

CINDERS

AUGUST 2010



IN THIS ISSUE

| | |
|---|-----|
| Philadelphia Chapter News..... | 1-2 |
| SEPTA Announces 2010 Rail Rodeo & Exhibition..... | 3 |
| Extra List..... | 3 |
| PHILADELPHIA EXPRESS, by Frank Tatnall..... | 4 |
| ODDS AND ENDS, by Roy L. Hudson..... | 9 |

Volume 71

Number 7

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

If your *Cinders* Arrives in Bad Condition

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

2010-2011 Meeting Dates Scheduled

Philadelphia Chapter has announced a tentative schedule of meeting dates for the Chapter for the 2010-2011 season. The schedule, issued by Chapter Secretary Larry Eastwood, is subject to approval by Thomas Jefferson University. Most meetings will be held on the third Friday of the month. Three meetings, however, have been scheduled for the second Friday of the month: September, December 2010 and June 2011. The proposed schedule has taken into consideration any conflicting religious holidays. The dates are:

- September 10, 2010 (*second Friday*)
- October 15, 2010
- November 19, 2010
- December 10, 2010 (*second Friday*)
- January 21, 2011
- February 18, 2011
- March 18, 2011
- April 15, 2011
- May 20, 2011
- June 10, 2011 (*second Friday*)

The June, 2011 meeting is held early so as to avoid conflict for those members traveling to the 2011 NRHS Convention at Tacoma, WA from June 20-26. Members should note these dates on their calendars.

Chapter Schedules Programs for Autumn

Philadelphia Chapter has three of four programs for the coming Fall, 2010 season. On October 15, Frank Tatnall and Larry Eastwood will present a PowerPoint program on the **Reading's Iron Horse Rambles**. The November 19 program will feature Member Henry Posner III with an international rail program from one of the properties he controls; On December 10, Member Joel Spivak will present **Archaeology of the Street Railway in New Jersey**, which was postponed from our May 21, 2010 meeting. Our September program will be announced in our next issue.

Steamtown Schedules Trips Using FP7's 902/903 During 2010

Former Reading Company FP7's #902 and 903, owned by the Reading Company Technical & Historical Society and Philadelphia Chapter, respectively, will be highlighted on a number of Steamtown excursion operations in Scranton over the next few months, operating conditions permitting.

The highlight of their usage will be on Saturday, September 4, when the two EMD cab units, celebrating their 60th anniversary this year, will operate a "Historic Whistle Stop Excursion" from East Stroudsburg and Cresco, PA to Scranton and return. During their layover in Scranton, the units will also make a round trip to Moscow and return. These trips will coincide with **Railfest 2010** at Steamtown on September 4 and 5, celebrating "passenger rail, past and present" (details below).

The "Whistle Stop" excursion is scheduled to depart East Stroudsburg at 9:45 AM, Cresco at 10:15 AM, arriving in Scranton about 11:45 AM. The return trip will depart Scranton at 4:00 PM, arriving Cresco at 5:30 PM and East Stroudsburg 6:10. Limited first-class seating will be available on this trip from both points in the **Lehigh Valley 353** at \$100 per person. Coach fares from East Stroudsburg are \$51 for adults 17-61, \$46 seniors 62 and older and \$30 for children ages 6-16. Children 5 and under do require a "no charge" ticket. Corresponding fares from Cresco are \$46, \$40 and \$25. Reservations are necessary for this trip and should be made by phoning 570-340-5204 weekdays between 9:30 AM and 4:00 PM.

The Scranton-Moscow round trip will depart Scranton at 1:00 PM, and return about 3:00 PM. Fares for this are \$21 adults 17-61, \$19 seniors age 62 and older, \$15 children 6-16 and children under 5 free (ticket required). Reservations for the Moscow trip may also be made by telephoning the Steamtown reservation site as above.

On July 24, August 28, October 3, 10 and 23, the FP7's are expected to be used on the return portion of trips from Scranton to Tobyhanna, PA. The former DL&W depot at Tobyhanna is owned by the Pocono Mountains Chapter, NRHS, and has been restored. Canadian National 2-8-2 #3254 will be used eastbound on these trips, and the 902/903 westbound. Fares for these trips are \$31 adults 17-61, \$26 seniors 62 and older and \$20 children 6-16,

(Continued on Page 2)

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.

GEORGE A. PAVLIK
July 2, 2010

It is with regret that we report to you the passing of Chapter Member George A. Pavlik, 65, of Aston, PA, following a lengthy illness.

Pavlik had been a member of Philadelphia Chapter and NRHS since 1993. He was a U. S. Army veteran, and had served this country in Vietnam. George was originally from Ridley Park, but lived in Holmes, Delaware County, for much of his life, and was a lifetime member of Holmes Fire Company #43. He was a 1962 graduate of Ridley High School.

Services were held on Thursday, July 8, 2010 at St. Joseph's Catholic Church in Aston. He is survived by his wife, Karen, daughter Theresa and others. The Chapter extends its sympathy to the Pavlik family.

Chapter Creates "Philadelphia RailFriends" Support Group

To coincide with the new membership year beginning September 1, 2010, Philadelphia Chapter will offer non-members wishing to support the Chapter and its preservation goals a new option to affiliate with us. It is called the "Philadelphia RailFriends" group, which was authorized in the revised by-laws approved at our annual meeting in April.

Those signing up for the new group will be entitled to participate in the many activities of the Chapter, but will not enjoy any of the benefits of membership in the national NRHS, such as priority ticketing for convention excursions and receiving the *NRHS Bulletin* magazine. Philadelphia RailFriends also will not be able to vote or hold office in the Chapter. The annual contribution for RailFriends will be \$25.00.

This new category is aimed particularly at those who want to participate in Philadelphia Chapter's activities and receive *Cinders*, but do not wish to bear the expense of full Chapter/National membership, which for the year 2011 will be set at \$54.00 per year.

If any member knows of someone (including a former Chapter member) who may be interested in becoming a Philadelphia RailFriend, that name(s) should be directed to the Chapter's address: Post Office Box 7302, Philadelphia, PA 19101-7302

CASCADE RAILS 2011
Tacoma, WA – June 20-26, 2011

FP7's at Steamtown (Continued from Page 1)

with free ticket required for children up to age 5. The July 24 and October 10 trips will also make a stop at Gouldsboro, PA, where the local historical society has beautifully restored the ex-Lackawanna depot there.

As indicated above, on September 4 and 5 Steamtown will present **Railfest 2010**, with a whole host of equipment displays and presentations in addition to the excursions. Displays are expected to include equipment from Amtrak, Canadian Pacific, Delaware-Lackawanna Railroad, Norfolk Southern Railway plus FP7's 902 and 903 as well as the recently repainted "Lackawanna" F3's from the Anthracite Railroads Historical Society and Tri-State Chapter, NRHS. There will also be narrated programs and model railroad displays on this Labor Day weekend event.

Up-to-date information may be obtained by visiting the Steamtown website at www.nps.gov/stea or by calling the Park at 1-888-693-9391. Park entrance fees will apply each day, although they are included in the excursion fares.

On the last day of the NRHS Convention, Saturday, June 26, FP7's 902 and 903 operated on the major portion of a Steamtown round-trip from Scranton to the Delaware Water Gap and return after a bridge strike knocked the Delaware-Lackawanna mainline out of alignment and prevented the use of CN #3254 east of Moscow. The units performed flawlessly.

Philadelphia Chapter members, many of whom have contributed both funds and time toward the restoration of FP7 #903 (and the 902 as well) should take advantage of the opportunity to see the FP7's in mainline operation. The FP7 restoration crew has worked many long hours and days on the locomotives, and their efforts are being rewarded as the units turn 60 in 2010!!

SEPTA 2010 Rail Rodeo Set for September 25; Railfan Community Offered Opportunity to Participate

SEPTA will hold its 2010 Rail Rodeo & Exhibition at Fern Rock Car Shop, 11th Street and Grange Avenue, on Saturday, September 25, 2010 from 9:00 AM until 2:00 PM. This annual event always spotlights SEPTA's best engineers and mechanics as they vie for a chance to secure a spotlight in the 2011 International American Public Transit Association (APTA) Rail Rodeo.

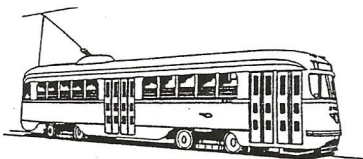
RAIL SEPTA 2010 A RODEO

In 2010, for the first time, this annual event will be open to the rail enthusiast community through a random lottery. Winners of the lottery will be notified by E-mail or telephone. No tickets will be sent, with winners' names being held at the door. Only registered guests will be admitted, with winners permitted to bring one guest. Please see last paragraph of this article for entry instructions.

Highlights of this event will include Regional Rail equipment display, including diesel engines, Silverliner II, III and IV MU's plus a brand-new Silverliner V. There will be a Broad Street subway car display and work train ride, Fern Rock shop tour, hands-on demonstrations of destination sign, propulsion sequencer and public address system equipment, plus model train displays.

In addition to the engineers and mechanics competition, there will be other family entertainment, including food, music, games and the debut of "SEPTA Idol" talent competition. Attendees will be able to see some of the equipment that was featured in the *National Geographic* series "World's Toughest Fixes". The entire day will provide an opportunity to meet the people who help keep SEPTA, the Nation's fifth largest transportation authority, moving on a daily basis.

Philadelphia Chapter members are welcome to enter the lottery, by going to a special page of the SEPTA website and submitting their registration. **The deadline for submissions is Friday, August 13, 2010 at 3:00 PM.** To enter, visit www.septa.org/railrodeofan to enter. Additional information, if needed, may be secured by contacting Sylvana Hoyos or Gary Fairfax of SEPTA at 215-580-7842. Good luck!!



AUGUST 28, OCTOBER 3, 10, 23: Steamtown National Historic Site excursions from Scranton to Tobyhanna, PA and return, using ex-Canadian National 2-8-2 #3254 eastbound and former Reading FP7's #902 and 903 westbound. Details on Page 1, this issue.

SEPTEMBER 4: Former Reading FP7's #902 and 903 will be highlight of "Historic Whistle Stop Excursion" from East Stroudsburg and Cresco to Scranton, PA and return, as part of Steamtown National Historic Site's **Railfest 2010**. The 902 and 903 will also operate a Scranton-Moscow round-trip during the day. For complete information, see article Page 1 this issue.

SEPTEMBER 16: Fall Lecture Series at National Canal Museum, 30 Centre Square, Easton, will feature showing of the 1937 film, "The Farmer Takes a Wife," starring Henry Fonda. Set on the Erie Canal, all of the background scenes were actually filmed on the Lehigh Canal between Bethlehem and Easton. Doors open at 7 PM. Admission: \$5 per person. For information, telephone 610-559-6613.

SEPTEMBER 25: SEPTA 2010 Rail Rodeo and Exhibition at Fern Rock Car Shop, 11th Street & Grange Avenue, Philadelphia. Admission only by random lottery. See article at left, and go to www.septa.org/railrodeofan to register to win.

SEPTEMBER 26: Lehigh Valley Chapter, NRHS will hold 34th annual Railroadiana and Model Railroad Show and Sale at Dieruff Senior High School, 815 North Irving Street, Allentown, PA, 10 AM to 4 PM. Admission: Adults \$4, children 12 and under free. Additional information may be obtained from Peter Terp at 610-824-7730, or by E-mail: trolleys@ptd.net.

SEPTEMBER 30-OCTOBER 5: **Princeton Junction 2010**, Fall Mid-Eastern Region NMRA convention at Doubletree Hotel, 4355 Route 1, Princeton, NJ 08540. Friday: Insiders' tour of a rail-served grain elevator including bus from hotel \$15. Saturday: reserved dining car trip on New Hope & Ivyland Railroad, bus from hotel and lunch \$75. Model railroading activities, clinics, contests, modular railroads, home layout tours, operations call board, etc. Convention registration required. For information, E-mail: MER-Registrar@comcast.net (website: <http://mer.nmra.org/MERConv/MERConv.html>).

Traction Tour Assistance Requested

Chapter Member and NRHS Volunteer Burt Eisenberg will be conducting an all-SEPTA traction tour for retired educators near the end of October. Modeled after Tom English's "Rails Around Philadelphia" tour, it will cover the Market-Frankford Line, Lancaster Avenue trolley, Route 101 Media line, Media/Elwyn Regional Rail and, time permitting, the Norristown High Speed Line and Manayunk/Norristown Regional Rail Line.

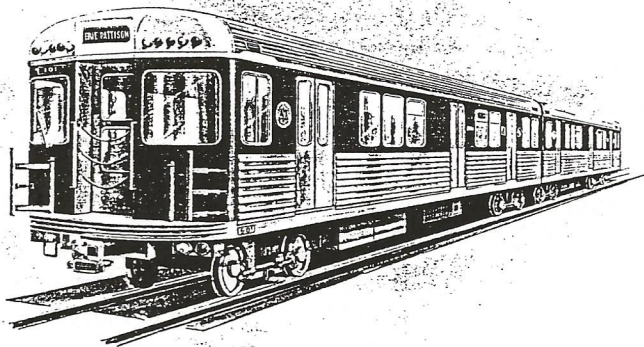
Burt will be making a "dry run" on Thursday, October 7 and would appreciate the company of knowledgeable rail historians, particularly those who might be able to provide photos of the original equipment or a single-page history of the lines to be covered. Burt says that one of the most important items would be "Why was this line built where it is?" During this hot summer, anyone providing Burt with copyable materials will be treated at the Ice Cream Store in Media!!!! Any one interested in this project is asked to contact Burt Eisenberg at 215-572-7712.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



SEPTA was hit hard by the gale-force winds and heavy rains of a fast-moving storm that roared through the Philadelphia region on the hot, muggy afternoon of Thursday, June 24. Nearly 300,000 electric customers in the area suffered outages, with some waiting until Sunday to have their power restored. Chester and Delaware Counties took the brunt of the damage but communities across the river in New Jersey also were affected. Trees and wires were blown down in many areas, landing on homes, automobiles and—yes—on some streets and railroad tracks. Even the Phillies baseball game at Citizens Bank Park was held up for 90 minutes, as players and fans scrambled inside to escape the high winds and torrential rain.

The next day SEPTA General Manager Joseph Casey issued a statement in which he expressed regret for the service disruptions caused by the violent storm. All trolley and bus lines experienced delays due to downed trees, wires and flooded streets, and some buses had to be detoured, but hardest hit were the Regional Rail lines (see below). Shuttle buses were pressed into service on a few trolley routes. Suburban Routes 101 and 102 in Delaware County were already being bused due to construction, and some of those buses were seriously delayed. Route 15 Girard Avenue was bused after the storm due to a power failure, and well into the evening Route 11 Darby cars were still detouring via Elmwood Avenue due to downed Peco wires at 68th & Woodland Avenue. To top it off, at the height of the storm lightning knocked out the server for SEPTA's website, which many riders rely on for current service information. By 7:30 PM the website was back online but the TrainView and Next to Arrive pages were unavailable until full website service was restored around 11 PM.

The transit timetables that became effective June 13 and 14 include new-look covers with route numbers or names appearing diagonally at the top. This had been tried earlier as an experiment on a few lines (see July, October 2009 *Cinders*). All bus timetable covers are black at the top, trolley routes green, the Broad Street Line orange, the Market-Frankford Line blue and the Norristown High Speed Line purple. As previously reported, all Regional Rail timetables will be reissued effective July 25, with new-style bluish-gray covers and the old "R" designations gone

.....SEPTA placed higher fares in effect on July 1, averaging about six percent on transit and eight percent on Regional Rail (see June *Cinders*). Peak fares on Regional Rail now apply all day on weekdays until 7 PM, rather than just during the rush periods. All fare information is removed from the timetables, with customers asked to refer to a new Fare Guide or to the SEPTA website. SEPTA plans to adjust fares every three years to reflect increases in inflation..... SEPTA reports that its website had more than six million visitors during the first six months of this year.

One Route 11 trolley rammed the rear of another car near 72nd and Woodland Avenue around 8:30 AM on Thursday, June 3. Fourteen passengers on the two cars and the operator of the rear car received minor injuries, as investigators were looking into the possibility that the operator had fallen asleepRoute 15 service into Port Richmond was disrupted twice during June when tractor-trailers became stuck under a bridge at Richmond & Somerset Streets. The first incident occurred on the evening of Thursday the 17th and the second around 7 PM on Thursday the 24th, after the severe storm described above. Shuttle buses were used east of the Cumberland loop..... This summer's rail replacement project is on Route 10, which is operating with buses between the 63rd & Malvern terminal and the 33rd Street subway-surface station. The change was effective with the June 13 timetable. This is in addition to the trunk line rebuilding project on suburban Routes 101 and 102, which are being bused through August 29.

SEPTA received very favorable treatment from the National Geographic Channel's "World's Toughest Fixes" TV series which came to Philadelphia last fall, filming more than 100 hours of behind-the-scenes maintenance work. The "Philly Mega Fix" show aired on June 10. NatGeo "Fixit Guy" Sean Riley and his cameramen ranged all over the system, recording SEPTA workers doing their jobs in eight separate locations. Included were a wire train gang stringing catenary at Ambler, crews fixing the pumps to keep the Broad Street subway from flooding and replacing a subway car truck at 69th Street shop, police working with a bomb-sniffing robot on a test exercise in Suburban Station, riding the "money train" to collect receipts from subway stations, replacing rails in the Market Street subway and climbing a catenary pole to untangle a signal wire on the Lansdale rail line. In each case, Riley got right into the action, getting his "hands dirty" much to the delight of the hard-working SEPTA crews. All in all, a good showcase for SEPTA!

The Pattison Avenue station on the Broad Street subway in South Philadelphia will soon become the "AT&T station." In June SEPTA sold the "naming rights" to the station to AT&T for \$5.4 million, to be paid over the next five years. Of that sum, SEPTA will receive \$3.4 million and its advertising agency, Titan Outdoor, \$2 million. With many cities and sports teams now selling naming rights to their properties, it is likely that SEPTA

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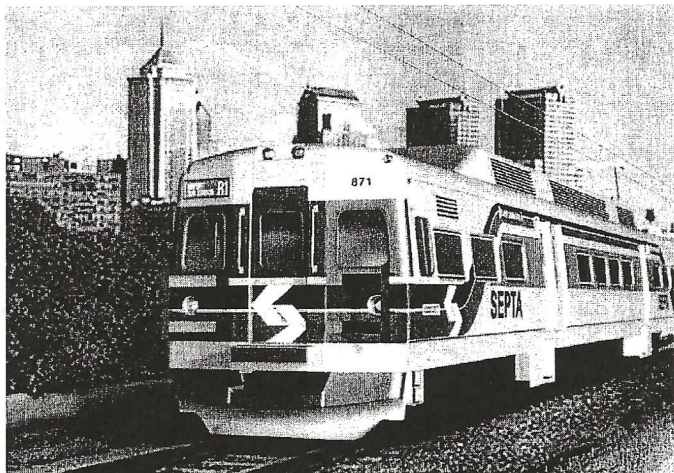
PHILADELPHIA EXPRESS

(Continued from Page 4)

will follow this up with other similar deals. Could the next one be “Comcast Suburban Station”? It’s not coincidental that Pattison Avenue is the stop for the Phillies’ Citizens Bank Park and the Eagles’ Lincoln Financial Field.....In order to erase a looming deficit for the fiscal year ended June 30, the SEPTA board authorized the transfer of \$26 million from the service stabilization fund to the FY 2010 operating budget..... Because the City plans to replace the aging 40th Street bridge over AMTRAK’s Harrisburg mainline in West Philadelphia, SEPTA has agreed to pay half of the \$1.8-million cost to replace the two trolley tracks and overhead wires on the bridge. These tracks connect Route 15 Girard Avenue with the rest of the system.

The SEPTA board has approved spending \$3.4 million for the three-block extension of trolley Route 15 on Frankford Avenue between Girard Avenue and Delaware Avenue (see February, May Cinders). Of this amount, PennDOT will reimburse SEPTA \$1.7 million because the new track is needed as a turnback during reconstruction of the I-95 expressway in the Port Richmond area, which will force the closure of Richmond Street beginning next year. PennDOT will also pay SEPTA about \$1.5 million for the cost of substitute bus service to the Richmond & Westmoreland Streets loop.....As authorized by Congress, U.S. DOT has created a Transit Rail Advisory Committee for Safety (TRACS) to help set up regulations for safety on the nation’s transit systems. DOT already has agencies which enforce safety rules on railroads, airlines and in interstate trucking operations, but until now transit safety has been enforced by state and local agencies.....For the first time, SEPTA’s Rail Rodeo at Fern Rock on September 25 is expected to be open to the public. More information to come.

SEPTA REGIONAL RAIL



With the new timetables effective July 25, the R1 through R8 designations on Regional Rail lines will be consigned to the history books. Instead, each of the 13 routes will bear only its name on the front cover, e.g. “Paoli/Thorndale,” along with a listing of stations. The combined timetable applying between Glenside/Jenkintown and center city will be continued. The only notable name change will be on the former R6 Norristown Line, which is renamed the “Manayunk-Norristown Line” to avoid confusion with the Norristown High Speed Line. The timetables and signage, however, will lose their distinctive color coding in

favor of a generic bluish-gray tone. Considerable work still needs to be done to change station signage. The “R” system, designed by well-known Penn Professor Vukan Vuchic, has been in use since the center city tunnel was opened in 1984.

The new timetables—which are two panels thinner than the old folders—no longer show fares. All station names are listed on the front covers and the shaded columns denoting trains with higher peak-hour fares have been removed, since peak fares now are in effect on weekdays all day until 7 PM, after which “discount” fares (former off-peak) apply. A separate Fare Guide was issued containing information on both Regional Rail and transit fares. Instead of being listed separately, services such as parking and ticket office availability now are shown next to each station in the timetable, and for any train continuing beyond center city a code appears indicating its final destination. The revised train numbering system is 001-099 Cynwyd, 200-299 Norristown-Newark, 300-399 West Trenton-Elwyn, 400-499 Warminster-Airport, 500-599 Doylestown-Thorndale, 700-799 Chestnut Hill East-Trenton and 800-899 Fox Chase-Chestnut Hill West. Trains originating/terminating at Suburban Station or Market East carry a “1” prefix, at Powelton yard a “6” prefix and at Roberts yard, Wayne Electric or Fern Rock a “9” prefix.

SEPTA will soon begin construction of a new half-mile-long passing siding on the Doylestown Line between Colmar and Chalfont. Extending between new interlockings “County” and “School,” the siding will replace the present “Forest” siding north of Chalfont which is operated with two slow-speed spring switches. When construction begins this fall, the railroad will be shut down for some periods with shuttle buses operated between Lansdale and Doylestown.....Another significant change occurred July 1 when SEPTA’s “QuietRide” concept was extended to *all* Regional Rail trains of three or more occupied cars, on which regular (not discount) fares apply. First introduced more than a year ago, the popular QuietRide cars until now have been limited to rush-hour trains only. They have become a refuge from annoying cell-phone conversations and other noisy distractions.

The two-year-long rebuilding of the R5 Wayne station was completed last month, with a ribbon-cutting ceremony on Friday, June 25, attended by General Manager Casey, State and local leaders and members of the Wayne Station Historic Preservation Association. The \$22.7-million project (up from the originally-projected \$14 million), included the construction of new high-level platforms and restoration of the historic 1885-vintage Victorian station (see May Cinders and previous issues). The PRRT&HS donated four cast-iron, red-and-gold replica station signs to hang on the station and outbound shelter. An original Pennsylvania Railroad station sign is displayed in the waiting room (and those brand-new blue R5 signs adorn the platforms) Testing of the three Silverliner V pilot cars (#701, 801 and 802) continued last month, both in daytime and at night, but none of the production cars being assembled in South Philadelphia has yet been delivered and may not be until after Labor Day. The first production car, #702, was sent to Canada for climate testing at a facility which will subject it to extreme hot and cold temperatures. It is still uncertain whether the production cars will be converted to full-width cabs in place of the “subway-style” half-cabs as currently designed. Reportedly, kits could be supplied for retrofitting the cars with full cabs.

SEPTA ran extra trains on the R5 Paoli-Thorndale line on Saturday and Sunday, July 3-4, to handle fans going to and

(Continued on Page 6)

PHILADELPHIA EXPRESS

(Continued from Page 5)

from the AT&T National golf tournament at Aronimink Golf Club near Newtown Square. Early morning extra #9595 ran from center city to Villanova station and on to Malvern, and #9598 from Malvern to Villanova and center city. Passengers were transported by shuttle buses between the Villanova University parking lot and Aronimink. In late afternoon eastbound extra #9568 supplemented the regular R5 service for city-bound riders and the Villanova station ticket office also was open on both days. SEPTA offered extra service on the Norristown High Speed Line Thursday through Sunday, July 1-4, between Norristown Transportation Center and Villanova Stadium station.....SEPTA added cars to regular R6 Norristown Line trains for the Manayunk Arts Festival June 26-27, and ran six-car trains on the R2 Marcus Hook line on Sunday the 27th for fans attending the Philadelphia Union's first professional soccer game at their new stadium in Chester.

The upgrade of the R3 Langhorne station is proceeding, with a new \$1.5-million station building on the inbound side and canopy and lighting improvements being done. The new R8 Fox Chase station also is beginning to take shape, with the walls erected.....The State of Pennsylvania has released \$1 million from its redevelopment assistance fund toward the construction of a solar-powered generating facility at the Paoli rail yard Superfund pollution site. Work is to begin this fall. The electricity produced here will be fed into a substation to supply some of the power needed for AMTRAK and SEPTA train operations. The project is part of the larger \$50-million plan to build the Paoli Intermodal Transportation Facility, which is to include a new passenger station and parking garage..... SEPTA soon may need to do something about the retaining walls along the ramp from the 20th Street portal toward 30th Street. There is considerable deterioration in these walls, which date back to the opening of Suburban Station in 1930..... Schedules have been adjusted on the Media/Elwyn line to accommodate a program of trackwork and brush cutting.

The \$100-million Ardmore Transit Center project (see October Cinders) has run into another snag which threatens to delay its start until some time in 2013. According to an *Inquirer* report, Developer Carl Dranoff revealed that he was unable to acquire the existing Ardmore passenger station and parking lot from AMTRAK by the June 30 deadline because the railroad recently had informed him that it plans to replace its electrical system on the Harrisburg mainline within the next ten years. In doing so it would need to relocate the new catenary support towers into a slice of land where the planned multilevel garage is to be built on the south side of the track. Dranoff said that he, Lower Merion Township and Amtrak "came to loggerheads" over redesigning the garage to allow space for the towers. "Hopefully," he said, "we'll get this worked out in the summer time." Another problem is that SEPTA says that right now it cannot afford to pay its \$10-million share of the project, due to the loss of expected State funding.

The toll of trespasser deaths on local rails continued to mount over the past few weeks. On Friday afternoon, June 11, a 44-year-old Philadelphia woman was struck and killed by SEPTA R5 train #582 at Bryn Mawr station as she tried to rescue her Chihuahua dog which had jumped from the inbound platform onto the track. (The dog emerged from under the train with only minor

injuries.) Eastbound SEPTA service was halted for two and a half hours, causing #582 and three other R5 trains to be annulled. Other AMTRAK and SEPTA trains were delayed. Then, at 7:12 PM on Saturday, July 3, a 49-year-old Philadelphia man was strolling southward in the gauge of #1 track at Tabor Junction, near Fern Rock station, while wearing headphones and listening to his iPod! He was struck from behind by R1 train #1159 and decapitated. The three-hour investigation forced a total shutdown of service on the Mainline, with at least 25 R1, R2, R3 and R5 trains annulled and others delayed, as some trains were turned at Fern Rock. Also, late on June 11 a female trespasser was injured when she was struck by R3 train #396 at North Broad station.

The brutal heat during late June and early July forced SEPTA to impose its Rule F-S1 speed restriction for several hours each day of the heat wave. The rule imposes a 50-mph restriction whenever the temperature exceeds 90 degrees, because of the danger of sun kinks in the rails, sagging catenary wires or malfunctioning switches. (The mercury topped out at 102 degrees on Tuesday, July 6, and 103 on Wednesday before dropping to the lower 90's.) Sparks from a CONRAIL local freight train set brush fires along ten miles of AMTRAK's Northeast Corridor between Croydon and Morrisville around midday on Friday, July 2. Two SEPTA R7 trains and seven Amtrak trains were delayed during the hour and a half that it took local firefighters to extinguish the blazes. Later that afternoon NJ TRANSIT "gamblers express" train #7163 bound for Atlantic City was halted by a hotbox detector near Bristol, delaying five R7 trains. That same morning, a broken knuckle on CSX freight Q703 at Woodbourne delayed five R3 trains out of West TrentonSpecial half-hourly service on the R6 Norristown Line carried thousands of people to and from Manayunk to view the big pro cycling race on Sunday, June 6, but virtually every train ran late because of the crowd volume.

And then there was Thursday, June 24, when that powerful wind and rain storm crashed through the Philadelphia and South Jersey areas in mid-afternoon. As indicated above, SEPTA's worst problems were centered on the Regional Rail lines west and south of the City, resulting in a third of the system's scheduled 736 trains that day either being annulled or running late. Major disruptions occurred on three lines shortly after 3 PM, the first on the Harrisburg mainline where trees were blown into the catenary at four locations between Frazer and Downingtown, and at the west end of "Zoo" interlocking. All R5 service between 30th Street and Thorndale was suspended for more than two hours as was the R6 Cynwyd. AMTRAK's Keystone Service passengers endured several cancellations and delays, while some 25 SEPTA R5 and R6 trains were annulled and numerous others delayed for substantial periods. The first SEPTA train to operate through to Paoli was express #9559 scheduled to leave 30th Street at 5:09 PM but which actually ran 45 minutes late.

At about the same time downed trees at Angora, Gladstone and Swarthmore blocked tracks on the Media-Elwyn line and disrupted the signal system. Buses were ordered to rescue passengers stranded enroute on trains 370 and 9351, but at least 25 trains had to be annulled as regular R3 service could not be resumed until the next morning. AMTRAK lost signal power on the Northeast Corridor at 3:35 PM all the way from "Phil" interlocking in West Philadelphia to Marcus Hook. R1 service to the Airport and R2 service to Wilmington and Newark were cancelled, but R2 trains 9242 and 4372 enroute northbound were

(Continued on Page 7)

PHILADELPHIA EXPRESS

(Continued from Page 6)

diverted to the Lower Level of 30th Street Station. More than 30 R1 and R2 trains were annulled and many others delayed, including some runthrough trains to and from Warminster and West Trenton lines. Amtrak also suffered serious delays before full service was restored around 6 PM.

A few days later, on Monday afternoon June 28, the Media-Elwyn line again was shut down by a signal outage, caused by another downed tree near Angora. Numerous rush-hour trains were delayed until around 5:30 PM. In spite of AMTRAK's recent tree and brush-clearing work along the Harrisburg mainline, a tree fell into the catenary over #1 track east of Villanova on the morning of Saturday, June 12. Three R5 trains were delayed until the tree was removed at 10:30 AM. The R6 Cynwyd line suffered two shutdowns during June. The first occurred on Tuesday morning, June 1, when a catenary wire fell onto train #7658. Diesel #51 was dispatched to bring the stalled train into 30th Street, where it arrived two hours late. Five other trains were annulled. Then, on Monday the 7th a broken insulator on #1 track at "Jeff" near 52nd Street prevented train #7656 with MU #413 from proceeding onto the mainline. Its 50-plus passengers reportedly were able to walk to a point where inbound Bryn Mawr local #9008 picked them up.

SEPTA crews showed their flexibility on Thursday, July 8, when R5 train #541 was able to accommodate a group of 12 handicapped passengers from Market East to Thorndale. Some had guide dogs and others were in wheelchairs, but the train was delayed just 20 minutes. A few other R5 trains also ran behind schedule. A signal failure at "Newtown Junction" interlocking at 4:15 PM on Tuesday, July 6, held up a host of trains until the problem was corrected three hours later. The failure was blamed on the 100-degree temperatures. That same evening, a substation at Chestnut Hill East caught fire, delaying two trains until the blaze was extinguished and power restored less than an hour later. A push-pull set deadheading to Elwyn to turn as #5340 was terminated near Primos on Wednesday morning, July 7, when AEM-7 #2301 shut down. The disabled train was rescued by diesel #70 and several R3 trains were delayed. Train #5340 was annulled from Elwyn, its passengers handled on following express #4628. Five days later, on Monday the 12th, the same AEM-7 became disabled at Malvern with train #7565, after possibly being struck by lightning! Passengers were transferred to following #5571, and the stalled train later was hauled by diesel to Frazer shop.



All users of the Northeast Corridor experienced severe operating problems during the extreme heat wave on Tuesday and Wednesday, July 6-7. AMTRAK was forced to reduce the speed of its trains—including the Acela Expresses—because of the possibility of sun kinks in the rails and drooping catenary caused by temperatures exceeding 100 degrees along the entire length of the Corridor. Service on NJ TRANSIT, MARC and METRO-NORTH, as well as SEPTA, was running 20 to 30 minutes late due to the slower speeds and there were several train breakdowns reported. The ALP-46 locomotive on NJT multilevel train #3969 became disabled near Elizabeth, NJ, on Tuesday afternoon,

trapping some 1,500 passengers on board for a half hour until the crew was able to move the train to the station. There were no injuries reported but the platform was very crowded until the passengers could reboard other trains for their destinations. A handful of other NJT trains were cancelled and some Corridor expresses also were making local stops. Amtrak's own trains suffered numerous delays and several breakdowns up and down the NEC during the two-day period, but the railroad said it had rescue locomotives positioned 30 to 50 miles apart.

The Senate on June 22 confirmed President Obama's three candidates for the AMTRAK board (see November, February *Cinders*). They are Anthony R. Coscia, chairman of the Port Authority of New York & New Jersey; Bert DiClemente, a real estate executive; and Jeffrey R. Moreland, a retired BNSF RAILWAY vice president & general counsel (NARP)..... AMTRAK and several of its unions have agreed to a new contract under which workers will get a 15-percent wage increase, beginning with a 1.5-percent boost on July 1. The United Transportation Union and Brotherhood of Locomotive Engineers & Trainmen were not part of these negotiations (NARP)As of June, *Amtrak Ink* reports that seven of the 21 stored passenger cars at Beech Grove shop in Indiana have been rebuilt and returned to service, along with five of 15 P40 diesel locomotives. The \$32 million cost of this project is being funded through the American Recovery & Reinvestment Act (ARRA).

AMTRAK has begun a study to determine if it should drill new tunnels beneath the Hudson River sometime in the next 20 years. The new tunnels would supplement the existing century-old tubes to Penn Station in New York City, as well as the tunnels currently planned by NJ TRANSIT. Amtrak said it believes that weekday train counts on the Northeast Corridor will increase by 40 percent over the next two decades (*Trains*) During the past few months AMTRAK crews have been working on weekends to cut back trees and foliage on both sides of the mainline between Overbrook and Paoli. But, as noted in the Regional Rail section above, service is still occasionally interrupted by trees falling into the catenary.....Two AMTRAK Northeast Regional trains in the Philadelphia area suffered locomotive failures on two consecutive days in June. On the afternoon of the 22nd eastbound #176 broke down at Levittown, its passengers transferred to following #186. The next day, westbound #93 became disabled near Frankford Junction, Keystone Service train #649 rescuing its passengers. In both cases SEPTA R7 trains were delayed.

Last month a Maryland Congressman introduced legislation entitled the "Commuters' Bill of Rights," modeled somewhat after the airline passengers' bill of rights already in place. Apparently inspired by the horrendous breakdown in June of a MARC commuter train, in which passengers were trapped in stifling heat for nearly two hours, the bill would require water and services to be provided to stranded passengers and a deadline set as to when they would be allowed to get off the disabled train or vehicle (NARP). A few days after the incident, AMTRAK announced a "put passengers first" plan for its MARC operations, which would implement much of what the proposed commuters' rights bill envisions.....The Federal Railroad Administration is now accepting applications for the second round of funding for high-speed rail projects, with \$2.3 billion in grants to be awarded this fall. The funding is part of the \$8 billion for high-speed rail announced by President Obama last fall.

(Continued on Page 8)

PHILADELPHIA EXPRESS

(Continued from Page 7)

Homeland Security Secretary Janet Napolitano visited 30th Street Station on Thursday, July 1, to introduce DHS's new "See Something, Say Something" campaign to increase public awareness in reporting suspicious activities. She also announced a new nationwide information-sharing partnership with AMTRAK as part of the Department's anti-terrorism initiative. Newly-installed Transportation Security Administrator John Pistole and Amtrak Chief of Police John O'Connor also were present, along with an impressive array of TSA officers, Amtrak and Philadelphia police and bomb-sniffing dogs. The nationwide campaign is aimed at "bolstering surface transportation security," most specifically along passenger rail lines. Even though it does not single out photographic activities, some are concerned that it may toughen Amtrak's already somewhat inflexible (and confusing) policy regarding photography at stations and along the railroad

.....MASSACHUSETTS BAY TRANSPORTATION AUTHORITY has sued Rocla Concrete Tie Corp. over the deterioration of concrete ties installed along MBTA's Old Colony Line near Boston. The warranty on the ties specifies a 50-year service life. AMTRAK and METRO-NORTH already have settled with Rocla over the same issue, and have installed thousands of new ties.



CSX, NS, OTHER ROADS

In June came the surprising news that Electro-Motive Diesel, once a division of General Motors, is being sold to Progress Rail Services, a subsidiary of Caterpillar, Inc., for \$820 million. The sellers, private equity funds Berkshire Partners and Greenbrier Equity Group, bought EMD from GM five years ago. Analysts speculate that Caterpillar wants to build its locomotive business into a formidable competitor for General Electric (*Trains*)

.....Governor Rendell announced in June that he was releasing \$5 million to the Pennsylvania Historical & Museum Commission for new exhibits and the design of a roundhouse at the railroad museum at Strasburg. The expectation is that another \$6 million will be earmarked in this fiscal year for actual construction.

Bloomberg Businessweek Magazine has listed CSX as #23 on its list of 50 top U.S. companies, based on their stock performance over the past five years. CSX stockholders have enjoyed a 163.8-percent return on their investment during that period.....CSX's ex-B&O Thomas Viaduct near Baltimore will turn 175 years old in 2010. Still used by dozens of trains each day, it is the oldest active major railroad bridge in North America.....CSX has said that it wants out of the commuter train business, which will force the State of Maryland to find a new operator for MARC's Baltimore-Washington, Martinsburg-Washington and Frederick-Washington services

.....CSX CEO Michael Ward said recently that the U.S. needs to make a "renewed and aggressive commitment" to modernize its infrastructure and "do a better job of maintaining the strong but aging systems we already have in place" (*Weekly Rail Review*).....CSX reported a 22-percent increase in revenue during the second quarter to \$2.7 billion, as compared

with the same period in 2009, and a 33-percent increase in operating income to \$768 million.....Tropicana says that the CSX orange juice train, which runs weekly from Florida to North Jersey, took 47,000 trucks off the highway last year.

The West Virginia investor who bought the famed Greenbrier Hotel and Resort from CSX last year has promised to spend \$15 million on a plan to run a steam-powered luxury train from Washington, DC, to the resort at White Sulphur Springs, WV. But a later announcement revealed that the train actually would operate behind diesel power for the first year or two, beginning in the summer of 2012. Not surprisingly, the man behind the "Greenbrier Express" project is none other than the longtime maestro of steam, Ross Rowland, who happens to own ex-Chesapeake & Ohio 4-8-4 # 614 that he eventually hopes to use over part of the train's route. The big engine ran on excursions on the 1980's but has been mothballed for years in the READING & NORTHERN's yard at Port Clinton, PA. Equipment for the 16-car consist is to be refurbished in a leased ex-Bethlehem Steel shop at Pottstown, PA (*Trains*)

The large number of stored freight cars in the U.S. has been reduced by about 90,000 cars as owners have retired them to take advantage of the rising price for scrap metal. There are still an estimated 391,000 surplus cars in storage (*Journal of Commerce*).....The August issue of *Railfan & Railroad Magazine* includes a photo of WEST CHESTER RAILROAD Alco C424 #4230, freshly painted in a new gray, black and yellow scheme to replace its black livery. RS18 #1803 also is expected to receive the same treatment.

NORFOLK SOUTHERN has announced that it is working with the Tennessee Valley Railroad Museum in Chattanooga to operate a limited number of steam excursions over its lines, beginning later this year. While not on the scale of the old Southern-NS steam program, at least the railroad appears willing to run excursion trains powered by three of TVRM's locomotives—ex-Southern 2-8-2 #4501, ex-Southern 2-8-0 #630 and former U.S. Army 2-8-0 #610. The latter is one of the last steam engines to be built in America, turned out by Baldwin-Lima-Hamilton in 1952.....NS reports that the government's mandate to install Positive Train Control (PTC) on all rail lines which carry passenger trains, at least five million gross tons of freight annually or certain hazardous materials will cost the railroad about \$1.1 billion more than its normal capital expenditures over the next five years. The Association of American Railroads claims that the cost of PTC will be far greater than the operational benefits to be realized from the system

.....We thought that the restoration of the ex-Reading station at Valley Forge Park, along NS's Harrisburg Line, had been completed (see June *Cinders*). Not so. While work on the building itself is done, contractors have begun extending the platform canopies, a job which will go on through the summer.

NJ TRANSIT next month will launch a 90-day trial of "Quiet Commute" cars on its Northeast Corridor express trains. These will be similar to SEPTA's popular QuietRide cars in which cell phones and similar devices are banned while also restricting other unpleasant noise.....NJ Transit plans to order 100 more multilevel cars and ten dual-mode diesel/AC electric locomotives (*Trains*).....In spite of New Jersey's budget problems in this fiscal year, the *Inquirer* reports that NJT's River Line light-rail operation will receive \$53.4 million for debt service and \$1.1 million for vehicle repairs and diesel engine overhauls. But due to the budget crunch, the River Line no longer runs its late-evening weekday trains between Camden and the Route 73 station in

(Continued on Page 10)

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.)

Why We Ride the Train Department: On one of his last late night TV shows, he said, "that passengers on Amtrak are now allowed to carry guns on the trains, but Greyhound travelers are still not allowed to wear deodorant!" (Conan O'Brien).....One of Roy's New York friends relates, "Growing up in the Bronx, I went to junior high school sensing that the trolleys would soon be replaced by buses, so I'd wait for one of the Third Avenue Railway System's yellow-and-red cars to come along and hop aboard. This would take me on a 17-block journey on Broadway from 225th to 242nd Street. It was my favorite mode of transport. With no dedicated right-of-way, the motorman yanked on the bell cord, whipped his controller around while tending to auto traffic and boarding and exiting passengers." (John Weber).....While still east of the Hudson River, Metro-North Commuter Railroad closed out 2009 with an overall on-time performance of 97.8%. Ridership was down 4.1% and 2009 was the safest year for customers. The 300 new M-8 MU's should be delivered this year, and 5,744 new parking spaces will be constructed in Connecticut, including two new stations known as Orange and West Haven (*BLHS Bulletin* – R. A. Lowe).

Still in the Land of the Yankees & Mets: The Pullman heavyweight car *Wamsutta* was built in 1924 as a parlor car but was later converted to a private commuter club car. It ran in Pullman grey and was lettered for the New Haven and for years it departed Grand Central Terminal at 5:11 PM as a "gentlemen's bar car". It carried the name *V:XIGBC* – get it?? (Peter E. Lynch).....*Mass Transit Magazine* provides a New Jersey Transit snapshot: NJT is the third largest transit system in the United States and it provides service on three light rail lines and 11 commuter rail routes. It operates 500 commuter route miles and 61 light rail miles. The rolling stock includes 174 locomotives/motors, 1,048 rail cars and 93 LRV's. It carries almost 82 million commuter and 22 million light rail trips annually to and from 165 commuter and 60 LRV stations. Expected operating cost in 2010 is \$1.8 billion and NJT is getting \$424 million in stimulus funds.....Recently, Murphy Auctions had a sale. One item was a circa-1870's George Brown Company tinsplate horse-drawn streetcar stenciled "Broadway & 42nd Street". The winning bid was \$6,325! Roy feels faint! (*Antique News*).

West of the Delaware River: *Franklin Inn* and *Collinsville Inn* are ex-Pennsylvania Railroad Budd-built 1949-vintage 21-roomette sleepers rebuilt into coaches by Budd in 1963 for Washington-New York service for the 1964-65 New York World's Fair. The two cars later became MARC coaches and are now owned by Washington, DC Chapter, NRHS. The cars are presently at the Western Maryland Scenic Railway being refurbished and updated for Amtrak service (*The Timetable*).....The Valley Forge Scenic Railroad ran steam tourist trains for two seasons in 1968-69 on a few miles of ex-Reading Company trackage on the outskirts of Phoenixville, PA. On rare summer outings when VFSR ran on weekdays, passengers encountered the unpleasant sounds and smells of animal slaughtering taking place in the nearby Roberts Company

meatpacking plant. Roy doubts that the word "scenic" in the Line's name would encompass this experience! (Kurt R. Bell, *The Bee Line*, Reading Company Technical & Historical Society).....We learn from New England about the current status of the White River Junction, VT station. Designed by Noted Architect Jens Frederick Larson, it was built in 1936 and it listed on the National Register of Historic Places. Served by Amtrak's **Vermont** and four freight railroads, the building is up for sales with an asking price of \$875,000. (*The 470*, 470 Railroad Club).

Through and West of the Alleghenies: Norfolk Southern Corporation operates approximately 21,000 route miles in 22 states and the District of Columbia. It interfaces freight operations with a number of passenger transportation railroads/authorities and Roy can name seven: 1) Amtrak, 2) Virginia Railway Express, 3) MARC, 4) SEPTA, 5) New Jersey Transit, 6) Metro-North Commuter Railroad and 7) Illinois' RTA/METRA, Any others???.....Possibly the best railroad/transit museum in the Western Hemisphere is the Illinois Railway Museum in Union, IL. With operating railroad and transit equipment, they also have a functional signal display with over 25 different rail protective devices including at least 10 different semaphore types. Among them is an ancient tilt board signal (a design that dates back to 1857) used by the Baltimore & Ohio and the Detroit, Toledo & Ironton at the unmanned crossing at Jackson, OH. The word "semaphore" is derived from Greek, "sema" meaning sign/signal and "phoros" meaning "beaver". (*Rail/Wire*, Illinois Ry. Museum).....Class 1 railroads in the 1970's each had a fleet of thousands of freight cars numbered in four- or five-digit series. The Chicago & North Western, which had a huge freight car fleet, was a bit unusual in that it had a plain 40-foot boxcar numbered "1" which for years ran in regular service (J. J. Young, Jr.). (*Editor's Note: I remember a photo in Trains of a Monon box car also bearing the number "1" – RLEjr.*)

2012 NRHS CONVENTION Cedar Rapids, Iowa – June 18-25, 2012

Roanoke Chapter, NRHS Sets Amtrak Trips on NS November 6-7

While perhaps somewhat out of *Cinders'* territory, Roanoke Chapter, NRHS has announced two fall foliage Amtrak excursions originating in Roanoke, VA, operating over Norfolk Southern trackage the weekend of November 6-7, 2010.

The trip on Saturday, November 6 will originate in Roanoke (former N&W station), and travel to Danville, VA, via the former Virginian Railway to Altavista, then south on the former Southern to Danville, where there will be a layover. The train will return to Roanoke via Lynchburg and the original N&W mainline through Bedford. This trip will represent a new destination for the Roanoke Chapter trips.

On Sunday, November 7, the train will operate from Roanoke to Bluefield, WV, a popular destination for these trips, with a layover for passengers.

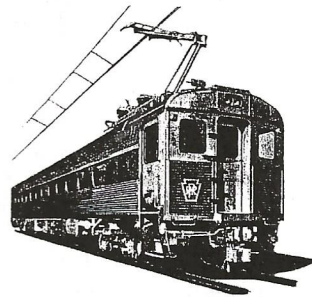
While final fare and schedule information is not yet available, anyone interested in these unusual mileage trips may send a stamped, self-addressed envelope to: Amtrak Excursions, Roanoke Chapter, NRHS, P. O. Box 13222, Roanoke, VA 24032-3222, or visit website www.RoanokeNRHS.org.

PHILADELPHIA EXPRESS

(Continued from Page 8)

Pennsauken. Evening service continues on Saturdays from the Camden Entertainment Center.....Around noon on Wednesday, July 7, a 38-year-old man drove his pickup truck around the gates, ignoring the flashing lights, and was struck and killed by NJT train #4620 at a grade crossing in Berlin Borough. The more than 100 passengers on the Philadelphia-bound train were bused to Lindenwold station. Rail service was not restored until 3 PM. This occurred at the same crossing where an 88-year-old woman was killed last February when a Philadelphia-bound train struck her car.

Our guest presenter for the December 2010 Chapter meeting, Joel Spivak, was the subject of a front-page story and two color photos in the May 29 edition of the *Inquirer*. Joel, who served in the Army for six years, has been largely responsible for restoring and maintaining three small parks in the City as memorials honoring military veterans and their families.....The Chapter's ex-Reading FP7 #903, together with partner #902, made its first revenue run with a Steamtown excursion train on Saturday, June 26. Proudly bearing recreated jeweled number plates on their noses, the units flawlessly handled a seven-car special from Moscow, PA, where they relieved Steamtown's 2-8-2 steam locomotive #3254, to the Delaware Water Gap and return to Scranton. Thanks go to Rich Jahn of the Anthracite Railroads Historical Society and Tim Weidner of the Reading Company Technical & Historical Society for their work in having the new number boards fabricated, and to our own Mechanical Committee for their hard work in helping maintain the splendid-looking, 50-year-old units!



Silverliner Update

Ride the beautiful silver fleet . . . the last word in restful, air-conditioned comfort!

As we approach the initial delivery of prototype Silverliner V cars over the next few months, we'll attempt to keep you updated on the status of the current fleet, with particular emphasis on the Budd Silverliner II and St. Louis Silverliner III cars.

As of July 15, Silverliner II #214 remains out of service at Wayne Electric Shop, awaiting disposition. Nine cars are at Overbrook: Budds 205, 251, 257 and 9003 and St. Louis cars 222, 224, 232, 234 and 237. None of these cars have officially been retired at the present time, and there always is the very remote possibility one or more could be returned to active service.

Budd 257, of course, was severely damaged in a fire last November along the R5 near 52nd Street, and the 222, which has had a number of failures, was damaged in a fire at North Wales recently.



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