falls within the scope of the 1971 agreement under which Amtrak was formed (NARP)AMTRAK and other police agencies were placed on high alert on November 26 after the FBI revealed that it had "plausible but unsubstantiated" intelligence regarding a potential al-Qaeda plot to bomb rail and transit properties in New York City. The threat potentially included Penn Station during the Thanksgiving rush period (NARP).

AMTRAK's Thanksgiving holiday service seemed to go well on the Northeast Corridor with crowds possibly a little thinner than in 2007. One disruption occurred on Wednesday afternoon, November 26, the day before Thanksgiving, when a train broke down in one of the North River tunnels leading to Penn Station, New York, which forced single-tracking for a short time through the other tunnel. Some signal problems also were reported between Newark and New York, adding to the delays for Amtrak and NJ TRANSIT trains (Trainorders.com)What was described as the worst ice storm in 20 years struck New England on Friday, December 12, closing roads and airports and knocking out some AMTRAK services as trees and wires fell across the tracks. All Empire Service and Downeaster trains were cancelled, along with the **Maple Leaf** and

the Boston sections of the **Lake Shore Limited**. The Montreal-New York **Adirondack** was turned at Albany, but Northeast Corridor service was only marginally affected (NARP).

Trains, Railfan and Amtrak Ink have published some remarkable photos of the historic locomotives assembled for the centennial celebration of Washington Union Station in October. The photo op was arranged by AMTRAK officials at the Ivy City terminal on October 3, the day before the engines were to be displayed inside the station. Lined up in perfect staggered position were ex-Southern E8 #6900, ex-Atlantic Coast Line slant-nosed E3 #501, Ex-Pennsy GG1 #4935, JUNIATA TERMINAL's ex-PRR E8 #5711 and former Chesapeake & Ohio F3 #8016. All of these famous locomotives had come to Washington for the celebration, the GG1 on loan from the Railroad Museum of Pennsylvania at Strasburg (see November *Cinders*). But #5711 was the only one to arrive under its own power.....During November on-time performance on the Northeast Corridor was less than lustrous, close to the most recent 12-month average. Acela Express service was on schedule 85.1 percent of the time, Northeast Regional just 74.4 percent and Keystone Service 84.7 percent..... Around 8 PM on Friday, November 21, southbound AMTRAK Regional train #193 became disabled at "Holly" interlocking, Claymont, DE. Passengers were transferred to following #137 but several other trains including Acela #2171 and two SEPTA R2 trains were delayed.



CSX, NS, OTHER ROADS

NJ TRANSIT has announced that its long-anticipated Atlantic City Express service will start on Friday, February 6, rather than on January 23 as previously reported here. The service will operate directly between New York's Penn Station and Atlantic City via Philadelphia on Fridays, Saturdays and Sundays only, as a joint venture of the Caesars, Harrah's Resort and Borgata Hotel casinos. To be known as the "ACES" train, the service will have two Friday departures from Penn Station and Newark to Atlantic City, three on Saturdays and four on Sundays. Returning, there will be one train on Fridays, four on Saturdays and four on Sundays. Each four-car train will have 300 seats at introductory one-way fares of \$50 coach and \$75 first class. NJT's specially-modified multilevel cars will be powered by an ALP-46 locomotive on the Northeast Corridor and a P40 diesel on the non-electrified Atlantic City Line. Origin-destination running times vary from two hours and 33 minutes to two hours and 55 minutes. Further information on the service may be found at the website www.acestrain.com.

NJT's Camden-Trenton River Line experienced a series of computer and signal problems on Monday, December 22, which forced it to reduce rush-hour service to every 30 minutes through Tuesday. By Wednesday morning light-rail operations were back to normal.....NJT has awarded a \$5.8-million design contract for the proposed 7.3-mile extension of rail commuter service from Port Morris to Andover, NJ, via the abandoned Lackawanna Cutoff route. The current estimate for rebuilding the track and signal system to Andover is \$36.6 million,

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PHILADELPHIA EXPRESS

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compared with more than \$550 million to complete the long-term project of restoring passenger rail service all the way to Scranton, PA, a distance of 88 miles (*Railway Age*).

As with most businesses, the nationwide recession has had an effect on the freight railroads. In November, the Association of American Railroads reported that carload traffic fell 10.1 percent from the year-ago level. Not surprisingly, carloads of motor vehicles showed the steepest decline, 32.7 percent, while container traffic was off by 7.9 percent. But CSX CEO Michael Ward told *Railway Age* Magazine that "In spite of the current economic conditions, we continue to see the resurgence of railroads as efficient, reliable and affordable transportation. The underlying factors behind the rail renaissance—environmental efficiencies, overcrowded highways, long-term growth in imports—remain firmly in place." As a result, he said the rail industry continues to invest in track capacity, locomotives, railcars and intermodal facilities. The Fitch Ratings investors service also issued a statement declaring that the railroad industry is "well positioned financially to confront the challenges of a weakened U.S. economy." Fitch forecasts "a relatively favorable pricing environment [for the railroads], strong liquidity and ongoing capital markets access."

"Railroad stocks, while not immune to the severe market malaise, have held up much better on a comparable basis." So said *Railway Age* Contributing Editor Jason Seidl in the December issue, pointing out that the Standard & Poor's stock average and the Dow Jones Industrial Average were down 36 percent and 41 percent respectively through the first ten months of 2008, while rail stocks as a group had declined just 16 percent in the same period. But on the New York Stock Exchange, NORFOLK SOUTHERN common stock closed at \$44.56 on December 19, down from a 52-week high of \$75.53, and CSX stock closed at \$31.60, down from a 52-week high of \$70.70NS said last month that it planned to lay off an undisclosed number of employees, store unneeded rolling stock and reduce the number of trains operated, as part of an effort to cut costs in the current unfavorable economy (*Trains*).

The Federal Railroad Administration made news on two fronts during recent weeks. First, it issued final rules governing the movement of certain toxic and hazardous materials. Under the rules, U.S. railroads must by September 30, 2009, implement a route selection process using a minimum of 27 risk factors based on data from the first six months of 2008 (or by March 31, 2010 if a railroad notifies the FRA that it will use full-year 2008 data in its analysis). Such risk factors could include the movement of toxic inhalation hazard (TIH) tank cars through densely-populated metropolitan areas, a subject on which CSX and the District of Columbia have been at odds for more than two years. One rule effective this month requires railroads and shippers of certain chemicals, explosives and radioactive materials to open their facilities to inspection and closely track railcars carrying such shipments while enroute or on their premises. "Due to the open infrastructure of the rail transportation system, freight trains can be particularly vulnerable to attack," the Transportation Security Administration said. "Freight trains transporting hazardous materials are of even more concern."

The FRA also is developing new rules prescribing how the railroads should implement Positive Train Control (PTC) systems designed to prevent train-to-train collisions. Under a law approved last October PTC must be in place by the end of 2015 on all lines carrying passenger trains or certain hazardous materials (see November *Cinders*). Already, several Class I roads have agreed on interoperability standards for PTC, ensuring that the system will be uniform across the country (*Traffic World, Railway Age*).

The old "Penn Central 1974" film finally has surfaced on the Internet. Once dubbed the "Penn Central horror movie," it was made to illustrate the decrepit condition of much of the PC system and to convince Congress that emergency funding was needed to prevent the collapse of this vital transportation entity. After PC got the money, it was believed that all ten copies of the film had been destroyed, per the instructions of PC President Jervis Langdon, Jr., but at least one copy survived and has been posted online by a former PC/CONRAIL staffer. To view it, visit www.lubetkin.net/blog. To properly appreciate the great strides that have been made in developing today's highly-efficient railroads, one should understand just how bad the conditions were on PC (and on certain other bankrupt lines) in that pre-deregulation era of 35 years ago. Also to be appreciated are the PC people—both union and management—who somehow were able to keep the railroad running, against great odds, until the creation of Conrail in 1976. Note: Those attending a Philadelphia Chapter meeting in the spring of 1974 were "treated" to a showing of the just-completed film, when a PC employee/Chapter member somehow managed to borrow a copy from the Public Affairs Department.

Last month, NORFOLK SOUTHERN CEO Wick Moorman visited Altoona, praising the ex-Pennsy, ex-CONRAIL Juniata shop as "one of the crown jewels" of the NS system. The shop has helped NS achieve the lowest maintenance costs and best safety record in the industry. "We do a better job for less," Moorman said. Juniata performs the lion's share of NS locomotive work, and with its 950 employees is much larger than the railroad's other major locomotive facility in Roanoke, VA (Trainorders.com)The Ringling Bros. and Barnum & Bailey Red Unit circus train will be coming to Philadelphia this spring, but not in April as it has in recent years. The circus is due to play at the Wachovia Spectrum May 13-25, after arriving from Hartford, CT, via CSX. From here it will make a short move to Trenton for performances May 28-31. Since it was previously announced that the Spectrum would be closed and demolished after the end of the 2008-2009 hockey season, this apparently indicates a change in plans for the 40-year-old arena.

The new CSX intermodal terminal which opened last fall near Chambersburg, PA, is part of CSX's "National Gateway" project to open up height-restricted routes to double-stack container traffic. Governor Rendell has pledged \$35 million in State funding over the next three years to help raise tunnel clearances on the former Baltimore & Ohio mainline in western Pennsylvania to allow the movement of double-stack traffic to and from the Midwest. CSX is contributing \$98 million for the Chambersburg facility and another new terminal to be built near Pittsburgh. CSX said it would put up half of the estimated \$724 million needed to complete the entire National Gateway project, which involves improving three corridors: Washington-Northwest

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PHILADELPHIA EXPRESS (Continued from Page 7)

Ohio via Pittsburgh, North Carolina-Baltimore via Washington, and Wilmington, NC-Charlotte, NC. The balance would come from state and Federal governments (see July *Cinders*)NS has agreed to sell its 10.6-mile Stroudsburg secondary track to the Pennsylvania Northeast Regional Rail Authority for \$4.5 million. The line, now operated by the DELAWARE-LACKAWANNA under a lease agreement, was part of the Erie Lackawanna (nee Lackawanna) mainline between North Jersey and Scranton. It extends from Slateford to Analomink, PA, through the Delaware Water Gap, and completes the rail authority's ownership of all 100 miles operated by DL (*Trains*).

Ray LaHood, a Republican Congressman from Illinois, is President-elect Obama's choice to head the Department of Transportation. LaHood, 63, is retiring from Congress where he was known for his bipartisanship. A supporter of Amtrak and mass transit who often split with his party on funding issues, he will have the task of coordinating the vast amount of money to be spent on the renewal of transportation infrastructure as championed by the new Administration. In a statement LaHood said, "We have a task before us to rebuild America. As a nation, we need to continue to be the world leader in infrastructure development: AMTRAK, mass transit, light rail, air travel... We cannot stand by while our infrastructure ages and crumbles" (NARP)..... Last month Governor Rendell announced the State's latest series of grants for rail freight facilities in Pennsylvania. Included in the most recent grants totaling \$38.5 million were \$4 million to assist CSX in raising clearances at 16 locations on its ex-Reading Trenton Subdivision, \$1.5 million for constructing a new track connection at Park Junction in Philadelphia, and \$224,000 to CONRAIL for track improvements at Penn Terminal in Chester, where cargo such as diesel locomotives from General Electric's Erie (PA) plant is exported.

Well-known Conservative Activist Paul M. Weyrich died last month at the age of 66 at his Fairfax (VA) home. He was a founder of such organizations as the Heritage Foundation, Moral Majority and Free Congress Foundation, but split with many of his fellow conservatives in his strong support for AMTRAK and mass transit. A onetime member of the Amtrak board, Weyrich wrote several papers making the conservative case for public investment in rail transit and passenger trains. He also served as editor of the *New Electric Railway Journal*. Most recently, he was a member of the National Surface Transportation Policy & Revenue Study Commission, in whose report he joined in the majority's recommendations for increased funding for Amtrak and transit. He criticized DOT Secretary Mary Peters, a Bush appointee and chair of the Commission, who refused to sign the report because of its pro-rail tilt.

An arbitration panel last month ruled unanimously that railroads cannot force employees to substitute paid vacation or personal leave time for unpaid leave under the Family Medical Leave Act. The panel found that major carriers such as CSX and NS were illegally denying employees unpaid leave in order to maximize the availability of personnel (Trainorders.com)The ongoing recession is taking its toll on trucking firms. More than 130,000 big rigs, over seven percent of the fleet, were pulled off the road last year, according to the *Kiplinger Washington Letter*.....Lancaster Chapter has moved its

ex-CONRAIL caboose from Pocopson, PA, to a display track at its station building alongside AMTRAK at Christiana, PA (Harrisburg Chapter)..... You may have heard of the Delaware River & Lancaster Railroad which ran from Kimberton to St. Peters, PA. It was undoubtedly the first railroad in our region to be abandoned in its entirety (1893). But have you ever heard of the Delaware River & Union Railroad, which shows in a 1908 *Official Guide* as operating three miles of track in Marcus Hook, interchanging with both the Pennsy and the Philadelphia & Reading? Evidently, it was owned by Sun Oil Company since J.N. Pew, one of Sun's officers, is shown as president of the DR&U.

A little-known Federal agency, the Railroad Retirement Board, is at the center of an ongoing scandal. According to a front-page story in the December 15 edition of the *New York Times*, the agency has been extremely lax in verifying claims for disability benefits submitted by railroad workers. This widespread laxity—over 98 percent of claims were approved nationwide—was uncovered as part of a Federal and New York State investigation of disability payments to workers on the LONG ISLAND RAIL ROAD. At one point, Federal agents even raided the RRB's Long Island office, seizing disability records.....Reading Company T&HS's newly-acquired business car, ex-Reading #15 (see November *Cinders*), has been moved to the JUNIATA TERMINAL shop in North Philadelphia for indoor storage (*Crusader*).....CANADIAN NATIONAL President E. Hunter Harrison was quoted last month as saying that he believes major North American railroads will soon merge into two megasystems (*Trains*).....The U.S. Department of Homeland Security last month announced new regulations aimed at enhancing the security of the nation's freight and passenger rail systems. A major focus is on the handling of security-sensitive commodities such as hazardous chemicals (see FRA item above).

SEPTA/NJT COMET CONVERSION

In the November, 2008 issue of *Cinders* we printed what we thought would be the conversion numbers for the NJ Transit "Comet" cars purchased by SEPTA. It turns out we didn't have the correct numbers. For those who keep track, here are the SEPTA and NJ Transit numbers for the cars:

<u>SEPTA Number</u>	<u>NJ Transit Number</u>
2460 (control coach)	5121
2461 (control coach)	5132
2590 (coach)	5727
2591 (coach)	5728
2592 (coach)	5736
2593 (coach)	5741
2594 (coach)	5742
2595 (coach)	5747

NJ Transit control coach #5118 was also purchased by SEPTA and this car will serve as a parts source and not be active.

2009 NRHS Convention
Duluth, Minnesota
August 10-16, 2009
www.steamontherange2009.com

Chapter Book Sale Closeout Continues; Inventory Offered at Cost

As announced in December *Cinders*, Philadelphia Chapter is ending its ongoing book sales program. The declining number of train shows in the Philadelphia area, the logistics of maintaining and moving a large inventory, plus a growing number of sellers at the remaining shows are factors in this decision.

The Chapter will still continue to appear at local shows as we can staff them, to provide membership information as well as publicity for our historical preservation efforts.

We are selling our considerable supply of Morning Sun Books, at cost plus 6% Pennsylvania State sales tax. This sale offers considerable savings to our members and will be ongoing in each issue of *Cinders*. To reserve a book listed below, contact National Director Larry Eastwood at 215-947-5769 or by E-mail to reastwood2@comcast.net to determine availability.

Listed below are more titles from our inventory, priced as indicated above each group of titles.

Titles available at \$28.62 each (\$27.00 + \$1.62 tax):

Delaware & Hudson in Color, Volume 1
Erie Lackawanna in Color, Vol. 2: New York State
Erie Railroad in Color
Lackawanna Railroad in Color, Volume 1
Lehigh Valley in Color, Volume 2
New York Central Lightning Stripes (Volume 1)
NYC Color Photography of Ed Nowak, Book 1
Pensy Diesel Years, Volume 3
Pensy Diesel Years, Volume 4
Rio Grande in Color, Vol. 1: Colorado
Wabash in Color (out-of-print at Morning Sun Books)

Titles available at \$31.80 each (\$30.00 + \$1.80 tax):

ALCO Official Color Photography
Baltimore & Ohio Trackside with Willis McCaleb
Chesapeake & Ohio Color Guide to Frt. & Psgr. Equipment
Delaware & Hudson in Color, Volume 2
EL Color Guide to Frt. & Psgr. Equipment
Erie Lackawanna in Color, Volume 3: East End
Fairbanks-Morse Locomotives in Color
Illinois Terminal in Color, Vol. 1
Insull Chicago Interurbans in Color
Maine Central in Color, Volume 1
Minneapolis & St. Louis in Color
Missouri-Kansas-Texas Lines in Color
New Haven Trackside with Thomas J. McNamara
New York Central Steam in Color
NYC Color Guide to Freight & Passenger Equipment
New York, Ontario & Western in Color
New Haven Color Guide to Frt. & Psgr. Equipment, Vol. 1
Norfolk & Western in Color, Vol. 1: 1945-1964
Penn Central Color Guide to Frt. & Psgr. Equipment
Pensy Diesel Years, Volume 5
Pensy Diesel Years, Volume 6
Pennsylvania-Reading Seashore Lines in Color
Pennsylvania Trolleys in Color, Vol. 1: Anthracite/PA Dutch
Pennsylvania Trolleys in Color, Vol. 2: Philadelphia

More Titles at \$31.80 each (\$30.00 + \$1.80 tax)

PRR Color Guide to Frt. & Psgr. Equipment, Volume 2
Reading Color Guide to Freight & Passenger Equipment
Rio Grande in Color, Volume 2: Utah
Seaboard Air Line Color Guide to Frt. & Psgr. Equipment
Southern Pacific Color Guide to Frt. & Psgr. Equipment, Vol. 1
Trackside East of the Hudson River, 1941-53/Bill McChesney
Trackside in Albany, NY, 1949-1974 w/Gerrit Bruins
Under Milwaukee (Road) Wires
Union Pacific Trackside w/Lou Schmitz
Western Maryland in Color
WM Color Guide to Frt. & Psgr. Equipment

Titles Available at \$34.98 each (\$33.00 + \$1.98 tax)

Canadian National Color Guide to Frt. & Psgr. Equipment, Vol. 1
Canadian National Color Guide to Frt. & Psgr. Equipment, Vol. 2
Chicago & Eastern Illinois in Color
CONRAIL Color Guide to Freight Equipment, Volume 1
Delaware & Hudson Steam in Color
Illinois Terminal in Color, Volume 2
Jersey Central Steam in Color
Lackawanna Railroad Trackside w/Henry Peterson
Maine Central in Color, Volume 2
Passenger Alcos in Color
PENNSYLVANIA-Standard Railroad of the World, Volume 1
Rio Grande Trackside with Jim Ozment
Streetcar Scenes of the 1950's in Color
Trackside Along the B&O, 1957-1958 with Ed Griffith
Trackside Around Boston 1942-1964 with Lawson Hill
Trackside Around Chicago 1957-1965 with George Speir
Trackside Around Philadelphia 1946-1969
Trackside Around Scranton 1952-1976 with Ed Miller
Trackside Around St. Louis 1952-1959 with Jim Ozment
Trackside Under Pensy Wires with Jim Shuman

Inventory still remains of the titles listed in December *Cinders*. All titles listed below are priced at \$38.16 each (\$36.00 each plus \$2.16 tax – normal List Price for each is \$59.95):

Baldwin Diesels -1 in Color (Roads A-G)
Boston Trolleys in Color (Vol. 1 – The North Side)
Boston Trolleys in Color (Vol. 2 – The South Side)
Burlington Northern Color Guide to Freight/Passenger Equipment
California Trolleys in Color, Vol. 1: San Diego & Los Angeles
Canadian National Steam in Color, Vol. 1 – Ontario and East
Canadian Pacific Steam in Color, Vol. 2 – Montreal & West
Canadian Trolleys in Color, Vol. 1 – Eastern Canada
Chesapeake & Ohio Railway in Color, Vol. 1
Chessie System Color Guide to Freight Equipment
Chicago, Burlington & Quincy in Color, Vol. 4
Chicago, South Shore & South Bend in Color
Grand Trunk Western in Color, Vol. 1: Steam & Green 41-61
Lehigh & Hudson River in Color
Monon in Color
New Haven in Color, Vol. 3: Into the Abyss (1961-1968)
New Jersey Trolleys in Color
New York Central in Color, Vol. 1
New York City Trolleys in Color
New York Harbor Railroads in Color, Vol. 2
NYC Color Guide to Frt./Psgr. Equipment, Volume 2
Pennsylvania Shortlines in Color, Volume 2
PRR Color Guide to Freight/Passenger Equip., Vol. 3
Reading Company in Color, Volume 2 (*new listing*)
Rutland in Color (*new listing*)
Trackside Along New Haven 1950-1956 w/Arthur E. Mitchell
Trackside Around Buffalo, NY 1953-1976

50 Years Ago (1959) in Philadelphia Chapter, NRHS

From the Chapter's archives, somewhat spotty from the year 1959, still give a picture of what was going on. In the April 1959 election, Walter A. Zackon was elected president, Rodger W. Fredrick vice president, Theodore M. Meyers secretary, Donald R. Riegel treasurer, John H. Francis director and Carl F. Landeck historian. Entering 2009, Riegel and Landeck remain members; Fredrick is no longer a member, and Zackon, Meyers and Francis are deceased.

As of June, 1959, the Chapter was meeting in Room 204 of the Central YMCA at 1421 Arch Street. By October, the meeting location had been moved to the Skyline Room of the Free Library of Philadelphia at 20th and Vine Streets. On September 19, 1959, the Chapter held a banquet, apparently the first in a number of years, at the Schwarzwald Inn at 2nd Street and Olney Avenue in Philadelphia. The program was presented by Mr. Laurance Bowen, Jr., and featured locomotive cab rides on several railroads, including the New York, Ontario & Western, which had been abandoned in 1957.

Two noteworthy Chapter excursions were operated that year. The first, which marked the 25th anniversary of the first Pennsylvania Railroad GG1 electric, #4800, found that locomotive powering a special train enroute to New Haven, CT. The train ran up the PRR mainline to Monmouth Junction, NJ, then east to Jamesburg and back to the mainline at Rahway. Then Chapter

President William D. Hooker III presented two plaques which were mounted on the 4800 to mark the anniversary.

Then, on July 19, 1959, the Chapter ran a trip with the Reading *Crusader* featuring the RDG Lebanon & Tremont branch. The train ran up the Bethlehem Branch to Oreland, down the Plymouth branch to Conshohocken, then the RDG mainline (and Belt Line) to Pottsville. From there the train ran via the Mine Hill Crossing through Tremont to Pine Grove, down through Indiantown Gap to Lebanon and back to Philadelphia via the West Side Line from Norristown Junction (Bridgeport). Talk about rare mileage! Capacity of the *Crusader* trainset was limited to 225 passengers, and an amazing fare of \$10.25 included the trip, a full-course roast turkey dinner in the diner, and gratuity!

From the three issues of *Cinders* that were issued in that year (June-July, August-September and November-December), new items of note found wrecking crews making the PTC hops at Kensington & Cumberland "just another memory", Red Arrow "Strafford" cars 167 and 170 were renovated with new seats and floors, and rail was laid in the Broad Street subway to provide express service between Erie Avenue and Walnut-Locust stations, after Labor Day. On September 8, "Operation Northeast" started between Reading Terminal and Fox Chase. The Baltimore & Ohio passenger station at 24th & Chestnut Streets was sold, and the PRR moved three doodlebugs from Parkton, MD to Paoli, enroute to Luria Brothers at Modena for scrap. The PRR also announced in 1959 that it would buy 66 rectifier-electric freight locomotives (E44's) from General Electric. The City of Philadelphia advanced plans to extend PTC trolley Route 36 from 94th & Eastwick to Philadelphia International Airport!

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