

IN	TH	15	ISSU	F

NRHS/Philadelphia Chapter News1	-3
Extra List.	3
PHILADELPHIA EXPRESS, by Frank Tatnall	
B&O Railroad Local Service Schedule	9

Volume 70

Number 10

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

PHILADELPHIA CHAPTER, NRHS WEBSITE ADDRESS: www.phillyNRHS.com

Meeting Notice

FRIDAY EVENING, NOVEMBER 20, 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 (\$9.00 after 5 PM). There is a new underground garage directly across from the Jefferson Alumni Hall (entrance on 11th Street just above Locust) which is very handy. (Please note that we are in the process of updating the garages and prices and this will be completed during the fall months.)

Our Program on Friday evening, November 20, 2009 will feature a really nice narrated slide program presented by Chapter President Frank Tatnall. The program is entitled **The Pennsylvania and Reading Railroads in the Harrisburg, PA, 1955-1975.** This program promises to bring back many memories of the Pennsy and Reading, and Frank's extensive coverage of the Capital Region of Pennsylvania will be a treat. Don't miss this one!!

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, NOVEMBER 17, 2009 to National Director Larry Eastwood at 215-947-5769. Note: the menu choice for the November 20 dinner was not known at presstime because Thomas Jefferson's catering department had not communicated with us. PLEASE CALL LARRY EASTWOOD AT 215-947-5769 AFTER FRIDAY, NOVEMBER 13 FOR THE DINNER CHOICE. Thank you! Why not come out for dinner before our meeting. It's an enjoyable full meal, plus informal and interesting conversation, and it's still priced at only \$20.00 per person.

Make a resolution to come out to Philadelphia Chapter during the 2009-2010 meeting season. Bring a friend, enjoy a leisurely dinner, and introduce them to Philadelphia Chapter, NRHS.

When marking your calendar for December, please remember that our meeting will be on Friday December 18, which is the third Friday in December, this year.

FP7's Move to Steamtown; October Trips Operate Well



Visitors to Steamtown National Historic Site in Scranton will be surprised by two internal combustion machines — former Reading Railroad EMD FP7's #902 and 903, owned by Reading Company Technical & Historical Society and Philadelphia Chapter, respectively.

On September 24, RCT&HS and Philadelphia Chapter were informed by the Railroad Museum of Pennsylvania, informing us that they were not renewing loan agreements and that the FP7's would not be welcome back at the Strasburg facility following their excursions in early October on the former Reading Perkiomen branch out of East Greenville and Emmaus. While the agreement to loan the units was valid through January, 2010, RRMPA said that they were terminating all loan agreements. This meant that the two units would have no home for the winter.

There had been some informal discussion between Chapter Member Dale Woodland of RCT&HS and Steamtown about our moving the units to Scranton. This move, if approved, would prove beneficial to both Steamtown as well as our groups. Because of overhaul needs, Steamtown will have only one mainline steamer operational in 2010, that being Canadian National #3254. Having the 902 and 903 in Scranton would provide the Park Service with backup locomotives for Steamtown's excursion program. In addition, there is the possibility the two units might be a part of the 2010 NRHS Convention in Scranton.

On Thursday, October 15, National Director Larry Eastwood, Dale Woodland, and Tim Weidner, RCT&HS mechanical guru, all traveled to Scranton for a meeting with Steamtown Superintendent Harold "Kip" Hagen and Mark Birtel of his staff. A tentative agreement was reached between the parties in attendance, subject to National Park Service review and approval, to keep the 902 and 903 at Steamtown into 2010, with the thought they will see some active service out of Scranton.

(Continued on Page 3)

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

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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.

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

ANNUAL MEMBERSHIP DUES: \$53.00 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

(\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

Historical Society is required to hold Chapter-only membership.

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.

2010 NRHS, Chapter Dues Bills Mailed; Contributions Solicited

According to information received from Fernley & Fernley, the NRHS membership records contractor, 2010 dues bills were to be mailed on October 1, 2009. Most members reported receiving their dues bills the weekend of October 23-27, indicating the mailing was later. As of November 1, 58 members had renewed; renewals received after that will be processed for the next monthly submission to NRHS, in early December.

Please remember that a basic National and Chapter membership will cost \$53.00 in 2010 (\$36 National dues and \$17 Chapter dues). Family members are an additional \$5.00 each National and \$1.00 Chapter for each family member. For those individuals holding Chapter-only memberships, your 2010 dues bills were mailed on October 1. Chapter-only membership dues are again \$17 in the year 2010.

Because National dues bills are directly mailed to members by Fernley & Fernley's subcontractor, there is no solicitation for contributions from members to Philadelphia Chapter, since we do not see the dues bills prior to mailing. Given the tight economy we are experiencing at this time, any and all contributions to Philadelphia Chapter above and beyond your dues will be appreciated as your officers try to manage our operations and extra services within our current financial limits.

Members are again reminded to promptly renew their memberships for 2010. NRHS will be taking a hard line on "late renewals" in 2010 and prompt renewal can avoid complications.

Chapter Approves Revised By-Laws

At the regular monthly meeting of Philadelphia Chapter on October 16, members approved the proposed revision of the Chapter's By-Laws, as announced at the September 25 meeting and advertised in *Cinders*. The revised By-Laws became effective on October 31, 2009. Any member wishing a copy of the By-Laws may request same by sending a 44-cent stamp to R. L. Eastwood, Jr., Secretary, Philadelphia Chapter, NRHS, P. O. Box 353, Huntingdon Valley, PA 19006-0353. E-mail requests will be accepted at reastwood2@comcast.net, and a copy will be returned to you via E-mail.

Help Needed for November 22 Train Show

Philadelphia Chapter will be represented at the Abington Train Show, held at Bryner Chevrolet in Jenkintown, on Sunday, November 22, 2009.

The Chapter needs assistance with this show, with needs running from 10 AM until the end of the show at 3 PM, including takedown and removal of materials afterward. If you can provide assistance on this date, kindly contact Editor Larry Eastwood at 215-947-5769 or by E-mail at reastwood2@comcast.net.

Assistance Needed Sorting Through Donated Collections

Over the next few months, help is needed at the Chapter's Willow Grove storage site sorting through a myriad of donated material. The Chapter has received boxes of donated items, and we will need assisted in sorting through them. Numerous items of value will be offered for sale through various sales venues, while some items of local interest will be retained for dispersal through our Philadelphia Chapter auctions. The "work" schedule for this operation is flexible, depending your availability. Members should contact Editor Larry Eastwood at 215-947-5769 or by E-mail at reastwood2@comcast.net for details. Our storage locker in Willow Grove is inside a protected building.

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 be sent to you.

Cinders Encounters Damage

The Postal Service's automated mail machinery did a number on quite a few of members' issues of October *Cinders*. Because the issue was only eight pages, its thinness on high-speed machines made the October issue more susceptible to damage than a normal ten-page issue. As noted above, the Chapter will be more than happy to provide replacements to members who experience extreme cases of damage.



NOVEMBER 14-15, 2009: First Frost Train Meet at Allentown Fairgrounds Agriplex, 7th & Chew Streets, Allentown, PA, sponsored by Allentown Train Meet Associates. Hours: 9 AM-3 PM both days. Admission: \$6 per day, children under 12 free with adult admission. For information, telephone Bob House at 610-821-7886.

NOVEMBER 19: Railroad Historian and Author Mitch Dakelman will present a slide lecture entitled "Remembering the Reading Railroad," at National Canal Museum, Two Rivers Auditorium, 30 Centre Square, Easton, PA, beginning at 7:30 PM. Admission: \$5 per person. For information, telephone 610-559-6613.

NOVEMBER 22: Abington Train Show, at Bryner Chevrolet, Routes 611 and 73, Jenkintown, PA, 9 AM- 3 PM. Admission: \$5.00, children under 12 free. For additional information, contact Paul Myers, 15 Mystic View Lane, Doylestown, PA 18901-2040, telephone 215-345-5017.

NOVEMBER 23: West Jersey Chapter, NRHS regular monthly meeting, featuring "History of the Baldwin Locomotive Works", by Al Giannantonio, former Baldwin employee and past President of Philadelphia Chapter, PRRT&HS. Chapter meeting begins at 7:30 PM on second floor auditorium of Haddonfield Borough Hall, 242 Kings Highway East (several blocks east of Haddonfield PATCO station, Haddonfield, NJ.

<u>DECEMBER 5-6:</u> Annual Holiday Train Show & Sale in Ocean City, NJ at the historic Music Pier on the Boardwalk and Moorlyn Terrace. Running displays, model trains of all gauges, parking available. Admission: \$3 adults, \$1 children. Hours: Saturday 10 AM-5 PM, Sunday 11 AM-4 PM. For additional information, please call 609-525-9300.

<u>DECEMBER 12:</u> Christmas lights night photo trolley trip over SEPTA Route 15 Girard Avenue using decorated PCC-II car, sponsored by Wilmington Chapter NRHS. Trip leaves Callowhill depot, 60th & Callowhill Streets, at 5 PM. Fare: \$40 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003. Credit cards accepted. For information, telephone 973-383-3355 9 AM-5 PM weekdays.

DECEMBER 31: Annual New Year's Eve trolley, sponsored by Friends of Philadelphia Trolleys. PCC-II car will depart Route 10's 63rd & Malvern loop at 10 PM, returning around 2 AM January 1. Fare: \$40 per person, with proceeds going toward repainting of PCC #2743 into 1969 PTC green and cream at Rockhill Trolley Museum. Snacks and drinks will be available on the car. Order tickets from: Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843, making checks payable to FPT, Inc.

THROUGH DECEMBER 31: "Energy, Innovation & Impact" display on how the railroads historically impacted the American environment, at the Railroad Museum of Pennsylvania, Strasburg. Included are film clips of how contemporary railroads are working to utilize cleaner energy. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

THROUGH DECEMBER 31: "Trains in Motion Pictures," a presentation on the role of trains in Hollywood movies over the years, at the Railroad Museum of Pennsylvania, Strasburg. Included will be video clips of some of these movies, plus photographs and artifacts. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

FP7's to Scranton (Continued from Page 1)

Within a week of the meeting, the 902 and 903 moved from Emmaus to Norfolk Southern's Allentown yard, and then via NS to Portland, PA, where Delaware Lackawanna Railroad picked them up and delivered them to Scranton early in the week of October 25. At presstime, it was reported that the units are prominently displayed in the core complex next to the Visitors' Center. It is hoped that the new relationship with the Park Service will provide some operating opportunities for everyone to see the 902 and 903 running in Northeastern Pennsylvania. Coupled to a number of Steamtown's "Jersey Central" coaches, they would make a very prototypical train.

Meanwhile, it is reported that the 902 and 903 performed well again this year on the two weekends of excursions sponsored by the Upper Perkiomen Valley Chamber of Commerce and the Borough of Emmaus on the former Reading Perkiomen Branch. The members of the Chapter's FP7 Committee should take pride in the work they have done to keep the two locomotives in operating condition.

Endless Mountain Rails 2010- Scranton, PA June 21-26, 2010 www.endlessmountainrails.com

2010 Nevada RailCamp Cancelled; Steamtown Program at Scranton OK

In a rather tersely worded news release issued on Friday, October 30, NRHS President Gregory Molloy announced that the 2010 RailCamp events at the Nevada Northern Railway Museum in Ely, NV, have been cancelled. No detailed explanation was provided for the sudden decision, other than Nevada Northern had recently cancelled its relationship with the NRHS RailCamp program.

Molloy explained that NRHS was exploring its options, and that any participants already registered for any of the Nevada programs would be contact to discuss possible alternatives, including refunds.

He also stated that the 2010 RailCamp program at Steamtown in Scranton, PA would continue as scheduled. There will be one session of the RailCamp program in 2010, from July 11-16, 2010. It was stated that NRHS remains committed to the future of RailCamp and would seek additional venues for future programs.

Anyone who knows of a student interested in attending RailCamp 2010 should contact National Director Larry Eastwood at an early date, so space may be reserved.

PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA TRANSIT

After several extensions, SEPTA on September 30 closed the bidding for its new "smart card" fare collection system (see September Cinders and previous issues). According to an Inquirer report, at least three firms have submitted bids on the project, which is expected to cost upwards of \$100 million. SEPTA hopes to award a contract by next spring, bringing to the Philadelphia region a state-of-the-art "contactless" fare system which will permit a passenger simply to wave an electronic card at a turnstile or farebox, with the amount of the fare instantly deducted from the rider's prepaid account. In addition to cards issued by SEPTA, the system may be capable of accepting commercial credit cards as well. Initially, the cards will be used only at transit stations and on buses and trolleys, because the nature of Regional Rail service does not lend itself to this means of payment.....As of late October, Congress had failed to extend or reauthorize the surface transportation funding law (SAFETEA), which expired with the end of Fiscal Year 2009 on September 30. A so-called "continuing resolution" maintains funding at FY 2009 levels.

As soon as the Phillies won the National League title last month, SEPTA buckled down to planning its service to and from the hoped-for World Series victory parade. At Cinders presstime in late October, the likely dates for the parade seemed to be either Wednesday, November 4, or Friday the 6th-depending on the length of the Series. Of course, this assumes that the Phillies defeat the New York Yankees for the baseball championship. Memories are still fresh from last year's victory parade on Friday, October 31, which resulted in an unprecedented crush of humanity in center city and strained SEPTA services to the breaking point (see November 2008 Cinders)..... For all three World Series games Saturday, October 31, through Monday, November 2, SEPTA said it would run extra service on the Broad Street subway before and after the games-unless of course the system is shut down by a strike (see below) Express" trains to the Gallery at Market East on "Black Friday," November 27, the day after Thanksgiving. One train will originate at 69th Street Terminal, one at Frankford Transportation Center and one at Fern Rock, all leaving at 10 AM. There will be no special Regional Rail trains, but regular R2 train #4123 leaving Warminster at 9:41 AM and regular R3 train #4630 leaving Elwyn at 9:36 AM will have extra cars.

In a masterpiece of bad timing, members of Transport Workers Union Local 234 last month authorized their leaders to call a strike against SEPTA's City Transit Division. The TWU had been working without a contract since its last agreement with SEPTA expired in March. Union President Willie Brown said that, absent a new agreement, his 5,000 members would walk out on

Saturday morning, October 31—the same day that World Series Game 3 was scheduled to be played at Citizens Bank Park in South Philadelphia. (Brown claimed that this was simply a In addition to the World Series games on "coincidence.") Saturday, Sunday and Monday evenings, a Flyers hockey game was scheduled on Saturday afternoon at the Wachovia Center and a Pearl Jam concert at the Spectrum that evening, the final event before that 40-year-old arena is closed and demolished. Then on Sunday afternoon, the Eagles matchup against the New York Giants was set to be played at Lincoln Financial Field, just before the Phillies-Yankees World Series game. But on Friday the political heavy hitters moved in. Governor Rendell, Mayor Nutter and Congressman Bob Brady got involved in the negotiations between SEPTA and the TWU, and the sessions were moved to the Governor's office at the Bellevue Hotel. By Sunday morning all sides were saying that a contract agreement was near and there was no longer a strike threat during this frantic period.

The Inquirer reports that the relatively-new Frankford el structure already is in need of repairs, estimated to cost \$20 million or more. The el was rebuilt during the 1990's for more than \$500 million, but SEPTA engineers have found that the structure was not designed to expand and contract sufficiently with changes in temperature, resulting in some crumbling of the concrete deck. As a temporary fix, 8,000 metal mesh strips have been installed under the el to prevent pieces of concrete from falling onto the street or pedestrians. Reportedly, SEPTA is suing the two engineering firms, Parsons Brinckerhoff and Sverdrup, which oversaw the reconstruction work. SEPTA said these "latent defects" were not evident when it signed off on the projectRebuilding of trolley Route 102 continues between Drexel Hill Junction and Sharon Hill. This phase is due for completion next month, at which time Route 101 will be shut down between Woodland Avenue in Springfield and Media, with shuttle buses filling the gap (see June, October Cinders).

The Delaware River Port Authority and the City of Philadelphia last month approved a plan to build a surface light rail line along Market Street between City Hall and the waterfront. This was the most favored of three plans being considered to link center city with a new light rail line to be built along Columbus Blvd. between Girard Avenue and the Pier 70 complex in South Philadelphia (see September, October Cinders). The entire project is estimated to cost around \$500 million and probably would not carry its first passenger until 2016. Unanswered was the question of whether SEPTA or DRPA subsidiary PATCO (or even a possible third party) would actually operate the new line. Until now, DRPA has done most of the planning with SEPTA only marginally involved......Trumpeting the slogan "Go green, go SEPTA," the agency is in a full-court press with its "green" initiative. Green signs and posters are everywhere promoting the fuel efficiency of SEPTA services. There are now large illuminated green signs at the entrances to some transit stations, such as at 15th & Market Streets. And last month SEPTA issued a press release

(Continued on Page 5)

(Continued from Page 4)

touting its fuel-efficient, lower-emission fleet of diesel-electric hybrid buses which already number 252. This writer spotted one of them, #8144, decked out in a full-body green wrap with large lettering: "1 CLEAN GREEN HYBRID MACHINE." By the end of next year, SEPTA said the hybrids will constitute nearly a quarter of its 1,450-vehicle bus fleet.



SEPTA REGIONAL RAIL

As noted above, SEPTA at the end of October faced a double dilemma—coping with a possible transit strike and bringing hordes of Phillies fans to a huge victory parade through center city. Planners were working overtime in an attempt to get the maximum utilization out of Regional Rail's aging car fleet, as well as the crews who run the trains. A heavy supervisory presence can be expected at Suburban, Market East and 30th Street Stations if indeed the Phillies are able to beat the favored "Bronx Bombers." At least the SEPTA people have the benefit of lessons painfully learned during past transit strikes and in the heat of the victory parade a year ago. And it is thought that many regular riders will simply opt to stay home on the parade day, easing the crush of Phillies fans, paradegoers and displaced transit riders. We'll have a full report next issue.

By the first of November SEPTA had not yet announced its decision on whether to retain, change or eliminate the "R" designations on Regional Rail routes (see July, September Cinders). It is believed that a decision will be made by the end of the year, before the next timetable change in JanuarySEPTA dispatched the first wash trains of the fall leaf season on October 18. These trains spray high-pressure jets of water on the railheads to remove the oily residue left by falling leaves, which can cause train wheels to slip while starting or stopping. But SEPTA reported widespread delays both before and after the spraying began, especially on rainy days such as Friday, October 23, and Tuesday the 27th, when trains were running late on all lines. If things get worse SEPTA may be forced to deploy its other weapon-a train which squirts a special "traction gel" on the railheads to improve adhesion. As a side note, the wash train stalled on the Chestnut Hill West Line on the evening of Thursday, October 22, when RL1 locomotive #61 broke down due to low water. Several R8 trains were delayed, including #857 which was an hour and a half late. The wash train had to be pulled back to Wayne Junction shop by another diesel.

The first of SEPTA's new Silverliner V MU cars arrived in Philadelphia last month, or rather the shells of the cars arrived from the Hyundai plant in South Korea (see October Cinders). After unloading from the ship, the shells were trucked to the Hyundai-Rotem facility in South Philadelphia where final

assembly of the cars will begin this month. These are part of a \$274-million order for 120 Silverliner V's which SEPTA awarded to United Transit Systems, a joint venture in which partner Hyundai-Rotem will actually manufacture the cars. Deliveries are to be completed in 2011. With the exception of three pilot cars (one single and one married pair), all will be assembled locally from car shells manufactured in South Korea. Changwon plant performed extensive test procedures on the pilot cars, which currently are enroute to Philadelphia where they will begin actual road testing. As shown on the Chapter's website, www.phillynrhs.com, a former warehouse building on Weccacoe Street has been refitted as an assembly plant, and a section of track alongside a CSX industrial spur was rebuilt and equipped as an electrified test track. Rotem asked SEPTA to furnish an MU car to check out its equipment at the Weccacoe Street facility, so on October 1 two CSX locomotives moved out-of-service Silverliner III #237 from Wayne Junction shop to the assembly plant.

The new high-level platforms at the R5 Wayne station were opened for service last month, both on the inbound and outbound sides (see September Cinders). This is the first SEPTA station on the former Pennsy Main Line to receive high-level platforms as part of a long-term upgrading project. Work now has begun on restoration of the historic 1885-vintage station building itself......Installation of new signaling and automatic train control equipment on the Warminster Line is well underway, including some track changes at Warminster station. Although SEPTA intends to have ATC operation on all of its lines within the next few years, the Warminster project was given priority status following the head-on collision of two R2 trains near Crestmont in July of 2006......SEPTA operated 11 extra late-night trains from center city stations after the Phillies defeated the Los Angeles Dodgers in the final National League championship game on Wednesday, October 21. Extra service also was provided on the Broad Street subway line to and from the Pattison Avenue station. SEPTA also intends to run special late-night service on Regional Rail following the World Series games at Citizens Bank Park starting on Saturday, October 31 (although these may be cancelled if a transit strike shuts down the Broad Street subway).

As mentioned here last month, November 6 marks the 25th anniversary of the closing of Reading Terminal and the departure of its last train......Construction work continues on SEPTA's new electrical substation at "Kay" (the new official name for "K" interlocking) near Spring Garden Street (see October Cinders)......Rehabilitation of a century-old ex-Reading bridge over the Wissahickon Creek north of Gwynedd Valley station forced some changes in R5 Lansdale-Doylestown train schedules during the Friday-to-Monday period October 30-November 2. Similar changes were planned for November 6-9. Certain trains were to terminate at Penllyn station, to be turned back at "Gwynedd" interlocking, with shuttle bus service beyond. Other trains operated later than schedule or were subject to delays, and limited shuttle train service was to be provided between Lansdale and Doylestown.....SEPTA announced last month that \$17.4 million in ARRA stimulus funds will be used to rebuild or upgrade various SEPTA rail facilities in Montgomery County, including the bridge project mentioned above. One major element will be the \$700,000 restoration of the historic North Wales R5 station, which dates back to the original North Penn Railroad in the mid-19th Century. High-level platforms recently were installed there.

(Continued from Page 5)

A group of Bucks county residents has launched a campaign to restore train service on the long-defunct Newtown branch (website: www.r8newtown.com). But, as explained in an Inquirer article last month, residents of Montgomery County communities abutting the old right-of-way—parts of which have been converted into a multi-use trail—are adamantly opposed to a return of the trains. Likewise, SEPTA officials express no interest in reviving rail service over the 15 miles between Fox Chase and Newtown, which have never been officially abandoned but would require a major investment to restore to operating condition. Service was "temporarily" suspended in 1983 after a deadly grade crossing accident in Southampton between an RDC car and a fuel truck.

Regional Rail users experienced a number of delays over the past several weeks. Some of the most serious problems resulted from electrical failures on AMTRAK-owned lines, beginning on Saturday morning, September 26, when catenary power was intermittently lost for two hours on the Harrisburg mainline between "Zoo" and Bryn Mawr. Eight SEPTA R5 trains were annulled and several others delayed, while Amtrak's Keystone Service was disrupted. The #4 track already was out of service west of Overbrook for tree trimming work, but catenary power also was lost on that track after the work crew left. Then, on Wednesday afternoon, October 7, seven R7 Chestnut Hill East trains were delayed after #737 had to be annulled at Wister station due to an overhead wire becoming entangled in a pantographR7 express #5724 was terminated at Croydon on the morning of Thursday, October 29, when AEM-7 #2304 lost power. Passengers were transferred to #9728, but other trains also were delayed including #726 which was behind #5724 on track #4. It had to reverse back to "Grundy" interlocking in order to run around the disabled train on #3, losing 62 minutes.

A major service interruption occurred during the morning rush on Monday, October 19, when AMTRAK experienced a power dip on the Northeast Corridor. The outage began at 7:40 AM, stranding thousands of Amtrak, SEPTA and NJ TRANSIT passengers until the problem was traced to a substation in North Philadelphia. Normal service was restored at 8:22 AM, but Amtrak trains were delayed up to 45 minutes, NJT trains were held at stations and SEPTA suffered delays to more than 50 of its trains ranging from four to 48 minutes. Two R1 Airport trains were annulled. A week later, on Monday the 26th, a catenary wire was reported down at 9:40 AM near milepost 68 on the Northeast Corridor west of Bristol. Repair work was finished within two hours, but not before five R7 trains had to be annulled and two others delayed. The next morning around 8:30 power was lost on the SEPTA Mainline between the phase break at "Brown" and Wayne Junction. A catenary wire was found to be fouling the #3 track. The wire train completed repairs by 11:20 AM but at least 17 trains were delayed. The failure was blamed on AEM-7 #2304 on R3 train #6325 Pennypack Limited, which unaccountably had both pantographs raised at the phase break.

The annual Regional Rail emergency simulation drill was held at Jenkintown on Sunday, October 18. Local police, fire and EMS personnel participated in the drill, which demonstrated rescue techniques for victims of a mock train-automobile collision.

Control of switches and signals at the new "Kay" interlocking was lost during the morning hours on Tuesday,

October 13, delaying numerous trains for five to 15 minutes. On Thursday afternoon, October 8, a large boulder rolled close to #2 track north of the R6 Miquon station. Two Norristown-bound trains had to reverse through the hand-operated crossover at "River" and proceed north on #1. At 7:40 PM on Tuesday the 27th an automobile was driven onto the #2 track at Rydal Road on the R3 West Trenton line. Within a half hour the auto was towed away and service resumed with only minor delays.

Another trespasser fatality happened on Monday afternoon, October 5, when AMTRAK Acela Express #2121 struck a female trespasser near the Folcroft station. Police put a hold on #3 and 4 tracks but a few Amtrak trains were able to get by with delays. Ten of SEPTA's R2 Marcus Hook-Wilmington-Newark trains were annulled, others delayed and even push-pull Newark express #5251 was 65 minutes late. Trees also resumed their habit of falling onto the catenary, first near Ryers station on the R8 Fox Chase Line during the afternoon of Saturday, October 24, and then the next morning on the single-track R2 Warminster Line at Crestmont. The tree at Crestmont was quickly removed, and at Ryers trains were able to get past by dropping their pantographs and coasting through until the tree was removed after the last train. Heavy rains on the 24th caused flash flood warnings to be issued. High water was reported at Ambler, Colmar, Noble, North Wales, Conshohocken, Spring Mill and Highland (on the R8 Chestnut Hill West Line), with water at or above the top of rail. Trains were able to pass with relatively minor delays, except for one annulment (Airport-bound train #4161). A switch failure in Amtrak's "Overbrook" interlocking early on Wednesday, October 21, delayed a host of R5 Paoli-Thorndale trains, and equipment problems too numerous to mention occurred at several locations, accounting for a significant number of train delays.



NORTHEAST AMTRAK REGIONAL

With the Phillies and New York Yankees competing in this year's World Series, some reporters have dubbed it the "AMTRAK Series." Both teams, in fact, rode chartered trains between Philadelphia and the Big Apple, and the Phillies got a big sendoff from fans at 30th Street Station on Monday afternoon, October 26, before they departed for New York. The players were boarding their train on track #1 at the same time that the "Disney's Christmas Carol" special was arriving on track #2. The Disney train consisted of specially-painted Amtrak P42 diesels #157 and 71, four wrapped display cars and business car Lamberts Point. Symboled as Amtrak #898, it was coming from Charleston, SC, prior to setting up for a giant public showing at 30th Street Station the next day. The Disney special has been on a five-month crosscountry tour to promote the new film of the Dickens classic "A Christmas Carol," which opens in theaters this month. The train left Philadelphia for New York on Wednesday morning, October 28, for its final public stop at Grand Central Terminal October 30-November 1. The Eagles football team also traveled by AMTRAK to Washington and return for their Monday night game against the Redskins on October 26. Amtrak said that it ran 32 sports charters during the fiscal year ended September 30.

(Continued on Page 7)

(Continued from Page 6)

Colorado Rockies. As in the spring-summer timetable, Northeast Corridor schedules are omitted because of expected changes due to ongoing trackwork projects. But this time Keystone Service and Empire Service schedules are included. For the moment, the August 17 Corridor schedules remain in effect..... CONRAIL Historical Society's chartered "Conrail Express" ran on a rainy Saturday, October 17, from 30th Street Station down the Northeast Corridor to Perryville, MD, then west on NORFOLK SOUTHERN's scenic Port Road branch to Enola and Harrisburg, returning to Philadelphia via the Keystone Corridor. The 13-car train, powered by JUNIATA TERMINAL's ex-Pennsy E8's #5809 and 5711, consisted of five AMTRAK Amfleet coaches, a café car, three SEPTA Bombardier coaches and private cars Kitchi Gammi Club, Little Juniata Rapids, Warrior Ridge and Pennsylvania 120. Several Philadelphia Chapter members were on board. The train was sold out and operated on schedule, but some complaints were registered about the cramped seating in the SEPTA cars. Members of Harrisburg Chapter served as car hosts.

President Obama last month nominated candidates to fill two of the four vacancies on the nine-person AMTRAK board. They are Anthony R. Coscia, chairman of the board of the Port Authority of New York & New Jersey, and Bert DiClemente, a real estate executive who was formerly chairman of the New Jersey Economic Development Authority, a former state director for Vice President Joseph Biden and a member of the Democratic National Committee. These nominations must be confirmed by the SenateAMTRAK ridership in the fiscal year ended September 30 was the second highest in its 37-year history, in spite of a decline of more than one million passengers over the previous year. In all, Amtrak carried 27.2 million passengers in FY 2009, with tickets revenues of \$1.6 billion. Systemwide on-time performance improved to 80 percent, up from 71 percent in the previous year. While Acela Express and Northeast Regional ridership lagged, New York-Philadelphia-Harrisburg service saw a 2.7-percent increase.

AMTRAK has begun replacing obsolete transformers and other electrical equipment at 40 substations along the Northeast Corridor between New York and Washington. project will replace much pre-World War II equipment installed by the Pennsylvania Railroad, and is being paid for by \$25 million in ARRA stimulus funding. These substations take 138,000-volt AC power and convert it to 12,000 volts AC to be fed into the overhead catenary. In recent years, failures in these lineside stations have been responsible for several power outages along the Corridor......AMTRAK has told the Federal Railroad Administration that the cost of installing positive train control (PTC) along many of the freight lines used by its trains could force it to shut down some services. The freight railroad industry has begun to push back against a Congressionally-imposed mandate that PTC be installed by 2015 along all lines in the U.S. which carry passenger trains or hazardous materials, a requirement expected to cost the industry billions of dollars. The law was the response to the head-on collision in California last year which killed 25 people and presumably could have been avoided if a PTC system were in place (Trains).

After years of study and speculation, on Sunday morning, November 8, AMTRAK reportedly will implode the towering smokestack on the old PRR steam plant just north of 30th

Street Station. The plant was built in the 1930's to supply steam for heating 30th Street Station, Suburban Station and other buildings in the area. All Amtrak and SEPTA service in the area will be halted during the implosion, as will traffic on the nearby Schuylkill Expressway and city streets (Trainorders.com)AMTRAK's website, www.amtrak.com, has received a facelift with a new look and additional convenience features, including an easier procedure for checking fares and ordering tickets onlineAMTRAK last month released its Strategic Guidance document and Five-Year Financial Plan which together, said Chairman Thomas Carper, set forth the strategy for continuing Amtrak's ridership growth......AMTRAK also has completed an interim assessment report for reducing trip times on the Northeast Corridor. The report indicates that it would cost more than \$10 billion in infrastructure improvements to achieve a two-hour, 15-minute running time between New York and Washington, and three hours and 15 minutes between Boston and New York..... A recent study by the Pew Charitable Trusts claims that the average AMTRAK passenger receives a \$32 subsidy from taxpayers, about four times Amtrak's own estimate. The Acela Express service on the Northeast Corridor generates about \$41 per passenger in net income while Northeast Regional trains lose \$5 per passenger, all figures open to question. NARP blasted the report as a "cheap shot" which distorts the facts.

Three trespassers died on AMTRAK's Northeast Corridor in our region last month. As noted above, an apparently homeless female was struck and killed by Acela Express #2121 at Folcroft station shortly after 3 PM on Monday, October 5. Then around 5:15 PM on Sunday, October 11, a 13-year-old boy was killed while crossing the tracks south of Elkton, MD, when he was struck by southbound Acela #2253. Three days later, on Wednesday the 14th there was apparent suicide near Fox Point State Park north of Wilmington. A man reportedly stood on the track and was struck by northbound #66 about 12:20 AM. Also at about 8:30 AM on Monday the 5th, a 25-year-old waitress strayed too close to the CSX mainline while talking on a cell phone in downtown Newark, DE, and was killed by a freight trainOn Friday afternoon, October 30, this writer noticed, for the first time in his memory, that there were no electric locomotives parked at Race Street engine terminal near 30th Street Station. Two AMTRAK work train diesels and a NORFOLK SOUTHERN GP38-2 were the only locomotives to be seen!

A recent comparison of AMTRAK's Philadelphia-Harrisburg service of today with the Keystone Service of 20 years ago shows a doubling of train frequencies. In the 1989 schedule there were six weekday round-trips plus the Pennsylvanian and Broadway Limited, while in the current timetable there are 13 weekday round-trips plus the Pennsylvanian. Running times today also are at least 20 minutes faster now, due to recent track and power improvements......AMTRAK was forced to suspend all train service between Lancaster and Harrisburg on Friday afternoon, October 30, after the 1 PM derailment of a NORFOLK SOUTHERN local freight train just west of the Lancaster station. Hundreds of passengers were delayed but chartered bus service was provided to get passengers around the blockage, which took several hours to clean up..... Harrisburg Chapter reports that AMTRAK has replaced the decades-old interlocking machine in "Cork" tower at Lancaster with state-of-the-art microprocessor-based controls. October 23 the tower is responsible not only for "Cork" interlocking but satellite interlockings "Holland" and "Conestoga"

(Continued from Page 7)

ordered by Congress, an AMTRAK consultant has concluded that an additional Philadelphia-Pittsburgh train, plus a train running only as far west as Altoona, would add 140,000 riders annually and require \$6.7 million in subsidies over and above the fares.

The FRA last month released a "preliminary national rail plan" as required by Congress. It emphasizes the need to maintain and upgrade the private freight railroad system so that it can carry more freight as well as absorb an influx of passenger trains (Journal of Commerce).....FRA was deluged with 45 applications for high-speed rail stimulus funding from 24 states-totaling almost \$50 billion-before the cutoff date of October 2. But the agency has just \$8 billion to award, which it plans to do before the end of the year. Pennsylvania and New Jersey have applied for \$3.1 billion in grants for upgrading the Philadelphia-Harrisburg route, rebuilding the Lackawanna Cutoff across northern New Jersey to Stroudsburg and Scranton, and engineering a proposed maglev line to the Pittsburgh airport. FRA also will dole out \$1.5 billion in "TIGER" (Transportation Investment Generating Economic Recovery) funding for modal improvements. SEPTA has applied for some of that money to help fund its "smart card" fare collection system mentioned above (NARP, Trains).



CSX, NS, OTHER ROADS

Pier 124, the huge facility in South Philadelphia built by the PRR in 1954 to handle imported iron ore, is being demolished. The abandoned pier, which juts out into the Delaware River just east of CSX's present Greenwich yard, was used for a time to unload imported fertilizer for Agway after the ore traffic dried up. It is located in the area intended for development as the new Southport Marine Terminal (see October Cinders)The Army Corps of Engineers decided last month to proceed with the long-debated dredging of the Delaware River to a depth of 45 feet, in order to allow larger vessels to reach the Port of Philadelphia. The States of Delaware and New Jersey still oppose the project on environmental grounds, but Pennsylvania has agreed to take all of the spoils dredged from the river bottom. Governor Rendell says that ten million cubic yards of the sludge will be used to fill abandoned coal mines in the Hazleton (PA) area, which may offer a large source of traffic for NORFOLK SOUTHERN. Delaware, however, has filed a Federal lawsuit to halt the dredging.

 (Continued on Page 10)

More B&O Local Services of Interest

In our March, 2009 issue, we printed some Baltimore & Ohio Railroad local services from Form F, dated February 1, 1922. Shown were the Eddystone Branch in Pennsylvania and the Landenberg Branch in Delaware, the latter the route of today's Wilmington & Western tourist railroad. Shown this month is the main southbound schedule from that February 1, 1922 schedule (we'll reprint the northbound schedule in December *Cinders*). The local trains on the Landenberg and Eddystone branches were not shown in the main schedule.

Of special note is Train #21, which originated at Wayne Junction. A timetable footnote reads Note — Train No. 21 receives connection at Wayne Junction from Syracuse, Buffalo, Rochester, Ithaca, Bimghampton (sic), Sayre and Scranton. There was no reverse train which terminated at Wayne Junction. (Editor's Note: A ride on Train 63 from Philadelphia to Washington took 5 hours, 10 minutes. To be sure, it was no Acela Express!!!)

CORRECTED TO FEBRUARY 1, 1922.

Baltimore & Ohio Railroad



Time Tables

BETWEE

Baltimore, Wilmington, Chester and Philadelphia

PLEASE KEEP FOR REFERENCE

B. CALLOWAY, W. E. LOWES,
Passenger Traffic Manager, Gen'l Passenger Ager
BALTIMORE, MD.

Form F. 2-1-22, 10m

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	8	Ly Landenberg Junction			6.55					£ 2.37		f 4.30		f 6.31	7.15					f 2.39	1 6.07		
5 Lv Lumbrook					7.03					£ 2.48				1 6.39						f 2.47	f 6.15		
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2	3	Lv Aberdeen (Proving Ground)	f 5.28	6.55	8.09	9.26				3.58								10.02	9.15		7.28		
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(Continued from Page 8)

Board of Directors Meeting
4th Quarter (Winter), 2009
Wednesday, December 9, 2009
7:00 PM
Passenger Services Conference Room
Amtrak 30th Street Station
All members of Philadelphia Chapter

Are welcome and encouraged to attend

Philadelphia Chapter, NRHS

A Reading Railroad service notice from November 23, 1942!!!!





Please remember that if you're planning a trip this week, you may have to stand. Your train may be late or so crowded you cannot get on. Customary extra holiday sections of trains will not be operated. It's almost certain that your Thanksgiving trip won't be as comfortable as it used to be, or as we should like it to be.

Remember that in addition to greatly increased travel, due to war industry, troop movements and furloughs, we are also carrying additional traffic that formerly moved over the highways.

If you must travel over the Thanksgiving Holiday, we will bend every effort to take care of you. But our War job comes first—over Thanksgiving and always—and nothing must interfere with it. So we ask you to understand and to cooperate with us. Don't travel unless your trip is really necessary.

Reading Railway System

11-23-42 LRt

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