



CINDERS

NOVEMBER 2010



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Volume 71

Number 10

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

MEETING NOTICE:

FRIDAY EVENING, NOVEMBER 19, 2010

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

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

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

Our meeting on Friday, November 19, 2010, will feature a
PowerPoint program by Chapter Member Henry Posner, III. A
member since 1981, Mr. Posner worked for Conrail for a number
of years before becoming a founding principal of Railroad
Development Corporation. His program, titled *Dark Territory—
RC's Long, Strange Trip to the Fringes of the Regional Railroad
Movement*, will provide an overview of RDC from both an
industry and historical perspective. Included will be the Iowa
Interstate Railroad, the Chinese QJ steam locomotives, Guatemala,
Estonia, Peru, Malawi, Mozambique, Argentina, and others. We
feel privileged to be able to present this program for Philadelphia
Chapter members and friends. Please join us at this event.

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, NOVEMBER 16, 2010 to National Director Larry
Eastwood at 215-947-5769.** The menu for the November 19
dinner had not been finalized by Jefferson's Catering Department
by the deadline for this issue of *Cinders*. The entrée choices will
be put on Larry Eastwood's answering machine on Saturday,
November 13, 2010. The Chapter needs to meet a minimum
guarantee of 15 meals in order to provide this benefit for members.
Why don't you come out for dinner before our meeting. It's an
enjoyable full-course meal, plus informal and interesting
conversation, and it's priced at an affordable \$20.00 per person.

**PLEASE REMEMBER THAT OUR DECEMBER, 2010
MEETING WILL BE HELD ON FRIDAY, DECEMBER 10!!!**

IMPORTANT NOTICE!!!!

Regarding our Meeting Room at Thomas Jefferson University

Philadelphia Chapter has been notified by the Catering
Manager at Thomas Jefferson University that the Faculty
Club we have been having dinner and meetings in for
several years is no longer be available to us because it is
going to be converted into a computer laboratory.

We hope on November 19 to meet in Room 207, which may
be reached by taking the escalator to the Second Floor.
This excellent theater-style classroom was used by the
Chapter for our October 15 meeting. Our optional dinner
location should be on the First Floor, but please check with
the Security Officer when you enter the building, where
you will find a notice posted.

This is subject to change each month for the near future.

If your *Cinders* Arrives in Bad Condition

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

2011 Dues Renewal Update

Every Chapter member, including full members as well
as Chapter-only, should have received their 2011 dues bills. All
were mailed about October 1. Members are urged to submit their
2011 renewals as early as possible.

As of the end of October, 109 full members had
submitted their renewals, and nearly half of our Chapter-only
members had renewed. Considering economic tightening, many of
you have been generous in providing contributions above and
beyond your dues, which the officers of the Chapter deeply
appreciate. We submit renewals only once per month to NRHS, so
if there is a lag between the time you send your check in and it is
cashed, please understand this cycle we must follow.

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: \$54.00 per person, which includes Chapter and National dues. Chapter-only dues \$18.00 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.

Individuals interested in supporting Philadelphia Chapter and its local rail preservation activities may become a part of Philadelphia Railfriends. This non-membership category is available for an annual contribution of \$25.00. Forward remittance, payable to "Philadelphia Chapter, NRHS" to the Chapter's P. O. Box above, indicating it is for "Philadelphia Railfriends".

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

If your *Cinders* is received damaged or incomplete, please contact the Editor at the address above to receive a replacement copy. Requests may also be made by telephone to 215-947-5769, or be E-mail to reastwood2@comcast.net.

Chapter Member Joel Spivak will conduct a book signing for his new book, ***Images of Rail Series: Philadelphia Railroads***, on Tuesday, November 9, 2010, from 4:00 to 6:00 PM at the AIA Bookstore & Design Center, 1218 Arch Street, downtown Philadelphia. Telephone information: 215-569-3188. (See Book Review on Page 8 of this issue)



NOVEMBER 20: 12th Annual Train, Toy & Collectible Show, sponsored by Pemberton Township Historic Trust, at Pemberton Township High School, 148 Arney's Mount Road, Pemberton, NJ 08068, 9:00 AM to 3:00 PM. Admission: \$4.00 adults, children under 10 free. While there, visit the Pemberton Railroad Station Museum, at 3 Fort Dix Road, Pemberton. For more information, telephone 609-894-0546, E-mail to pthtrust@yahoo.com.

NOVEMBER 21: Tredyffrin Easttown Historical Society will present illustrated lecture, "When Nazi Prisoners Passed Through Paoli" on the Pennsylvania Railroad enroute to camps throughout the Nation for relocation. The lecturer will be pr Roger Thorne at the Easttown Library and Information Center, 720 First Avenue, Berwyn, PA, starting at 2:00 PM and ending about 3:30 PM. Additional information: telephone 610-644-0138.

NOVEMBER 22: West Jersey Chapter, NRHS regular monthly meeting at Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ (a few blocks east of PATCO Haddonfield station), beginning at 7:30 PM. Program will feature Russell Jackson with slides and an 8mm film on the Metroliner project from 1968, showing activity on the Northeast Corridor as it was then. Time permitting, Russ may also show film taken at the International Transport Exhibition in Munich, Germany in 1965.

DECEMBER 4: Pennypack Ecological Restoration Trust will sponsor "Train Crash Walk" to commemorate 89th anniversary of December 5, 1921 Bryn Athyn Train Wreck on the Philadelphia & Reading's Newtown Branch. *Cinders* Editor Larry Eastwood will give 45-minute presentation on the wreck, followed by three-mile hike guided by PERT Education Specialist Jennica Nobre through the woods to actual crash site. Fee: PERT members free, non-members \$5. Event begins at PERT, 2955 Edge Hill Road, Huntingdon Valley, PA 19006. Advance reservations, please by Friday, December 3 to PERT at 215-657-0830.

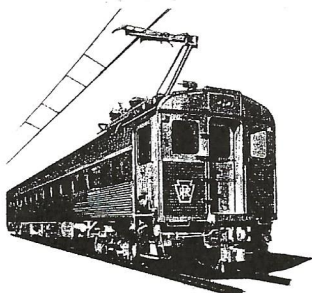
DECEMBER 4-5: Annual Holiday Train Show & Sale in Ocean City, NJ at the historic Music Pier on the Boardwalk at Moorlyn Terrace. Operating displays, model trains of all gauges. Parking available. Admission: \$3 adults, \$1 children. Show hours: Saturday 10 AM-5 PM, Sunday 11AM-4 PM. For additional information, telephone 609-525-9300.

THROUGH MARCH 26, 2011: "The Railroad in Delaware History" exhibit at Delaware History Museum, 504 Market Street, Wilmington, DE. Museum open Wednesdays-Fridays 11 AM-4 PM, Saturdays 10 AM-4 PM. Admission is free on Fridays. Extensive exhibit on Delaware's railroads is housed in former Woolworth store, a short walk from Amtrak's Wilmington station. For information, telephone 302-656-0637.

Silverliner Update

There have been some minor changes since our Silverliner Update published last month. As noted in *Philadelphia Express* on Page 4, Silverliner V's #701, 801 and 802 made their first revenue runs October 29 running on Trains #1061, 1062, 9229, 9238, 9845 and 9858.

On October 31, the number of Silverliner II and III cars in a "long-term out-of-service" status is still at 14 cars. However, Budds 218 and 9001 have been restored to active service. Budds 205, 213, 214, 219, 251, 257, 9003, 9006 and 9010, and St. Louis cars 222, 224, 232, 234 and 237 make up the current "set aside" list. All are at Overbrook Facility except the 214, which is at Wayne Electric Shop.



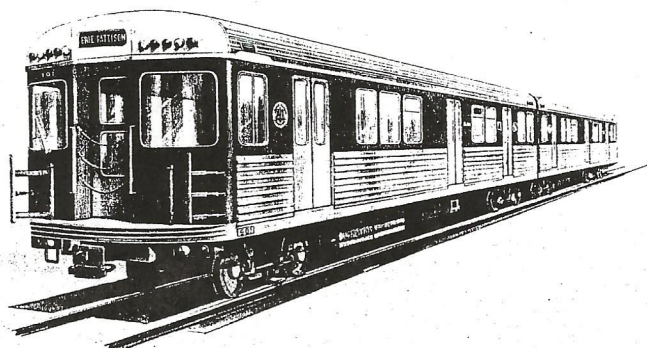
Ride the beautiful silver fleet . . . the last word in restful, air-conditioned comfort!

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA TRANSIT

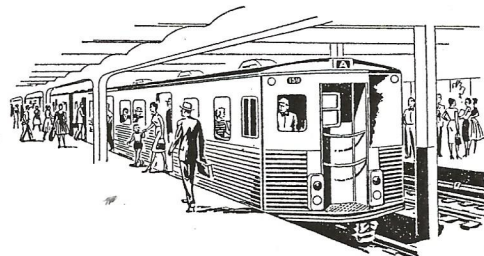


Work began October 4 on a three-block spur for Route 15 trolleys along Frankford Avenue between Girard and Delaware Avenues. This writer cannot remember the last time that new trolley track was laid along an unused right-of-way in Philadelphia. The extension will become the eastern terminus for Route 15 cars after PennDOT begins reconstruction of the nearby I-95 elevated highway, which will block the regular Route 15 trackage to the Richmond & Westmoreland loop. Initial work involves the construction of new double track in Girard Avenue just east of the Market-Frankford Line elevated station, at a point where the spur will diverge to the south. While no track had yet been put down in Frankford Avenue when the site was visited on October 20, the asphalt was partially removed in the center of the street. This uncovered the rails of an old single-track line which was used by PRT and PTC to access facilities at Piers 34 and 41 North along the Delaware River. The track had not seen revenue service since the abandonment of original Route 59 in 1920! By coincidence, the new loop at Delaware Avenue will be across the street from the recently-opened SugarHouse Casino. Track construction, which is being paid for by PennDOT, should be completed by next month; until then buses are being operated along the length of Route 15.

The heavy rains of Thursday, September 30, and Friday, October 1, caused some scattered service disruptions on SEPTA lines. The official reading at International Airport was 5.4 inches, a two-day record for the City, and even more fell in northern and western suburbs. Darby loop was flooded on Friday, forcing Route 11 trolleys to be turned back at Woodland & Island Avenues, and several bus routes had to be detoured. Norristown High Speed Line cars were turned back at Hughes Park for a time, but more serious delays occurred on Regional Rail (see below)New electronic destination signs are being installed in the subway-surface car fleet, with most cars having their old roll signs already replaced.....SEPTA has issued an attractive full-color brochure entitled "A beautiful ride preserved," which describes the reconstruction of the Routes 101/102 trolley lines completed in August. It mentions the nine miles of new track that have been installed but oddly the cover photo taken on the Sharon Hill line shows old jointed rail and some weedy track!

The *Inquirer* on October 19 carried an article on the \$50-million project to rebuild Dilworth Plaza on the west side of City Hall. Construction is expected to begin soon, transforming the largely-concrete plaza into a more people-friendly area with a lawn, a fountain, a café and glass pavilions covering the entrances to SEPTA's City Hall subway station. Unfortunately, the costly project to upgrade the dingy subway station has been put on hold due to a cutback in SEPTA's capital funding (see May *Cinders*)SEPTA is rebuilding the bus loop at Cheltenham & Ogontz Avenues, a project expected to last until mid-2011. Routes 6, C, H and XH are being relocated to a temporary terminal in the Cheltenham Square Mall. Many years ago the Cheltenham Avenue loop served as a short turn for the Route 6 trolley line to Willow Grove.

Two SEPTA riders were arrested last month for carrying unlicensed handguns. On Saturday evening, October 16, a man was spotted waving a gun on a southbound Broad Street subway train. The train was halted at Erie Avenue, where the gunman exited the train and was met by two SEPTA police officers who ordered him to drop his weapon. When he refused he was shot and wounded. Two days earlier a 58-year-old woman pulled a loaded revolver from her handbag during an argument with a younger woman on a bus at 69th Street Terminal. A male passenger stepped between the two and no shots were fired. Police arrested the gun-toting woman as soon as she got off the bus, which had some 30 other passengers on board including several children.....Two female pedestrians were killed by SEPTA buses during the past few weeks. The first accident occurred on Thursday, September 30, when a woman was struck by a northbound Route 33 bus on 22nd Street at Lehigh Avenue. The second happened on Saturday, October 23, when a 65-year-old woman was struck by a Route 52 bus on 54th Street at City Avenue.....Several persons were injured when an automobile tried to run in front of an inbound Route 102 trolley at the Baltimore Avenue crossing in Clifton Heights, just after midnight on Sunday, October 10. The trolley crushed the passenger side of the auto.

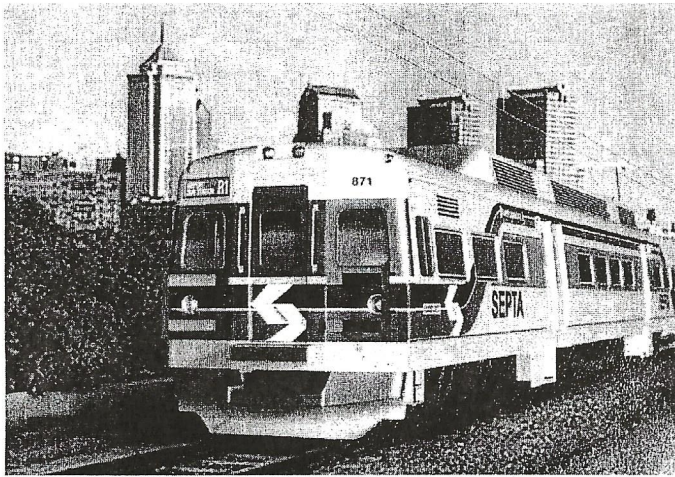


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PHILADELPHIA EXPRESS

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SEPTA REGIONAL RAIL



Three new Silverliner V MU's made their first revenue trips as Cynwyd trains #1061 and 1062 on Friday morning, October 29, carrying SEPTA officials, guests and some surprised paying passengers. These are the pilot cars #701 and 801-802 built in South Korea, which have been undergoing test runs for the past several months. Riders on the inaugural train—including Chapter Member Ray Cooney—were given a souvenir marked “First on V’s.” Returning from Cynwyd the train broke through a paper welcome sign across the 0 track in Suburban Station prior to a ceremony led by General Manager Joseph M. Casey. Later in the day the train made a round-trip to Wilmington. SEPTA published a schedule of runs that the Silverliner V's will cover during the following week, and after that they will continue to barnstorm around the system so that passengers on all lines will have a chance to ride them. At this writing, the Hyundai-Rotem assembly plant in South Philadelphia continues to fall behind schedule but Rotem officials promised to deliver three production cars this month and three more in December. SEPTA hopes to have all 120 of the new cars in service by the end of 2011..... Because the Phillies lost to the San Francisco Giants last month, there will be no World Series victory parade in Philadelphia this year. SEPTA managers who remember the chaos that surrounded the parade in October 2008 may have breathed a quiet sigh of relief!

SEPTA reissued all of its Regional Rail timetables effective November 7, except for the Media/Elwyn line. That timetable will be reissued November 28 after completion of an ongoing midday construction project. The Cynwyd line schedules appear on a timecard to save the expense of printing a multi-page schedule for this weekday-only service. On the Paoli-Thorndale line, local train #541 which departs Suburban Station at 3:15 PM has been converted into an express to Bryn Mawr, and new Bryn Mawr local #543 leaves Suburban at 3:21 PM..... SEPTA has responded to a letter-writing campaign in North Wales and agreed to allow the recently-restored brick walls of the 1873-vintage depot to remain exposed. SEPTA originally planned to paint the walls a cream color in line with historical precedent (see September *Cinders*).....Silverliner IV car #280 has been equipped with dot-matrix destination signs on its front endsBoth high-level and low-level platforms are in

service at Croydon station on the Trenton line, similar to the high-low configuration at Wayne station on the Paoli/Thorndale line.

SEPTA began its fall leaf campaign on the night of Sunday, October 10, dispatching its first rail washing train. Two work trains now operate most nights in the annual effort to combat slippery rails caused by fallen leaves. Saturday, October 23, was a bad day, when more than 20 trains to and from Malvern were delayed by slippery rails..... Apparently SEPTA does not expect the quick demise of its older MU cars. It has issued a call for bids on new steel wheels for the Silverliner II's but, as of mid-October, 17 of the older Silverliners were out of service.....The “Farewell to the Budd Silverliner II's” special ran as planned on Sunday, October 24, using ex-Pennsy #269 and ex-Reading #9001. The train suffered a temporary breakdown on the Media/Elwyn line near Secane, but managed to get back to 30th Street where two other Budds were substituted for the balance of the trip to West Trenton and Chestnut Hill East. Various delays caused the train to return nearly three hours late.....The campaign to expunge the old “R” numbers from trains and stations is moving slowly forward. In September SEPTA dispatched a crew to paint over the “R5” on all of the new blue signs at Wayne which appeared last spring during the rebuilding of the station (see June *Cinders*).

A number of construction projects are underway on Regional Rail lines, causing some service adjustments. As mentioned above, track and brush cutting work on the Media/Elwyn line south of Secane has required single-tracking and revised schedules during midday hours. On the Fox Chase Line weekend shuttle bus service is provided between the Olney, Ryers and Fox Chase stations through December 19 due to construction of a new high-level platform at Ryers. Trains are turning back at Cheltenham station. On the Paoli/Thorndale line AMTRAK continues its tree and brush cutting campaign on weekends, meaning that inbound track #1 is out of service from Paoli to Bryn Mawr, and last month single-tracking was in effect on the Manayunk/Norristown line to allow for brush cutting work. A major project on the Doylestown Line required shuttle bus service between Colmar and Doylestown stations on two weekends last month, which will continue over the weekends of November 13-14 and 20-21. This signal modernization project includes the cut-in of a new controlled passing siding between Link Belt and Chalfont, replacing the present slow-speed “Forest” siding north of Chalfont (see August *Cinders*).

The severe tropical storm on Thursday and Friday, September 30 and October 1, caused a rash of problems on Regional Rail. On Thursday around 2 PM a tree fell into the catenary over #4 track at Rosemont station, resulting in a host of delays to Paoli/Thorndale trains. After that mess was cleared up more trees were blown into the catenary at Rosemont around 6 PM, disrupting traction and signal power and causing many SEPTA and AMTRAK trains to be delayed. Eleven SEPTA trains were annulled before regular service could be restored around 10 PM. Power also was knocked out on the Chestnut Hill East Line at 9:10 PM, forcing the annulment of seven trains. Friday was much worse, with high winds and flooding. A total of 71 trains were annulled and 210⁰ others delayed for various amounts of time, out of a total of 735 scheduled runs. Delays were systemwide, with service suspended for a time in the morning on the Chestnut Hill East and Chestnut Hill West Lines as downed trees damaged wires on both lines. Trains on the Mainline to Lansdale ran single track

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PHILADELPHIA EXPRESS

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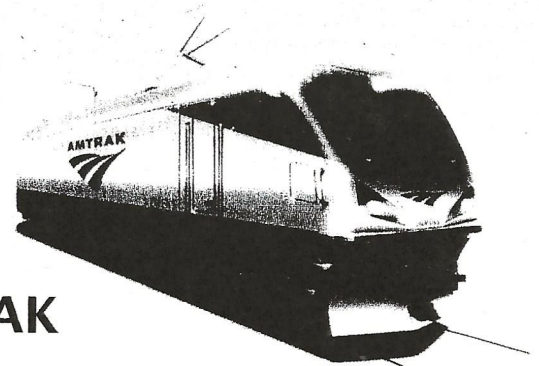
through the Gwynedd Cut due to debris which fell onto the #2 track. The Manayunk/Norristown line was hit hard, with water over the rails in Norristown and elsewhere. The line was shut down for virtually the entire day as #2301, the morning **Schuylkill Flyer**, was the last train to get through (with only a 25-minute delay). Even late Friday night train #6278 to Norristown was cancelled.

It seems to be a regular feature of this column—another trespasser struck and killed by a train. Around 10:10 AM on Friday, October 8, train #9348 out of Elwyn hit a woman trying to cross the tracks just south of 49th Street station in Southwest Philadelphia. A rather bizarre accident occurred at Suburban Station on Wednesday, October 6. A female passenger on train #519 was injured when a luggage rack in Silverliner IV #455 fell on her. At least nine trains had to be annulled on Sunday afternoon, October 17, because there were no available engineers to run them. Two other trains, #271 and 807, were operated by road supervisors. Push-pull train #6378 **Neshaminy Limited** became stranded at Philmont on Monday afternoon the 25th, when AEM-7 #2303 lost power. Passengers from that train and #380 stopped behind it were transferred to following trains #4382 and 384 on the opposite track. Two days later the inbound **Neshaminy Limited**, train #6321, was 47 minutes late arriving at 30th Street Station after AEM-7 #2307 shut down repeatedly on its run from West Trenton. Several other trains also were delayed.

Downed catenary wires were a recurring problem last month, especially on AMTRAK. Tuesday, October 5, 4:55 AM: A broken catenary span at “Arsenal” interlocking south of 30th Street Station delayed a dozen early-morning Airport and Media/Elwyn trains. Sunday, October 10, 5:15 AM: Downed catenary wire on #3 track at “Shore” interlocking, Frankford Junction, also fouled #4 track, delaying eight Amtrak and seven SEPTA Trenton line trains. Wednesday, October 13, 4:15 PM: Catenary wire damage at Crestmont station, apparently from a pantograph on Warminster Line train #440, forced cancellation of 17 rush-hour and evening trains on the Warminster Line before the wire train completed repairs at 10:40 PM. Following train #442, on which Philadelphia Chapter Treasurer Rich Copeland was a passenger, got as far as Ardsley before being annulled, but all following trains were terminated at Glenside with passengers transferring to Route 22 buses. Regular service did not resume until after the wire train completed repairs at 10:40 PM. Saturday, October 23, 7:55 AM: Amtrak reported that Washington-bound train #121 had pulled down the wire on #3 track south of “Phil” interlocking in Southwest Philadelphia. Eighteen Amtrak trains were delayed, #121 was terminated and eight of SEPTA’s Wilmington Line trains were held back, with #202, 206, 208, 210 and 212 diverted into the Lower Level of 30th Street Station. Monday, October 25, 7:45 AM: Just two days after the preceding incident, a catenary wire dropped on #3 track at Sharon Hill station, delaying 20 Amtrak trains and four SEPTA Wilmington line trains. The cause was found to be a squirrel which flashed across an insulator, burning 200 feet of messenger wire supporting the trolley wire.

At 5:48 PM on Monday, October 25, AMTRAK lost signal power on the Northeast Corridor between North Philadelphia station and Cornwells Heights, delaying many Amtrak and SEPTA Trenton line trains as dispatchers had to give verbal permission by radio to pass “Shore” interlocking. The

cause was found to be thieves who stole a span of signal wire east of North Philadelphia station. Signal power was restored at 8:25 PM. The very next afternoon, at almost the same time, a trespasser climbed a catenary pole off Glenwood Avenue, east of North Philadelphia station. Signal power was lost and later traction power had to be shut down while rescue workers brought the man down from the pole. He suffered severe burns and was transported to the hospital. Meanwhile, all Amtrak and SEPTA Trenton and Chestnut Hill West service had to be suspended for two hours until the rescue was completed and signal power restored. Some SEPTA trains were held at Trenton, two others at North Philadelphia and #9756 at “Shore” interlocking. A total of 21 SEPTA Trenton and CHW trains were annulled before normal service resumed at 8 PM. A power reduction at an Amtrak substation early on Thursday, October 28, caused minor delays to a number of trains on the Northeast Corridor, including both Amtrak and SEPTA, until the problem was corrected around 10:30 AM.



AMTRAK

AMTRAK recorded its best-ever annual ridership in the fiscal year ended September 30. It carried 28.7 million passengers and collected a record \$1.74 billion in ticket revenues. Compared with FY 2009, ridership grew by 5.7 percent, or 1.55 million passengers, while tickets revenues jumped nine percent or \$140 million. Ridership on the Northeast Corridor was up 4.3 percent, long-distance trains 6.6 percent and Keystone-service trains 6.7 percent.....AMTRAK issued its new National and Northeast Corridor timetables effective November 8.....AMTRAK announced last month that Chief Operating Officer William Crosbie had left the railroad. He was a holdover from the David Gunn administration. Crosbie’s position will not be filled, so the vice president-operations, chief mechanical officer and chief engineer now report directly to President Joseph Boardman.

AMTRAK has ordered 70 streamlined electric locomotives from Siemens of Germany, at a total cost of \$466 million. Dubbed the “Cities Sprinter ACS-64,” the new units are designed for a maximum speed of 125 mph on the Northeast Corridor, and will replace the boxy-looking 30-year-old AEM-7’s built by EMD to a Swedish design. Each AEM-7, Amtrak says, has operated an average of 3.5 million miles. The first units retired will be the 20 DC-powered AEM-7’s that remain in Amtrak’s fleet, then the 29 converted AEM-7AC units, and finally the 15 newer HHP-8’s. Siemens said that it will build the ACS-64’s at its plant in Sacramento, CA, creating 250 jobs, with the first unit scheduled for delivery in February 2013.....AMTRAK reports that its \$298.1 million contract for 130 new single-level cars (see September *Cinders*) will create 575 jobs at builder CAF USA’s plant in Elmira, NY. Delivery of the first cars is expected in October 2012.

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PHILADELPHIA EXPRESS

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The magnificent building once known as Pennsylvania Station in New York was demolished more than 40 years ago. But that has not stopped AMTRAK and the City from celebrating the 100th birthday of the station, of which the only original portions still in existence are the below-street-level train platforms and concourses. A public display of historic photos and artifacts was held in the present main concourse on October 18. That less-than-adequate facility was a part of the rebuilding project put together by the Pennsylvania Railroad in 1965, which also included an office building and relocated Madison Square Garden on the same site. Amtrak says that the station now handles some 550,000 daily passengers, including those of NJ TRANSIT and the LONG ISLAND RAIL ROAD, making it the busiest station in the Amtrak system. The PRR's New York Extension project represented a major financial commitment by the railroad to penetrate into the heart of Manhattan via twin single-track tunnels under the Hudson River, four tracks under the East River, an immense new Sunnyside yard in Queens, as well as the station itself. The project was the brainchild of then-PRR President Alexander J. Cassatt, and after his death was carried to completion by future President Samuel Rea. It was opened for service to Philadelphia, Washington and the West on November 27, 1910, with third-rail DD1 electric locomotives handling trains through the tunnels.

Meanwhile, it appears that the long-stalled plan for converting the adjacent Farley Post Office building into a "new" Penn Station is finally moving forward. On October 18 several officials including New York Governor David A. Paterson and U.S. Transportation Secretary Ray LaHood attended a ceremony for the "groundbreaking" of the Moynihan Station project, named after its longtime advocate the late U.S. Senator Daniel Patrick Moynihan. An agreement was signed pledging \$83 million in Federal stimulus funds to the project for remodeling the Post Office building and providing new access to eight of the existing tracks for AMTRAK and NJT passengers. The Farley building, which straddles the tracks leading to the Hudson River tunnels, was designed by the same architectural firm as Penn Station, McKim, Mead & White, and is similar in exterior appearance with its massive Corinthian columns and façade. It was opened in 1912.

Over the four-day period of October 1-4 AMTRAK replaced two bridges in Middletown, PA, which required bus substitution for all Keystone Service and Pennsylvanian passengers between Lancaster and Harrisburg (see October *Cinders*). Some weekend trains were cancelled in their entirety, and no alternate transportation was provided for Middletown, Elizabethtown or Mount Joy passengers.....The Harrisburg Chapter reports that the New York-Pittsburgh Pennsylvanian is often operating with a six-car consist, including a full-length Business Class car and a separate food service carOn Friday, October 8, AMTRAK police, local police and Transportation Security Administration personnel conducted a security sweep in several railroad stations across the country, as part of the national Operation RAILS SAFE. Included was a large show of force at 30th Street Station. "Joint security exercises like Operation RAILS SAFE are designed to make it harder and harder for terrorists to use their preferred strategies to attack our stations, trains and passengers," said Amtrak Police Chief John O'Connor.

Several service interruptions plagued Northeast Corridor passengers in the North Jersey and New York City areas last month. After midnight on Monday, October 18, about 40 feet of catenary wire came down near South Brunswick, but repairs were completed by 6:45 AM. Numerous AMTRAK and NJ TRANSIT Northeast Corridor trains ran late. Then, early the next day the locomotive on Amtrak Train #90 *Palmetto* got its pantograph entangled in the overhead wire near Secaucus and was stalled. Its New York-bound passengers were transferred to an NJT train, but by the time the disabled #90 could be moved out of the way, several other NJT trains were delayed. Repairs to the catenary were completed by 7 AM. The next disruption occurred at 10:50 on Monday morning, October 25, when an NJT Midtown Direct train derailed two of its eight cars at low speed just as it was leaving Penn Station, New York. The 300 passengers derailed and were escorted back to the station, but the accident had a domino effect on service. Because the derailment blocked access to eight of the 12 tracks used by Amtrak and NJT, service into and out of the station was snarled for much of the day. Even Amtrak's Empire Service trains could not reach the station and passengers were diverted to Grand Central Terminal where they could board METRO-NORTH trains to Croton-Harmon for transfer to Amtrak. By 7 PM a crane had rerailed the cars and by 9 PM service was returning to normal.



CSX, NS,
OTHER ROADS

Governor Christie of New Jersey late last month reaffirmed his earlier decision to kill the plan for two new rail tunnels under the Hudson River (see October *Cinders*). He said that the ARC project (for Access to the Region's Core) could exceed its estimated cost of \$8.7 billion by as much as \$5 billion, and he did not want his State's taxpayers to shoulder huge budget overruns. ARC has been controversial from the start, mainly because it would entail building a dead-end subterranean station beneath 34th Street in New York City and would not have a rail connection to the existing Penn Station, two objections also cited by Christie. U.S. Transportation Secretary Ray LaHood pleaded with Christie to reconsider his decision, promising at least \$3 billion in Federal funds for the project, which would help meet future demand for rail service and relieve the limited capacity of AMTRAK's existing century-old tunnels. About \$600 million has already been spent on the project for engineering work and preliminary construction, and the State will have to refund more than \$300 million to the Federal government for money already advanced. Whether Christie's announcement will be the last word on the project, or whether the reports of ARC's death are premature, remains to be seen.

The first of 26 new dual-power AC/diesel-electric locomotives ordered by NJ TRANSIT was displayed by its builder last month at a railroad exhibition in Berlin, Germany. Built by Bombardier, the NJT unit is rated at 4,500 hp and will be the first locomotive capable of operating both under 12,000-volt AC catenary and diesel power beyond the limits of electrification. The unit has two four-wheel trucks, one operating cab and is designed to operate at up to 125 mph. NJT will pay about \$310 million for

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the locomotives. While dual-power DC/diesel-electric units have been in service for many years, such as the 1957-vintage FL9's built by EMD for the New Haven, never before have AC traction and diesel power been combined in a single locomotive. Deliveries should begin next year (*Railway Age*)..... New Jersey DOT was forced to halt about 100 highway and rail construction projects for two days in early October. The shutdown was caused by a standoff between Governor Christie and the Democratic-controlled Legislature over issuance of \$1-billion in bonds to replenish the State's Transportation Trust Fund. The Governor suspended some \$1.7 billion in transportation projects because he said the Trust Fund was running low. Then, in an emergency meeting of the Legislature's Joint Budget Oversight Committee on October 4, the bond issue was approved.

Both CSX and NORFOLK SOUTHERN enjoyed very good third quarters. CSX had net income of \$414 million, versus \$290 million in the year-ago period, on revenues of \$2.7 billion, a 16-percent rise over last year. The operating ratio improved to 69.1 percent. NS had net income of \$445 million compared with \$303 million in third quarter 2009, and operating revenues rose 19 percent to \$2.5 billion. Its operating ratio improved to 69.6 percent, somewhat of a surprise because NS over the past few years usually has achieved a lower operating ratio than CSXNS has launched a new advertising campaign based on the slogan "One line, infinite possibilities," which builds on the company's longtime "Thoroughbred of transportation" theme. The new campaign began with 30-second TV spots on the CNN and Fox News cable channels.....NS has ordered 100 SD70Ace locomotives from EMD, with delivery to start next year. Only recently has NS abandoned its long-held preference for DC-powered locomotives. In 2008 it ordered 25 ES44ACs units from General Electric, and earlier it inherited 17 SD80MAC's from CONRAIL (*Trains*).

NS is expanding its use of non-engined road slugs, which have traction motors but must receive their electric power from a "mother" unit, according to an article in the November issue of *Trains*. The slugs cut down on emissions and are much less expensive to maintain. NS was planning to convert 18 GP38-2's to road slugs this year at its Juniata shop in Altoona, and more are planned. They will be mated to GP40-2's equipped with new electrical cabinets, larger air compressors (slugs do not have their own compressors), new air brakes and alternators..... CSX is in the process of modernizing the signals on its Philadelphia Subdivision along the Schuylkill River in center city Philadelphia. New signal masts have been erected which apparently will replace the old-time B&O-style color position signals at "Vine Street" and "Locust Street" interlockings (Ray Cooney).....NS last month broke ground on a new \$95-million intermodal terminal at Greencastle, PA, on the former Pennsy Cumberland Valley branch. It will be the first of four new intermodal facilities on NS's New Orleans-Atlanta-New York "Crescent Corridor," to be built over the next two years. Both CSX and NS are planning to expand their intermodal operations into the shorter-haul regional markets, as between East Coast points and new terminals in northern and central Ohio, supplementing their traditional long-haul services. Over-the-road truckers also are jumping on board by putting more of their traffic on intermodal trains.

Rumor has it that Bennett, Vivian and Eric Levin again will operate their "Liberty Limited" private-car special from Washington, DC, to the Army-Navy football game in Philadelphia and return on Saturday, December 11. In 2005 and 2006, the Levins and their fellow private-car owners accommodated a large group of wounded Army, Navy and Marine combat veterans from military hospitals in the DC area to and from the game, offering them VIP service on board the trains. JUNIATA TERMINAL's two ex-Pennsy E8's, #5711 and 5809, powered the trains along AMTRAK's Northeast Corridor and over the CSX branch to Greenwich yard adjacent to Lincoln Financial Field in South Philadelphia, with open-platform car **Pennsylvania 120** carrying the markers.....The current Lionel model train catalog for 2010 features a cover photo of ex-Pennsy E6 Atlantic #460, currently being cosmetically restored at the Railroad Museum of Pennsylvania. Inside the catalog, two pages are devoted to pictures of the new E6 "0"-gauge model and two PRR cars, together with a brief history of the famed locomotive.

WEST CHESTER RAILROAD has acquired yet another ex-CANADIAN PACIFIC Alco locomotive. Early last month C424 #4202 arrived at West Chester, joining RS18 #1803 and C424 #4230. The latter two units have been repainted in an attractive gray and black scheme with yellow striping and lettering, while ex-B&O GP9 #6499 is in all-black. The newly-arrived unit was built at Montreal in 1965The *Inquirer* reports that a bidder has been selected to develop the new \$400-million Southport Marine Terminal on former Navy Yard property in South Philadelphia (see June *Cinders*). The terminal will be served by CSX and NS, both of which have adjacent intermodal yards.....NEW HOPE & IVYLAND last month was using ex-CONRAIL GP30 #2198 on its fall foliage trains between New Hope and SEPTA's Warminster stationThe Denzel Washington thriller "Unstoppable" is due to open in theaters November 12. It features a runaway train loaded with hazardous materials and it's Washington's job to stop the runaway before it careens into town. Some of the filming was done on shortlines in upstate Pennsylvania.....*Railpace* reports that EAST PENN has applied to abandon its two-mile spur from Bridgeport to Henderson Road in Upper Merion Township, which until two years ago served a BFI recycling plant. This is the stub of the former Reading Chester Valley branch.

For some reason NRHS management apparently has decided to trash the Society's traditional logo in favor of simply "NRHS" in block letters. The new emblem may be seen on the just-issued 2011 membership cards. The old logo featured a 4-4-0 steam locomotive enclosed in a circle spelling out the NRHS name which, evidently, was considered too "historical"..... The railroad industry last month celebrated the 30th anniversary of the Staggers Rail Act, which was signed into law by President Carter on October 14, 1980. The law, which partially lifted the government's heavy hand in regulating freight rates, is largely credited with the industry's amazing return from widespread bankruptcies to prosperity. But now Staggers is under attack in Congress, spurred on by large coal and chemical shippers who want the government to again step in and impose lower freight rates for them.

Another flash point for the railroads is the current Federal mandate to install Positive Train Control (PTC) systems over some 73,000 route-miles of railroad (see February, August *Cinders*). All major freight lines and lines on which passenger

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An easy to understand map on Page 12 shows a diagram of Philadelphia Railroads which were built starting in the 1830's to serve various parts of the City. The evolution of local railway motive power is also covered in the Early History chapter, the first of eight individual chapters. The subsequent chapters cover stations and terminals, junctions, bridges and tunnels, locomotives and rapid transit lines.

Quite a number of the photos selected for the book have not been previously published and answer questions as to what existed in rail system.

This new release from Arcadia Publishing covers all forms of rail operation in the Philadelphia Region including railroads, rapid transit and trolley lines. There is a preface describing the authors' interest in rail operations, an introduction which sets the stage for the development of the rail network on all fronts and an early history detailing the beginnings. This is most helpful to those of us who pondered why certain lines were built, their location and how they evolved into components of the present modern Philadelphia

Images of Rail Series: Philadelphia Railroads, by Allen Meyers and Joel Spivak; 128 pages, over 200 photos; soft-cover, \$21.99. Available at local book retailers or on-line from www.arcadiapublishing.com. Phone orders: -1888-313-2665.



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The photo credits are also improper with providers being interpreted as the original photographers instead of noting which collection the photos came from. However, the photos themselves do make this book a must have for those interested in Philadelphia's rail system, its origins and history.

Earlier times. Unfortunately, a fair number of the captions prepared for this great collection of photos are not well written and include some inaccuracies. A reasonable proofing effort would have caught these errors and enhanced the value and enjoyment of this publication.

trains operate must be equipped with the collision-avoidance technology by the end of 2015, which the railroads say will take at least \$6 billion out of their capital budgets. (The Federal Railroad Administration says the actual cost of PTC could go much higher over an extended period.) The industry is asking the Surface Transportation Board to require that all PTC-related expenses be reported, in order that these costs may be taken into account when setting freight rates. If this tactic fails the railroads may sue the Federal government on grounds that the PTC law violates the Fourth Amendment to the Constitution, which prohibits the government from seizing private property without just compensation. By this line of reasoning all the capital and maintenance dollars which the carriers are forced to spend on PTC are "private property" (*Trains*).