



CINDERS

JUNE 2010



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Volume 71

Number 6

Newsletter of the
PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.
 Post Office Box 7302
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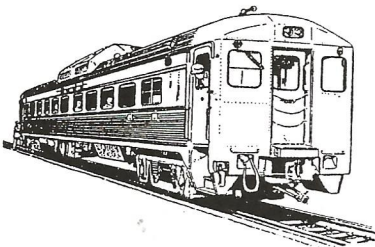
MEETING NOTICE

FRIDAY EVENING, JUNE 18, 2010

Faculty Club, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, Philadelphia, PA (three blocks south of
Market East Station)

Dinner at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM

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



Philadelphia Chapter's June 18, 2010 meeting will feature Chapter Editor Larry Eastwood with a multi-media presentation entitled **The Budd RDC at 60 - A Look Back**. This presentation will hopefully be in a PowerPoint mode, with resort to a slide show as a backup. See who bought the nearly 400 Budds, how they used them, and where some of them finally ended up.

The evening begins with our usual optional sit-down dinner in the Faculty Club, Jefferson Alumni Hall, beginning at 6:15 PM, at a cost of \$20.00 per person. **DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, JUNE 15, 2010 to National Director Larry Eastwood at 215-947-5769.** The menu for the June 18 dinner had not been received from Jefferson's Catering Department at presstime. The entrée choices will be put on Larry Eastwood's answering machine on Friday, June 11, 2010. Why not come out for dinner before our meeting. It's an enjoyable full meal, plus informal and interesting conversation, and it's priced at an affordable \$20.00 per person.

The Chapter regrets that serious difficulties arose for our May 21 meeting. The optional dinner was cancelled after insufficient response, the meeting room was not set up, and the requested audio-visual equipment was not provided. The Chapter has requested an explanation from Jefferson for this failure.

If your *Cinders* Arrives in Bad Condition

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

Philadelphia Chapter 2010 Bill Wagner Summer Dinner at Moonstruck on July 16

Arrangements have been completed for the 2010 annual Bill Wagner Summer Dinner, which will again take place at Moonstruck Restaurant, 7955 Oxford Avenue, in the Fox Chase section of Philadelphia, on Friday evening, July 16, 2010. Cocktail hour will start at 5:00 PM, with dinner service starting at 6:30 PM. Moonstruck is across the street from SEPTA's Fox Chase Bus loop and a short walk from the R8 Fox Chase Regional Rail station.

The menu will be garden salad, entrée choice of grilled or broiled salmon, with lemon dill, tomato seafood or balsamic sauce, **or** stuffed chicken breast with mushroom herb stuffing topped with a Madeira wine sauce. Assorted gelati or sorbetto dessert will finish off the meal. Alcoholic beverages will be available by individual settlement.

The price is \$44 per person, and check, made payable to **Philadelphia Chapter, NRHS** should be mailed to reach the Chapter by **June 30** to: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.

This purely social event is a great way for members to enjoy each other's company in a casual atmosphere.

Philadelphia Chapter, NRHS
Board of Directors Meeting- Summer, 2010
Tuesday, July 13, 2010
7:00 PM to 8:30 PM
Passenger Services Conference Room
Amtrak 30th Street Station

All members of Philadelphia Chapter are welcome and encouraged to attend

**NATIONAL RAILWAY HISTORICAL SOCIETY
PHILADELPHIA CHAPTER, INC.**

Post Office Box 7302, Philadelphia, PA 19101-7302

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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.

National Train Day Draws Big Crowds

Amtrak officials should be pleased with the response to the railroad's National Train Day on Saturday, May 8. The third annual Train Day attracted several thousand people to 30th Street Station, with rail enthusiasts far outnumbered by the general public. It appeared to be a family event as well, with parents shepherding their wide-eyed kids through the many exhibits. An effective advertising campaign—including large newspaper ads and online promotions—helped bring out the crowds.

For railfans, undoubtedly the most interesting feature was the exhibit of contemporary Amtrak passenger equipment and four historic privately-owned cars. More than 3,400 people toured the equipment during the five-hour period. Visitors were asked to line up at the stairway leading to Tracks 1 and 2 and in groups of perhaps 25 they were ushered down to the platform level. This writer stood in line for 18 minutes after the display opened at 11 AM but those who had "timed passes" obtained via the Amtrak website were admitted more quickly. Everyone was allowed to walk through an Acela Express trainset parked on track #2, bracketed by power cars #2012 and 2013. Emerging from the last car, visitors were greeted by yellow catenary maintenance car A16515 parked on track #1, then another wait ensued as they queued up to pass single-file through the private cars.

The first car in line was Washington, DC, Chapter's ex-Pullman sleeper-buffet-lounge **Dover Harbor**, beautifully restored to its original 1934 appearance both inside and out. Among the NRHS crew staffing the car and explaining its history was Philadelphia Chapter Member Ray Cooney, who often has worked on charter excursions. Next in line was dining car **Epicurus**, built by Pullman in 1950 for the Santa Fe Railway and now privately owned. Following were ex-New York Central tavern-lounge car #43 and round-end observation car **Hickory Creek**, which ran for many years on the tail end of the famed **20th Century Limited**. The last two cars are owned by the United Railroad Historical Society of New Jersey, which counts several NRHS chapters as members. All of the privately-owned cars have been restored as closely as possible to their as-new appearance.

Then came three Amtrak cars, business-class #81530, "split-club café" #48180 and conference car #9800, the latter a

onetime Metroliner club car used in Northeast Corridor service. These were parked behind HHP-8 electric locomotive #660. Meanwhile, SEPTA had positioned its brand-new Silverliner V married pair #801-802 on track #4 Upper Level for public viewing. Amtrak issued an attractive booklet describing the equipment on display, as well as a second booklet listing all of the events scheduled during the day together with a diagram of the station showing their locations. Principal sponsor was the Subway restaurant chain.

Attendees enjoyed a host of exhibits and live performances, many of them housed in the spacious North Concourse. One of the most popular was "Baseball Junction: The History of Baseball and the American Railroad," which with numerous photos and displays harked back to the days when all of the major league teams traveled by train. Two Phillies luminaries, former Manager Dallas Green and Outfielder-turned-Broadcaster Gary "Sarge" Matthews, were on hand to sign autographs. A stage was set up in front of the famous Karl Bitter "Spirit of Transportation" sculpture where several presentations were made, including "Amtrak Ambassadors: Get the Know the Crews that Make Amtrak Run." Chapter Member and Amtrak Conductor Rich Bernhardt, along with an engineer and dining car chef, told the audience about their careers and how they enjoy railroading. The Philadelphia Boys Choir & Chorale gave a concert and there was a dance performance by Phresh Select, along with "Radio Disney" for the youngsters. Exhibitor booths in the South Concourse, operating model train layouts, "AmtraKids Depot," a "Dining the Rail Way" culinary exhibit, train merchandise sales and a snapshot photo station also were featured. There was plenty to keep visitors busy.

Amtrak also sponsored major Train Day happenings at the Union Stations in Washington, DC, Chicago and Los Angeles, which were supplemented by smaller events in many other cities. The entire project represented a major public relations effort on the part of Amtrak, with a fourth edition of National Train Day already scheduled for Saturday, May 7, 2011.

-- Frank Tatnall

CINDERS 2010 Summer Schedule

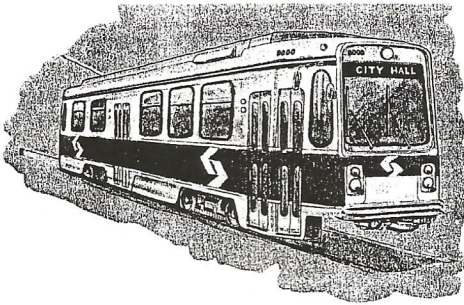
As is our normal custom, your *Cinders* staff will take a summer "vacation" in 2010. The August issue should be mailed during the first week in August. You may expect to receive your September issue immediately following Labor Day.

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA TRANSIT



The SEPTA board at its meeting on May 27 approved the agency's proposed operating and capital budgets for Fiscal Year 2011, which begins July 1. The revised operating budget of \$1.183 billion contains a slightly lower fare increase for Regional Rail riders than originally planned, an average of around eight rather than nine percent, but on weekdays peak fares will be extended to apply at all times prior to 7 PM. Transit fares will be raised an average of six percent. (One board member, according to an *Inquirer* report, earlier had questioned the wisdom of holding the cash fare at \$2, rather than increasing it to \$3 "to further reduce the number of people using it.") The price of tokens is being hiked from \$1.45 to \$1.55 and transfers from 75 cents to \$1. SEPTA expects the fare increase to produce an additional \$21 million in annual revenues. The FY 2011 capital budget of \$303 million represents a 25-percent reduction from the current year due to reduced funding from the State (see May *Cinders*).

Following the U.S. DOT's rejection of Pennsylvania's plan to place tolls on Interstate 80, Governor Rendell on May 4 called for more investment in transportation infrastructure across the State. He told legislators that they must find at least \$472 million a year in additional revenues to replace the money that had been expected from the I-80 tolls. But it will cost about \$3.5 billion a year to pay for all of Pennsylvania's transportation needs, including the repair or replacement of some 5,600 structurally deficient bridges and 7,000 miles of highways now in poor condition, and to meet the demand for improved public transit. Among the suggestions offered by the Governor are increases in the State's 32.3-cents-per-gallon gas tax (13th highest in the U.S.), the oil company franchise tax and various motor-vehicle-related fees.....The next day, Rendell, Mayor Nutter and other officials held a news conference in front of SEPTA's 79-year-old Wayne Junction electrical substation. They urged lawmakers to restore funding for such vital projects as replacement of the Wayne Junction facility (\$50 million-plus), and the 115-year-old Crum Creek trestle on the R3 line at Swarthmore (\$70 million). The loss of State funding from I-80 tolls has forced SEPTA to delay many capital projects indefinitely.

After declining for several months, SEPTA ridership rose in March and April. The gain in April was 5.5 percent over the same month in 2009, while passenger revenues grew by five

percent. But for the first ten months of Fiscal Year 2010 both passenger revenues and ridership were three percent below the previous year, resulting in a deficit after subsidies of \$28.9 million. So far in this fiscal year, City Transit has averaged 619,000 daily riders, Regional Rail 123,000 and Suburban Transit 54,000. While the recession and job losses are blamed for much of the drop in ridership, some costs also have gone down. SEPTA currently is paying \$2.41 per gallon for diesel fuel versus its budgeted amount of \$3.53. And, as noted here previously, lower-than-expected bids have freed up \$21 million out of the \$190.9 million allocated to SEPTA under the Federal stimulus program, which will fund six additional capital projects.

A total of 54 contracts have been awarded in the 32 projects being paid for out of stimulus funds. These include 16 station projects, five related to track improvements, one for the repair or replacement of five bridges, four involving traction power systems, five for communication and signal improvements and one for the purchase of new hybrid buses. SEPTA estimates that to date 1,451 jobs have been directly created by its stimulus program. The largest of these projects are the rebuilding of the Media-Sharon Hill trolley lines (\$38.6 million), rehabilitation of the Girard and Spring Garden stations on the Broad Street subway (\$30.1 million), track renewal in Fern Rock yard (\$18.4 million), construction of high-level platforms and other improvements at the R7 Croydon station (\$11 million), parking expansion and construction of a pedestrian tunnel at the R5 Malvern station (\$9.2 million) and the purchase of 40 new hybrid buses (\$20.5 million).

The third phase of the Media-Sharon Hill trolley project is due to wrap up by Sunday, June 14, with the completion of track, signal and electrical work on Route 101 between Drexel Hill Junction and Media. The next day the "really big" project will begin. All rail service on both Routes 101 and 102 will be shut down through the end of August as construction will be carried out on the "trunk" line between 69th Street Terminal and Drexel Hill. Shuttle buses will be substituted, including some express bus service during rush hours.....SEPTA is planning to replace its bus loop at 48th Street & Parkside Avenue in West Philadelphia with a new location on 50th Street south of Parkside. The present terminal served as a trolley loop for Routes 38, 40 and 43 until the lines were bused in 1955-1956.....On April 29 General Manager Joseph Casey and a host of local officials celebrated the completion of the \$17.7-million overhaul of North Philadelphia station on the Broad Street subway. The project included five new street-level headhouses, installation of three new elevators, a new escalator, new signage and upgraded amenities such as rehabilitated platforms, lighting and seats. The station dates to the opening of the subway in 1928.

Following the pattern of its successful TrainView service for Regional Rail riders, SEPTA is trying out "BusView" on its website, www.septa.org. It is made possible by the GPS transmitters now installed on the buses. Route 33 Penn's Landing-

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PHILADELPHIA EXPRESS

(Continued from Page 3)

23rd & Venango is one of the test lines, for which riders can access information about the real-time performance of buses. By clicking on the BusView button and then the route number, a map of the line appears with icons showing the location of each bus. Another click on that icon reveals the bus number, time and direction it is operating. BusView may be expanded systemwide.....

SEPTA announced plans to run its Broad Street subway Sports Express service to and from Pattison Avenue for the Flyers Stanley Cup hockey games at the Wachovia Center on June 2 and 4. (Is SEPTA prepared for a Broad Street victory parade?).....

The National Geographic Channel's "World's Toughest Fixes" series will showcase SEPTA's efforts to stop flooding in the Broad Street subway, string catenary on Regional Rail and other interesting tasks. The show will air at 9 PM on Thursday, June 10.....

On Sunday morning, April 25, a 79-year-old man was killed after jumping in front of a southbound Broad Street subway train at the Hunting Park station. Service was suspended for three hours with shuttle buses substituted.



SEPTA REGIONAL RAIL

Word is that the first new Silverliner V MU cars may not enter revenue service until late this fall, rather than late summer as earlier reported. As of mid-May only single car #701 had been undergoing road tests on the Airport Line, but by later in the month married pair #801-802 were doing test runs on the West Trenton line. It is not yet known when additional cars will be delivered to SEPTA from the Rotem assembly plant in South South Philadelphia. SEPTA has awarded a \$2-million contract to install an on-board automatic passenger-counting system in all 120 Silverliner V's.....

In April SEPTA marked the 25th anniversary of its R1 Airport service, which was introduced on April 28, 1985. A celebration with cake and speeches was held at the Airport station, with General Manager Casey, Mayor Nutter and the Airport's CEO in attendance. Average daily ridership has grown from 1,500 in 1985 to 7,500 today.

On April 30 SEPTA, the Philadelphia police bomb squad and Homeland Security officials conducted a hush-hush exercise at Lenni on the West Chester Line, which involved setting off explosive devices inside two retired MU cars. Cars #264 and 9017 were ripped apart by the explosions, and were scrapped on the spot shortly after.....

SEPTA is storing eight retired or likely-to-be-retired Silverliner II's and III's at its Overbrook yard.....

The new high-level platform opened last month on the eastbound side at the R7 Croydon station. It is part of the \$11-million rebuilding project at that station.

As previously reported, SEPTA will eliminate the present "R" system of identifying Regional Rail lines, effective

with the new timetables on July 25. Separate timetables will be issued for each of the 13 routes, and they will be in a uniform gray color with lists of stations on the cover. SEPTA soon will begin an educational campaign to familiarize employees and the riding public with the new look, and each train will carry signs showing its destination without the "R" number. For example, all inbound trains are to carry "Center City" or similar signage, and outbound trains will display, for example, "West Trenton" or "Fox Chase" signs. No doubt there will be some confusion during the first few days. (The new Silverliner V's, of course, will have electronic destination signs on the front and sides of cars.) Someone, however, did not get the memo about the new station signage, which also is to be a uniform gray with no "R" numbers. Several months ago new gray platform signs were installed at the R5 Wayne station, which read simply "Wayne." But sometime during April a contractor removed those signs and put up a dozen or so brand-new blue-and-white signs that read "Wayne R5"!

SEPTA already has developed a new train-numbering pattern to take effect with the timetable change on July 25. Gone will be most of the "4" prefixes that indicate a train operating in interline service (e.g., #4275 R6 Norristown to R2 Wilmington will become #275 but operate on the same route as today). In fact, virtually all trains will operate the same as they do now, but many will have new numbers. The "1" and "2" prefixes for some weekend-only trains also will be dropped.....

One important stimulus project not mentioned above is the \$5.6-million stabilization of the Gwynedd cut on the R5 Lansdale-Doylestown Mainline. The work involves protecting trains from rockfalls in the half-mile-long cut, which when completed this summer may allow an increase in track speed to 70 mph. The cut was originally a tunnel that was daylighted by the Reading Company during its electrification project in the early 1930's.

Turns out that big service shutdown on the morning of Monday, April 5 (see May Cinders) was totally unnecessary. You'll recall that Philadelphia police ordered AMTRAK to halt service on the Harrisburg mainline through West Philadelphia for two hours while they searched along the tracks for a gunman who had shot a police sergeant. Now an *Inquirer* report reveals that the officer faked the incident and actually shot himself in the shoulder. The 21-year veteran faces dismissal from the force

As in past years, SEPTA is preparing to lay on extra service to and from the R6 Manayunk station for the pro cycling race on Sunday, June 6. Instead of hourly, trains will run every 30 minutes all day between Norristown and center city. Last year SEPTA carried 15,000 riders on the line, most wanting to watch the bikers climb the steep "Manayunk Wall".....

SEPTA added extra trains to center city on most lines for the "Race for the Cure" event on Mother's Day, Sunday, May 8.

The grossly overcrowded parking lots at the R3 Elwyn station have forced many regular riders to park on the shoulders of Elwyn Road or anywhere they can find a few square feet of space. Now SEPTA is busy building a new lot to create another 90 parking spaces, which should be open by the end of this month

What did Congressman Joe Sestak do after winning a come-from-behind victory over Senator Arlen Specter in the Democratic Senatorial primary on May 18? He appeared on the platforms at Market East Station early the next morning to greet and thank SEPTA commuters

SEPTA will provide three extra trains each day on the R5 Paoli-Thorndale line over the July 4 weekend for golf fans headed to Tiger Woods'

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PHILADELPHIA EXPRESS

(Continued from Page 4)



AT&T National tournament at Aronimink Golf Club near Newtown Square. Chartered buses will be operated between the R5 Villanova station and Aronimink, and also to and from the Norristown High Speed Line station at Villanova.

Two deaths and several injuries occurred on local railroads over the past few weeks. An 11-year-old boy was electrocuted on the evening of Saturday, May 22, when he ventured into SEPTA's Wayne Electric Car yard and climbed atop a parked MU car, apparently touching the pantograph. This is the second fatality so far this year on the Regional Rail system, the first being a trespasser at Croydon in February. (Another trespasser was killed by an AMTRAK train last month, as noted below.) A 61-year-old woman was injured on Thursday evening, May 6, when she ignored the warning lights and drove her car onto the railroad at the Indian Queen Lane crossing in East Falls. Her car was struck by R6 train #4664, forcing SEPTA to suspend service on the line for almost two hours. A female passenger fell into the track area at Market East Station on Friday, April 23, delaying three trains until she was rescued, and another passenger was injured when he fell onto the track at Airport Terminal A on Sunday, May 23. A conductor on R5 train #560 was injured around 2:35 PM on Monday, April 26, as he was attempting to line a switch at "Carmel" interlocking in Glenside. He was struck by train #539 moving at a slow speed. Service on the R2 and R5 lines was suspended for over an hour resulting in eight full or partial train annulments and numerous delays. The employee was taken to Abington Hospital for treatment.

Friday, May 21, was not a good day on the Regional Rail system, with more than 100 of 736 scheduled trains running an average of 11 minutes late. One of these inevitably was a push-pull train, R3 #6378 **Neshaminy Limited** with AEM-7 #2306, which became disabled at 30th Street Station. Six MU cars were substituted to West Trenton. Four days later on Tuesday the 25th the same consist on R2 Newark express #5251 was delayed for 28 minutes at "Phil" interlocking due to an air compressor problem. The train was terminated at Wilmington. The previous week, on Wednesday, May 19, #5251 had to be annulled from Suburban Station when ALP-44 #2308 became disabled with a faulty brake. On Tuesday, May 11, R2 local #9249 with three Silverliner II's stalled at "Arsenal" interlocking due to a power loss, finally returning to University City to discharge its passengers to following express #5251, which operated local to Newark. Numerous other R1, R2 and R3 trains were delayed.

An unusual delay was reported on Monday morning, May 10, at Haverford station when a piece of the roof flashing fell onto Bryn Mawr local #4208. The train was held for half an hour and several other R5 trains delayed. A downed tree at Frazer knocked out traction and signal power on AMTRAK's Harrisburg line at 7:20 AM on Monday, May 3. One Amtrak and three SEPTA R5 trains were delayed from 15 to 45 minutes. On Saturday, May 8, another tree fell against the catenary on the R3 Media-Elwyn line near 49th Street in Southwest Philadelphia. Power was shut down for 30 minutes to allow removal of the tree, causing one train to be annulled and at least eight others delayed. R5 Thorndale express #7565 had to be annulled on Wednesday, May 5, due to a failure in cab car #2404. Passengers were shifted to following express #5571. The 92-degree temperature on Wednesday, May 26, forced SEPTA to impose its 50-mph heat restriction on all trains. Numerous delays were reported.

AMTRAK's new spring-summer system timetable became effective on May 10. After a year's absence, the timetable once again includes the Northeast Corridor schedules, which account for the increase in size of the publication to 136 pages from the 120 pages in the fall-winter issue. Until now, NEC passengers had to rely on local timetables or the Amtrak website, which were subject to frequent changes due to the project to replace defective concrete ties in North Jersey and New EnglandPennDOT plans to replace the Sellers Avenue bridge over AMTRAK's mainline in Ridley Park. The historic 19th Century span once supported the original Philadelphia, Wilmington & Baltimore station above the tracks.

A group of 11 states from Maine to Maryland last month submitted a proposal to dramatically improve passenger train service along the Northeast Corridor. With the objective of relieving highway and airline congestion in the region, the states are asking the Federal Railroad Administration to take the lead in finding ways to double train ridership over the next 20 years. Strongly supporting the effort are the Coalition of Northeastern Governors and AMTRAK. It is aimed at identifying present capacity constraints and defining how intercity and high-speed trains could help improve the region's transportation network and expand its capacity for moving people. The proposed study would build on the recent three-year collaboration carried out by a working group of 12 states, Amtrak, commuter and freight railroads that produced the "Northeast Corridor Infrastructure Master Plan." That plan, also released last month, can be accessed on the Amtrak website, www.amtrak.com, under "Reports & Documents" (NARP, Amtrak).

As reported here last month, AMTRAK has notified the FRA that it plans to have a Positive Train Control (PTC) system in place over the entire Northeast Corridor by 2012, three years ahead of the federally-mandated deadline. The French firm Alstom has been hired to do the design and layout of PTC, which will expand the existing Advanced Civil Speed Enforcement System (ACES) currently in service—for the most part east of New Haven, CT. A new senior director position has been established in the Communications & Signals Department at Amtrak headquarters to manage the implementation of PTC. One of the concerns in the runup to PTC is "interoperability," to insure that different PTC systems employed by different railroads will work togetherThe site of the old Pennsylvania Railroad steam plant, which was demolished last November, has been totally cleared and apparently will be used as a parking and storage lot.

Two more trespasser deaths occurred on the Northeast Corridor within the past few weeks. At 4:06 AM on Thursday, April 29, AMTRAK work train #8910 led by P32-8 diesel #512 struck and killed a woman lying on the #2 track just south of Folcroft station in Delaware County. Track #4 was reopened about 5:15 AM and #1 and 3 by 7 AM, but numerous Amtrak trains were delayed as was SEPTA's R2 service. Eight SEPTA trains were annulled and a dozen others delayed. At 12:30 PM on Wednesday, May 5, Acela Express #2153 hit and killed a trespasser just south of BWI Thurgood Marshall Airport station near Baltimore. The train was held at the scene for an hour and a half and several other Amtrak and MARC trains were delayed, some for over an hour.

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PHILADELPHIA EXPRESS

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NORFOLK SOUTHERN westbound freight 11J derailed 22 cars three miles west of Greensburg, PA, early on Monday, April 26, leading to a very unusual detour move for AMTRAK's #42 Pennsylvanian. The train was held for an NS pilot engineer at Pittsburgh, then backed out of the station, reversed and ran eastward via NS's freight-only Conemaugh Line by way of Kiski Junction, arriving at Johnstown three hours and 22 minutes late. The only missed stops were Greensburg and Latrobe. The derailed cars were cleared in time for westbound #43 to operate the normal route.....A late-running Regional train #185 stalled near Claymont, DE, on Monday morning, May 10, because of a damaged pantograph on lead AEM-7 locomotive #944. Some 225 passengers were transferred at Claymont station to SEPTA #9227 which was extended to Wilmington. Several other AMTRAK trains were delayed. Four days later AEM-7 #919 on eastbound Keystone train #658 became disabled at Thorndale, delaying the train for 45 minutes until its power was restored. SEPTA R5 train #594 was stuck behind the Amtrak train for 20 minutes.



CSX, NS,
OTHER ROADS

NJ TRANSIT issued new timetables on May 23, reflecting the service cuts which are part of the plan to close its looming \$300-million budget gap in Fiscal Year 2011. A total of 32 commuter trains, mostly in off-peak hours, have been eliminated systemwide. This action comes on top of the average 25-percent fare increase for rail commuters and interstate bus passengers and the ten-percent hike in intrastate bus and light rail fares, which took effect on May 1. NJT said it will be watching closely to see if some of the remaining trains become too crowded, in which case extra cars may be added. But it also expects to lose more than two percent of its riders due to the fare increaseGovernor Christie's administration said last month that it supports the proposal to build a light-rail line along the CONRAIL right-of-way between Camden and Glassboro. But the *Inquirer* reports that Transportation Commissioner James Simpson said the State might not honor former Governor Corzine's commitment to provide \$500 million toward the estimated \$1.6 billion cost of the 18-mile line.

A power failure shut down PATCO for more than 90 minutes during the morning rush hour on Friday, April 30. One heavily-loaded westbound train was stuck in the middle of the Benjamin Franklin bridge, beginning at 8:20 AM, and others were halted in the center city tunnels as well as in New JerseyPATCO's current timetable sports a drawing on its cover that looks more like an open-platform railroad car than a PATCO vehicle.....PATCO now has a presence on both Facebook and Twitter (enter www.twitter.com/ridepatco for service updates).....A southbound NJT River Line collided with a minivan at a grade crossing in Riverton on the morning of Thursday, May 13. According to press reports, the minivan driver made a right turn around the crossing gates and into the path of the train. Three occupants of the car were hospitalized and 12 train passengers reported minor injuries.

NORFOLK SOUTHERN reported good financial results for the first quarter of 2010. Operating revenues rose 15 percent over the same period in 2009 to \$2.2 billion, and net income increased 45 percent to \$257 million. The operating ratio improved by five points to 75.2 percent, the best first quarter showing since the CONRAIL takeover in 1999.....For the 21st consecutive year, NS has won the industry's E.H. Harriman gold medal for employee safety among large railroads in 2009. The Association of American Railroads reports that 2009 was the safest year ever for U.S. railroads (AAR).....The National Park Service has completed the restoration of the ex-Reading station building at Valley Forge, turning it into a museum dedicated to General George Washington (see September 2008 *Cinders*). The trackside viewing area along the NS Harrisburg Line has been reopened.....CSX has appointed Jacqueline Litzinger as its chief of police, to cap her more than 30 years of public and railroad police experience. She succeeds Chief William Laubenheimer, who retired after 30 years in railroad police work beginning with CONRAIL (*Railway Age*).

CSX has recalled almost 1,500 of its furloughed employees, cut the number of locomotives in storage from 707 to 272 and reduced the fleet of stored freight cars from 30,533 to 12,321. All of this, of course, reflects the improving business climate as the nation recovers from the recent recession. Other railroads also say they are returning some stored locomotives and cars to active service (*Railway Age*).....NEW YORK, SUSQUEHANNA & WESTERN has sold its three aging GP18 locomotives, #1800, 1802 and 1804, to EAST PENN RAILROAD. Built by EMD in 1962, the units were delivered to ESPN at Wilmington on May 3 (Dick Adams)..... Following \$276,000 in renovations, the old Reading depot at Kutztown, PA, on a branch of EAST PENN, is now used by the Borough Council as its meeting hall (Rick Bates)..... PennDOT has released a study showing that the western half of the State has a public transportation system which is far inferior to that in the eastern section. SEPTA's rail lines, for example, vastly overshadow the transit system in Pittsburgh (NARP).

It now appears that a new Southport Marine Terminal will be built at the east end of the Navy Yard in South Philadelphia (see October *Cinders*). The State is willing to deed 142 acres of land along the Delaware River to the Philadelphia Regional Port Authority which, with land already owned by the PRPA and nine acres to be acquired from NORFOLK SOUTHERN, will comprise a total of 239 acres. Prospects for the \$400-million terminal are improved because of the ongoing plan for deepening the river channel to 45 feet to accommodate larger vessels. It would be served by NS, CSX and CANADIAN PACIFIC..... Well-known railroader, author and original STRASBURG RAILROAD Investor William M. Moedinger died April 24 at the age of 97. He was a charter member of the Lancaster Railway & Locomotive Society, which merged with another club in 1935 to form the Lancaster Chapter, the first chapter in NRHS. His son Linn carries on as president of the Strasburg.....The former Valero Energy refinery at Delaware City, DE, which was closed last November, will reopen under a new owner, PBF Energy Partners. The huge facility is served by NS.

PRR Fort Washington Branch Update

Last issue, we printed a PRR Fort Washington Branch schedule from September, 1950. From member Donald Flayhart, of Apex, NC, we learn that passengers who wished to ride the line had to change trains at Allen Lane. Two specially-equipped single-car MP54 MU's, #800 and 801 were used in this service.

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.)

A railfan riding at the rear of a Rutland passenger train struck up a conversation with a brakeman, hoping to talk a little "railroad" as he easily did on his favorite Central of Vermont, but disappointedly, the Rutland brakeman just wanted to talk "baseball" instead of "block signals"!! (Doug Welsh, *Saturday Evening Post*, 1937).....Also in New England, we learn this about the New Haven Railroad and New York harbor in 1950: the railroad's facilities for the interchange of freight with water carriers and other railroads were between 132nd Street and Lincoln Avenue along the Harlem River in the Bronx. This operation extended east to and including Oak Point Yard. The station was called Harlem River, NY and was equipped with a dock and float bridge to handle freight to/from lighters and car floats. There was also through train service to and from the float bridges in Bay Ridge, Brooklyn (adjacent to the U. S. Army base) and Bush Terminal. At that time, seven tugs, 21 car floats and 20 lighters handled the load (*Railroads of New York*).....North of the Border, we wonder if this was the shortest-lived name train? On October 30, 1965, Canadian Pacific established the **Royal York** between Montreal and Toronto. The elimination of the train from the CPR timetable came less than three months after its introduction. (Christopher C.N. Greenlaw).

Back to Gotham, in 1892 transit in New York City (Manhattan) served the public with elevated railroads, horse cars, cable cars and the Fifth Avenue Stage Line. The five lines of steam-powered elevateds (33 miles) had four routes running almost the length of Manhattan from the Battery to the Harlem River, with a fifth extending into the Harlem district. There were 17 horse-drawn streetcar companies running over 42 mainlines and branches. One line that operated crosstown in Harlem and up to Washington Heights (seven miles) was operated by cable for a number of years (*King's Handbook of New York City*).....The 1959-vintage Baltimore & Ohio Railroad/Staten Island Rapid Transit vertical lift bridge over the Arthur Kill between Staten Island and New Jersey holds the US (perhaps the World?) record with a main span length of 558 feet. Other notable vertical lift bridges are the 1965 PRR bridge at Kirkwood, DE over the Chesapeake & Delaware Canal, the New Haven's "fancy" lift bridge over the Cape Cod Canal and the 1961 rebuild of the PRR's Delair bridge over the Delaware River near Frankford Junction in Philadelphia (*Almanac*).

We are all familiar with the great variance between Amtrak stations and the convenience, or lack-of-same that they offer. But, when you team up with the bus you can count on a certain level of station amenities. One of Amtrak's partners in the West is Northwestern Trailways, which stops at the Texaco station in Cashmore, WA, Jim's Grocery in McCalls, ID, the Shell Dyna-Mart in Lewiston, ID, Ace Hardware in Colfax, ID and finally, Kissel's Variety in Quincy, WA (Amtrak timetable).....December 7, 1941 is noted as the "Day of Infamy" when the Japanese bombed the U. S. Naval Base at Pearl Harbor. This tragic day in American history far overshadows that on the same day, New York Central's **Empire State Express** made its inaugural trip.

Use The READING to the PHILLIES BASE BALL PARK



North Broad St. Station

is just across the street from Baker Bowl

10¢ from Reading Terminal
Frequent - Fast
Dependable Service
AVERAGE RUNNING TIME 6 MINUTES

Schedule of Games at Home

| | |
|----------------------------|--------------------------------|
| Boston—July 4 | Cincinnati—Aug. 24, 25 |
| New York—July 13, 13 | St. Louis—Aug. 26, 27, 28 |
| St. Louis—July 14, 15, 16 | Chicago—Aug. 29, 30 |
| Pittsburgh—July 17, 18, 19 | Pittsburgh—Aug. 31, Sept. 1, 2 |
| Chicago—July 20, 21, 22 | Boston—Sept. 3, 4 |
| Cincinnati—July 23, 24, 25 | Brooklyn—Sept. 5 |
| Brooklyn—Aug. 10, 11, 12 | Boston—Sept. 25 |
| New York—Aug. 20, 21, 22 | |

Trains leave Reading Terminal for North Broad St.

(Daylight Saving Time)

| | | | | | |
|---------------------------|--------|--------|--------|--------|-------|
| Weekdays..... | 12.40, | 12.42, | 12.50, | 12.52, | 1.10, |
| except July 5 and Sept. 6 | 1.15, | 1.20, | 1.25, | 1.30, | 1.40, |
| | 1.50, | 1.52, | 2.00, | 2.10, | 2.15, |
| | 2.20, | 2.40, | 2.42, | 2.50, | 2.52, |
| | 3.15, | 3.20, | 3.25 | P. M. | |
| Sundays..... | 12.42, | 1.30, | 1.25, | 1.30, | 1.40, |
| and July 5 and Sept. 6 | 1.50, | 2.00, | 2.30, | 2.42 | P. M. |

Frequent service North Broad St. to Reading Terminal after the game.

FROM SUBURBAN POINTS

The most convenient way to go to and from the Phillies Ball Park is to use The Reading to North Broad St. Station—convenient trains both ways—low fares—avoid congested streets and annoying parking problems.

SHIBE PARK

The home of Connie Mack's Athletics is located at 20th and Lehigh Ave., within walking distance of North Broad St. Station and quickly accessible by taxi or Lehigh Avenue surface cars.

FOR SAFETY AND COMFORT
TAKE THE READING



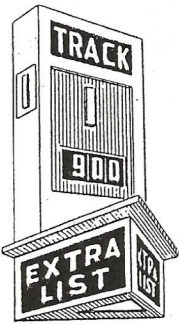
Reading Railway System

C. A. GILL E. D. OSTERHOUT J. S. SELBY
Gen'l Manager Passenger Traffic Mgr. General Passenger Agt.

A-BB 6-23-37 Ct. 2nd ed.

(As this issue of *CINDERS* is being completed, pitcher Roy Halladay has just pitched the second perfect game in Philadelphia Phillies history, and, more remarkably, only the 20th in Major League baseball history!! It's June, and appropriately, we reproduce, from the Chapter's Joe Mannix archives, a Reading Railroad flyer from June, 1937 advertising 10-cent fares from Reading Terminal to North Broad Street station, just across the street from Baker Bowl, the old-time home of the Phillies before they moved to Shibe Park (later Connie Mack Stadium) after the 1938 season! All Aboard!! Play Ball!!

JUNE 10: National Geographic Television presents "World's Toughest Fixes: Philly Mega Transit". WTF rides the rails in the City of Brotherly Love. Host Sean Riley teams up with SEPTA crews to find out what it takes to keep 2,200 miles of tracks running safely. The team must replace a three-mile section of 80-year-old high-voltage wire. It's risky, with live wires just an arms reach away. Then, WTF heads to a "garage" to work on a train with a malfunctioning automatic control system. Members interested in viewing National Geographic Television should check with their local cable TV providers for availability.



"The Railroad in Delaware History" Is New Exhibit in Wilmington

"The history of the railroad industry in Delaware is one of the most significant stories in the understanding of the development of our State." So reads an ad for Delaware Historical Society's new exhibition entitled "The railroad in Delaware history," which opened last month at the Delaware History Museum in Wilmington. Located in a renovated former Woolworth retail store at 504 Market Street, a short walk from the Amtrak/SEPTA station, the museum is open Wednesdays-Fridays 11 AM-4 PM and Saturdays 10 AM-4 PM. Admission is \$6 for adults, \$5 for seniors over 65 and \$4 for children 3-18, but is free on Fridays. The show will continue through March 26, 2011.

Created as part of the Society's reconstruction of historic rail car #102, built by the old Jackson & Sharp firm in Wilmington, the exhibition includes photographs, documents, artifacts and stories covering the more than a century and a half of railroading in the State. Numerous photos are displayed of the former Jackson & Sharp and Harlan & Hollingsworth carbuilding shops and the Pennsylvania Railroad's huge Wilmington shop (now Amtrak's principal maintenance shop for electric locomotives), and of many trains and engines. Wilmington & Western Railroad personnel assisted in preparing the show.

For further information, telephone 302-656-0637 (website: www.hsd.org).

JUNE 21-26: *Endless Mountain Rails 2010* NRHS Convention at Scranton, PA, celebrating 75 years of NRHS, sponsored by Lackawanna & Wyoming Valley Chapter, NRHS. Information received at presstime indicates most events are sold out. In addition, both the Hilton Scranton Hotel & Conference Center and the Radisson Lackawanna Station Hotel are filled. More than 725 have pre-registered for *Endless Mountain Rails 2010*. For current information, visit the 2010 Convention website: www.endlessmountainrails.com.

JUNE 30-JULY 5: "Reading Railroad Days" at the Railroad Museum of Pennsylvania, featuring special presentations and displays, an operating model layout and tours of Reading equipment. Regular museum hours and admission charges apply. For a night photo shoot on Friday there will be an extra charge.



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