



CINDERS

OCTOBER 2009



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Volume 70

Number 9

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 Notice

FRIDAY EVENING, OCTOBER 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
 (\$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, October 16 will feature a "Joseph Mannix
 Potpourri". Slides to be screened (all from the 1950's era) will
 include Baltimore & Ohio Railroad, Pennsylvania Railroad,
 Philadelphia Suburban Transportation/Philadelphia & Western,
 and Reading Company. Also to be included will be a selection of
 miscellaneous rail and traction views from around the United
 States (and Canada). Mark your calendars and don't miss this
 opportunity to view some rare color slides from decades ago!

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, OCTOBER 13, 2009 to National
 Director Larry Eastwood at 215-947-5769.** The menu is choice
 of **Crispy lemon chicken**, garlic rosemary mashed potatoes, peach
 salsa **OR blackened salmon filet served with sauce**, seasoned rice
 pilaf, oven roasted broccoli spears. The salad will be a tossed
 garden salad with dressing. Cheese cake with cherry topping, rolls,
 butter and beverages round out the meal. 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 making your calendar for December, please remember
 that our meeting will be on **Friday December 18, which is the
 third Friday in December, this year.***

Dues Bills to be Mailed; Chapter Contributions Solicited

According to information received from Fernley &
 Fernley, the NRHS membership records contractor, it was
 anticipated that 2010 NRHS dues bills would be mailed on October
 1, 2009. During the month of August, each chapter (including
 Philadelphia) received a spreadsheet to verify our membership
 information. National Director Larry Eastwood said that, other
 than one or two minor adjustments to the database, the information
 received was correct; therefore members should expect to receive
 their bills during the second week of October.

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.

For those individuals holding Chapter-only
 memberships, you may expect that the Chapter will mail your 2010
 dues bills during the first full week in October. 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 requested to take early action to renew
 their memberships for 2010. NRHS and Fernley & Fernley will be
 taking a hard line on "late renewals" next year and prompt renewal
 can avoid complications down the line.

Future NRHS Conventions
2010 - Scranton, Pennsylvania
June 22-26, 2010
2011 - Tacoma, Washington
June 20-26, 2011

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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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: \$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 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 be sent to you.

By-Laws Vote at October 16 Meeting

At its Board of Directors Meeting on September 23, the directors of the Chapter approved an updated set of Philadelphia Chapter By-Laws. The new By-Laws were discussed before the membership present at the regular monthly meeting of Philadelphia Chapter on Friday, September 25.

At that meeting, President Tatnall announced that a vote to approve the revised By-Laws would take place at the Chapter meeting on Friday, October 16, and encouraged members present to familiarize themselves with the changes to our By-Laws.

**Philadelphia Chapter, NRHS
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**

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.

ODDS AND ENDS.....by Roy L. Hudson

(This column appears on a reasonably regular basis to provide Cinders readers with some useful as well as interesting information which has been gathered from miscellaneous sources. Mr. Hudson pens a column called "Comments from Track 34" for New York RRE; he has given us permission to use material from that publication for Philadelphia Chapter members.)

Webb C. Ball founded the 1891 Ball Watch Company whose railroad pocket watches were about the best in North America and were used on most lines where a dependable timepiece was important. Today, the Company offers a wrist watch called "Trainmaster Moonlight Special" with a limited edition of 999 tickers. Roy called the Company to determine the price. They said, "List \$4,399.00 each!" Roy fainted! (*Forbes Magazine*).....In the year 1959 there was a sudden decline in rail travel between New York/Philadelphia and Miami. Perhaps it had something to do with the "fallen flag" National Airlines opening domestic jet service on December 10, 1958 with Boeing 707's between those points (*The Philadelphia Evening Bulletin*).....The largest single order of anthracite coal on the Reading Company took place at the late date of 1968. The shipment (923,842 tons) was moved in 488 hoppers from Pennsylvania's Anthracite region to Pier 18, Port Richmond Terminal, Philadelphia. At the time Pier 18 had a capacity of dumping 2,400 tons per hour. The hard coal was destined to U. S. Armed Forces installations in West Germany (*Reading RR News*).

Here's one for the experts: how many existing complete loops are there today on the railroads of North America? That is defined by a circle where one track crosses over itself to gain or lose elevation. Roy's researchers have come up with four examples: (1) Hiwassee Loop (ex-L&N, CSX) on the Tennessee Valley Railroad (Museum) line; (2) Williams Loop (ex-WP) on the Union Pacific in California and in regular service; (3) Tehachapi Loop (ex-SP) on the Union Pacific in California and (4) the famed Spiral Tunnel on the Canadian Pacific in Canada's Rocky Mountains. Can you add to this list? (Roy).....The Pennsylvania Railroad lives! Washington, DC Chapter, NRHS has received two MARC passenger cars. These two Heritage cars are 142-**Franklin Inn** and 148-**Collinsville Inn** that were built for the PRR by Budd Company in 1949 as 21-roomette sleepers. The PRR later turned them into "Corridor Coaches" famous for having some seats without windows (*The Timetable*).

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



**SEPTA
TRANSIT**

As of mid-September SEPTA had committed \$179 million out of the \$191 million it expects to receive from the American Recovery & Reinvestment Act (ARRA). Of the 58 individual contracts to be awarded, the largest to date are: \$22 million for the rehabilitation of the Girard and Spring Garden stations on the Broad Street subway, \$19.4 million for an additional 40 hybrid buses from New Flyer, \$15.6 million for improvements to the Fern Rock subway yard, \$8.7 million for grade crossing improvements on the Routes 101/102 suburban trolley lines, \$8.3 million for installing welded rail on those lines and \$8 million for rebuilding the R7 Croydon Regional Rail stationSEPTA also is planning to seek Federal stimulus funds for the proposed "smart card" fare collection system (see September *Cinders* and previous issues), with installation on the subway-elevated system given first priority and then in buses and trolleys.

Work began last month on the year-long rebuild of the Routes 101/102 trolley lines (see June *Cinders*). Six distinct projects totaling more than \$27 million are to be funded through the Federal ARRA program. In Phase 1 Route 102 is out of service between Drexel Hill Junction and Sharon Hill for 14 weeks through mid-December, with shuttle buses in operation. Beginning on December 14 Route 101 Media trolleys will operate only as far as Woodland Avenue in Springfield, with buses connecting to Media, then from March to June 2010 Route 101 cars will run only between 69th Street and Drexel Hill. Finally, for 11 weeks beginning next June all rail service will be suspended on both routes in order to rebuild the trunk line out of 69th Street. During the project new welded rail will replace some 60-to-80-year-old jointed rail, gates will be removed and new protection systems installed at 13 grade crossings, some supporting poles replaced, the steel structures repainted, brush cutting performed, a fiber-optic communications system installed and the overhead electrical system sectionalized to allow for single-track operation as needed.

With systemwide ridership down by five percent during the first two months of Fiscal Year 2010, compared with the same period a year ago, SEPTA incurred a \$3.6-million deficit after subsidies. Passenger revenues were down 4.6 percent during July and August.....SEPTA's new Passenger Etiquette Program (see September *Cinders*) is addressing a separate theme each month. These include courtesy to other passengers, using earphones or headphones with personal listening devices, keeping vehicles free of trash and yielding seats to elderly or disabled passengers.....On September 11 SEPTA held an "Elebration" to mark the official completion of the decade-long, \$740-million Market Street elevated replacement project. SEPTA General Manager Joseph Casey spoke during the ceremony at 46th Street station—one of six new stations on the line—saying that the

rebuilt el with its single-column supports and new guideway "is now ready to serve our customers through the 21st Century and beyond." An entertainment program for local residents followed at the adjacent Enterprise Center.

As reported here earlier, SEPTA dropped the Route 100 designation effective with the new timetable issued September 7. The 13-mile light-rail route out of 69th Street Terminal is now known only as the Norristown High Speed Line With the September schedule change an additional line, Route 13, has received a "new look" timetable with diagonal lettering and route number at the top. The timetable is printed in the same green color scheme now common to all SEPTA trolley timetables, not just those of the subway-surface lines.....The O-gauge railroad in the lobby of the SEPTA building at 1234 Market Street now has models of RL1 locomotives #60 and 61 pulling a freight train, which includes a SEPTA PCC trolley riding on a flat car.

The *Inquirer* reported last month that SEPTA may appeal a Federal judge's order that it install two new elevators connecting City Hall Courtyard with the Broad Street subway station beneath it. The dingy station is slated for a \$100-million makeover starting in 2011.....Following the arrest last month of an Afghan-born immigrant as a suspected terrorist, FBI and Homeland Security officials issued a warning to mass transit systems around the nation to step up their security precautions. The 24-year-old airport driver in Denver allegedly admitted to a connection with al-Qaeda, and he was suspected of plotting to detonate backpack bombs aboard a train in New York City on the anniversary of 9/11. Several associates were still at largeThe *Daily News* ran a story on September 25 headlined "Cops seek info on pair taking subway pix." Apparently two different men were spotted taking photos at the Snyder Avenue and Lombard-South stations of the Broad Street subway and, perhaps due to the recent scare in New York City (see above), the police would like to talk to them. But a Homeland Security official said investigators "frequently respond to reports of people taking photos of trains and subways. 'Usually, they just turn out to be art students or train buffs,' he said."



**SEPTA
REGIONAL
RAIL**

Next month will mark the 25th anniversary of the official closing of historic Reading Terminal. On the evening of November 6, 1984, Philadelphia Chapter sponsored the "Last Train from Reading Terminal," consisting of nine jam-packed ex-Reading Blueliner MU's which ran to Lansdale. As soon as the train passed "Brown" interlocking a mile to the north, SEPTA officially shut down the 91-year-old station as workers spiked the

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switches in preparation for shifting all traffic into the recently-completed center city tunnel. It is fortunate that the City and State had the foresight to convert the great arched trainshed into a section of the new Pennsylvania Convention Center, while preserving the Italian Renaissance-style headhouse for other uses. [It is now a luxury annex to the Marriott Hotel located directly across 12th Street.]

Testing of the three Silverliner V pilot cars is underway at Hyundai's plant in Changwon, South Korea, while the shells of the first three production cars were completed in August. The production cars (#702, 803, 804) were loaded on a ship August 31 bound for Philadelphia, where they should arrive early next month for final assembly at the renovated Rotem facility on Weccacoe Street in South Philadelphia. These three cars are expected to be ready for delivery by early in 2010. Numerous quality issues have arisen in the testing of both the single pilot car (#701) and the married pair (#801-802), with the single car further along toward acceptance. SEPTA hopes to receive that car by sometime in December, ready to begin a series of road tests. As of late August, a total of 47 cars were in various stages of construction at Changwon. SEPTA has ordered 120 Silverliner V's from United Transit Systems, a consortium of Hyundai-Rotem of South Korea and Japan's Sojitz Corp., at a contracted price of \$330 million. [Delaware Transit Corp. is purchasing four of the cars.] The present deadline for delivery of the final car, already three months behind schedule, is March 2011.

SEPTA has not yet made a decision on changing the "R" route designations on the Regional Rail system (see July, September *Cinders*). But another harbinger of things to come was the reissued R7 Trenton-Chestnut Hill East timetable effective September 13, in a format similar to the R3 Media-Elwyn timetable issued in June. Instead of a train photo on the front cover, "REGIONAL RAIL" appears in large letters, all the stations are listed and "R7" is shown only in an inconspicuous circle at the bottom.....That building foundation being laid at "K" interlocking near 30th Street Station is for a new electrical substation designed to replace the failure-prone sub 1A located on AMTRAK property. The new facility will feed power to all SEPTA-owned lines in the area including trackage in the center city tunnel. The new Fairmount substation near the north end of the tunnel was expected to go on line by the end of September, replacing the former Reading Callowhill sub. This will allow removal of the last wires from the old viaduct from Reading Terminal, which was abandoned in 1984.

A total of 32 projects for the improvement of Regional Rail facilities will be funded through the ARRA Federal stimulus program. These include a new \$1.1-million R8 station building at Fox Chase, for which a groundbreaking ceremony was held on September 21 with General Manager Casey and Congresswoman Allyson Schwartz among the speakers. Also included are the \$8-million rebuilding of the R7 Croydon station and a new pedestrian tunnel and parking improvements at the R5 Malvern station (cost to be determined). Numerous other station improvements and rights-of-way upgrades also are "shovel-ready"..... SEPTA's R2 passengers were being bused between the Claymont and Wilmington stations during the midday period on weekdays September 14 to 25, due to AMTRAK's reconstruction of the Wilmington station. The work is part of a \$32-million restoration

of the 100-year-old station being funded by the stimulus program (see June *Cinders*).

Discussions continued last month regarding the long-planned Ardmore Transit Center, the Main Line Times newspaper reported. A major debate before Lower Merion Township's Historical Architectural Review Board centered on whether to build a pedestrian bridge above the AMTRAK mainline or to tunnel beneath it. Preliminary designs indicate that the platforms at the new station will be high-level, 530 feet long, and extend eastward to the site of a proposed eight-story parking garage. Amtrak requested that some low-level platform areas be retained for emergency use. It is hoped that the project will go to bid by the end of 2010.....SEPTA has begun installing brighter lights in the vestibules of its Silverliner IV MU's.

SEPTA's sometimes quirky electric locomotives were rather well-behaved last month. Just three delays with the push-pull sets were reported during the first three weeks, two involving ALP-44 #2308. The unit lost power at Frazer on Tuesday morning, September 8, delaying R5 limited #9538 for 25 minutes before a circuit breaker could be reset. Exactly one week later the same locomotive and train were shopped at Frazer yard and replaced by the equipment for #9536, delaying three other trains as well. During the heavy rainstorm on Friday, September 11, around 7 AM, two tree limbs fell onto the catenary over #1 track near the R3 Moylan-Rose Valley station. One branch lodged in the pantograph of AEM-7 #2301 which was deadheading to Elwyn for an express turn. After a half-hour stoppage the train got moving but several trains were delayed due to single-tracking west of Secane. At 10:30 that same morning, over on AMTRAK's Harrisburg line, a fallen tree was found blocking the #3 and 4 tracks at milepost 11.3 west of Rosemont. As a result westbound SEPTA and Amtrak trains had to use #2 track from Bryn Mawr under Form D train order authority. A half hour later a large tree crashed down on the mainline at milepost 6.5 west of Merion station, fouling #2, 3 and 4 tracks and forcing the suspension of all R5 service between 30th Street Station, Malvern and Thorndale. At least nine R5 trains were annulled due to the outages and several others delayed, as were Amtrak's Harrisburg trains. Normal service resumed at 1:15 PM.

St Louis-built Silverliner III #221 showed up frequently on last month's delay reports. On Tuesday morning, September 8, R5 train #9530 had to be terminated at 30th Street when a smoking traction motor was discovered under #221. Two mornings later, smoke was seen issuing from #221, the third car in R2 train #4620, forcing the crew to lower its pantograph. That train also had to be annulled at 30th Street. Car #221 was in the consist of eastbound R5 train #570, which had to be terminated at Malvern on Wednesday the 16th when the pantograph on #221 dropped and a ground fault knocked out the power on following car #9001. Passengers were transferred to train #574. Car #221 was caught smoking again on Tuesday, September 22—again on R5 train #9530 which again had to be terminated at 30th Street.

R3 West Trenton service was disrupted for a time during the afternoon rush on Thursday, September 24, when an automobile traveling down a hill near the Rydal station careened onto the railroad around 5:15. The car crossed both tracks, crashing through the intertrack fence and coming to rest on the station platform. Inbound trains #371 and 373 suffered delays of 63 and 27 minutes respectively and three outbound trains also were delayed. The debris was cleared and normal operations restored by

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7:15 PM.....Silverliner II #205 was another smoker on R7 train #734 at Mount Airy station on Wednesday afternoon, September 9. The Fire Department responded, the train was annulled and passengers transferred to following train #736 operating on the other track. New gen-set diesel #70 pulled the stalled train to Wayne Electric shop. Another fire occurred on Saturday, September 5, when flames were spotted beneath Silverliner III #220 at University City station. Its train, R3 #4712, was annulled after the crew doused the flames with a fire extinguisher. Passengers were transferred to R1 train #1122.



NORTHEAST REGIONAL AMTRAK

AMTRAK officials must have been unhappy last month when the *Inquirer* ran a front-page story reporting that 143—nearly half—of the 302 Amtrak bridges in the Philadelphia region have some parts in poor condition or worse. Among the most neglected structures, as identified by Amtrak, are the 108-year-old bridges that carry the Harrisburg mainline over 52nd Street in West Philadelphia. The *Inquirer* reporter describes the scene as follows: “Trees grow from their ramparts, water weeps through their stone walls, holes are visible in the rusting deck, the piers are cracked, beams are corroding. Trash gathers at the base of the columns.” The handrails and footwalks on the bridges also are broken and unusable in certain spots. The news story cited Amtrak’s own figures that 50.8 percent of all bridges on the Harrisburg line have “poor” elements, as do 60.6 percent of the bridges on the Northeast Corridor between New York and Philadelphia and 15 percent of the spans on the Corridor south of Philadelphia. [It should be noted that all of the structures referred to here are “undergrade” bridges, meaning that the railroad passes *over* a highway, street, rail line or waterway and it generally must maintain the bridges. “Overhead” bridges carry a highway or other right-of-way *above* the railroad, and usually are not maintained by the rail carrier.]

The newspaper report called into question the safety of some of these deteriorating bridges, but AMTRAK officials responded that all of them are safe and all are inspected annually. Still, they readily admitted that years of deferred maintenance dating back to the original owner, the Pennsylvania Railroad, as well as decades of rain, snow, road salt and normal wear and tear, have resulted in a pressing need for heavy repairs. [None of the bridges had any “failed” marks, which is two grades below “poor” and would indicate that the structure is unusable.] Fortunately, while many of the spans are more than a century old, they were “over-designed” for steam locomotives and heavier equipment than in use today. In a sidebar the *Inquirer* said that Amtrak had repeatedly refused to release these in-house reports documenting the condition of the bridges, its top lawyer claiming that terrorists might strike the bridges if they were to discover their “vulnerabilities.” But Amtrak is a government corporation, so the newspaper’s threat of a lawsuit under the Freedom of Information Act finally convinced Amtrak to provide the requested data.

The day after the news report surfaced, Senator Arlen Specter of Pennsylvania asked Vice President Biden to earmark stimulus funds for these vital bridge repairs. [Biden has been designated by President Obama to oversee the spending of the \$787-billion of ARRA stimulus funds.] Specter also wrote to

AMTRAK President Joseph Boardman asking for a report on how the railroad intends to address the situation. Do the conditions around Philadelphia, he asked, “reflect a national state of disrepair for Amtrak-owned bridges? If so, what is your plan to address this national problem?” It is quite likely that we will continue to learn a lot more about Amtrak bridges in the future.

Here’s an alert for railfans and parents of young kids. The special four-car train promoting the animated 3D movie “Disney’s A Christmas Carol” is scheduled to arrive in Philadelphia on October 26. The train will be open to the public at 30th Street Station on Tuesday the 27th from 9 AM to 7 PM. Hauled by blue-hued AMTRAK P42 locomotive #71, the brightly-colored train loaded with Disney exhibits will be coming from Charleston, SC, enroute to its final stop at Grand Central Terminal in New York City. Earlier, on September 28 the train was scheduled to pass through Philadelphia in a positioning move from Boston to Baltimore, where it will be on display at the B&O Railroad Museum on Wednesday, September 30. The much-heralded movie opens nationwide on November 6.

During the morning and evening commuting hours on Wednesday, September 9, AMTRAK police and officers from 100 Federal, state, local, rail and transit agencies were deployed at more than 150 rail passenger stations between Virginia and Vermont. This counter-terrorism exercise was not in response to any specific threat but rather a part of Operation ALERTS, which is designed to “enhance the readiness and communication capabilities of hundreds of police and security officials stationed in some of the heaviest rail passenger areas along the Northeast Corridor,” said Amtrak Police Chief John O’Connor. “Our law enforcement partners in this deployment represent first responder agencies that will protect and defend the railways during any type of emergency or potential threat.” Amtrak had a heavy police presence at 30th Street Station.....Congress last month approved a resolution to continue funding the government (and AMTRAK) at current levels beyond October 1, the start of the new fiscal year.....The Senate voted to require AMTRAK to accept unloaded firearms at all stations that handle checked baggage. Opponents argued that Amtrak does not have the security infrastructure or personnel to enforce gun regulations.

In a surprise move AMTRAK last month reversed course and agreed to move its operations into the Farley Post Office Building adjacent to Penn Station in New York City. To be known as the Daniel P. Moynihan Station in honor of the late New York Senator, the Post Office building was designed by the same firm as the much-beloved Pennsylvania Station which was demolished in the 1960’s, and resembles it in appearance. Previous Amtrak administrations had opposed the move due to cost and for a time it seemed that only NJ TRANSIT would occupy the refurbished Farley Building. New York Governor David Paterson helped negotiate the deal with new Amtrak President Joseph Boardman, a former transportation commissioner for New York State. Paterson said Boardman was “far more helpful” than his predecessors who had opposed the project (*Trains*).....*AMTRAK Ink* reports that this year’s track-laying season on the Northeast Corridor is going more smoothly, after a major overhaul of its aging P-811 Track Laying Machine. The TLM (which is actually a quarter-mile-long system of machines and tie storage cars) “came out of the overhaul in the best shape it’s been in 25 years,” said Wayne Griffin, the TLM track supervisorHarrisburg-bound train #651 was delayed at Ardmore on Monday, September 14, when its AEM-7 locomotive shut down, but it was able to get moving after a 15-minute delay.

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CSX, NS, OTHER ROADS

CSX CEO Michael Ward said last month that he is confident that the freight railroad industry will survive the current recession in good shape. Along with most other major roads, CSX's freight traffic has declined by double digits this year but, says Ward, "We're doing quite well, all things considered. The market is starting to say, 'Gee, this railroad industry can withstand a recession.'" Most rail executives feel that the economy has bottomed out and the railroads will begin to see traffic gains as consumer spending rebounds (*Trains*).....On September 26 CSX launched a new program to plant one tree for every mile of track it owns, a total of 21,000. The effort was begun in Philadelphia in partnership with the Pennsylvania Horticultural Society, as CSX workers converted an asphalt playground into green space (*Trains*).....CSX has reduced its operating ratio (the ratio of revenues to expenses) to a very respectable 73 percent, a huge improvement from the high 80's of just a few years ago.

NORFOLK SOUTHERN last month was named by *Business Week Magazine* as one of the 50 "best places to launch a career." The magazine's fourth annual survey ranking the top employers for new college graduates placed NS 26th on the list, with the Deloitte & Touche accounting firm at #1. The only other railroad on the list is UNION PACIFIC at #28.....*Railway Age* reported last month that analysts at the Morgan Stanley investment firm predict that Congress will pass a law this year affecting the freight railroads, but it will be a compromise measure that does not include new antitrust rules or rate re-regulation which are anathema to the industry. However, the bill likely will include a provision to aid so-called "captive shippers" served by only one railroad and will give the Surface Transportation Board more power in reviewing rate and service disputes. Morgan Stanley said that the railroads "may support a compromise bill to avoid potentially more onerous legislation, while shippers may accept a compromise to avoid potentially walking away with nothing".....On Wednesday, September 16, a male trespasser was struck and killed by NS train 38G near Bridge Street in Phoenixville. The train was enroute from Allentown to Camden.

The Delaware River Port Authority held two hearings last month on its plan to build a PATCO-operated light rail line along the Philadelphia riverfront (see September *Cinders*). Three proposals are being considered, all of which would include a surface route on Columbus Blvd. between the Penn Treaty Park/Girard Avenue area and the Pier 70 shopping complex in South Philadelphia. Two of the routes would provide a link to PATCO's soon-to-be-reopened Franklin Square station, and one—the favored proposal—includes a surface trolley line on East Market Street from City Hall to the waterfront. A decision is expected later this month, the *Inquirer* reports.....DRPA is ready to begin a five-year, \$1.1-billion capital program,

which will include \$153 million to rebuild PATCO's aging fleet of 121 cars. Rebuilding the cars is said to cost far less than buying new cars.

NJ TRANSIT's board has approved a \$2.1-million construction contract for Phase 1 of the planned Pennsauken Transit Center. The new \$40-million station, to be paid for with Federal stimulus funds, will permit transfers between the Atlantic City Line and the River Line at the point where the light rail route passes beneath the Atlantic City Line in Pennsauken (*Trains*).....Tie replacement work on the Atlantic City Line was completed in August, and full weekday rail service restored (see March, July *Cinders*).....At *Cinders*' deadline Congress still had not acted to extend the SAFETEA law which expired on September 30. This legislation helps fund much of the highway and mass transit capital spending throughout the U.S., and without it states soon would be forced to shut down many projects.

Funding questions as well as a dispute over land ownership continue to plague Pennsylvania's plan to build a new \$375-million ship terminal on the Delaware River. The proposed Southport Marine Terminal would be located on 180 acres of former Navy Yard property just south of the existing Packer Avenue Marine Terminal. The site also is adjacent to CSX's Greenwich yard and NS's intermodal terminal. Another factor leading to doubts about the viability of Southport is the long-running debate over whether to dredge the Delaware River to a depth of 45 feet in order to allow larger ships to access the Port of Philadelphia, a plan supported by Pennsylvania but opposed by New Jersey.

Anyone wishing an up-to-date report and analysis of the 21-year-long restoration effort surrounding ex-Pennsy K4s #1361 should read Editor Chuck Blardone's piece in the current issue of *The Keystone*, the official magazine of PRRT&HS. After an exhaustive investigation, Blardone states that he is "personally convinced that 1361 will never run again".....*Gloucester County Times* reported on September 19 that authorities had confiscated "multiple truckloads" of railroad equipment from a home in Deptford Township, NJ. Township officers along with CSX police and FBI agents recovered two grade crossing signals in working condition and "a significant amount of railroad equipment, not only belonging to CSX but several other major railroads," a CSX spokesman told the newspaper. The homeowner, who had blue-and-white CONRAIL signs hanging from his gate, identified himself as "Conrail33" on several Internet message boards which listed his main interest as "railfanning."

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.



OCTOBER 9-11, 2009: Model Railroad Days at Railroad Museum of Pennsylvania, Strasburg, with model workshops and activities and several operating layouts. Event is co-sponsored by National Toy Train Museum. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.rmmuseumpa.org).

OCTOBER 10-11: Trips using former Reading FP7's #902 and 903 on ex-Reading Perkiomen Branch operating out of Pennsburg, PA. Full details were in the September issue of *Cinders*. For last-minute ticket availability, check the Upper Perkiomen Valley Chamber of Commerce website: www.upvchamber.org.

OCTOBER 10-11, 17-18, 24-25: New Hope & Ivyland Railroad will operate its annual fall foliage excursions between New Hope station and SEPTA's Warminster station. Trains leave Warminster at 10:30 AM and 1:15 PM, New Hope at 12 Noon and 3 PM. Passengers from SEPTA will have over three hours to tour the Village of New Hope. For information and fares, telephone NH&I at 215-862-2332.

OCTOBER 11, 18 and 25: Special excursions Scranton to Tobyhanna, PA and return, sponsored by Steamtown National Historic Site. Trains leave Steamtown Boarding Platform at 11:00 AM, returning about 3:00 PM. Tickets are \$31.00 adults 17 to 61 years of age, \$26.00 for ages 62 and older, and \$20.00 for children age 6-16. One-hour walking tour will occur during layover at Tobyhanna. For reservations and information, call Steamtown at 1-888-693-9391 during normal business hours, or visit website: www.nps.gov/stea.

OCTOBER 16-18: 2nd annual convention of Conrail Historical Society, featuring tours and other events in Philadelphia. Convention headquarters will be Ramada Philadelphia Hotel, 76 Industrial Highway, Essington, PA. Friday will feature convention banquet at the hotel, Saturday a excursion powered by Juniata Terminal's ex-Pennsy E8 diesels will leave 30th Street Station at 10 AM, routed via York's Northeast Corridor to Perryville, MD, Norfolk Southern's Port Road Branch and Rockville bridge to Harrisburg and returning to Philadelphia on Keystone Corridor. **This excursion is SOLD OUT!!** On Sunday, a bus trip will be operated to Camden, NJ for a tour of NJ Transit's light rail shop adjacent to the ex-Conrail Bordentown branch, then to North Philadelphia for an equipment display at the Juniata Terminal shop, and finally to Eagleville, PA for a visit to Ken McCorry's giant HO-scale layout modeled on Conrail's Buffalo Line. For information and to check availability of event tickets, visit CRHS website at www.thecrhs.org.

OCTOBER 17: Special excursion Scranton to East Stroudsburg, PA and return, sponsored by Steamtown National Historic Site. Train departs Steamtown Station at 9:00 AM, returning approximately 5:30 PM. Ticket prices are \$51.00 for adults 17 to 61, \$46.00 62 and older and \$30.00 for children 6 to 16. For reservations and information, call Steamtown at 1-888-693-9391 during business hours, or visit website: www.nps.gov/stea.

OCTOBER 24: Fall foliage train rides over Nittany Valley & Erie Railroad out of Bellefonte, PA, using restored ex-PRR

open-window coaches, sponsored by Bellefonte Historical Railroad Society. Departure at 10 AM is for one-hour ride to Pleasant Gap and return, and at 1 PM for three-hour ride along the Bald Eagle Valley mainline to Tyrone. Fares: \$10 to Pleasant Gap, \$25 to Tyrone. For further information, telephone 814-355-1053.

OCTOBER 26: West Jersey Chapter, NRHS regular monthly meeting, featuring Philadelphia Chapter President Frank Tatnall with program "How the PRR Moved Its Commuters in the Waning Years, 1955-1968". Chapter meeting begins at 7:30 PM on second floor of Haddonfield Borough Hall, 242 Kings Highway East (several blocks east of PATCO Haddonfield station).

NOVEMBER 7: West Jersey Chapter, NRHS, United Railroad Historical Society and Volunteer Railroaders Association will sponsor rare mileage excursion. Trip leaves Tuckahoe 10 AM, running north to Richland, then south to Woodbine and back to Tuckahoe about 4 PM. Coach fare is \$25 adults, \$15 children under 12, with premium fare service available. For additional information, visit website www.vratrips.org, or contact West Jersey Chapter President Rich Magee at 856-547-5324.

NOVEMBER 7: "Sentimental Journey Slide Show" on railroads of Northeastern Pennsylvania, sponsored by Lackawanna & Wyoming Valley Chapter, NRHS, 10 AM-5 PM at Italian American Citizens Club, Oak Street, Pittston Township, PA (immediately off Pennsylvania Turnpike/Interstate 81). Presenters are ex-D&H employees Ed Zech and Jim Kilcullen, retired LV-CR-R&N employee Mike Bednar, Laurel Line historian Ed Miller and Oh Well Productions Ed Kapriske. Tickets: \$20 per person, which includes admission, lunch and door prize entry. Advance reservations only. Send check, payable to L&WV Chapter, NRHS, to Ed Philbin, 35 East Cole Street, Pittston, PA 18640-1553.

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).

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.rmmuseumpa.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.rmmuseumpa.org).

NRHS Lauds SEPTA Photo Policy

Security concerns have escalated nationwide since 9/11, and in some areas photography has become a suspicious activity. Nowhere is this more apparent than in the transportation industry—and especially on railroads and transit lines. Some carriers explicitly ban photography on their property, and a few such as NJ Transit have tried to prohibit *all* photos of their equipment regardless of whether the camera user was on the property or not. After protests by NRHS, the American Civil Liberties Union and others, pointing out that such actions violate the First Amendment to the Constitution, NJT reversed itself on the issue.

But many transit agencies, such as PATH in the North Jersey area and MARC in Maryland, still have very rigid rules on photography. Amtrak last year issued a controversial and confusing rule, tucked away on page 106 of the spring-summer National timetable, which states that “Photography and video recording on Amtrak’s public accessible properties, on trains and in stations is allowed by the general public.” But then it appears to contradict itself by stating that “ticketed passengers only are allowed to photograph or video record train exteriors, train interiors...and train platform areas.” (A clearer rule is promised in the new timetable to be issued later this month.) NRHS Vice President Walter E. Zullig from the Metropolitan Region, a former general counsel at Metro-North Railroad, has been in the forefront of efforts to reduce the impact of the Amtrak rule, as well as those of other carriers. CSX for example at one time issued instructions

to all train service employees to report any sightings of photographers along its rail lines—a directive which has not been enforced and is largely ignored. Of course, railroads and transit systems have a right to prohibit photography in areas of their property which are closed to the public, but that policy in recent years has been vastly expanded by some carriers to the point where the constitutional rights of legitimate photographers (including railfans) have been violated.

Philadelphia Chapter therefore is happy to report that Mr. Zullig told the recent NRHS convention in Duluth, MN, that SEPTA’s photo policy is “excellent,” in contrast to some other comparable systems. The policy, which was reproduced in the July issue of *Cinders* and may be viewed on the Web at www.septa.org, states that “SEPTA welcomes photographers and artists. In return, we simply request they use common sense and courtesy to others in pursuit of their pictures.” In general, photography is permitted in publicly-accessible areas at SEPTA as long as it does not interfere with operations, create a safety hazard or violate the privacy rights of other persons. We in the Philadelphia area should be pleased that SEPTA has taken such an enlightened view of hobbyist photographers, railfan or otherwise.

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www.endlessmountainrails.com

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