

# CYNDERS

## JANUARY 2010



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

**PHILADELPHIA CHAPTER, NRHS WEBSITE ADDRESS: [www.phillyNRHS.com](http://www.phillyNRHS.com)**

## Super Snowstorm Dumps on Delaware Valley

A pre-Christmas snowstorm of record proportions roared in from the South over the weekend of December 19 and 20, walloping Philadelphia and much of the Northeast. The official reading of 23.2 inches reported at International Airport made this the second deepest snowfall in more than a century of weather reporting in Philadelphia. Mother Nature did offer one consolation—the storm arrived on a Saturday rather than on a much busier weekday. Oddly enough, the band of heaviest snow passed directly over Philadelphia and adjacent areas of Delaware, Maryland and New Jersey, with smaller accumulations to the north and along the Jersey shore.

Not only did highways in the area become treacherous—and often impassable—but railroads, transit agencies and airlines found themselves faced with the herculean task of maintaining at least a semblance of normal service. On Saturday more than 80 percent of all flights due to depart from Philadelphia were cancelled, with some 1,300 would-be holiday passengers stranded overnight at the Airport. The Eagles were forced to delay the start of their football game against the San Francisco 49ers from 1 to 4:15 on Sunday afternoon, to give an army of more than 1,200 workers time to clear the many tons of snow from the playing surface and stands at Lincoln Financial Field.

SEPTA employees made a valiant effort to keep the trains and buses running, although most schedules weren't worth the paper they were printed on. On Regional Rail, 293 trains were delayed and 51 annulled on Saturday, out of 492 scheduled runs, mostly due to weather conditions, with frozen switches and clogged interlockings the main problems. On Sunday, 255 trains were delayed and 95 annulled out of a scheduled total of 428, caused by multiple switch failures and equipment breakdowns. On Saturday, the train which claimed the record for lateness was after-midnight R6 #6638 from 30<sup>th</sup> Street to Norristown, delayed three hours, and on Sunday R1 #2127 from Warminster to the Airport was reported 2-1/2 hours late. (SEPTA defines "late" as more than five minutes behind schedule.) Numerous R1 Airport, R2 Marcus Hook and R3 Media-Elwyn trains had to be annulled on Sunday due to frozen switches at "Arsenal" interlocking.

On the first weekday after the storm, Monday the 21<sup>st</sup>, 285 trains were delayed and 16 annulled out of a normal 721 trips. SEPTA issued an advisory to passengers to expect delays of 15 to 20 minutes on all trains. R6 Cynwyd service was suspended for

the entire day due to an Amtrak switch failure at "Zoo." But by Tuesday Regional Rail service was essentially back to normal.

On the transit side, the snow and drifting caused widespread delays and cancellations. Service had to be suspended on many bus routes over the weekend and subway-surface trolleys operated with substantial delays. After PCC-II #2334 derailed on a curve at Girard Avenue & Corinthian Street around 8 AM Sunday, buses were substituted on Route 15 through Monday. The Norristown High Speed Line was shut down around 8 on Saturday evening due to third-rail problems, and rail service did not resume until Monday morning. The Market-Frankford subway-elevated line and the Broad Street subway continued to run with minor delays, but SEPTA said all station elevators were out of service on Saturday and Sunday. Mayor Nutter issued a public appeal to football fans to use mass transit to reach the "Linc" for the Eagles-49er's game on Sunday afternoon. SEPTA operated its "Sports Express" service on the Broad Street subway every ten minutes before and after the game.

NJ Transit riders also suffered major delays and cancellations from Saturday through Monday morning. Service on most bus routes in South Jersey was suspended late Saturday but slowly resumed on Sunday afternoon. Numerous NJT trains were delayed and a few annulled over the weekend and into Monday. River Line service was knocked out for a time, and on Monday morning had to be partially suspended due to automobiles blocking the track at two locations. About 7:30 PM on Saturday Atlantic City-bound train #4687 struck an NJT bus which had become stuck on the tracks at a grade crossing in Pennsauken. The bus driver had managed to evacuate all 26 passengers before the collision, but the train's engineer suffered minor facial injuries. Thirty-eight rail passengers were transferred to following train #4689. PATCO operated well during the storm period but lengthened its normal 15-minute headways to 20 minutes.

Amtrak had its own problems on the Northeast Corridor and to Harrisburg but was able to maintain service over the weekend, albeit on a reduced level. A total of 28 regularly-scheduled NEC trains were cancelled, including #89, the New York-Savannah, GA, **Palmetto** on Sunday. There were additional cancellations on Monday the 21<sup>st</sup>, including four Philadelphia-

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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.

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**EXCHANGE COPIES** should be sent to: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

#### If your *Cinders* Arrives in Bad Condition

If your *Cinders* arrives damaged, contact Editor Larry Eastwood at 215-947-5769 or [reastwood2@comcast.net](mailto:reastwood2@comcast.net) and a replacement copy will be promptly sent to you.

## MEETING NOTICE

#### MEETING CANCELLATION NOTICE

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting day, Chapter officers will make a decision on whether to hold the meeting as scheduled. If in doubt, members should telephone 215-947-5769 after 12 Noon on the day of the meeting for a recorded advisory. Thank you.

### Super Snowstorm Dumps on Delaware Valley

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Harrisburg trains. On Saturday, the first day of the storm, only ten percent of Amtrak's Corridor and Keystone services operated on time, but the performance improved somewhat on Sunday. Over the two-day weekend Amtrak carried 82,500 passengers on Corridor trains, an eight-percent increase over the comparable period in 2008.

The freight railroads also were affected by heavy snow and bitter cold temperatures, often holding trains in terminals rather than risking long delays on the road. By Tuesday the 22<sup>nd</sup> both CSX and Norfolk Southern said their operations were returning to normal but power outages and downed trees still were a problem on some branchlines.

While this massive storm may have been an aberration of nature, some weather professionals are forecasting a hard winter ahead. Transportation people, be they SEPTA managers, Amtrak engineers or truck drivers, are hoping that those weather gurus are wrong.

### Book Preparation Assistance Needed

Chapter Member Joel Spivak, author of several local rail books, has in preparation a new publication entitled *Philadelphia Railroads*, which will include coverage of SEPTA's Market-Frankford and Broad Street lines as well as PATCO.

Joel is looking for interesting images, stories as well as proofreaders. He is also interested in interviewing former employees who have worked on these lines. Contributors will receive a copy of the publication. Contact with Joel may be made to 215-755-7717 or by E-mail to [JoelSpivak@comcast.net](mailto:JoelSpivak@comcast.net).

#### FRIDAY EVENING, JANUARY 15, 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, 9<sup>th</sup> Street above Locust  
(\$6.00 after 6 PM), Parkway garage, also 9<sup>th</sup> above Locust  
(\$9.00 after 5 PM). There is a new underground garage directly  
across from the Jefferson Alumni Hall (entrance on 11<sup>th</sup> Street just  
above Locust) which is very handy. *(Please note that we are in the  
process of updating the garages and prices and this will be  
completed during the fall months.)*

Our program on January 15, 2010 will feature Chapter President Frank Tatnall with **The Last Years of D.C. Transit in Washington, DC, 1957-1961**, the privately-owned trolley and bus system which preceded today's Washington Metro. Formerly known as Capital Transit, the company was forced by the Federal government to remove its trolleys from the streets of the Nation's capital, in spite of the fact that the cars operated with no overhead wires in the downtown area. The program will show normal service as well as excursion operations. Don't miss this program!!  
**NOTE: Railroadiana Auction will be held February 19, 2010!!**

The evening begins with our usual optional sit-down dinner in the Faculty Club, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$20.00 per person. **DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, JANUARY 12, 2010 to National Director Larry Eastwood at 215-947-5769.** The menu for January was not available at presstime. **PLEASE CALL 215-947-5769 ON OR AFTER JANUARY 8, 2010 FOR ENTRÉE CHOICES.** Why not come out for dinner before our meeting. It's an enjoyable full meal, plus informal and interesting conversation, and it's still priced at only \$20.00 per person.

# PHILADELPHIA

# EXPRESS



## FRANK G. TATNALL, JR.



## SEPTA TRANSIT

At a special meeting on December 10, the SEPTA board approved the new five-year contract with Transport Workers Union Local 234 that ended TWU's six-day strike in early November (see December Cinders). The contract provides a 2.5-percent wage increase in its second year (beginning March 15, 2010), and a three-percent raise in each of the final three years. It also increases workers' contributions to their pension fund from two to three percent and boosts the maximum pension from \$27,000 to \$30,000 a year. Each employee also receives a \$1,250 one-time "signing bonus." On December 13 the 340 members of United Transportation Union Local 1594, who operate trolleys and buses on the former Red Arrow suburban lines, ratified a similar contract. This in turn was approved by the SEPTA board on December 17. These Suburban Transit Division employees did not strike, but continued to work during the City Division shutdown.

SEPTA held two public meetings on December 15 to seek public comment on its proposed capital budget for Fiscal Year 2011 beginning this July 1, as well as the 12-year capital program. While several candidate projects were highlighted for funding over the next five years, no firm dollar figure was given for the proposed budget. Much will depend on whether the State is granted permission by U.S. DOT to place tolls on Interstate 80 (see December Cinders and previous issues). These tolls would play a major role in funding Act 44 of 2007 which authorizes a substantial increase in spending for transit projects across the State. One proposal conspicuously absent from the budget presentation was the long-planned extension of the Norristown High Speed Line to King of Prussia Mall, a project vigorously supported at the meeting by a representative of the Greater Valley Forge Transportation Management Association. Public hearings on the new budget are scheduled for April.

In late November PennDOT reopened Germantown Avenue between Queen Lane and Coulter Street, marking the completion of a nine-month, \$9-million rebuilding of two sections of this busy street in Germantown. As was the case in the 2007-2008 rebuilding of a half-mile-long segment in Mount Airy, new trolley tracks and overhead wires were installed even though SEPTA denies any intention of restoring rail service to Route 23 .....An apparently-homeless man committed suicide in front of a westbound Market-Frankford subway train at the 30<sup>th</sup> Street Station around 3:30 PM on Sunday, December 13. Market-Frankford and subway-surface trolley service was suspended for over two hours while the investigation continued..... That same day icy conditions on the I-76 Schuylkill Expressway led to the crash of a Route 123 bus, injuring ten passengers. The bus rear-ended two automobiles near Gulph Mills..... SEPTA has filed suit against the engineering firm AECOM which helped design the Market Street elevated reconstruction, alleging that flaws in its design work caused substantial delays to the

project. SEPTA accuses the firm of breach of contract and professional negligence, which already has forced the agency to pay out more than \$43 million to settle contractor lawsuits (Plan Philly).....SEPTA is developing a fleet management plan to better allocate its rail and bus vehicles.

SEPTA agents are participating with the FBI, the U.S. attorney's office, the City of Philadelphia, the Postal Service and other agencies in an investigative program to root out potential fraud in the \$787-billion Federal stimulus program. The *Inquirer* reports that the chairman of the Pennsylvania Stimulus Oversight Commission said that no allegations of stimulus fraud had yet come to his attention. "I think the money is being managed carefully, and it is being put into good projects," said Ronald J. Naples, "[but] I guess there is the potential for bad things." SEPTA will be the recipient of about \$191 million in stimulus funding.....SEPTA has introduced a mobile function on its website which allows customers to download on-the-go travel information on their "smart" phones. The address for the service is [www.septa.org/m](http://www.septa.org/m), which will display alerts, advisories and contact options. Mobile railroad riders may access next-to-arrive and on-time train information at [www.septa.org/m/nta](http://www.septa.org/m/nta) .....DVARP reports that a joint SEPTA-City task force has been set up to revive the "transit first" strategy that was conceived years ago. Traffic signals which give transit vehicles priority at intersections and implementing fewer stops on the routes are two of the possible changes.



## SEPTA REGIONAL RAIL

SEPTA will reissue all of its Regional Rail timetables effective January 17, coinciding with a schedule change for AMTRAK's Northeast Corridor service. It's notable that the new timetables still carry the "R" designations, which are thought to be living on borrowed time (see December Cinders and previous issues), while the R3 Media-Elwyn and R7 Trenton-Chestnut Hill East folders likely will revert to their standard appearance .....It is expected that SEPTA and other users of the Northeast Corridor will be required to equip their trains with AMTRAK's "ACSES" automatic train control system. As part of the federally-imposed mandate for installation of Positive Train Control on all passenger-carrying lines by 2015, Amtrak is extending ACSES (which stands for Advanced Civil Speed Enforcement System) to the entire NEC. To date, it is in service mainly between New Haven and Boston.

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# PHILADELPHIA EXPRESS

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SEPTA last month was in the process of cutting in its new automatic train control system on the R2 Warminster Line, but not without problems. As signal work progressed over the weekends of December 5-6 and 12-13 and a new switch was installed, shuttle buses were operated between Warminster, Hatboro and Glenside where connections were made with regular train service. But on Monday, December 14, nearly every train on the line was delayed. SEPTA blamed the problem on a fault in the software that forced it to operate in "fallback mode," which essentially means a dispatcher-controlled block operation. Delays continued on the following two days until the software glitch was corrected. Part of the project included the relocation of "Lynn" interlocking at Roslyn station, where southbound trains leave the single track and enter track #1. This switch was moved southward about 300 feet toward Bradfield Road in order to allow trains to stop at the station without blocking the busy Susquehanna Road grade crossing. Someone at SEPTA with a morbid sense of humor decided to name the new interlocking "Grave," apparently because it is adjacent to Hillside Cemetery, but this set up the possibility of confusion with the "Grove South" interlocking two miles to the north. At latest word, SEPTA will bury "Grave" and reinstate the old "Lynn" designation. The Warminster signal project was given priority status following the head-on collision of two trains near Crestmont station in July 2006, in which several injuries occurred.

Work on SEPTA's new Silverliner V fleet continues in South Korea and in South Philadelphia. The six car shells mentioned here last month arrived in Philadelphia in early December and nine more were shipped from Masan, South Korea, on November 22, with arrival in Philadelphia set for early this month. Another nine car shells were scheduled to leave Masan in mid-December. All 117 car shells will receive final assembly at Hyundai-Rotem's Weccacoe Street facility in South Philadelphia, with the last deliveries due in 2011. Testing of the three fully-assembled pilot cars, single #701 and married pair #801-802, continued into December at the Hyundai plant in Changwon. The intention was to ship the three pilot cars to Philadelphia by late last month, after resolution of the many structural and computer-related issues raised by Hyundai and SEPTA inspectors on site. The pilots are promised for delivery to SEPTA in February.

The citizen group pushing for resumption of commuter rail service to Newtown has issued a mock SEPTA-style Newtown timetable cover. It contains information on supporting the effort, even though SEPTA has made it plainer than plain that it has no intention of reopening the long-idle line. For information, check the website [www.r8newtown.com](http://www.r8newtown.com).....It is reported that inspectors from the Federal Railroad Administration have been riding some Regional Rail trains to check that engineers and other train service employees do not have cell phones on their persons. Following some unfortunate accidents the FRA has outlawed the use or possession of cell phones or "PDA's" by on-duty train personnel, and most railroads and transit systems (including SEPTA) now have rules in place prohibiting their use by on-duty employees.

We usually don't hear much about the lightly-traveled R6 Cynwyd line, but it did have some problems last month. In addition to the one-day service suspension on Monday, December 21 (see snowstorm article elsewhere in this issue), train #7655 with single MU #405 lost power at Bala on Monday morning,

December 14, and had to be shoved to Cynwyd by following train #7657. Two days later, train #7682 consisting of car #300 became disabled at "Jeff" interlocking east of Wynnefield Avenue, and had to be pushed to Suburban Station by train #7684. The R6 Norristown Line had a bad day on Tuesday the 15<sup>th</sup>. At 7:05 that morning train #4301 was disabled at Conshohocken due to a broken brake pipe, its passengers picked up by following train #4009. Then at 8:40 AM all signal power and control was lost for over an hour, delaying four trains. A chemical leak at the Sunoco refinery in Marcus Hook on Friday, November 27, delayed two R2 trains as AMTRAK was forced to run all service on #1 and 2 tracks.....A pickup truck was abandoned on the tracks near the Neshaminy Falls station on Sunday morning, December 6, and was struck by southbound R3 train #4109. There were no injuries but 4109 was annulled and five others delayed due to the need for single-tracking through the area.

At least ten R5 trains had to be annulled between Paoli and Thorndale on the evening of Tuesday, December 15, after an AMTRAK train struck and killed a trespasser at Thorndale station (see below). Passengers were transferred to shuttle buses during the four-hour shutdown. Push-pull train #5571 had just discharged its passengers at the station prior to the accident. At 6 AM on Tuesday, December 1, catenary wires fell on top of R3 train #315 at West Trenton, and at the same time train #313 was stalled at Trevose with a damaged pantograph. Electric power was knocked out on the line and all service north of Jenkintown suspended. A wire train was dispatched to make repairs and found the wires also down on #1 track near Fairless Junction. By 7:05 power was restored as far as "Neshaminy" and by 7:40 to "CP Wood" at Woodbourne, allowing service to resume as far as Langhorne. But at 8:25 a fire was reported in the substation at "Neshaminy," forcing the suspension of service again north of Trevose. Some service was restored over the next two hours but catenary repairs at Fairless Junction and West Trenton were not completed until 2 PM. At least 17 R3 trains had to be annulled between Jenkintown and West Trenton.

On two days last month a series of AMTRAK problems inconvenienced SEPTA passengers. A switch failure at "Phil" interlocking in southwest Philadelphia around 7 AM on Friday, December 11, delayed a host of SEPTA trains for the next two hours. At about the same time a catenary wire fell on #3 track between Eddystone and Chester, delaying four R2 Marcus Hook-Wilmington trains and a few of Amtrak's own Corridor trains. The next day, a loss of signal power between Devon and Thorndale forced SEPTA to annul four R5 trains, and several other R5 trains plus Amtrak's **Pennsylvanian** and a Keystone Service train from Harrisburg were delayed. On Wednesday morning, December 9, R6 train #7660 from Cynwyd struck a fallen tree branch near Amtrak's "Valley" interlocking in West Philadelphia, disabling the train. Its 60 passengers were transferred to R5 limited #9538 which made a special stop. Heavy rains that same morning caused water to rise above the railhead at the R6 Spring Mill station, but there were no train delays.

In most months we report on various malfunctions that afflict SEPTA's push-pull trains, and December was no exception. On Thursday morning the 3<sup>rd</sup> R3 train #6321 **Neshaminy Limited** stalled at Yardley station when AEM-7 #2306 died. After its passengers were transferred to following train #323 on the opposite track, the disabled train was towed to Wayne Junction by diesel switcher #50. That afternoon R3 train #6374 **Pennypack Limited** was delayed leaving Powelton yard when AEM-7 #2303 would not

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# PHILADELPHIA EXPRESS (Continued from Page 4)

take power, but power was restored and the train departed 16 minutes late. Two more incidents occurred on Christmas Eve, December 24. That morning R3 Elwyn express #5340 lost power coming into 30<sup>th</sup> Street Station, but the crew managed to discharge its 300 passengers on the wooden surface just beyond the high-level platform. Many following R1, R2 and R3 trains were delayed due to single-tracking around the stalled train. About 6 PM a low-speed collision occurred as R7 express #5745 pushed by AEM-7 #2302 entered track #5 at AMTRAK's Trenton station and struck three-car outbound train #768. Four crew members were transported to a local hospital but there was only minor damage to push-pull cab car #2401 and MU #293. Train #768 was annulled and its passengers handled on #7770.



AMTRAK's Northeast Corridor operation suffered another of its periodic power failures on Wednesday, December 23. Around 8:45 AM a voltage drop occurred at a substation near the Bergen tunnel portal, three miles west of Penn Station in Manhattan. Fearing a larger power failure, Amtrak suspended all Northeast Corridor service between Penn Station and Newark, until power was restored at 11:35 AM. It appeared that the incident was not related to the snowstorm problems over the previous weekend. Delays to Amtrak, NJ TRANSIT and LONG ISLAND passengers continued for hours, and still were averaging 20 minutes or more on the Corridor into the evening. During the outage some Amtrak and NJT trains were turned back at Newark station. Amtrak, of course, said it was investigating the cause of the disruption. Later that day, around 8:30 PM, northbound Acela Express #2126 pulled down some catenary wire under the South Street highway bridge in Philadelphia. This required single-track operation and speed restrictions on #3 track for several hours between 30<sup>th</sup> Street Station and "Phil" interlocking. The South Street bridge currently is being rebuilt.

Several months late, the \$1.1-trillion omnibus spending bill for the current Fiscal Year 2010 was passed by Congress last month and signed by President Obama. AMTRAK gets \$1.6 billion (excluding stimulus money), high-speed rail projects \$2.5 billion and transit \$10.7 billion. The bill also included \$41.8 billion for highway construction and repair. Funding for a proposed "National Infrastructure Bank" was removed from the bill, but could be taken up separately (National Corridors Initiative). The legislation includes a controversial provision forcing Amtrak within a year to begin accepting firearms in baggage service if they are in locked boxes, but due to a clerical error the wording requires that the *passengers* be in locked boxes (NARP).

U.S. Transportation Secretary Ray LaHood said that the first grants for high-speed rail projects are expected to be awarded in February. He said that the FRA has received 45 applications from 24 states to advance major high-speed corridor initiatives, using \$8 billion in funding from the American Recovery & Reinvestment Act (ARRA) stimulus program. Some 30 domestic and foreign rail supply firms have committed to establish or expand their operations in the U.S. to help carry out the President's pledge to use stimulus funds to "create good jobs here in America and help reinvigorate our manufacturing base" (*Railway Age*)

.....At this writing no information has been released concerning the extension of Joseph Boardman's appointment as president of AMTRAK. He was named to the post in November 2008 for a one-year interim period.

AMTRAK again will update its Northeast Corridor train schedules, effective January 18......Eastbound Keystone Service train #618 struck and killed a female trespasser at Thorndale station about 7:40 PM on Tuesday, December 15, as she was attempting to retrieve a handbag that she had dropped on the track. Amtrak and SEPTA R5 service was suspended through the area for nearly four hours. It is unclear whether the trespasser had just gotten off a SEPTA train.....AMTRAK crews have been busy cutting trees along a stretch of the Harrisburg mainline between Merion and Narberth stations, in an area where trains often have been delayed by fallen trees. It was also the scene of a dispute with a trackside property owner who had extended his garden onto Amtrak property, then was arrested and got into a legal battle with the railroad (see July *Cinders*). A local judge dismissed the case and ordered Amtrak to mark its property line to eliminate future confrontations. Amtrak has also built new stone retaining walls along the track to prevent erosion. Railroad crews have bulldozed an area along the Harrisburg line west of "Zoo" to 42<sup>nd</sup> Street, clearing it of accumulated debris.

AMTRAK announced that it set a new ridership record over Thanksgiving week in 2009, when it carried a total of 685,876 passengers during the seven-day period. The total was four percent higher than last year's figure of 659,184, including a five-percent increase on the Northeast Corridor, 12.5 percent on its Harrisburg service, 2.9 percent on short-haul lines and 4.7 percent on long-distance trains. As usual, Wednesday was the busiest day, when 127,577 passengers crowded onto the trains..... Philadelphia City Council plans to hold hearings early this year on the subject of AMTRAK's deteriorating bridges in the City (see October *Cinders*). While only the Federal government has regulatory authority over Amtrak, an *Inquirer* investigation in September into the condition of 302 Amtrak bridges in the region raised eyebrows among other government officials. Amtrak says that all of its bridges are safe.....The National Christmas Tree, erected each December in the Ellipse near the White House in Washington, this year was graced by a model AMTRAK trainset circling under the tree. The train consisted of a scale Genesis P42 locomotive, four Amfleet coaches and a café car.



CSX has named David A. Brown as its executive vice president & chief operating officer, effective January 1. Brown, who most recently served as vice president & chief transportation officer, succeeds retiring Tony L. Ingram as COO. Ingram, a longtime NORFOLK SOUTHERN executive, was brought over to CSX in 2004 to help turn around CSX's reputation for poor service, which he largely did. Replacing Brown will be Cindy M. Sanborn, who had been vice president of the Northern Region .....CSX CEO Michael Ward told *Railway Age* that his railroad plans to spend about \$1.6 billion this year for capital

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## PHILADELPHIA EXPRESS

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improvements, about the same as in 2009. NS CEO Wick Moorman said that capital spending on his road also would remain about the same, at \$1.4 billion.

On November 24 CSX train Q405 enroute from Philadelphia to Hamlet, NC, derailed 14 hopper cars inside the Virginia Avenue tunnel in Washington, DC, blocking the railroad's RF&P Subdivision, its main north-south route. Other trains had to be detoured, including intermodal Q173 which operated via Union Station and AMTRAK's 1<sup>st</sup> Street tunnel. The line was reopened the following day (Trainorders.com).....CSX plans to rebuild and enlarge the Virginia Avenue tunnel in a \$134-million project to double-track the line and open it for double-stack container trains. The railroad wants to implement its National Gateway initiative—which includes this project—in time to handle the additional traffic expected after the Panama Canal is widened in 2015 to accommodate larger container ships (High Green).

NJ TRANSIT last month cut back its "ACES" train service to reflect the reduced demand from Atlantic City casino patrons. The luxury express service now has five trips from New York to Atlantic City Friday to Sunday and six northbound trips, down from nine and nine respectively since the casino-supported service began last February. Reduced fares also are in effect. The casinos reportedly reimbursed NJT for \$6 million in operating losses during 2009, even though the trains ran at 95 percent of capacity during the peak summer season. (Trains)..... NJT has hired Alstom Transportation to develop a plan for overhauling the railroad's GP40 and F40 locomotives, as well as a maintenance program for its entire 105-unit diesel locomotive fleet—including the new Alstom-built PL42AC's (Railway Age).

The Delaware River Port Authority last month announced that it had adopted an "austere" operating budget for 2010, although its capital expenditures for bridge maintenance and PATCO railcar rebuilding will rise by 3.7 percent to \$142 million. DRPA also decided to postpone a \$1 increase in bridge tolls until July 1, 2011, but a ten-percent hike in PATCO fares will take effect as scheduled this September 1..... PATCO operated two eight-car "Santa special" trains on Saturday, November 28, from Lindenwold to 8<sup>th</sup> & Market in Philadelphia. The trains had to turn back there because the tail track at 17<sup>th</sup> Street can accommodate only the regular six-car consists (Bill Vigrass).....U.S. Rail Corp. of New Jersey is the new designated operator of the Salem County-owned ex-PRSL branch from Swedesboro to Salem, formerly run by the SOUTHERN RAILROAD OF NEW JERSEY. SRNJ, whose owner Joseph Petaccio, Jr., passed away last year, had been in a financial dispute with the county (Railpace).....A community group in Glassboro is raising money to renovate the former PRSL station in that South Jersey town (Railpace).....The Baltimore Streetcar Museum has restored to service ex-SEPTA PCC #2168, painted in the famous orange-and-blue "Gulf Oil" scheme, and ex-SEPTA work PCC #2187 has been repainted into a red, gray and cream livery (Baltimore Chapter).

A recent photo by this writer has turned up showing that in March 1984 CONRAIL operated a test train powered by ex-Pennsy E44 electric locomotive #4453. This was unusual only because the railroad had shut down all of its electric operations a full three years earlier! Evidently, the idea was to operate Potomac

yard (VA)-Kearny (NJ) intermodal trains TV-23/TV-24 with electric power over AMTRAK's Northeast Corridor, but the plan died a quick death.....That mysterious white locomotive mentioned here in November, spotted in CONRAIL's Pavonia yard in Camden, turned out to be ex-PRSL GP38 #2003, built by EMD in 1967, which was renumbered to CR 7663, then Bangor & Aroostook 91, and now is MWLX 362 leased to SMS RAIL SERVICES. Rebuilt to GP38-3 standards, it was headed to SMS at Bridgeport, NJ, for repainting and shipment to an SMS switching operation in Guilderland Center, NY (Railfan & Railroad).....SMS also has purchased long-idle 0-6-0 #9 from NEW HOPE & IVYLAND. Built by Alco in 1942 for the U.S. Army, it later worked on the now-abandoned Virginia Blue Ridge (Harrisburg Chapter).....Another 0-6-0, ex-Jersey Central #113, has been under restoration for many years at Minersville, PA. The 1923 Alco-built switcher passed its hydrostatic test in October, a major step forward (R&R).

It now appears that the Federal reregulation bill so feared by the freight rail industry will not survive in its original form, according to certain sources. While the bipartisan Surface Transportation Board Reauthorization Act may well become law, it reportedly will be watered down and will not strip the industry of its existing antitrust exemptions. There will, however, be some strengthening of the STB's powers to regulate rates for so-called "captive shippers" that are locked into one railroad (Trains).....The American Short Line & Regional Railroad Association says that it has strong Congressional support for increasing the Federal tax credit to 50 cents for every dollar spent by shortlines on track improvements. ASLRRA will hold its annual Railroad Day on Capitol Hill February 25, when hundreds of railroaders and their suppliers come to Washington to talk to their elected representatives about key legislative needs for the industry (Weekly Rail Review).....The FRA has turned down a union request to ban the use of one-person train crews in conventional and remote-control yard operations (Railway Age).....Edward W. Rodzicz has resigned as president of the Brotherhood of Locomotive Engineers & Trainmen, following his indictment on Federal corruption charges. He was replaced by Vice President Paul T. Sorrow (Railway Age).

## Have You Renewed for 2010 Yet???

As of the end of the year, nearly 70 percent of Chapter members, both primary and Chapter-only, had renewed their membership for the year 2010.

For those holding a Chapter-only membership, this is the last issue of *Cinders* you will receive. For those who members who have Philadelphia Chapter as their primary membership, the March issue will be your last if you are not renewed. NRHS has taken a position that those members who do not renew by the March 31, 2010 cutoff date will have to rejoin as new members, which creates extra burdens on both the Chapter and NRHS. Philadelphia Chapter had two members who fell into this category because they renewed for 2009 well into the summer.

The Chapter's officers would like to express their appreciation to those who have made financial contributions to Philadelphia Chapter, above their dues level for 2010. These donations provide support for gathering needed vintage material for the Chapter's historical archives. There are also expenses involved for meeting room rental and other program activities. This generosity is all the more meaningful given the tough economic times that prevail in our country today.



JANUARY 9-10, 16-17, 23-24 and 30-31, 2010: Keystone N-Trak Model Railroad Club will hold their 2010 open house in basement auditorium of Burholme Baptist Church, 905 Cottman Avenue (Five Points), one block east of SEPTA's R8 Ryers Regional Rail stop. Hours are 1-5 PM. For additional information, please call 215-722-4250 or visit club website: [www.keystonentrak.us](http://www.keystonentrak.us).

JANUARY 16: West Jersey Chapter, NRHS regular monthly meeting at Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ (several blocks east of Haddonfield PATCO station). Meeting begins at 7:30 PM. Program will feature Dale W. Woodland with program on the Delaware & Hudson Railway from 1972 to 1990, featuring Alco PA's and Baldwin Sharknoses.

JANUARY 29: "Railroad Film Night" at National Canal Museum, 30 Centre Square, Easton, PA, beginning at 7:30 PM. Program will consist of films on operation and maintenance of diesel, steam and electric locomotives, presented by NRHS Media Director Mitchell Dakelman. Admission at the door: \$6 per person. For information, telephone 610-559-6613.

FEBRUARY 6: Super Saturday XVII streetcar excursion using PCC-II car over SEPTA lines in Southwest Philadelphia, sponsored by Wilmington Chapter NRHS. Numerous photo stops will be featured. Trip departs Elmwood depot, Island & Elmwood Avenues, at 10 AM. Fare: \$40 per person. Order tickets from Steve Barry, 117 High Street, Newton, NJ 07860-1003, making check payable to Wilmington Chapter NRHS. Credit cards also accepted online at [www.daylightimages.com/streetcar](http://www.daylightimages.com/streetcar). For information, telephone 973-383-3355 between 9 AM and 5 PM weekdays.

FEBRUARY 20-21: Greenberg's Toy, Train & Hobby Show at Valley Forge Convention Center, King of Prussia, PA, 10 AM-4 PM both days. Admission: \$7 adults, children under 12 free. For information, telephone 630-279-4087 (website: [www.trainshow.org](http://www.trainshow.org)).

FEBRUARY 22: West Jersey Chapter, NRHS regular monthly meeting at Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ (several blocks east of Haddonfield PATCO station). Meeting begins at 7:30 PM. Program will feature West Jersey Member Tony Macrie sharing his Pennsylvania-Reading Seashore Lines slides.

MARCH 6: Reading Company Technical & Historical Society banquet at Columbia Station, 4 Bridge Street, Phoenixville, PA (former Reading Company Phoenixville station), beginning at 5:00 PM. Guest speaker for the evening will be James Porterfield, author of *Dining by Rail* and other railroad-related works. In keeping with the "dining car" theme of the event, proceeds will be used for restoration of former Reading Company **Schuylkill** café car #2060. Tickets: \$45.00 per person. Order tickets from: Reading Company Technical & Historical Society, Post Office Box 15143, Reading, PA 19612-5143, making remittances payable to RCT&HS.

MARCH 7: Jersey Central Chapter Train Show at Mother Seton Regional High School, Clark, NJ, at Exit 135 of the Garden State Parkway, 9 AM to 5 PM. Admission: \$5.00 individuals, children under 12 free, family maximum \$10.00.

MARCH 13: 29<sup>th</sup> annual Canal History & Technology Symposium at Lafayette College, Easton, PA, sponsored by National Canal Museum. Subjects will include freight on Erie Canal, the Canal Era glass industry in Bucks County, mechanical iron ore unloading machines and other topics. For information, telephone 610-559-6613.

MARCH 20: 24<sup>th</sup> annual Railroad Show & Collectors Market at I. W. Abel Union Hall, 200 Gibson Street, Steelton, PA, sponsored by Harrisburg Chapter NRHS. Hours: 9 AM-3 PM. Show features model railroad items, railroad layouts, railroadians sales, movies, seminars and exhibits. Donation at door: \$5 per person (children under 12 free). For information, telephone Mark Irvin at 717-732-3867.

MARCH 20: EastRail 2010 at Warren Hills Regional High School, 41 Jackson Valley Road, Washington, NJ, sponsored by United Railroad Historical Society. Numerous railroad slide and video programs will be presented. Admission: \$12 per person in advance or \$15 at door (children under 12 \$8 in advance or \$10 at door). Order tickets from URHS, 36 Banstead Way, Jackson, NJ 08527-4495, enclosing stamped, self-addressed envelope.

## Silverliner Mysteries Answered

The Budd Company delivered 55 Silverliner (II) cars to the Reading Company and Pennsylvania Railroad in 1963 (RDG 9001-9017 and PRR 201-219 and 250-269). In 1967, St. Louis Car Company delivered 20 Silverliner (III) cars (220-239) to the PRR.

As SEPTA begins to remove some Budd and St. Louis Silverliners from active service, *Cinders* had raised questions regarding earlier retirements of two Budd Silverliners (#210 and 265). The November fire which destroyed Budd #257 at Overbrook focused the Chapter's attention on the 210 and 265. SEPTA has also removed several other Budd and St. Louis Silverliners from active service.

In our December issue, we wondered about the disposition of Budd #210. This car was destroyed in a fire at Suburban Station on Christmas Day, 1971. Also damaged in that conflagration was Budd #206. The latter car, together with #201, which was damaged in a collision with St. Louis #231 in Suburban Station (date unknown) were both repaired using components from the 210, which was then scrapped.

On October 16, 1979, Budd #265 was involved in a four-train collision at Angora on the Media-West Chester Line, with this car ultimately being sent in March, 1984 to American Coastal Industries at Chesapeake, VA for evaluation. In 1988, it was determined that the 265 was unreparable, and trucks and other components were salvaged and returned to SEPTA, and the carbody was scrapped in Virginia.

Only one Silverliner IV has been retired, that was (Reading) #9020, which was peeled open when it was rear-ended at North Wales on the Lansdale-Doylestown Line on July 17, 1980.

We express our appreciation to Christopher Zearfoss, Senior Transportation Project Manager, City of Philadelphia, for his assistance in providing the above information. The Chapter will track additional Silverliner II and III dispositions as they occur pending delivery of the new Silverliner V cars this year.

## Record Number to Receive Membership Awards in 2010

A record 31 members of Philadelphia Chapter, NRHS will receive membership awards in the year 2010, according to NRHS Director, Membership Awards Joseph Maloney.

One member, **Richard O. Adams**, of Yardley, PA 19067, will receive his 50-year NRHS membership pin.

The list includes 30 members and family members of NRHS and our Philadelphia Chapter, as follows:

**James B. Boyer**, Georgetown, DE 19947  
**Lew Bradley**, Southampton, PA 18966  
**David M Brody**, Ashfield, PA 18212  
**Barbara J. Brody**, Ashfield, PA 18212  
**John F. Bustard**, Philadelphia, PA 19129  
**Richard F. Clarke**, Littleton, CO 80129  
**Richard D. Copeland**, Jamison, PA 18929  
**Elliot D. Engels**, Perkiomenville, PA 18074  
**Scott P. Hertel**, Marmora, NJ 08223  
**Emmanuel S. Horowitz**, Alexandria, VA 22315  
**Michael A. Kavolius**, Elizabeth, NJ 07208  
**Daniel James Knouse**, Willow Grove, PA 19090  
**Jay N. Meyer**, Willingboro, NJ 08046  
**Thomas F. Moran**, Cherry Hill, NJ 08034  
**Philip R. Mueller**, Doylestown, PA 18901  
**Harold E. Pinsker**, Horsham, PA 19044  
**Richard Reilly**, Reading, PA 19605  
**Jonn Paul Rieck**, Leesburg, NJ 08327  
**Michael A. Rogan**, Downingtown, PA 19335  
**Eugene Schriver III**, Huntingdon Valley, PA 19006  
**Bruce R. Smith**, Malvern, PA 19355  
**Kenneth E. Thomas**, Elkins Park, PA 19027  
**Charles E. Van Reed**, Gwynedd Valley, PA 19437  
**Philip S. Vogel**, Decatur, GA 30030  
**Douglas V. Volk**, Bluffton, SC 29910  
**David K. Walter**, West Chester, PA 19382  
**William Welk**, Philadelphia, PA 19147  
**H. Michael Yuhas**, Saukville, WI 53080

Presentation of the anniversary pins and letters will be made to the above members at the March 19, 2009 meeting. All will be contacted, in early February to determine if they are able to attend. Those not able to be with us on March 19 will have their awards mailed to them.

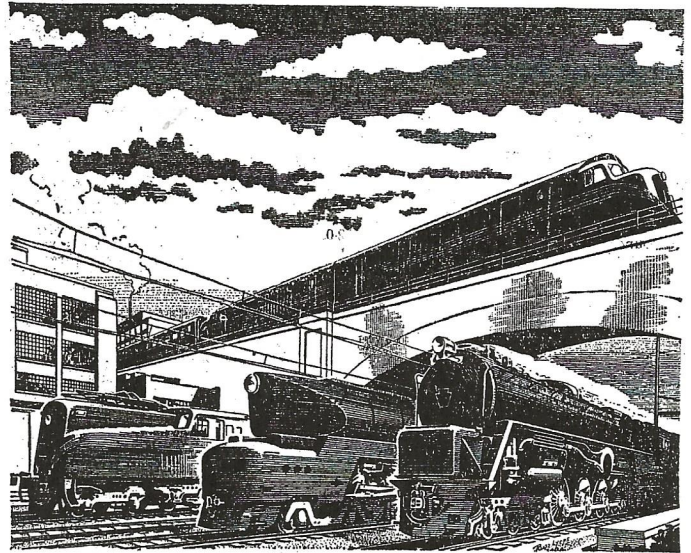
The Chapter congratulates each member on their long years of service to NRHS and our Philadelphia Chapter.

## Chapter Auction in February

Philadelphia Chapter's regular monthly meeting on Friday evening, February 19, 2009 will feature another in a continuing series of railroadians auctions.

The Chapter has received numerous donations of books, pamphlets and schedules, including a quantity from the collection of the late Joseph M. Mannix, and we have gathered sufficient material to provide another auction event.

Additional details will follow in February *Cinders*.



## "NEWNESS" IN LOCOMOTIVES

MUST BE MORE THAN SKIN DEEP

The new locomotives needed for tomorrow's advances in rail transportation can't be produced by draping a streamlined shell over an old model. *This newness* must be more than skin deep.

Here are some Baldwin-built examples of true newness . . . all for the century-old Pennsylvania Railroad. A diesel-electric that packs more power in a single cab than any previous design. A reciprocating steam locomotive that has broken half a dozen records on test and on the road. A modern electric locomotive, latest in a chain that Baldwin helped to pioneer. A steam turbine-driven unit, first of its type to be built in the United States.

The combination of old experience and young ideas that produced these new locomotives also produces Baldwin hydraulic presses and testing machines, Baldwin hydraulic turbines and diesel engines, Baldwin ship propellers and intricate forgings and castings.

The Baldwin Locomotive Works, Philadelphia 42, Pa., U.S.A. Eddystone Division; Standard Steel Works Division; The Whitcomb Locomotive Co., The Pelton Water Wheel Co., Baldwin Locomotive Works of Canada, Ltd.; The Midvale Co.



**BALDWIN**

## GOING TO FLORIDA?

travel...

**FIRST CLASS**

## THE SEABOARD STREAMLINER WAY!

For real comfort and carefree relaxation choose the Silver Meteor or Silver Star between New York and other Northern cities and your favorite Florida resort. Whether you travel in a Pullman private room or in a reserved, reclining coach seat, you'll agree the accommodations are "First Class" all the way.

Why? For one thing you can relax completely, with never a thought about wintry travel conditions. You have so much extra room — in attractive lounge cars. Dine when you wish; the menu selection is yours to make — at thrifty prices. Seaboard's afternoon "Hospitality Hour" in the diner is a gay accent to your trip. Wide windows give you "close-ups" of the historic, scenic South. And Seaboard is famous for its friendly, courteous train staffs, including Registered Nurses and Passenger Service Agents.





Here is another in the series of vintage timetables we have reproduced for your enjoyment, courtesy of the late Joseph M. Mannix. This is Baltimore & Ohio Form TT14, issued October 27, 1957, showing B&O connections at Wayne Junction to various points on the Lehigh Valley Railroad. This was the last issue of this schedule, because the B&O discontinued Baltimore-Jersey City service on April 26, 1958. In our last issue, we showed some Reading promotional Saturday fares to New York. Several members, including Les Dean and Ron Oedemann, have told us that the Saturdays shown were in December, 1958 and January, 1959.

SOUTHWARD (Eastern Standard Time)		PM	PM	AM	PM	AM
<b>CANADIAN NATIONAL R'YS.</b>						
Lv. Toronto, Ont.			89			
			8:30			
<b>LEHIGH VALLEY R. R.</b>						
Lv. Niagara Falls, N. Y.		4	8	28	26	10
			11:05			
Lv. Buffalo, N. Y.	8:50		φ11:30			10:40
Lv. Rochester Junction	10:04					11:47
Lv. Ithaca	11:44					1:13
Lv. Scranton				Note 1	Note 1	Note 1
Lv. Wilkes-Barre, Pa.	2:51			↑ 7:55		3:57
Lv. Jim Thorpe	4:28		6:06	↑ 9:19		5:25
Lv. Leighton	5:05		6:39	↑ 9:38	⊙ 3:40	5:37
Lv. Allentown	5:05		6:39	110:09	⊙ 4:16	6:13
Ar. Bethlehem	5:13		6:47	110:20	⊙ 4:24	6:21
<b>READING COMPANY</b>						
Lv. Bethlehem, Pa.	2306	356	312	316	322	328
Lv. Jenkintown	φw5:33	1356	1312			
Ar. WAYNE JUNCTION, PA.	φ6:35	φ7:11	φ8:26	φ10:40	⊙ 4:42	6:45
Ar. Philadelphia (Reading Terminal)	φ6:42	φ7:20	φ8:34	φ11:57	⊙ 5:58	7:52
	φ6:55	φ7:31	φ8:45	φ12:05	⊙ 6:07	8:00
				φ12:17	⊙ 6:16	8:12
<b>BALTIMORE &amp; OHIO R. R.</b>						
Lv. WAYNE JUNCTION, PA.	21	27	5	3	7	
Lv. Philadelphia (34th and Chestnut Sts.)	8:00	10:54	2:10	6:25	8:05	
Ar. Wilmington	8:26	11:10	2:30	6:41	8:22	
Ar. Baltimore (Mt. Royal Station)	9:35	11:35	2:58	6:07	8:50	
Ar. Baltimore (Camden Station)	9:40	12:43	3:12	6:22	9:07	
Ar. Washington (Union Station)	10:20	1:30	4:17	8:27	10:12	
(Eastern Standard Time)	AM	PM	PM	PM	PM	

**THROUGH CAR SERVICE—Southward—To PHILADELPHIA**

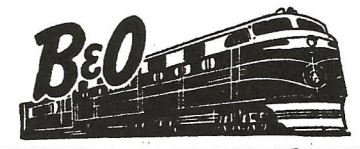
**TRAIN No. 4-356. Mon. to Fri.**  
**TRAIN No. 4-1356. Saturday.**  
**TRAIN No. 4-2306. Sun. & Hols.**  
 Sleeping Car, Buffalo to Bethlehem.  
 Sleeping Car, Buffalo to Philadelphia.  
 Sleeping Car, Buffalo to Sayre.  
 Coach, Buffalo to Bethlehem.  
 Coach, Bethlehem to Philadelphia.  
**TRAIN No. 10-325. DAILY.**  
 Parlor Car, Buffalo to Bethlehem.  
 Cafe-Lounge Car, Buffalo to Bethlehem.  
 Through Coach, Buffalo to Philadelphia.

**TRAIN No. 8-312-1312-2312. DAILY.**  
 Sleeping Car, Buffalo to Bethlehem.  
 Sleeping Car, Toronto to Philadelphia.  
 Buffet-Parlor Car, Toronto to Niagara Falls, Ont.  
 Cafe-Lounge Car, Leighton to Bethlehem.  
 Coach, Toronto to Bethlehem.  
 Coach, Buffalo to Bethlehem.  
 Coach, Bethlehem to Philadelphia.

**TRAIN No. 26-322.**  
 Weekdays, except Saturdays, Sundays and Holidays.  
 Parlor Car, Leighton to Bethlehem.  
 Cafe-Lounge Car, Leighton to Bethlehem.  
 Coach, Leighton to Bethlehem.  
 Coach, Bethlehem to Philadelphia.  
**TRAIN No. 28-316. Daily except Sundays and Holidays.**  
 Parlor Car, Leighton to Bethlehem.  
 Cafe-Lounge Car, Leighton to Bethlehem.  
 Coach, Coxtown to Bethlehem.  
 Coach, Bethlehem to Philadelphia.

COACHES ON ALL B. & O. TRAINS

STANDARD TIME



**WAYNE JUNCTION**  
(PHILADELPHIA, PA.)  
**TRAIN CONNECTIONS**

**TORONTO**  
**NIAGARA FALLS**  
**BUFFALO**  
**ROCHESTER**  
**ITHACA**  
**WILKES BARRE**  
**ALLENTOWN**  
**BETHEHEM**  
**WAYNE JCT.**  
**PHILADELPHIA**  
**WILMINGTON**  
**BALTIMORE**  
**WASHINGTON**

**BALTIMORE & OHIO RAILROAD**

Issued October 27, 1957

NORTHWARD (Eastern Standard Time)		AM	AM	AM	PM	PM	PM	PM	PM
<b>BALTIMORE &amp; OHIO R. R.</b>									
Lv. Washington (Union Station)	12	2	6	4	28	8	22		
Lv. Baltimore (Camden Station)	1:00	8:00	9:15	12:30	3:45	5:00	6:40		
Lv. Baltimore (Mt. Royal Station)	1:49	8:40	9:55	1:18	4:23	5:40	6:38		
Lv. Wilmington	2:04	8:46	10:01	1:16	4:29	5:46	6:45		
Ar. Philadelphia (34th and Chestnut Sts.)	3:44	9:56	11:14	2:24	5:32	7:00	7:54		
Ar. WAYNE JUNCTION, PA.	4:22	10:27	11:46	2:53	6:00	7:30	8:20		
Ar. Bethlehem	4:54	10:45	12:08	3:13	6:15	7:51			
<b>READING COMPANY</b>									
Lv. Philadelphia (Reading Term.)	357	317	1321	327	2327	329	331	1331	
Lv. WAYNE JUNCTION, PA.	φ5:30	11:10	k 1:20	φ5:42	φ6:20	8:20	φ11:430	φ11:50	
Ar. Bethlehem	φ5:42	11:22	k 1:31	φ5:54	φ6:32	8:31	φ11:42	φ12:01	
	φ6:02	11:30	k 1:39	φ6:10	φ6:40	8:40	φ11:53	φ12:09	
	φ6:18	12:45	k 2:54	φ7:13	φ6:50	9:54	1:20	1:25	
<b>LEHIGH VALLEY R. R.</b>									
Lv. Bethlehem, Pa.		9		29	39	7	11		
Lv. Allentown	1:03			φ7:40	φ8:20	10:19	2:15		
Lv. Leighton	1:43			φ7:48	φ8:31	10:27	2:23		
Lv. Jim Thorpe	1:55			φ8:25	φ9:03	11:00	3:02		
Lv. Wilkes-Barre	3:20			φ8:37	φ9:16				
Ar. Scranton	Note 1			φ10:03	φ10:40	12:55	4:44		
Ar. Ithaca, N. Y.		6:03					7:49		
Ar. Rochester Junction		7:33					9:27		
Ar. Buffalo		8:40					φ8:55	10:35	
Ar. Niagara Falls, N. Y.								6:12	
<b>CANADIAN NATIONAL R'YS.</b>									
Ar. Toronto, Ont.								9:00	
(Eastern Standard Time)	AM	PM	PM	PM	PM	AM	AM	AM	

**THROUGH CAR SERVICE—Northward—From PHILADELPHIA**

**TRAIN No. 329-7. DAILY.**  
 Sleeping Car, Bethlehem to Buffalo.  
 Sleeping Car, Philadelphia to Toronto (Via Can. Nat. R'y)  
 Cafe-Lounge Car, Bethlehem to Leighton.  
 Buffet-Parlor Car, Niagara Falls, Ont. to Toronto.  
 Coach, Philadelphia to Bethlehem.  
 Coach, Bethlehem to Toronto.  
 Coach, Bethlehem to Buffalo.  
**TRAIN No. 317-3. DAILY.**  
 Through Coach, Philadelphia to Buffalo.  
 Parlor Car, Bethlehem to Buffalo.  
 Cafe-Lounge Car, Bethlehem to Buffalo.  
**TRAIN No. 331-1331-11. DAILY.**  
 Sleeping Car, Philadelphia to Buffalo.  
 Sleeping Car, Bethlehem to Buffalo.  
 Sleeping Car, Bethlehem to Ithaca.  
 Cafe-Lounge Car, Sayre to Buffalo.  
 Coach, Philadelphia to Bethlehem.  
 Coach, Bethlehem to Buffalo.

COACHES ON ALL B. & O. TRAINS

**B&O TICKET OFFICES**

**WASHINGTON, D. C.**  
 C. R. VAN HORN, General Passenger Agent,  
 CITY TICKET OFFICE, Connecticut Ave. and H St.,  
 N. W. Telephone STerling 3-8100.  
 UNION STATION—Massachusetts and Delaware Avenues.  
 Telephone EXecutive 3-4300.

**BALTIMORE, MD.**  
 W. FERRON COX, Division Passenger Agent,  
 CITY TICKET OFFICE, N. W. Cor. Charles and Baltimore Streets. Telephone LExington 9-0400.  
**B. & O. STATIONS—Camden Station, Camden and Howard Streets. Telephone LExington 9-0400.**  
 Mt. Royal Station, Mt. Royal Avenue and Cathedral Street. Telephone LExington 9-0400.

**WILMINGTON, DEL.**  
 District Passenger Agent,  
 CITY TICKET OFFICE, 917 Market Street. Telephone OLYmpia 6-8204-8205.  
**B. & O. STATION—Delaware Avenue and Dupont St. Telephone OLYmpia 8-9759.**

**PHILADELPHIA, PA.**  
 L. L. DRUMBEISER, Division Passenger Agent,  
 CITY TICKET OFFICE, corner Broad and Walnut Sts.,  
 Telephone RIttenhouse 6-4500.  
**B. & O. STATION—24th and Chestnut Streets. Telephone RIttenhouse 6-4500.**  
 Wayne Junction Station. Telephone MICHigan 4-8602.

**EXPLANATION OF REFERENCE MARKS.**

All times daily unless referenced otherwise.  
 A. M. time in light face type.  
 P. M. time in dark face type.  
 † Except Sundays. ‡ Sundays and Holidays only.  
 †† Thirty-three minutes later Saturdays.  
 ◆ Except Sundays and Holidays.  
 ⊙ Except Saturdays, Sundays and Holidays.  
 ● Holidays only.  
 ▲ Daily except Saturdays.  
 ‡ Saturday only.  
 ‡ Sleeper open for occupancy 3.30 p. m.  
 ‡ Sleeper open for occupancy 10.00 p. m.  
 ‡ Connections available Saturday only, except Holidays.  
 ‡ Stops to discharge passengers from Wilkes-Barre and west.  
 ‡ Sleepers may be occupied until 8.00 a. m.  
 ‡ Stops to discharge passengers from Wilkes-Barre and west Monday to Friday only. Saturdays regular stop.  
 ‡ Eight minutes later Monday to Friday.  
**Holidays—**The term "Holidays" refers to New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day, or days celebrated as such. On Lehigh Valley R. R. refers to Nov. 28, Dec. 26, Jan. 1, Feb. 22.

Note 1—Bus service available between Scranton and Wilkes-Barre, via Penna. Greyhound Lines.

Form T. T. 14. 6m. 10-27-57.

# 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.)*

Old-timers may remember the vanished but wonderful chain of automats/caferterias and retails shops operated by Horn & Hardart; the chain had its heydeyfrom the 1920's to the 1950's. H&H had over 100 outlets in only two U. S. cities—Philadelphia and New York, where a nickel or more would get you tasty, well-prepared food and good coffee delivered to your cup from the mouth of a brass dolphin. The connection to rail? Yes, the largest single automat/caferteria was opened in 1950 in Philadelphia's Reading Terminal. While there was none in New York's Grand Central Terminal, there was one across 42<sup>nd</sup> Street in the Airlines Building. There was an H&H retail shop in Penn Station, and H&H owned the Iron Horse Tavern Cocktail Lounge (Lorraine Diehl).....While in New "Yawk", we note that last June 23, an Amtrak work train derailed and took out Track 13. As a result, the Long Island Rail Road had to cancel 10 trains immediately and reroute 112 others (*Headlight & Markers*).....Time Flies When You're Having Fun! It was more than 27 years ago when the last Amtrak steam-heated train ran. On March 8, 1982, the Florida-New York **Silver Star** departed Washington, DC with PRR (NJ Transit) tuscan red GG1 #4877 on the point (*Time Line*).

Remember the old MP54 MU cars that rattled around the Northeast for over 50 years?? That's good, but can you recall how many railroads owned and operated them? If you said Pennsylvania, Long Island, Penn Central, Pennsylvania-Reading Seashore Lines and the Washington Terminal Company, you got a 100 and you may go to the head of the class (Roy).....Pennsylvania-Reading Seashore Lines last parlor car service was on the New York-Atlantic City **Nellie Bly** which lasted until September 1959. Parlors between Philadelphia and Atlantic City operated only through the summer of 1955 (*Cinders*, El Simon).....Ex-Jersey Central Lines **Blue Comet** observation car #1169 has been moved to Tuckahoe, NJ for safekeeping. While there, stabilization and restoration work will begin (CRRofNJ Historical Society News).....The George D. Whitcomb Company originally built mine locos in Chicago beginning in 1906. In 1912 the firm moved to Rochelle, IL. By the 1920's it pioneered and built many industrial gas and diesel units. In 1929 Baldwin Locomotive Works acquired the company and renamed it the Whitcomb Locomotive Company. In 1952 the Rochelle plant was closed and production shifted to Eddystone, PA. The last Whitcomb was built in 1956 under the Baldwin-Lima-Hamilton banner. During its years in Rochelle, the Company produced more than 5,200 units (*Rail & Wire*).....Now You Know Department: The Reading Company operated the last standard gauge steam locomotive in regular service in the United States, later than any other Class I railroad. Shop switcher #1251 (0-6-0T) operated until February 1964 at the Reading shop. Today, the small saddletank relic may be seen at the Railroad Museum of Pennsylvania in Strasburg (Dale Woodland).....Roy wishes all his readers throughout the rail history world the best of everything in the New York 2010!



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