

CINDEERS

SEPTEMBER 2009



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Volume 70

Number 8

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

Please note that Philadelphia Chapter's meeting in September, 2009 will be held on the 4th Friday of the month - SEPTEMBER 25, 2009 at 7:30 PM.

Meeting Notice

FRIDAY EVENING, SEPTEMBER 25, 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, September 25 *(please remember - it's the
 4th Friday this month)* will be a member participation slide
 program - **The Summer of 2009**. Where were you this summer??
 We already have a couple of participants signed up to show some
 views, and we hope you'll join them as we start a new meeting
 season.

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, SEPTEMBER 22, 2009 to National
 Director Larry Eastwood at 215-947-5769.** The menu is choice
 of **Chicken Margarita with fruit salsa**, roasted new potatoes,
 grilled veggie with corns, **OR Stuffed Talapia (crab, cheese and
 spinach)**, seasoned rice pilaf, sautéed green beans. The salad will
 be a house garden salad with balsamic dressing. Chocolate cake
 with raspberry sauce, 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,
 plus 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.

Two Weekends of Trips With FP7's Scheduled

Two weekends of excursions with former Reading
 FP7's #902 and 903 are scheduled for October 3-4 and 10-11,
 2009. Both trips will operate over the former Reading Company
 Perkiomen Branch.

On Saturday and Sunday, October 3 and 4, a series of
 trips from Emmaus will be sponsored by the Emmaus 2009
 Committee, celebrating the 250th anniversary of Emmaus, will
 operate at 7:30 AM, 11 AM, 1 and 3 PM, from Kline's Lane near
 Main Street in that Lehigh County borough. While all trips will
 operate through the 1,798-foot-long Dillinger Tunnel, only the
 7:30 AM trip each day will operate all the way (28 miles round-
 trip) to Pennsburg and return. As information, at presstime the
 7:30 AM trip on Saturday, October 3 was sold out. Tickets are \$22
 for adults and \$12 for children 3-12. Tickets are available online
 through the Emmaus 2009 website: www.2009Emmaus.org.

On Saturday and Sunday, October 10 and 11, the trips
 will originate at Pennsburg, as they did in 2008. Departure times
 from Pennsburg (Route 663 at Railroad Street) will be at 7:30 AM,
 11 AM, 1 and 3 PM. All trips will operate through the 1,798-foot-
 long Dillinger Tunnel, with only the 7:30 AM run covering the
 entire 28-mile round-trip distance from Pennsburg to Emmaus.
 Tickets for the October 10 and 11 trips may be secured online at
www.upvchamber.org and are \$19.75 for adults and \$9.75 for
 children 12 and under.

Trains operating for both events are not handicapped
 accessible, with the trains unable to accommodate walkers,
 wheelchairs or strollers. Riders are requested to arrive 30 minutes
 prior to departure so an on-time schedule may be maintained.
 Smoking, food or drinks (except water) are not permitted on the
 train and there are no restrooms on board, but there are portable
 restrooms at the boarding sites. While the railroad reserves the
 right to substitute equipment, the two FP7's and equipment from
 the Morristown & Erie Railway are expected to be used.

**Philadelphia Chapter, NRHS Board Meeting
 Wednesday, September 23, 2009, 7 PM
 See Notice on Page 9, This Issue**

**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.

SEPTEMBER 20:

Work car charter on SEPTA trolley routes, sponsored by Wilmington Chapter NRHS. Converted PCC #2194 line car and Kawasaki car will be used on Route 15-Girard Avenue and other lines with numerous photo stops scheduled. Trip leaves Elmwood depot, Elmwood & Island Avenues, Philadelphia, at 10 AM. Fare: \$45 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 between 9 AM and 5 PM weekdays.



SEPTEMBER 21:

“America on the Move” presentation by noted author and Smithsonian Institution Transportation Curator Bill Withuhn at Christ Church Parish Hall, 61 East Main Street, Oyster Bay, NY, sponsored by Oyster Bay Railroad Museum. Lecture begins at 7:30 PM, and admission is free. For additional information, contact the Oyster Bay Railroad Museum at 516-558-7036, or online at www.obrm.org.

SEPTEMBER 26:

Evening trackless trolley charter using one of SEPTA’s new coaches covering all three operating lines, sponsored by Friends of Philadelphia Trolleys. Coach leaves Frankford depot at 7:30 PM for four-hour trip, with several photo stops scheduled. Refreshments provided on board. Fare: \$35 per person. Order tickets from: Chuck Greene, 122 Biddle Drive, Exton, PA 19341-1706, making checks payable to “Friends of Philadelphia Trolleys.” For further information, E-mail to charles.greene99@gmail.com.

SEPTEMBER 27:

32nd annual Model Railroad Show & Sale at Dieruff Senior High School, 815 North Irving Street, Allentown, PA, 10 AM-4 PM, sponsored by Lehigh Valley Chapter, NRHS. Admission: \$3 per person. For information, telephone Pete Terp at 610-824-7730.

OCTOBER 3-4:

Trips using former Reading FP7’s #902 and 903 on ex-Reading Perkiomen Branch operating out of Emmaus, PA. For details, see Page 1 this issue.

OCTOBER 3-4, 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 4, 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 9-11:

Model Railroading 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.rrmuseumpa.org).

OCTOBER 10-11:

Trips using former Reading FP7’s #902 and 903 on ex-Reading Perkiomen Branch operating out of Pennsburg, PA. For details, see Page 1 this issue.

OCTOBER 16-18:

2nd annual convention of Conrail Historical Society, featuring tours and other events in Philadelphia area. Convention headquarters will be Ramada Philadelphia Airport Hotel, 76 Industrial Highway, Essington, PA. Friday evening will feature convention banquet at the hotel, Saturday a 240-mile excursion powered by Juniata Terminal’s ex-Pennsy E8 locomotives will leave 30th Street Station at 10 AM, routed via Amtrak’s Northeast Corridor to Perryville, MD, Norfolk Southern’s Port Road Branch and Rockville bridge to Harrisburg and returning to Philadelphia on Keystone Corridor. Coach fare for the all-day excursion is \$130 per person. 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 order tickets, visit CRHS website at www.thecrhs.org.

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PHILADELPHIA



FRANK G. TATNALL, JR.



**SEPTA
TRANSIT**

In July SEPTA informed the City of Philadelphia and suburban counties that beginning next year its capital funding stream from the State may be in jeopardy. The reason: U.S. DOT's refusal to allow Pennsylvania to begin tolling Interstate 80 across the northern tier of the State, as proposed in Act 44 passed by the Legislature in July of 2007. At the time, Act 44 was hailed as the State's first "predicable" funding source for public transportation. The law provides that a total of \$116 billion will be spent on highways, bridges and transit over a 50-year period, with one-third of that amount to be generated from tolls on I-80 and two thirds from tolls on the Pennsylvania Turnpike. But the Federal government last year rejected the proposal to place tolls on I-80, which could result in Act 44 funding being cut in half, to \$450 million a year for the entire State. SEPTA stands to lose \$110 million or 25 percent of its capital budget annually, starting in Fiscal Year 2011. The cut also could affect SEPTA's ability to issue debt. The Turnpike Authority, however, may resubmit its request to U.S. DOT this fall, hoping for a different result from the new Administration.

On September 8 SEPTA was set to begin its two-year track rebuilding project on trolley Routes 101 and 102 (see June Cinders). The first phase will see the closure of Route 102 between Drexel Hill Junction and Sharon Hill through December, with shuttle bus service operated.....All SEPTA trolley lines will be identified as "green lines" with green timetables, effective this month, a designation previously used only on the subway-surface routes. The Norristown High Speed Line (former Route 100) will retain its purple color scheme.....During the summer there was no apparent progress in contract negotiations between SEPTA and Transport Workers Union Local 234, representing employees on the City Transit Division. But last month the union, which has continued to work under terms of the contract which expired last March, began running television ads blasting SEPTA for its alleged foot-dragging in negotiationsPeak-hour Market-Frankford Line trains will resume their familiar pattern at the new 63rd Street and Millbourne stations, with only "A" trains stopping at 63rd and only "B" trains at Millbourne, effective September 8.

SEPTA has received a \$4.49 million grant from the Department of Homeland Security to hire 12 new transit police and purchase high-tech anti-terrorism equipment, including a bomb detector. Delaware River Port Authority will get \$2.09 million which will pay for eight new police officers. These were among \$78 million in grants to 15 transit agencies.....Last month SEPTA welcomed 20 new officers to its Transit Police Department.....On August 12 SEPTA began work on a \$25-million project to renovate the Girard and Spring Garden stations on the Broad Street subway (see June Cinders), their first modernization since the subway was opened in 1928. The project

is being funded out of the \$191 million SEPTA will receive from the Federal Stimulus program.....SEPTA has completed Phase I of its \$109-million "Smart Stations" project, which will bring state-of-the-art security, fire detection and audio-visual systems to 57 of its subway-elevated and subway-surface stations.....In a response to recent on-train assaults, SEPTA said it will spend \$3.3 million to install closed-circuit cameras in all 218 Market-Frankford cars. A similar program already is underway on the Broad Street Line, where an on-board camera was instrumental in tracking down the assailant in a hammer attack on a Broad Street train last year.

Ridership on the SEPTA system during Fiscal Year 2009 ended June 30 increased by one percent, or 4.4 million trips as compared with the previous year. Passenger revenues rose by three percent or \$12 million. But these figures mask a recent fall-off in ridership, which declined by two percent during the April-May-June period due to the effect of the current economic downturn on employment. That trend continued into JulyFor the fourth time SEPTA has postponed its deadline for the submission of proposals to install a "smart card" fare collection system, which is expected to cost around \$100 million (see April, June Cinders). "We're hopeful this is the last extension we're asked for," Revenue Chief John McGee told the *Inquirer*. The new deadline is September 30.....SEPTA has launched a "Passenger Etiquette Program" to encourage riders to be more considerate of others and to "enhance a pleasant commuting environment." The program was developed from passenger input through SEPTA website surveys and direct communications from riders. The QuietRide cars on rush-hour commuter trains that started in January have been well received by Regional Rail riders, whose suggestions originated the idea.

In now appears likely that renewal of Federal surface transportation legislation will be postponed until next year (see May Cinders). The current SAFETEA law which funds highway and transit projects is due to expire on September 30, but may well be extended as Congress wrestles with a new bill to authorize \$500 billion over a six-year period.....In testimony before Congress last month, new Federal Transit Administrator Peter Rogoff said that there was very little Federal oversight of urban transit systems and that "we expect to propose reforms" (*Weekly Rail Review*).....SEPTA is making an all-out effort to establish itself as the "green" alternative to automobile commuting. Its public outreach, stressing the environmental benefits of public transportation, includes green signs posted in many stations, a brochure describing the efficiencies of transit and a slogan "Go green go SEPTA."

A 32-year-old woman was electrocuted on the afternoon of Sunday, July 19, when she jumped or fell onto the third rail from the northbound platform of the Girard Avenue subway station. Service delays ensued.....There were several disruptions to trolley service on Tuesday and Wednesday,

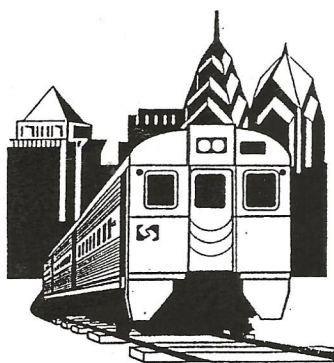
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PHILADELPHIA EXPRESS

(Continued from Page 3)

July 21 and 22. Due to emergency water main work, shuttle buses substituted for Route 11 trolleys on both days between 58th & Woodland and the Darby loop. On Tuesday Route 15 Girard Avenue was bused between 26th and 63rd Streets as well as Route 36 between 49th Street and Elmwood depot. Heavy rain on the morning of Sunday, August 2, caused numerous service interruptions. Route 15 used shuttle buses for its entire length for most of the afternoon and evening due to high water around 33rd & Girard. Route 10 cars were blocked for a time when a tree fell across the tracks at Lancaster & Girard Avenues, and Route 102 also was halted by a downed tree at Oakview. Route 13 cars were delayed due to flooding at Cobbs Creek. The Route 100 Norristown High Speed Line was bused from 1 to 11 PM after high water dislodged several ties at Wynnewood Road and Haverford. The third rail had to be de-energized while track workers made repairs.

At 3:20 PM on Thursday, August 20, a woman committed suicide by jumping in front of an eastbound Market-Frankford train at the 8th Street subway station. For the next three hours SEPTA ran shuttle buses between the 15th Street and Spring Garden stations.....For a time on Friday the 21st SEPTA was forced into single-track operation on the Market Street el to avoid a disabled train on the inbound track. That same day Route 11 was shuttle-busing between Island Avenue and Darby loop due to a gas leak along Main Street. On Sunday, August 23, SEPTA and public safety agencies held their annual emergency preparedness drill. This year it was staged in the tunnel at the 36th Street portal, where a mock trolley collision was simulated with 30 "victims." All subway-surface cars were diverted to the 40th Street Market-Frankford Line station during the morning.



SEPTA REGIONAL RAIL

As mentioned in the last issue, SEPTA is kicking around the idea of changing the 25-year-old "R" designation system on Regional Rail. Input has been sought from several sources including riders, who were asked to fill out a survey form on the SEPTA website. Suggestions range from leaving the present system unchanged to assigning each of the 13 routes a unique color code and number (R1 to R13) to using destination-only signage or letter designations. (As some of us may remember, on the Pennsy it was simply the "Paoli Local" or "Chestnut Hill Local" or similar names, and on the Reading the "Norristown Local" or "West Trenton Local," etc.) At any rate, SEPTA's Customer Service Department is leading the charge to rebrand the routing system, which is intended to prevent visitors or infrequent riders from mistakenly taking trains in the wrong direction (e.g., the R3 to Elwyn instead of to West Trenton, which SEPTA says occurs all too often). A decision may be made as early as this fall.

Obviously, the project to standardize signage on the R5 Paoli-Thorndale line (see June *Cinders*) will be delayed until it is decided what to put on those signs.

U.S. Transportation Secretary Ray La Hood came to Norristown on August 24, along with Senator Arlen Specter of Pennsylvania, to discuss with county officials the long-proposed passenger rail service to Reading (see March *Cinders*). Once dubbed "MetroRail" by SEPTA, the plan envisioned a separate, newly-constructed electrified line between Norristown, Reading and Wyomissing, to run mostly along NORFOLK SOUTHERN's ex-Reading, ex-CONRAIL right-of-way. The high cost of that scenario eventually doomed it to failure. But a more modest diesel-powered service—perhaps operated by NS itself over existing tracks—was endorsed in the recently-released R6 Norristown Line Extension Study as a means to relieve the massive rush-hour congestion on paralleling highway 422. La Hood said that his department will work with State and local agencies and private sources to make the new plan a reality.

Station improvements currently are a major focus on the Railroad Division. The R5 Wayne station is the site of a huge rebuilding project, with new high-level platforms and canopies nearing completion east of the existing station. The inbound high-level platform measures 519 feet in length but 210 feet of the existing low-level platform in front of the station will remain. On the outbound side a 465-foot high-level platform is in place with 200 feet of low-level platform remaining. The historic 1885-vintage station building itself will be restored in the project, which extends into next year. At the R7 Croydon station a similar mix of high and low-level platforms is part of the ongoing reconstruction project. Considerable progress has been made in constructing a new R5 station building on the inbound side at Ambler, which includes a high-level platform just south of Butler Avenue. Another project is under way at North Wales (R5) where the ex-Reading station building is being renovated. Parking lot expansions are planned at the Croydon, Elwyn (R3) and Philmont (R3) stations, and of course at Jenkintown where a parking garage is in the planning stage amid spirited local opposition (see May *Cinders*). SEPTA completed a new R5 station facility at Fort Washington in 2007, and now has agreed to lease the adjacent ex-Reading depot to Whitemarsh Township.

The new, more stringent hours-of-service rules recently imposed by the Federal Railroad Administration (see July *Cinders*) have had little effect thus far on Regional Rail operations. Train crews are now restricted to no more than 276 on-duty hours per month and must be given a minimum of ten consecutive hours of off-duty time between assignments.....SEPTA has issued a public notice seeking expressions of interest in the purchase of its 51 Silverliner II and 20 Silverliner III MU cars, after they are retired.....WEST CHESTER RAILROAD operated a special train from West Chester to 30th Street Station on a sunny Saturday, July 25, in connection with the dedication of the restored outbound shelter at SEPTA's R3 Morton station. Headed by black WCRR Alco RS18 #1803 (cab-signal equipped) and C424 #4230, the five-car train made two round-trips over WCRR's leased ex-Pennsy line between Glen Mills and West Chester and SEPTA's West Chester Line between Glen Mills and 30th Street. Four of the cars in the train were de-electrified ex-Reading/SEPTA Blueliners. On the first southbound trip a stop was made at Morton for a rededication ceremony hosted by the Springfield Historical Society and the Morton Station Preservation Society.

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PHILADELPHIA EXPRESS

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The recent conversion of the former New York Central High Line in Manhattan into an elevated public park has sparked new interest in doing the same with the abandoned ex-Reading viaduct in center-city Philadelphia. The stone-and-steel structure once carried Reading (and SEPTA) commuter trains into and out of Reading Terminal, until that great station was closed in November 1984. An *Inquirer* article in May 2005 called attention to the potential of a "Reading Viaduct Park," which would extend from Vine Street to Brown Street between 11th and 9th Streets. Unfortunately, however, the idea is opposed by leaders in Chinatown, who want the viaduct torn down to make room for housing.....The rebuilding of bridge 0.35, which carries the Chestnut Hill West Line over the Mainline in North Philadelphia, is SEPTA's number one priority in its efforts to rebuild or replace many of the aging bridges on the Regional Rail system. Engineering work on the bridge 0.35 project was to begin in August.....SEPTA will reissue its R7 Trenton-Chestnut Hill East timetable later this month, presumably to coincide with another AMTRAK schedule adjustment on the Northeast Corridor.

SEPTA encountered its usual share of warm-weather operational problems during July and August, although much of the period was cooler and wetter than in a normal summer. Again, the major offenders were the aging electric locomotives, which were responsible for several service disruptions. For example, on Tuesday morning, July 7, inbound R2 push-pull express #5212 became disabled at Churchmans Crossing station south of Wilmington when AEM-7 #2307 shut down. Passengers were transferred to following train #9216. That same afternoon train #9254 with the same AEM-7 and consist was delayed for 20 minutes at Newark, DE, when #2307 had to be recycled. A month later, at 5:25 PM on Friday, August 7, R5 #5561 **Great Valley Flyer** stalled near Narberth station when catenary power failed, but when power was restored AEM-7 #2301 could not be restarted. Passengers were transferred to train #7565 and diesel #50 had to be dispatched to haul the stalled train to Frazer shop, where it finally arrived about 10:30 PM. During the morning rush on Thursday, August 13, R3 push-pull train #6325 **Pennypack Limited** was briefly delayed near Melrose Park when ALP-44 #2308 lost power, but the engineer was able to reset the unit. That same morning R3 train #5340 was stranded at University City station when AEM-7 #2307 lost power. Passengers were transferred but the train got under way again 55 minutes late. On the morning of Wednesday, August 19, a deadheading push-pull train with the same #2307 became disabled near Villanova, which resulted in Newark-bound R2 train #7295 losing its regular consist and another train substituted. That same afternoon, ALP-44 #2308 with R7 train #5745 lost power in two of its traction motors at Morrisville, but managed to limp into Trenton station. On Thursday morning the 20th #2307 suffered a ten-minute power outage with R5 train #9538 at Daylesford, forcing the train to run express from there to center city.

Then we have the saga of Silverliner III #222, delivered to the Pennsy in 1967. On Wednesday, July 15, #222 was the head car on R1 train #4143, which was late arriving at the Airport after the crew reported slow acceleration and a burning odor in #222. The trainset was sent to Powelton yard for inspection. The next day the same set was assigned to R5 service. At 2:25 PM Thorndale-bound train #9533 was reported dead at Malvern with a

transformer fire in car 222, forcing passengers to transfer to train #9535 as the ailing train was diverted into Frazer yard. Ten days later, on Monday the 27th, #222 was at the head end of R8 train #4843 at Highland station when it lost power and the car started smoking. The crew lowered the pantograph and evacuated passengers to other cars. The train reached Chestnut Hill West and returned to 30th Street as #9858 where it was shunted into Powelton yard. On Wednesday the 29th #222 headed four-car Airport-bound train #4147 when it lost power at Market East. The engineer then operated the train from the second car, terminating at 30th Street. A similar problem arose on R3 train #393 on Tuesday, July 28, when lead MU Silverliner II #258 was found to have a leaking transformer. The train was 52 minutes late into Elwyn. The crew on Doylestown-bound train #584 on Monday, August 17, reported a burning smell in the lead car, Silverliner IV #296. Due to an inability to get the five-car train up to speed, the train was 74 minutes late into Lansdale.

Catenary damage and switch failures added to the summer woes. An early-morning switch defect at AMTRAK's "Bryn Mawr" interlocking on Tuesday, August 18, delayed numerous SEPTA trains, and a catenary power outage that same morning at "Arsenal" interlocking south of 30th Street resulted in two train annulments and other delays. Five days earlier, on Thursday the 13th, power outages at "Frazer" interlocking on Amtrak's Harrisburg mainline and through the center city tunnel delayed at least 15 SEPTA trains. On Saturday, August 1, a loss of catenary power on the R6 Norristown Line delayed ten trains and caused two trains to be annulled. A messenger wire was found to have fallen near East Falls station, putting the #2 track out of service for three hours. A "power dip" occurred just after midnight on Sunday, July 12, affecting SEPTA's entire "Reading" side north of the phase break and delaying at least six late-night trains for ten to 60 minutes. Three days later, at 11:25 PM on Wednesday, July 15, a pantograph on R3 train #395 damaged about ten feet of trolley wire east of Neshaminy Falls. A rescue train was dispatched from Roberts yard.

At 1:30 PM on Sunday afternoon, July 19, R1 train #2130 tore down the overhead wire as it passed through "Carmel" interlocking at Glenside. (Fortunately, this did not occur on a weekday!) A long list of R2 Warminster and R5 Lansdale-Doylestown trains had to be cancelled with some bus shuttles operated until catenary power was restored on all tracks just before 8 PM. Train 2162 at 9:45 PM was the first train to operate through to Warminster, although some R5 trains had gotten by earlier when the southbound #1 track was restored around 4:30..... When a switch failed at Amtrak's "Phil" interlocking south of 30th Street at 4 PM on Sunday, August 23, many R1 R2 and R3 trains were delayed. Train #2142 was delayed for 38 minutes, operating via the little-used Escape Track off the Airport Line to bypass the failed switch. An AMTRAK signal outage between Frazer and Thorndale during the morning rush on Wednesday, September 2, delayed several R5 trains and on Friday afternoon the 4th an overheight freight car on a NORFOLK SOUTHERN train apparently tripped out the catenary power on the Northeast Corridor near Newark, DE, delaying R2 train #4760 for 45 minutes. Shortly after, a switch failure at "Hook" interlocking, Marcus Hook, further delayed #4760, #4664 and several Amtrak trains.

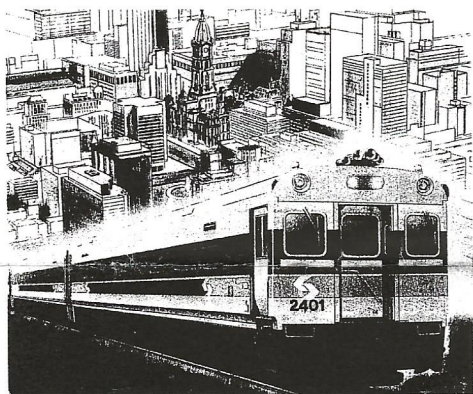
Weather problems also caused some anxiety over the past couple of months. After a storm on the afternoon of Thursday, July 16, water and debris on the tracks near Highland station forced the shutdown of the R8 Chestnut Hill West Line for

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PHILADELPHIA EXPRESS

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less than an hour. One train was turned back, another annulled and two were delayed. But the torrential rains on Sunday, August 2 created a host of problems on the railroad. At 11:25 AM signal power was lost at several locations and within the next hour high water was reported again at Highland, at Warminster and in the usual low areas of Conshohocken service was suspended on the R6 Norristown and R8 Chestnut Hill West Lines and on the R2 Warminster line north of Willow Grove. Delays of up to 30 minutes were reported systemwide during the afternoon. The next day weather-related signal problems cropped up on the Warminster Line and on the R3 West Trenton line, causing numerous train delays. Heavy rains on both Friday, August 21, and Saturday the 29th delayed a host of trains, mainly on the R3 Media-Elwyn line. At one point on the afternoon of the 21st water rose above the railhead at Secane. Persistent signal failures on the R3 Media-Elwyn line during the week of August 17 produced a long list of delays.



At 8:45 PM on Thursday, July 23, another trespasser fatality occurred when R8 train #860 bound for Fox Chase struck a 20-year-old man walking on the tracks near Lawndale station. Three later trains had to be annulled at Fox Chase or Wayne Junction. As so often happens, trespassers stroll on the railroad totally oblivious to the fact that real trains actually run on those tracks. Just two days later R5 train #1558 operating on the Doylestown #2 track struck and injured a bicyclist who apparently had gone around the gates at the Main Street crossing in Lansdale. More than a dozen trains were delayed around 9 PM on Tuesday, July 21, when police held them out of Fern Rock Transportation Center after shots were fired in the area. Delays ranged from six to 60 minutes.....Newark-bound R2 train #4257 was halted at Marcus Hook on Monday evening August 31, when smoke began issuing from MU #254, the rear car in the four-car consist. The local fire department responded and passengers were evacuated to other cars as far as Wilmington. Its turn from Newark, #7256, had to be annulled.

R5 train #9541 was delayed for 30 minutes on the afternoon of Wednesday, August 5, when it struck two deer on AMTRAK's mainline near Frazer, causing air problems on the lead car. A fallen tree east of Wayne station blocked #1 track on Tuesday, August 18, forcing R5 train #588 to back up to Paoli and operate via the #2 track, with a delay of 51 minutes. Derailment of a CONRAIL local freight train at "Grundy" interlocking on the Northeast Corridor near Bristol around 5 PM on Wednesday, July 8, fouled both the #1 and #2 main tracks. The accident delayed numerous SEPTA R7 trains, one of them (#780) for an hour. Six other R7 trains were annulled and Amtrak's own Corridor service

was slowed. A broken switch keeper at the Amoroso Bakery siding near Angora station early on Thursday, July 2, interrupted signal circuits and delayed several R3 trains during the morning rush.....DVARP reports that SEPTA has reclaimed the approximately 30 parking spaces at Jenkintown station formerly assigned to the restaurant housed in the station, which recently went out of business (see June *Cinders*).



NORTHEAST REGIONAL AMTRAK

AMTRAK is working on both short and long-range improvements on its Keystone Corridor to Harrisburg, supplementing the work carried out in Phase I over the past several years. In addition to the announced plans for new interlockings to replace "Overbrook," "Bryn Mawr" and "Paoli" (see October 2008 *Cinders*), Amtrak has built a new interlocking at "New Park," near milepost 45 east of Atglen, and plans another interlocking east of Downingtown to replace the existing "Downs." When activated "New Park" (alternate name "Atglen") will replace the present "Park" which is used only in emergencies. New track with concrete ties is in place between Philadelphia and Paoli and between Parkesburg and Lancaster, with welded rail on wood ties in service west of Lancaster. Another new interlocking has been constructed at "Rheems," between Mount Joy and Elizabethtown, and a new bi-directional (Rule 261) signal system is in service between Lancaster and Harrisburg. Crews are currently working on extending the Rule 261 cab-signal-only system eastward to "New Park." When the entire project is completed, all of the 102-mile corridor will be reverse signaled. (There is even a plan to replace the present hand-operated crossovers at "Leaman," near Paradise, with powered switches.) When the new central dispatching center (CETC) is opened, the six manned towers on the line will be closed as soon as signal replacement work is completed in the field.

AMTRAK's funding picture for Fiscal Year 2010 beginning this October 1 is still unclear. Before its August recess Congress was tinkering with an appropriations bill, but there was no assurance that the Obama Administration's request that Amtrak receive \$1.5 billion in regular funding would be approved. The President's figure, though higher than last year's, still was 22 percent less than Amtrak's own request for FY 2010.....In a recent interview, new Federal Railroad Administrator Joseph Szabo expressed to *Trains* Columnist Don Phillips his feeling that AMTRAK's managers must change their mindset to take advantage of the current enthusiasm for rail passenger service. "I think it's time to be bold. It is not a time to be timid," Szabo said. "For its whole existence, Amtrak [was] barely alive. Now they're being asked to run a marathon." Szabo succeeded current Amtrak President Joseph Boardman at the FRA, and under Federal lobbying rules cannot discuss transportation issues with Boardman until the latter has been out of government for one full year (in late November). Szabo also told the *Journal of Commerce* that improvements in rail passenger infrastructure also will benefit the freight railroads. Some Federal grants for high-speed rail will help freight railroads expand their track capacity to make room for more passenger trains. "It is reasonable to assume," he said, "that in many cases there is going to be the need for capacity enhancements" (*Trains, J of C*).

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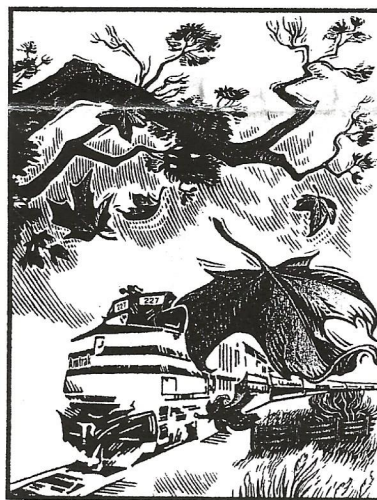
During the summer AMTRAK unveiled the first two of 81 stored cars to be rebuilt using American Recovery & Reinvestment Act (ARRA) stimulus money. They were Amfleet II coach #25103, rebuilt at the Bear (DE) shop at a cost of \$687,000 for wreck-damage repair and a full overhaul, and Superliner Sightseer lounge #33016, rebuilt at the Beech Grove (IN) shop for \$709,000. A total of 60 Amfleet cars will be rehabilitated at Bear, using \$58.5 million in ARRA funds, and at Beech Grove \$19.3 million will pay for restoring 20 Superliner cars and one Viewliner to service. Fifteen P40 locomotives also will be rebuilt at Beech Grove at a cost of \$13 million. An additional 55 employees have been hired at Bear and 108 at Beech Grove, plus 200 more hires to work on other ARRA projects across the system..... AMTRAK's request for proposals to buy 20 new electric locomotives (with an option for 40 more) has attracted strong interest from potential suppliers, including such names as Bombardier, Alstom, MotivePower, Inc., Siemens, General Electric and Electro-Motive. A contract is expected to be awarded in March 2010. Another RFP issued in July calls for the purchase of 130 "Viewliner 2" cars, which would include 25 sleepers, 25 diners, 55 baggage and 25 baggage-dormitory cars, plus an option for 70 more cars. Interested suppliers include Alstom, Kawasaki, Bombardier and Sumitomo, with a contract to be awarded next May. This will represent the first cars added to the fleet in nearly 30 years, other than the high-speed Acela trainsets. RFP's for additional equipment can be expected in the not-to-distant future (*Railway Age*, NARP).

AMTRAK has announced that ongoing trackwork—which includes replacement of defective concrete ties—will require continued schedule adjustments on the Northeast Corridor over the next year. The work is mainly concentrated between New Brunswick, NJ, and New York City and east of New Haven, CT (NARP). New Corridor timetables were issued effective August 17 showing minor schedule adjustments and another change may come later this month.....AMTRAK ridership has continued to drop as compared with a year ago, with July traffic down 8.4 percent. Overall Corridor ridership fell just 6.4 percent but Acela Express trains carried 12 percent fewer riders as business travel declined. Long distance routes were off by 4.9 percent in July (*Trains*). To help counter the reduction in patronage, Amtrak will extend its 25-percent summer fare cuts on Northeast Regional trains through mid-December, although the lower summer fares on Acela expired September 3. The special Regional fares still require 14-day advance purchase and will not apply during Thanksgiving week. The Philadelphia-New York coach fare remains at \$34 and Philadelphia-Washington at \$33. The lower fare also applies on Keystone Service trains between Philadelphia and New York.

Pennsylvania has applied for a \$28-million grant under the \$8-billion high-speed rail program authorized in the ARRA stimulus legislation (see above). Many other states also competed in the first round of the program which ended August 24, in an effort to qualify for the funding of numerous high-speed proposals. The program was introduced by President Obama last April with the statement that "Building a new system of high-speed rail in America will be faster, cheaper and easier than building more freeways and adding to an already overburdened aviation system." Pennsylvania is seeking the money for an engineering study to increase train speeds between Philadelphia and Harrisburg

(NARP).....At the direction of the U.S. Secret Service, AMTRAK will suspend local service at its Pittsburgh station September 24-26, during the Group of 20 international economic summit in Pittsburgh. Only passengers transferring between the **Capitol Limited** and the **Pennsylvanian** will be allowed to detrain and they will be confined to the platform area (NARP)Two trespassers were killed during the summer by AMTRAK trains on the Mid-Atlantic Division. On Friday evening, July 31, a 42-year-old man was struck by Harrisburg-bound train #655 at Salunga, west of Lancaster, and the next morning, August 1, northbound Regional train #182 struck a man at Norwood station, delaying several Amtrak and SEPTA trains.

Once again this fall, Amtrak will operate its only remaining superdome car, #10031, on trains #68-69 Adirondack between Albany, NY, and Montreal. The 1955-vintage ex-Great Northern car will run northbound on Mondays, Thursdays and Saturdays and southbound Tuesdays, Fridays and Sundays from October 1 to November 10. Dome seats are unreserved (Harrisburg Chapter).....The "Steel City Flyer," an express bus service between Pittsburgh and Harrisburg operated by Rail Development Corp., shut down on July 16. Begun last November as a connection to AMTRAK's Keystone Service, the buses never generated the hoped-for patronage (Harrisburg Chapter)With a group of railroad people, both active and retired, this writer enjoyed a trip from Philadelphia to Pittsburgh and return aboard Bennett Levin's private cars **Pennsylvania 120** and **Warrior Ridge** over the weekend of August 15-16. The cars



were attached to AMTRAK's **Pennsylvanian** #43 and 44, which operated on time in both directions. However, on the westbound trip a P42 locomotive was attached *behind* the private varnish as far as Harrisburg, where the unit was to rescue eastbound train #42. It seems that #42's power, P42 #66, had failed somewhere in the mountains and had to be towed to Harrisburg, along with its train, by NORFOLK SOUTHERN SD60M #6792.

AMTRAK and Google have announced a partnership that will allow passengers to plan their trips online, showing them how to interline with hundreds of local transit systems throughout the country. Google Transit is a web-based service which can be used to determine routes, transit times and costs. It is accessible from various mobile devices such as smart phones. SEPTA already participates in Google Transit (see July *Cinders*)AMTRAK celebrated the enrollment of the two-millionth member in its Guest Rewards program by distributing two million free Guest Rewards points to members traveling by Amtrak on August 20.....AMTRAK President Joseph Boardman was scheduled to serve as grand marshal for the Steamtown Railfest in Scranton over the Labor Day weekend AMTRAK has installed a new kiosk at 30th Street Station entitled "Trains Move Our Economy." It contains a number of interesting railroad displays, with the emphasis on high-speed trains such as the Acela Express..... Groundbreaking ceremonies were held June 30 for the start of a \$12-million restoration and improvement project at the ex-Pennsylvania Lancaster station (Harrisburg Chapter). (Continued on Page 8)

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CSX, NS, OTHER ROADS

NORFOLK SOUTHERN CEO Wick Moorman was busy during the summer carrying the message of the freight railroads to anyone in government who would listen. In July he was in Washington testifying before a House Ways & Means subcommittee on the importance of granting the railroads tax incentives to invest in their infrastructure. "Railroads," he said, "are the most affordable and environmentally responsible way to meet this demand [for more transportation capacity], and that is why tax incentives for rail capacity would be good public policy." Moorman also appeared before a meeting of the National Governors Association in Biloxi, MS, pointing out to the state executives how public-private partnerships "can create additional capacity in our rail transportation network." He said that "railroads offer significant economic and environmental benefits while helping relieve highway congestion which is fast becoming public enemy number one." The NS CEO cited his railroad's cooperative efforts with certain states to develop the Heartland Corridor between Norfolk, VA, Columbus, OH, and Chicago, and the proposed Crescent Corridor between New Orleans, Atlanta and New Jersey (*Railway Age, Trains*).

In its July issue, *Railway Age Magazine* ran an article entitled "Tuning up for a turn," which described the efforts of CSX, NS and other major roads to prepare for the expected upsurge in freight traffic when the current recession ends. Having learned a lesson from past recessions, all of the lines vow to be ready with locomotives, equipment and personnel to handle the increased levels of business. CSX CEO Michael Ward said in July that the freight market "appears to be bottoming" but "how quickly it comes out, I think, is anyone's guess at this point." NS has talked of its program to keep stored locomotives ready for a quick return to service, with a regular program of preventative maintenance. As of mid-August, NS reportedly had about 460 locomotives in storage, down from a high of 700 in May. It also had some 35,000 freight cars in storage, of which 28,000 were owned or leased by NSNS announced last month that it will build a \$95-million intermodal terminal just south of Greencastle, PA, on the former Pennsy Cumberland Valley branch, in a key location on the emerging Crescent Corridor. One purpose of the new corridor will be to provide a high-speed intermodal freight route between the Gulf Coast and the NortheastNS will make a \$100,000 grant to Penn State University to support a new four-year railroad and transit engineering degree program to begin next year.

CSX officials also were talking up the idea of public-private partnerships to increase rail transportation capacity. This was a major topic at the National Conference of State Legislatures held in Philadelphia in late July. A big talking point for CSX is its National Gateway initiative, which is designed to create more efficient rail routes between mid-Atlantic ports and midwestern markets.....CSX held a meeting in Trenton during the

summer to introduce its new low-emission gen-set locomotives, three of which will be assigned to switching service at CSX or CONRAIL yards in New Jersey. Built by National Railway Equipment Company, the 1,400-hp units will be jointly purchased by CSX and PSEG Power (*Railway Age*).....The CSX office car train made three appearances in Philadelphia during the summer, once during July and twice in early August. Originating in Jacksonville, FL, the second special consisted of ten cars behind ex-AMTRAK F40's #9993 and 9998. It went north through town on August 5 to Saratoga Springs, NY, returning on the 9thCSX and the Brotherhood of Locomotive Engineers & Trainmen last month reached a tentative agreement on a five-year extension of the union's popular wage and performance bonus package, which should ensure continued peace with the BLET.

NJ TRANSIT push-pull train #4630 enroute from Atlantic City to Philadelphia struck an automobile at a grade crossing in Atco on Tuesday afternoon, July 28. The woman driver was killed, after apparently driving around the lowered gates.....NJT has awarded a contract to the European firm Loquendo for installation of a new computerized public address system. The system is designed to generate highly-intelligible audio announcements at NJT stations, providing real-time updates on arrivals, delays and other information (NARP)Contrary to the fears of some local residents, New Jersey State Police statistics show that during the four years since the River Line began operating between Camden and Trenton in 2004, total crime *decreased* in River Line communities by 18.6 percent.....Joseph F. Petaccio, Jr., president of shortline SOUTHERN RAILROAD OF NEW JERSEY, died at his Philadelphia home on August 1. He was a member of West Jersey Chapter NRHS.

The *Inquirer* in its August 4 edition carried a story on PATCO's plan to build a light rail line along Columbus Blvd. The line would extend from Penn Treaty Park in Fishtown, near the site of the proposed Sugar House Casino, south to the Pier 70 shopping complex. The proposal includes a new surface trolley route along Market Street from City Hall to a connection with the Columbus Blvd. line, to be operated either by PATCO or SEPTA. PATCO General Manager Robert Box indicated that it was unlikely that the new Columbus Blvd. trolleys would ever connect with PATCO trains at the Franklin Square station, to be upgraded and reopened by late next year (see June *Cinders*).....The onetime Budd Company test building in Fort Washington was demolished last month. This is where the original Viewliner car shells and the first double-stack container flatcar were built (Trainorders.com).

The tourist-hauling STRASBURG RAIL ROAD wants to get back into the freight business. If successful, this would help offset the lack of growth in passenger loadings over the past couple of seasons. Recently, SRC handled a test load of ethanol in a tank car to be unloaded at East Strasburg by a company called Amerigreen, which trucked the product to customers to be mixed with diesel fuel. While SRC has handled freight cars in the past, this was its first tank car shipment since 1958! The railroad is now going after other freight business, taking advantage of its central location in Lancaster County. Another source of income for SRC is its highly regarded shop, which can handle almost any type of rebuilding or repair to steam locomotives as well as passenger cars. It performed contract work on a 100-year-old locomotive for the Colorado Railroad Museum and recently completed technical drawings for a new boiler to be used in the revival of SIERRA

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RAILROAD's legendary movie engine, 4-6-0 #3, built by Rogers in 1897. Strasburg also has re-engined its 1914-vintage ex-Lancaster, Oxford & Southern motor car #10 (Harrisburg Chapter, *Railpace, Trains*).

The Railroad Museum of Pennsylvania has launched a major fundraising campaign to restore its famed ex-Pennsy "Lindbergh engine," 4-4-2 #460. Built in 1914 at PRR's Juniata shop, the speedy Atlantic was retired in 1956 after serving its final years in commuter service out of Camden, NJ. The Friends of the Railroad Museum and the PRRT&HS have already raised \$100,000 toward the estimated \$310,000 cost. Donations may be made online at the museum's website (www.rmmuseumpa.org) or to the museum's advancement office, P.O. Box 125, Strasburg, PA 17579.....Steamtown in Scranton will remove its ex-CANADIAN PACIFIC 4-6-2 #2317 from service this year for overhaul work and Federal inspections, leaving ex-CANADIAN NATIONAL 2-8-2 #3254 as the only active steam locomotive. It now appears that the next steamer to be released for service will be former BOSTON & MAINE 4-6-2 #3713, which has been undergoing restoration work in the Steamtown shop for at least the past decade. The latter project, expected to cost at least \$1 million, has been spearheaded by the Lackawanna & Wyoming Valley Chapter NRHS, with support from other groups and individual donors (Harrisburg Chapter).

The top executive of General Electric's Transportation Division in Erie, PA, Lorenzo Simonelli, said last month that the diesel locomotive market next year will be "bleak," even though rail freight volumes have begun to rebound from recession lows. Both GE and rival Electro-Motive have cut their workforces in response to the sharp reduction in new orders. Longer term though, Simonelli is optimistic that President Obama's plans for high-speed trains will generate demand for new power. And he said that builders are encouraging Congress to set up a locomotive version of the popular "Cash for Clunkers" program for automobiles (*Trains*).....*Railfan & Railroad* in its August issue published an all-time roster of the Louisiana Eastern Railroad, a private railroad operated in the 1950's by eccentric Locomotive Collector Paulsen Spence. Spence bought dozens of second or third-hand steam locomotives—some of which ran and many of which did not. But two of his acquisitions are still active in our area. They are READING & NORTHERN 4-6-2 #425 (originally Gulf, Mobile & Northern #425 built by Baldwin in 1928), and WILMINGTON & WESTERN's centenarian 4-4-0 #98 (originally Mississippi Central #98 built by Alco in 1909).

The Philadelphia Belt Line, a "paper" railroad that never actually operated anything, is trying to halt the development of the Sugar House Casino on the Delaware River. The 120-year-old PBL, whose properties always were operated by the PRR, Reading and their successors, claims to own a thin strip of land—the width of a railroad track plus nine feet—that cuts across the Sugar House project's 22-acre site. According to an *Inquirer* report, PBL has filed suit in Common Pleas Court demanding payment for the land. The right-of-way in question once ran in Penn Street near the old Jack Frost sugar refinery, but in 2004 the City abandoned that portion of Penn Street. Lawyers for Sugar House contend that once a street is officially abandoned, "the right-of-way granted by the City...is extinguished"..... Earlier this year, CAPE MAY SEASHORE LINE's was

advertising a resumption of rail passenger service into Cape May City this summer, but that has not happened. Meanwhile, CMSL continues its Saturday RDC runs between Tuckahoe and Richland.

Among the thousands of freight cars put out of work during the current recession (see above), at least 500 covered hoppers, tank cars, boxcars and flatcars now rest on one of EAST PENN's ex-Reading tracks between Telford and Quakertown. Other shortlines and regionals in the area also are profiting from fees charged to the Class I roads for storing their unneeded cars. READING & NORTHERN is using several miles of its ex-Pennsy branch between Temple and Mohrsville, PA, for the storage of more than 600 cars off of NS. This has prompted RBM&N to file for discontinuance of service on the nine-mile line—but not to abandon it (*Railpace*).....The new non-profit East Broad Top Railroad Preservation Society has signed a three-year lease to operate tourist service on the famed narrow-gauge railroad out of Orbisonia, PA. Eventually, the group says it wants to reopen the entire line between Mount Union and Robertsdale (*Railfan & Railroad*).....The United Transportation Union has announced that its planned merger with the Sheet Metal Workers International union has been called off (*Weekly Rail Review*).....The Senate has confirmed Daniel R. Elliott to be chairman of the U.S. Surface Transportation Board, which has jurisdiction over railroad mergers and some freight rates. The STB often has been accused by shippers of being too favorable toward the railroads in rate disputes, particularly on movements of chemicals and coal. Elliott formerly was associate general counsel for the United Transportation Union.

Philadelphia Chapter, NRHS

Board of Directors Meeting

Fall, 2009

Wednesday, September 23, 2009

7:00 PM

Passenger Services Conference Room

Amtrak 30th Street Station

All members of Philadelphia Chapter

are welcome to attend

Friends of Philadelphia Trolleys Puts Finishing Touches on ex-SEPTA PCC

Friends of Philadelphia Trolleys, who operate numerous fund-raising trips to provide funds to restore ex-SEPTA PCC #2168 at the Baltimore Streetcar Museum was set to unveil the finished car, in operating condition, for the Museum's Members' Day on Saturday, September 12. Coupled with BSM's ex-Baltimore PCC #7407, this will provide the Museum with two operating PCC cars for members and visitors alike to ride on and enjoy. The SEPTA car has been restored to the "Gulf Oil" scheme.

If your Cinders Arrives in Bad Condition

If your Cinders arrives damaged, contact Editor Larry Eastwood at 610-947-5769 or reastwood2@comcast.net and a replacement car will be promptly sent to you.

Extra List (Continued from Page 2)

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 & Bald Eagle 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: "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 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.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).

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