



CINDERS

APRIL 2010



IN THIS ISSUE

"Hurricane Without A Name" Storms Region.....	1
Philadelphia Chapter Meeting Notice/News.....	2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
Extra List.....	7
ODDS AND ENDS, by Roy L. Hudson.....	7

Volume 71

Number 4

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

Notice of Annual Meeting & Election

Notice is hereby given of election of Chapter officers for the year 2010-2011, to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday evening, April 16, 2010, at the Faculty Club, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA 19107, beginning at 7:30 PM.

Any member in good standing who is interested in service as President, Senior Vice President, Vice President & Treasurer, Secretary or National Director, may be nominated from the floor at the March 19 or April 16 meeting, or by placing your name in nomination by writing, before April 1, 2010 to: Mr. C. Bruce Irvin, Chairman, Nominating Committee, Philadelphia Chapter NRHS, 116 Linden Drive, New Holland, PA 17557-9490.

In addition to the election of officers, the floor will be open for discussion of such other business as is pertinent to the well-being of the Chapter. The Chapter's officers encourage the active participation of our members in its operations and management.

Chapter Auction Successful

Philadelphia Chapter held another in its long series of railodiana auctions as the program portion of the February 19, 2010 meeting.

At the annual event, some 58 lots of material were offered for sale, including many which were donated from the estate of the late Joseph M. Mannix. Joe's items offered a unique opportunity for younger members to acquire interesting local collectibles from an era they did not experience.

The gross from the auction was \$663.00, with the Chapter realizing \$513.40, and the selling members \$149.60.

Chapter National Director Larry Eastwood served as auctioneer, assisted by Marie Eastwood and Member David Kopena. The officers of the Chapter wish to thank all the participants for their support of the event. Because of the amount of material the Chapter has on hand at its storage site, a second railodiana auction may be scheduled during the fall season of 2010.

"Hurricane Without A Name" Blasts Area

by Frank Tatnall

The Northeast already had suffered through a brutal winter when Mother Nature added insult to injury last month. The weekend of March 13-14 saw a vicious nor'easter sweep in from the Atlantic Ocean loaded with moisture—although fortunately in the form of rain rather than snow. Temperatures remained in the 40's but if the more than three inches of rain officially measured at Philadelphia International Airport had fallen as snow it would have added a couple of feet to the 77 inches already recorded this season. The rainfall actually began on Friday morning the 12th and did not end until Monday evening, but the worst of the wind and rain occurred on Saturday. Weather experts blame the horrible weather that plagued much of the nation this winter on higher water temperatures in the Pacific Ocean, caused by a strong "El Nino" system.

Wind gusts of up to 75 mph were reported in parts of Long Island and Connecticut, qualifying the storm as a "hurricane without a name" as one official put it. In the Philadelphia area, winds topped 60 mph on Saturday, causing all sorts of problems for homeowners, utilities and transportation people. By that night more than 70,000 Peco Energy customers had lost electrical power, trees were down in many areas—including some blocking railroad tracks—and flooding was a major threat especially in North Jersey, New York and New England. Governor Christie declared a state of emergency in New Jersey while PSE&G called it the worst storm in the utility's long history of serving the Garden State. Some 459,000 PSE&G customers lost power over the weekend.

All forms of transportation took a beating, with thousands of airline flights cancelled or delayed and many flooded streets and highways challenging motorists brave enough to be out in the storm. Amtrak passengers as well as commuters along the Northeast Corridor also endured many delays caused by downed trees and wires. The worst service interruption happened on Saturday in North Jersey, beginning around 3:40 PM when signal power was lost in the Newark area, exacerbated by fallen trees fouling #1 and 2 tracks near Trenton and east of Monmouth Junction. High water also took out #4 track for a time between New Brunswick and Edison. All of this caused many delays both to Amtrak and NJ Transit trains, but the worst was yet to come.

(Continued on Page 6)

**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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Meeting Notice

FRIDAY EVENING, APRIL 16, 2010

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 April 16 meeting will feature what we hope will be the first in
a long series of first-person oral histories on individual rail careers.
Member Ray Cooney will describe for us his colorful career which
started on the former New York Central/Penn Central, and finished
up in Conrail's famed Blue Room in Philadelphia. It is believed he
will also have a supporting cast relating their professional rail
experiences. This will be an interesting look at life inside the
railroad industry as a vocation as well as an avocation.

The evening begins with our usual optional sit-down dinner in the
Faculty Club, Jefferson Alumni Hall, beginning at 6:15 PM, at a
cost of \$20.00 per person. **DINNER RESERVATIONS ARE
MANDATORY and MUST BE MADE BY TUESDAY
EVENING, APRIL 13, 2010 to National Director Larry
Eastwood at 215-947-5769.** Because of the earlier press deadline
for *Cinders*, the menu and entrée choices for the April meeting
were not known when this issue went to the printer. The menu will
be posted on Larry Eastwood's home phone number (215-947-
5769) by Monday morning, April 12, 2010. Why not come out for
dinner before our meeting, as we honor our longtime members.
It's an enjoyable full meal, plus informal and interesting
conversation, and it's still priced at an affordable \$20.00 per
person.

Our May program is expected to feature Joel Spivak with a traction
history program.

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.

EDITOR'S NOTE: *This issue of CINDERS, as well
as the May and June issues, may appear on a
slightly earlier schedule than normal due to travel
considerations on the part of the Editor and Chapter
President. Accordingly, some content may be
abbreviated a bit to meet publication deadlines.*

**Philadelphia Chapter, NRHS
Board of Directors Meeting – Spring, 2010
Tuesday, April 13, 2010
7:00 PM
Passenger Services Conference Room
Amtrak 30th Street Station**

**All members of Philadelphia Chapter are
welcome and encouraged to attend**

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.

E. EVERETT EDWARDS

January 2, 2010

We regret to inform you of the passing of Chapter-
only Member E. Everett Edwards, of Doylestown,
Pennsylvania, on Saturday, January 2, 2010. Ev was a
longtime NRHS member, and one of the pioneer members of
Lehigh Valley Chapter, holding NRHS Membership Number
1035. He also held memberships in various other rail history-
related organizations. He worked for General Motors, initially
in Michigan, and ended up at the GM plant in Ewing (West
Trenton), New Jersey. To the best of this organization's
knowledge, there was no official funeral or memorial service.

PHILADELPHIA

EXPRESS



FRANK G. TATNALL, JR.



SEPTA TRANSIT

Victory Avenue depot in Upper Darby on Wednesday morning, March 17, and went on a rampage along West Chester Pike, finally crashing the bus into more than a dozen parked cars. He was quickly arrested by two police officers, according to a KYW Newsradio report.



SEPTA REGIONAL RAIL

SEPTA last month did what many have been expecting it to do: announce a fare increase. Its \$1.18-billion operating budget for Fiscal Year 2011, starting this July 1, proposes an average six-percent boost in fares, the first increase since 2007, which includes a ten-cent rise in token fares to \$1.55, a 25-cent hike in transfers to \$1, and increases in weekly and monthly TransPasses, TrailPasses and other passes. There will be no change in the \$2 cash fare on transit. Peak-period fares on Regional Rail will go up by 50 cents and off-peak tickets would remain the same. But under the plan weekday peak fares will apply *all day* until 7 PM, with off-peak fares in effect only on evenings and weekends. The fare increase is estimated to generate an additional \$22 million per year in passenger revenues, which would partially offset the five percent increase in the budget from FY 2010. Public hearings on the proposal will be held April 14-20, with the Philadelphia hearings set for Monday the 19th in the SEPTA Board Room, 1234 Market Street, beginning at 11 AM and 5 PM.

Well, SEPTA finally has made its long-awaited decision on retaining or not retaining the "R" system of route identification. The decision is...it's history. Effective with the timetable reissues on July 25, all 13 Regional Rail lines will be identified only by their destinations, e.g., Chestnut Hill West, Warminster, etc. The present route numbers and color coding will be gone, with a uniform gray shade used on all timetables and signage. Each timetable (there will now be 14 separate folders) will include a listing of stations on the front cover. SEPTA's rationale is that the current system is too confusing for out-of-town visitors and occasional riders.

The capital budget is a horse of another color. It has been cut to \$300 million for FY 2011, in anticipation of losing a major share of the current State subsidy. (The FY 2010 capital budget is \$418 million.) Under Act 44 approved in 2007, Pennsylvania committed itself to a major increase in capital funding for highways and transit based on revenues from Turnpike tolls and the imposition of new tolls on Interstate 80 across the northern tier of the State. But political opposition has stalled that action, although a new application to begin tolling I-80 is pending before the Federal Highway Administration. (It had been rejected by the previous Administration.) If the tolling proposal is approved, much of the capital spending cut from the FY 2010 budget presumably could be reinstated. Among the projects to be postponed if the hoped-for funding does not materialize are the new fare collection technology, renovation of the dank City Hall subway station and the extension of R3 rail service from Elwyn to Wawa.....SAFETEA, the Federal highway and transit funding law which was due to expire last September 30, has again been extended by Congress, this time through the end of 2010. The Senate is working on a long-term surface transportation bill to replace SAFETEA.

In mid-March the three Silverliner V pilot cars were being housed and inspected at Roberts yard in North Philadelphia, in preparation for their first test runs. Cars #701 and 801-802, which were built in South Korea, were unloaded from a ship at Packer Avenue Marine Terminal in South Philadelphia on March 1 (see March *Cinders*) and trucked to Liberty yard across the Mainline tracks from Roberts. SEPTA's 120 new Silverliners are being built by Hyundai-Rotem, with the other 117 to be assembled from car shells at a recently-opened plant on Weccacoe Street in South Philadelphia. Each car costs \$2.1 million. The pilot cars could be in revenue service by late this summer, and the final cars are to be delivered by the end of next year. By early last month, a total of 27 shells were in the Philadelphia plant for final assembly. Southern California's METROLINK system also has ordered 117 commuter rail cars from Hyundai-Rotem, equipped with a state-of-the-art collision-absorption technology. Like the SEPTA cars, these arrive in the form of shells, with most of the final assembly work being performed at Colton, CA.

Phase 3 of the Route 101-102 rebuilding project began on March 15 (see February *Cinders*). Work has shifted to Route 101 with the entire line west of Drexel Hill junction shut down, and seven-day-a-week bus substitution. Regular trolley service continues between 69th Street Terminal and Drexel Hill, but beginning in June both routes will be bused over their entire length until the end of August.....SEPTA's Twitter feed (see February *Cinders*) also may be accessed at twitter.com/SEPTA, containing up-to-the minute service alerts.....A 16-year-old mentally-retarded boy stole SEPTA bus #5321 from the

Regional rail trains handled heavy passenger loads to and from Market East Station during the last weekend of the Philadelphia Flower Show on March 6-7. Once again, the show virtually filled the Pennsylvania Convention Center..... A signal failure along R3 Media-Elwyn line on the afternoon of Monday, March 8, delayed ten R3 trains for up to a half hour.....In spite of sunny skies and temperatures in the mid-60's, SEPTA experienced an unusual number of equipment problems on St. Patrick's Day, Wednesday, March 17. Some 60 trains were reported late with an average delay of 14 minutes, and

(Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)

three others were annulled.....R3 train #9351 had to be annulled on Thursday, March 18, because the engineer assigned to take the train from Suburban Station to Elwyn, a BLE&T officer, was not available. SEPTA reported that he was away on "union business." The equipment was coupled to following train #9355 for movement to Media.

SEPTA last month formally received \$12.5 million in Federal stimulus funds for improvements at the R5 Malvern station, which include building a new pedestrian underpass. The money is part of the \$191 million in special capital funding that SEPTA was awarded last year (see May 2009 *Cinders*). But SEPTA failed to win the \$8 million in high-speed funding that it had sought to aid in construction of a new station at Ardmore. In fact, Pennsylvania received only \$25.6 million out of the \$8 billion in high-speed rail funds awarded by U.S. DOT in January (see February *Cinders*).....SEPTA is continuing its brush cutting and catenary work on the Airport Line, with buses substituted for trains between 30th Street Station and the Airport on weekends through April 17-18 (except for Easter weekend).



For the past several months this column has been bemoaning the upsurge in rail suicides and trespasser deaths in our region. According to Federal Railroad Administration figures there were 434 trespasser fatalities in the U.S. last year, 29 of which occurred in Pennsylvania, 23 in New Jersey and two in Delaware. There could be even more this year. During the past two months there has been a rash of people heedlessly walking on the tracks or deliberately jumping in front of speeding trains. In February, two teenage girls who had made a suicide pact were mowed down by a southbound AMTRAK Acela Express at Norwood station, and two incidents in Bucks County resulted in trespasser deaths. In one a male trespasser was killed by a westbound Amtrak train near Levittown station and three weeks later a 45-year-old woman was struck just south of Croydon station by a Trenton-bound SEPTA train (see March *Cinders*).

In March it got worse. At 9:45 PM on Monday the 1st, a 45-year-old Wilmington city fire inspector died on the Northeast Corridor when he was struck by Acela Express #2173 near "Ragan" interlocking three miles south of the station. While the news media reported that the inspector was on duty when he was hit and made no mention of a suicide, an AMTRAK report stated that the man was lying in the gauge of the #3 track..... Thursday, March 11, was a particularly deadly day when four people were killed on the rails—two of them apparent suicides. At 10:25 that morning Amtrak Keystone train #642 struck a male standing on the track near the Hamilton station east of Trenton. That same afternoon a 48-year-old woman jumped or fell off a subway platform in New York City and was crushed to death by a train. That evening a man was killed by an NJ TRANSIT train near the East Orange station and at 9:16 that night a 25-year-old mentally disturbed man stepped in front of Amtrak Regional train #175 just west of Holmesburg Junction station in Northeast Philadelphia. Two other Amtrak trains were delayed, two SEPTA

R7 trains were annulled and four others were seriously late due to the Holmesburg incident, after all four tracks were shut down. Two tracks were reopened by 10 PM.

In addition to the personal tragedies inherent in such events, those who choose to end their lives on the railroad or are killed because of their own carelessness create inconveniences for hundreds or thousands of innocent people. Think of the emergency responders who must clean up after such incidents, the railroad engineers who experience those horrible moments and the trainloads of passengers who are delayed for hours while the investigations progress. A newspaper article recently reprinted in Mass Bay RRE's *Callboy* newsletter reports that the FRA has launched a study to see whether and how the toll of trespasser deaths and suicides might be reduced. The study, to be released next year, will look closely at the possible effectiveness of more lineside fencing and other barriers. The thought is that making it less "convenient" for potential trespassers to gain access to the tracks might discourage some of them from putting themselves in harm's way. AMTRAK and commuter rail agencies may come under increased pressure to install more fencing along their tracks, especially in urban areas.

As mentioned here last month, AMTRAK will host its third annual National Train Day celebration at 30th Street Station on Saturday, May 8. The event, scheduled for 11 AM to 4 PM, will feature many exhibits and a train equipment display. Admission is free. For further information, visit the website www.nationaltrainday.com.....AMTRAK's new "Wi-Fi" wireless Internet service, dubbed "AmtrakConnect," was launched last month on all 20 Acela Express trains and in six stations along the Northeast Corridor, including 30th Street..... AMTRAK now has a new website designed to show users the nearest Amtrak route to featured national park sites throughout the U.S. It is www.amtraktoparks.com.....Keystone push-pull train #663 was delayed for over an hour at Lancaster on Saturday, March 13, when the engineer was unable to take power from the cab car. Finally, AEM-7 locomotive #929 was cut off the rear of the train, run around to the head end, coupled to the cab car and then pulled the train to Harrisburg.....A transformer fire in South Brunswick, NJ, on Monday night, March 15, delayed traffic on the Corridor for more than three hours (NARP).

As advertised, AMTRAK hosted its first-ever town-hall-style meeting in Chicago in March 6, at which Board Chairman Thomas Carper, President Joseph Boardman and other top officers fielded questions from more than 250 passenger rail supporters and railfans. Three topics were featured: plans to acquire new passenger cars and locomotives, improvements to the long-distance train network and the railroad's controversial policy which appears to restrict photography at stations and elsewhere. The latter issue was addressed by Chief of Police John O'Connor, who is known to be sympathetic to legitimate photographers. He said that Amtrak planned to create a program to enlist train watchers as "extra sets of eyes and ears" to report suspicious activity, trespassers, etc., similar to a successful effort pioneered by BNSF RAILWAY.....AMTRAK will create a new department, headed by a vice president, to handle all matters related to high-speed rail, with emphasis on upgrades to the Northeast Corridor (NARP).

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)



CSX, NS, OTHER ROADS

NJ TRANSIT Executive Director James Weinstein gave New Jersey commuters some very bad news last month. Because the State is facing a massive \$11-billion deficit in Fiscal Year 2011 starting July 1, Governor Christie will be forced to reduce many State services and, in the case of NJT, this also will mean hefty fare increases. The transit agency will be tasked with closing a projected deficit of \$300 million in FY 2011, which Weinstein says he will do by raising rail and bus fares an average of 25 percent and making widespread cuts in service, effective May 1. The survival strategy was to be aired at public hearings set for March 25-27 and must be approved by the NJT board. Headways on about 50 rail and bus routes will be lengthened and some rush-hour runs eliminated (certain River Line trains that now have two cars will be reduced to one). Weinstein said that the plan "is designed to size our service to match ridership demand. We also looked at where we could squeeze out the most costs while impacting as few customers as possible."

Weinstein admitted that the fare hikes, which are designed to generate about \$140 million in additional revenues, will cause some riders to seek alternate transportation. He expects ridership—already down four percent in this fiscal year—to drop by another 2.5 percent. But he is hopeful that the service cuts will be temporary and that they can be restored when the economy improves, although he did not promise that the fare increases would be rolled back at any future time. NJT maintains that today's fares offset only about 42 percent of the cost of running the current service but should be closer to 50 percent. Weinstein served as the State's transportation commissioner during the Whitman administration from 1999 to 2002, and early in his career was a reporter for the old Philadelphia *Bulletin* newspaper. James S. Simpson is the newly-installed commissioner of New Jersey DOT and chairman of the NJ Transit board.

The 2.7-mile Princeton Junction-Princeton branch is NJT's answer to SEPTA's R6 Cynwyd line—the shortest and least-traveled of all rail lines in the system. But the "Dinky," as it is fondly known, is used by a fiercely loyal group of riders, who are unhappy about the plans of Princeton University to expand its campus into the area of the existing Pennsylvania Railroad-built rail station. The old stone station would be demolished and a new one constructed 150 yards further east. A planning group in Princeton also is touting a plan to tear up the rails and substitute a bus rapid transit system over the right-of-way to the Junction, insisting that NJT will not be able to sustain the cost of the rail operation indefinitely. As befitting its role as NJT's least significant rail line, the Dinky was the last to be restored to service after the big rain and windstorm of March 14-15. On Monday the 16th buses still were substituting for the trains.

The Delaware River Port Authority last month approved a \$6.5-million contract for environmental studies and

preliminary design work on the proposed light rail line to be built in the center of Columbus Blvd. Expected to take about two years, this is the first step in DRPA's \$500-million plan for the line, which would extend between Girard Avenue on the north and the Pier 70 complex on the south, as well over Market Street between City Hall and the waterfront at Penn's Landing (see October, December *Cinders*) *Railpace* reports that NJT's last remaining Comet I coaches, built for the Erie Lackawanna in the mid-1970's, are being scrapped near the Meadows Maintenance Complex in Kearny. In 2008 SEPTA purchased eight of the Comet I's for push-pull service, which are still in operation on the R5 Paoli-Thorndale line.....NJT last month received a Federal stimulus grant of \$52 million for track and signal improvements. This was part of the same program that provided money to SEPTA for work on the R5 Malvern station.

NORFOLK SOUTHERN reported net income of \$1.03 billion on operating revenues of \$7.97 billion in 2009, a \$686 million reduction in net income and a \$2.7 billion drop in revenues from the previous year. The operating ratio of costs to revenues rose from 71.1 percent to 75.4 percent. But CEO Charles "Wick" Moorman told shareholders in the railroad's annual report that NS "withstood the economic shocks of 2009 to produce good economic results, and I go into 2010 with a sense of optimism for our future prospects." He went on to say that NS has "positive momentum" as its traffic levels "increased sequentially in both the third and fourth quarters of 2009, and we're confident many of the cost efficiencies we achieved in 2009 will remain in place as we see rail traffic continue to increase."

NS got some good news last month when Peco Energy announced that it would delay the retirement of its half-century-old coal-fired generating stations at Cromby, near Phoenixville, and Eddystone. Peco's owner, Exelon Corp., had planned to retire the units next year, but will keep them running for another year or two at the request of PJM Interconnection, the electrical transmission manager for 13 eastern states. The two stations, which together have 933 megawatts of capacity, receive all of their coal in unit train lots via NS. PPL Electric has shut down the coal-burning units at its Martins Creek (PA) generating station, which also received shipments via NS.....NS calls the Federal government's requirement that U.S. railroads install Positive Train Control (PTC) on major freight routes and all passenger lines by 2015 an "unfunded mandate," which will cost it an estimated \$1.1 billion—close to its total capital expenditures for one full year.*Railway Age Magazine* committed a real boo-boo on the front cover of its February issue, which for its lead story on NS proclaims that "Norfolk Southern maps \$2.5 billion in *Crescent Corridor* new capacity" (italics added).

On the night of Monday, March 8, CSX freight train Q439 enroute from Selkirk, NY, to Hamlet, NC, derailed five cars along the Schuylkill River in center city Philadelphia. The accident occurred near 23rd & Race Streets, but no hazardous materials were involved. All five cars in the middle of the 123-car train were rerailed the next morning.....CSX and NS were among seven major railroads listed in the April issue of *Trains* as using "special" diesels on their business car trains. CSX rosters four ex-AMTRAK F40PH-2 units and NS has that famous A-B-B-A set of rebuilt F7A's and F7B's.....CANADIAN PACIFIC last month sent GP38-2 #7303 to serve as its South Philadelphia switcher, relieving sister #7312. These are two of the three CP units which still retain their blue-and-gray ex-Delaware & Hudson paint scheme (Trainorders.com).

“Hurricane Without A Name” Blasts Area (Continued from Page 1)

Just after 6 PM all signal power was lost between Princeton Junction and Newark and a few minutes later traction power was shut down between Rahway and Metuchen, halting all traffic. No regular Amtrak trains were caught in the outage zone but work train diesels had to be dispatched to rescue two NJT trains. The cause of the power failure was found to be commercial utility wires which had dropped onto the catenary at milepost 24.6 between Metuchen and Metro Park, fouling all four tracks. A special Amtrak train carrying the Philadelphia Flyers hockey team to New York had to be towed by diesel a short distance to the Metuchen station, where chartered buses picked up the team. A passenger extra was operated from New York to Boston, protecting all intermediate stops, a Keystone Service push-pull trainset ran from Philadelphia to Washington to handle waiting passengers and three buses were used for express trips from Philadelphia to New York. Diesels pulled train #192 stopped at New Brunswick through the dead area, also accommodating passengers off Acela Express #2220 at New Brunswick. Power finally was restored to tracks #1 and 4 around 12:15 AM Sunday. In all, 11 of Amtrak's NEC trains were terminated short of destination, six were cancelled and nine others delayed anywhere from one to nine hours. Downed trees at several locations on the Harrisburg mainline, including Bryn Mawr and Gap, delayed a number of Keystone trains on Saturday afternoon.

NJT also was forced to cancel its Corridor service during the power outage on Saturday, but one of the trains mentioned above enroute from Trenton to New York reportedly was marooned west of Rahway for more than five hours. Eventually, a diesel pulled the train to Rahway station where buses took the nearly 500 passengers on to Newark, an NJT spokesperson said. That same afternoon, NJT was forced to suspend service on its Atlantic City Line because of downed trees, with rail tickets honored on buses. River Line light rail trains were turned back at Walter Rand Transportation Center because of street flooding in downtown Camden, but there were no reports of service difficulties on PATCO.

Meanwhile, SEPTA was attempting to deal with Saturday's harsh weather. Numerous streets in the Philadelphia area were flooded for a time, including Columbus Blvd. in the Penn's Landing area, forcing some bus detours. The Broad Street and Market-Frankford Lines ran reasonably well, but trolley lines encountered slowdowns and on Regional Rail more than 100 trains were delayed because of the weather. Service on the R5 Paoli-Thorndale line was suspended for two hours Saturday afternoon due to fallen trees blocking tracks #3 and 4 at Bryn Mawr, and branches fouling the catenary east of Merion. Train #1527 was disabled on #4 at Merion when its pantographs became entangled in tree branches, and following train #1531 had to be turned back at Overbrook. Three other R5 trains were annulled and at least 16 delayed, including #8529 which ran two hours late after rescuing the stranded passengers off #1527.

SEPTA warned Regional Rail passengers of general 20-minute delays as high water and fallen trees caused numerous problems throughout the system. Even the pedestrian tunnel at Villanova station was flooded. Service on the R7 Chestnut Hill East Line was suspended at 5:45 PM because of a tree in the catenary near Washington Lane station, but service on #1 track was restored around 8 PM. At 7:15 catenary power had to be shut

down on the Mainline between Fern Rock and Jenkintown to allow crews to clear a fallen tree from the wires at Melrose Park. Track #1 was restored at 7:40 but #2 not until 9:30.

Sunday proved to be a much better day on the rails, even though moderate rainfall continued. Amtrak resumed more-or-less normal service between New York and Washington, and SEPTA and NJT were able to run their Sunday services with mostly minor delays. With warmer, more tranquil weather arriving later in March, all those who suffered through the long series of storms in Winter 2009-2010 could look forward to a very welcome spring.

Pioneer and Silverliner Update

On our last issue, we posed a question regarding the demise of Pennsylvania Railroad Pioneer III MU car #155. We've been lead to believe that the car was destroyed by fire, but we don't know when, and we're hopeful that someone will have that information in their archives which they can share with our members. What we can tell you is that the car was renumbered on August 1, 1968 by Penn Central to #299, and was subsequently retired by PC on October 21, 1969.

The remaining five Pioneer III's (Silverliner I's in SEPTA life) were renumbered twice in their careers, first in 1968 and then again in 1974. The 1968 renumberings: #150 to #294 (8-01-68), #151 to #295 (8-07-68), #152 to #296 (9-12-68), #153 to #297 (7-24-68) and #154 to #298 (8-09-68).

In 1974, #294-298 were renumbered to #244-248, respectively, on the following dates: #244 (7-11-74), #245 (7-09-74), #246 (7-10-74), #247 (7-09-74) and #248 (7-10-74). The five cars wore those numbers until their retirement by SEPTA.

We've also been keeping you updated on SEPTA Budd and St. Louis Silverliner II and III dispositions. Two early dispositions we've previously reported were Budd #210 (officially retired on June 25, 1973) and #265 (retired on May 18, 1988). SEPTA also shows Budd's #214, 257, 264 and 9017 and St. Louis #224 as all being retired. We thank SEPTA's Jim Kirk for his research in providing this information.

Dwayne's Photo Service Provides Full Service for All Photographers

Dwayne's Photo in Parsons, Kansas, is the only Kodak-authorized processing laboratory available for those individuals who are using up their remaining stock of Kodachrome 64 (and perhaps 25?) slide film.

Dwayne's, however is a full-service photo laboratory and offers reprints from all reasonable-size negatives, black-and-white and color film processing, video and DVD transfer from 8mm and 16mm film.

Editor Larry Eastwood has had some prints and enlargements made from negatives in his collection, and the results have been quite good, and the lab offers personalized service, even to the extent of calling customers to insure what they've ordered is what is being produced. Dwayne's address is Post Office Box 274, Parsons, KS 67357-0274, website www.dwaynesphoto.com, and they have a toll-free telephone number: 1-800-522-3940.



APRIL 10, 2010: Reading Company Technical & Historical Society 5th Annual Convention, at American Legion Bingo Hall, 650 Chestnut Street, Hamburg, PA. Doors open 8:30 AM, programs begin 9:00 AM. Admission: \$20.00 (\$10 student), (admission to Reading Railroad Heritage Museum included). Lunch \$10.00 (advance order only), dealer tables \$20.00 each. Program includes Nevin Yeakel on Bethlehem Steel railroading, Dale Woodland on Reading Company F Units, Rich Magee on Reading in South Jersey, Part 1, Mike Liss on Reading's Newtown Branch, and Bill Witman with a round table discussion with Reading employees. Order tickets from: RCT&HS, P. O. Box 15143, Reading, PA 19612-5143.

APRIL 26: West Jersey Chapter, NRHS regular monthly meeting at Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ (a few blocks east of PATCO Haddonfield station), beginning at 7:30 PM. Program will be presented by Member Vincent Jakubowski, entitled *The Sole Leather Line*, covering the Wellsville, Addison & Galeton Railroad period will be the "WAG" from its transition from the B&O on January 1, 1956, as well as operations in later years.

MAY 8: National Train Day will be celebrated at various Amtrak locations around the country, including Philadelphia's 30th Street Station. Event hours are from 11:00 AM to 4:00 PM. Highlight of the Philadelphia displays will be *History of Baseball's Travel on Trains*. A prominent sports authority will host a panel discussion with former baseball players, with memorabilia, photos, video and audio depicting the memories of former players from a variety of leagues. For additional information, visit website www.NationalTrainDay.com.

MAY 15: Reading Railroad Heritage Museum will hold 2010 **Bee Line Festival** at the Museum, 500 South 3rd Street, Hamburg, PA (just off PA Route 61). Indoor and outdoor exhibits will be held, locomotive and caboose exhibits, Hamburg Fire Company fire truck display, also theater room presentations. Admission and parking are free.

MAY 23: SEPTA Trackless Trolley Charter, sponsored by Friends of Philadelphia Trolleys. Trip departs SEPTA Frankford Depot (corner Bridge & Pratt) at 11:00 AM SHARP! Trip will cover all available portions of Routes 59, 66 and 75, including some non-revenue areas, before returning about 3:00 PM. No lunch stop will be made, and snacks and drinks will be available for purchase on the trip. Fare: \$40.00 per person. Order tickets from: Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843, making checks payable to FPT, Inc. All proceeds from trip will go towards restoration of SEPTA PCC #2743 at Rockhill Trolley Museum to its 1959 green-and-cream. Further information available at had2709@aol.com.

MAY 24: West Jersey Chapter, NRHS regular monthly meeting at Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ (a few blocks east of PATCO Haddonfield station), beginning at 7:30 PM. Program will feature Paul Kutta with a slide program on the Central Railroad of New Jersey between the 1950's and 1970's. Photos of the CNJ Southern Division will be supplemented by general views around the CNJ.

(Continued on Page 8)

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.)

GOTHAM GATHERINGS: These gypsies wore coats of many colors: in the early 1950's, General Electric built and sold 12 E33 electric freight motors to the Virginian Railway. Later they wore Norfolk & Western black, then went to the New Haven Railroad with an orange scheme, survived not only into Penn Central, but at least two wore Conrail blue before CR retired all its electric freight service. It's rare for any type of locomotive to be used by so many different railroads. (Roy).....On November 3, 1947, Pennsylvania Railroad President Martin W. Clement and directors had an inspection trip from Philadelphia to Long Island Rail Roads Babylon, Hicksville, Huntington, Mineola and Oyster Bay. The special was powered by GG1 and DD1 motors as well as G5 steam. The consist included parlor-observation **Queen Mary**, sleepers **Madison Square** and **Herald Square**, diner 4509, coach 4108 and business car 7507 (Long Island-Sunrise Trail NRHS).....*Mass Transit Magazine* tells us that New York MTA's Metro-North Commuter Railroad operates 385 route miles with 48 diesel locomotives, 11 diesel switchers, 825 electric MU cars, 214 push-pull coaches, plus 300 M8 electric MU cars on order for the New Haven Line. M-N carries about 84 million riders annually, costs \$1.3 billion to operate, serves 124 stations.

STILL AROUND THE BIG APPLE: Remember the 1964-65 New York World's Fair? Today, only the Unisphere and a few other remnants remain. Even Shea Stadium is now history. At that time, it cost 15 cents on the IRT Flushing Line to get to Willets Point station. If you rode the Long Island Rail Road to cost 50 cents or, with a \$2.50 optional round-trip, your \$2.00 entrance fee to the Fair was included. Railroad exhibits were relatively rare - I recall General Motors had the front of an F unit on a wall of their building, plus a prototype GP35 diesel outside. The State of Montana had seven railroad cars that contained historical memorabilia. The Port of New York/New Jersey Authority had a model train of new Hudson & Manhattan tube cars. AMF Corporation operated an overhead monorail (is this considered a train?) than ran around the fairgrounds with seven two-car units. Without a doubt, the Long Island Rail Road was best for railfans, with a locomotive cab and parlor car observation platform that could be boarded for photos. There was also a large (50' x 100') HO gauge train layout, plus an amusement park-like railroad outside. If it is any consolation, Eastern Airlines as well as TWA had exhibits, too, both now history, while LIRR is still here! (Roy).

WEST OF THE HUDSON: For those who are struck by the "demonic" number 666, it should be pointed out that Amtrak has a Train #666 operating between Harrisburg and Philadelphia, and, apparently, it bothers no one. Years ago, the Reading had a passenger-equipped GP7 #666. A certain engineer who was an ordained minister actually refused to accept this locomotive for his assignments. Rumor is that the RDG 666 was nicknamed "The Beast" (*Lancaster Dispatcher*, Lancaster NRHS).....Walter Zullig, NRHS Regional Vice President, recalls Erie Railroad

(Continued on Page 8)

Museum of Bus Transportation Hosts Annual "Spring Fling" June 4-5

The Museum of Bus Transportation will hold its annual "Spring Fling" on Friday and Saturday, June 4-5, 2010 on the campus of the Antique Automobile Club of America at 161 Museum Drive (just off PA Route 39) in Hershey, PA. Most of the activities surrounding the popular "bus weekend" will be held at the George M. Sage Annex.

Included in the program will be "North America's Largest Bus Memorabilia Flea Market", which attracted nearly 400 attendees in 2009. Antique and modern motor coaches will be on display, too at both the AACA Museum and the Sage Annex. Free parking is available at the AACA Museum, and shuttle buses will operate between the Museum and the Annex location at a cost of \$2.00, from 8:30 AM until 3:00 PM

The Museum of Bus Transportation provides museum-quality displays of the bus industry to showcase the industry's growth and development in the United States, and to celebrate the role that the industry continues to play in the mobility and progress of the American public. Chapter Member and former SEPTA manager J. Thomas Collins is Director of the Museum of Bus Transportation

The Antique Automobile Club of America Museum is open from 9:00 AM to 5:00 PM. Admission to the Museum is \$10 adults, \$9 seniors 61 and older, children age 4-12 \$7, and children under 5 free.

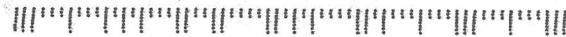
Extra List (Continued from Page 7)

JUNE 4-5: "Spring Fling" at Museum of Bus Transportation, 161 Museum Drive, Hershey, PA, 9:00 AM to 5:00 PM. See separate article on Page 8 of this issue.

JUNE 21-26: *Endless Mountain Rails 2010* NRHS Convention at Scranton, PA, celebrating 75 years of NRHS, sponsored by Lackawanna & Wyoming Valley Chapter, NRHS. Ticket orders are now being processed. Information received as of March 1 indicates that events 2220, 2230, 2240, 4120, 4130, 4140, 6130 and 6140 are sold out. In addition, both the Hilton Scranton Hotel & Conference Center and the Radisson Lackawanna Station Hotel are filled. More than 724 have pre-registered for *Endless Mountain Rails 2010* and the reservations have been brisk, with L&WV Chapter looking to sell out many if not all events. For up-to-date information, visit the 2010 Convention website: www.endlessmountainrails.com. Don't delay!!!!

ODDS AND ENDS..... (Continued from Page 7)

passenger representatives soliciting immigrant business as late as the mid-1950's. "I used to see these travelers on the Erie ferry when commuting to New York University," he says. "Most of them were heading west on Erie Train #5-Lake Cities which departed Jersey City in the early evening. You could tell them by their clothes, speech, luggage and, sometimes, name tags. I also recall reading an article in the Erie employee magazine about this which mentioned the Erie having passenger reps meeting ships and newcomers from Ellis Island". (NJ Transport Heritage).



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