

# CINDERS

FEBRUARY 2013



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Volume 74

Number 2

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

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

## Meeting Notice

**FRIDAY EVENING, FEBRUARY 15, 2013**

Room 207, 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  
 hopefully be completed during the fall months.)*

Our February 15 meeting will feature **Pennsylvania Railroad  
 Steam Movies from 1954 through 1957**, taken by longtime Rail  
 Historian Jack Wise and presented with his son, Bob. Locations  
 include the Middle Division, the Altoona area, the Mt. Carmel ore  
 trains; also included will be sequences with K4 Pacifics on the  
 New York & Long Branch. A couple of surprises might include  
 Alco FA cabs on Rockville Bridge, the Aerotrain at Lewistown  
 and a leased Reading T1 on a Pennsy freight below Sunbury.  
 Some of the scenes are silent, but others have original tape  
 recordings (not dubbed soundtracks). This will not be a real  
 lengthy program, but certainly enough to satisfy the thirst of the  
 Pennsy fans. Don't miss this program on Friday, February 15.

The evening begins with our usual optional sit-down dinner in the  
 Eakins Lounge, ground floor, Jefferson Alumni Hall, beginning at  
 6:15 PM, at a cost of \$20.00 per person. Wine is available for  
 \$3.00 per glass. The entrée choices were not available at  
 presstime, but will be on Larry Eastwood's answering machine by  
 Saturday, February 9, 2013. **DINNER RESERVATIONS ARE  
 MANDATORY and MUST BE MADE BY TUESDAY  
 EVENING, FEBRUARY 12, 2013 to President  
 Larry Eastwood at 215-947-5769. PLEASE DO NOT CALL  
 AFTER 10 PM OR BEFORE 7 AM.** The Chapter needs to  
 meet a minimum guarantee of 18 meals in order to provide a  
 meeting room for members. Come out for dinner before our  
 meeting. Enjoy a full-course meal, plus informal conversation, at a  
 very affordable \$20.00 per person. **MEMBERS WHO  
 RESERVE A DINNER AND DO NOT SHOW UP ARE STILL  
 OBLIGATED TO PAY THE CHAPTER FOR THAT MEAL,  
 BECAUSE THE CHAPTER IS BILLED FOR EACH  
 DINNER RESERVED!!!!!!!**

## Meeting Cancellation Notice

In the event of snow, sleet or freezing rain on a  
 Philadelphia Chapter meeting date, 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.

## Have You Renewed for 2013??

Once again we remind members that the "drop dead"  
 date of March 31 is coming down the track for membership  
 renewals. While more than 75 percent have renewed, there are  
 quite a number of members who have not.

If you see a "RED DOT" on your address label on  
 this issue of *Cinders*, it means that as of the mailing date for  
 this issue (expected to be February 5), we have not received  
 your 2013 renewal.

Fernley & Fernley, the NRHS contractor, drops  
 members who are not renewed by March 31, and then extra work  
 is placed on chapter officers if you pay after that date, since you  
 are treated as a "new" member. Please take care of it today!

## 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  
[ayrestower@comcast.net](mailto:ayrestower@comcast.net) and a replacement copy will be  
 promptly be sent to you.

## Two More 25-Year Members Surface

Last month, *Cinders* published the names of one  
 member receiving a 50-year NRHS pin and certificate, and nine  
 members who will get 25-year pins and certificates.

Somehow, we overlooked two members:

**Bob Clearfield**, Melrose Park, PA  
**William M. Gardiner**, Philadelphia, PA

The Chapter apologizes for the oversight – the pins and  
 certificates are on hand and will be presented on March 15, 2013.

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*

#### CHAPTER OFFICERS

President.....R. L. Eastwood, Jr. (215) 947-5769  
Senior Vice President.....William Thomas III (215) 545-3198  
Vice President & Treasurer.....Richard Copeland (215) 343-2765  
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**MEETINGS:** 7:30 PM, third Friday of each month (except second Friday in December and June), at Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Meeting is held in Room 207, Jefferson Alumni Hall. Check at Security Desk in Lobby for exact dinner location. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

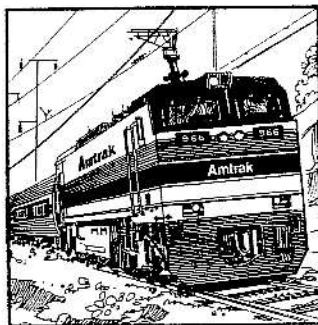
**2013 ANNUAL MEMBERSHIP DUES:** \$57.00 per person, which includes National (\$39.00) and Chapter (\$18.00) dues. Additional Chapter membership dues \$18.00 per person per year. Membership applications should be forwarded to: Membership Chair, P. O. Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold an Additional Chapter membership. Members joining this category are required to furnish Philadelphia Chapter with their home chapter and membership number. **Note: National NRHS dues are increased by \$3.00 for the year 2013.**

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, or by electronic mail to [ayrestower@comcast.net](mailto:ayrestower@comcast.net).

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 by E-mail to [ayrestower@comcast.net](mailto:ayrestower@comcast.net).



### Notice of Annual Meeting & Election

Notice is hereby given of election of Chapter officers for the year 2013-2014, to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday evening, April 15, 2013, in Room 207, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA 19107, beginning at 7:30 PM.

Any member in good standing who is interested in service as President, Senior Vice President, Vice President & Treasurer, Secretary or National Representative, may be nominated from the floor at the April 15 meeting, or by placing your name in nomination by writing, before April 1, 2013 to: C. Bruce Irvin, Chairman, Nominating Committee, 116 Linden Drive, New Holland, PA 17557-9490.

### IEEE Sets February 13 Meeting

Chapter Member Harvey Glickenstein, who serves as the Vice-Chair of the IEEE Vehicular Technology Society's Philadelphia Chapter, has asked *Cinders* to inform NRHS members of their monthly meeting on Wednesday evening, February 13.

The guest speaker will be Vinod Sibal, P.E., Senior Supervising Engineer, Parsons Brinckerhoff, Inc, who will present a program entitled "Introduction to 2x25 kV ac Traction Power Supply System". This is an advancing type of power supply for mainline railway electrification.

The group meets at the Bossone Research Enterprise Center, Room 302 (formerly Commonwealth Hall), Drexel University, 3128 Market Street, Philadelphia, PA. The meeting runs from 6 to 8 PM.

For those interested in attending, you are asked to register by visiting [www.ieeephiladelphia.org](http://www.ieeephiladelphia.org) and click on "Section Meetings and Events". There is no charge to attend, but the advance registration will insure adequate space in the meeting room.

### Philadelphia Chapter LCL (Less-than-Carload)

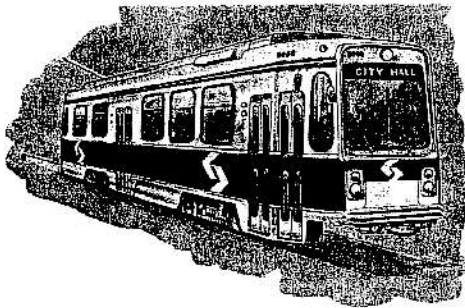
At a recent railroadiana auction, it was a pleasure to see Philadelphia Railfriend **Samuel L. James** in attendance. Sam had been hospitalized during the latter part of 2012 for heart issues, but has recovered and looks good.....At the end of 2012, longtime National Park Service employee **Mark A. Brennan** retired as Steamtown's Chief of Interpretive Services. An original Steamtown employee since its inception in the late 1980's, Mark had been instrumental in working with NRHS on the highly successful RailCamp, started in 1998. He also assisted Philadelphia Chapter and the Reading Company Technical & Historical Society in the operation and display of former Reading Company EMD FP7's #902 and 903, which will remain on display status in Scranton, at least through the end of September, 2013. Mark, a native of Carbondale, PA was a locomotive engineer for the Delaware & Hudson Railway prior to coming to the Park Service. Mark will spend some of his hard-earned retirement time traveling, and was feted at a banquet in Dickson City, PA on Saturday, January 12.

# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

## SEPTA TRANSIT



Construction is underway at several locations in spite of the winter weather. SEPTA bused the Market-Frankford Line between the 11<sup>th</sup> and 30<sup>th</sup> Street subway stations over the weekend of January 12-13 to allow new supporting beams to be installed at the 15<sup>th</sup> Street station. (Trains continued to operate eastbound from 13<sup>th</sup> Street to Frankford and subway-surface trolley service was not affected.) This is part of the \$50-million rebuilding project at Dilworth Plaza on the west side of City Hall. For the first year much of the work was happening below street level, but now it's much more visible. The two-year project will convert the plaza, named in honor of former Mayor Richardson Dilworth, from a forbidding hard-surface area to an attractive greenspace. Among the improvements will be five new elevators linking the surface plaza with the concourse and SEPTA subway stations. The project is due for completion by the end of this year.

SEPTA's project to build new, extended platforms at Ardmore Avenue station on the Norristown High Speed Line is proceeding well. It will be ready to handle passengers flocking to the U.S. Open golf tournament in June at the adjacent Merion Golf Club, and eight-minute daytime headways are planned during the event. The NHSL platform rebuilding project at 69<sup>th</sup> Street Transportation Center is moving along toward a fall completion, and engineering work is underway for upgrading the west trolley and bus terminal at 69<sup>th</sup> Street. SEPTA held three public information sessions last month concerning the proposed extension of the NHSL from Hughes Park to the King of Prussia Mall area (see September *Cinders*). A draft environmental impact statement must first be prepared, then a final EIS, followed by the design phases and finally construction. The preliminary EIS should be completed in 2014. PennDOT plans to replace the College Avenue bridge over the NHSL in Haverford, which is the first overhead bridge north of Ardmore Avenue.

SEPTA will hold public hearings on its proposed operating budget for Fiscal Year 2014 which begins July 1. The Philadelphia hearings will be at SEPTA headquarters beginning at 11 AM and 5 PM on Wednesday, April 17, with sessions in the other counties set during the same week. Due to reduced State support and the exhaustion of its emergency fund, SEPTA could be facing a deficit of up to \$30 million. A fare increase also is in the cards. The contract with SEPTA's largest union, Transport Workers Local 234, is due to expire in March 2014.

Governor Corbett's office last month said that he was about to unveil his long-awaited plan to increase State funding for highway and bridge repairs and transit services. It was expected the Governor would recommend an increase in the current \$1.25-per-gallon wholesale oil franchise tax, as recommended in 2011 by his special transportation task force, but not increase the retail gas tax.

The last-ditch "fiscal cliff" legislation that was approved by Congress on January 1, which staved off a showdown on pending tax increases and spending cuts, also benefited transit riders. The act boosts the tax-free benefit for riding public transit to and from work to \$240 a month, the same as given a year ago to commuters who drive to work. The two-year benefit is retroactive to January 1, 2012 and in this area is available through the TransitChek program, which has been renamed RideECO. SEPTA has submitted a \$1-million claim to the Federal Emergency Management Agency for damage sustained in October's Hurricane Sandy. Earlier it had submitted a \$5-million claim to FEMA for damage repairs following the Irene and Lee storms in 2011. Thus far some \$300,000 has been received and more than \$500,000 is said to be on its way to SEPTA.

The first bus of 245 hybrid units ordered from Nova Bus of Canada is due for delivery to SEPTA in April. The \$171-million contract includes 155 60-foot articulated buses and 90 40-footers. After delivery of the full order half of SEPTA's 1,400-unit bus fleet will be diesel-electric hybrids. SEPTA Customer Service has a new Twitter address, @SEPTA\_Social, which is monitored 24 hours a day for comments received from riders. Have you seen the big photo-murals in the concourse at 13<sup>th</sup> Street subway station, which feature many SEPTA employees at work? A man who somehow boarded an out-of-service Broad Street subway train early on Wednesday, January 16, was killed when he jumped off the train at the North Philadelphia station. It was the third SEPTA-related death during the first half of January (see below). The bitter cold weather during the week of January 21 caused some scattered operating problems on SEPTA. Light snow on Monday evening caused little trouble but a one-to-three inch fall on Friday afternoon did create minor delays on Regional Rail. Rush-hour skip-stop service was eliminated on the Market-Frankford Line during the week.

SEPTA held a public meeting to receive comments on a capital budget of around \$303-million for Fiscal Year 2014. Because of reduced subsidies SEPTA says this budget will be at the lowest level in 15 years while ridership is at the highest level in 23 years. The backlog of needed capital projects is expected to grow beyond the \$5 billion already identified. Applications for Federal funding will be submitted under the new transportation law approved last year, which is entitled Moving Ahead for Progress in the 21<sup>st</sup> Century or "MAP-21" (see July *Cinders*).

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# PHILADELPHIA EXPRESS

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## SEPTA REGIONAL RAIL

SEPTA will reissue all of its Regional Rail timetables effective Sunday, February 10 and for certain lines again on Sunday, April 7. Several schedule changes will be made, including on the Chestnut Hill East Line due to completion of a new signal system, and on the Wilmington-Newark line to adjust for new AMTRAK Acela service.....AMTRAK e-tickets now are being accepted on SEPTA trains between 30<sup>th</sup> Street and center city stations, just the same as paper tickets (DVARP)..... SEPTA is installing a new centrally-controlled interlocking at Miquon on the Norristown Line, which will replace the hand-operated crossover at "River." This is one reason why SEPTA is busing the line between Wissahickon and Norristown on several Saturdays and Sundays from early January to the fourth weekend in March. Trains continue to operate between center city and Ivy Ridge station, where they are turned back. There is no service on those weekends to Miquon station .....A wire replacement program on the Doylestown Line is being scheduled.

Two more Silverliner V's were delivered to SEPTA on January 8—the last three should come this month—and about 95 are in revenue service. The usual parts shortage explanation is given for the delay. Boston's MBTA, however, is having none of that. It sent a letter to Hyundai-Rotem in December threatening to cancel its \$190-million contract for 75 multilevel coaches unless the builder speeds up delivery. The cars are being assembled at Rotem's South Philadelphia plant but are currently over two years behind schedule.....Meanwhile, SEPTA continues to ship retired Silverliners to the scrapper in North Jersey. On January 15 six Budd-built Silverliner II's were moved to CSX's Woodbourne yard—#204, 213, 256, 258, 263 and 9009. But three of the old cars, #230, 235 and 9010, remain as shifters at Overbrook shop, replacing a diesel switcher.

SEPTA is considering leasing the old Barracks yard on the Northeast Corridor at Trenton, then restoring some of the tracks to provide additional storage space for layover trains. This would save an estimated \$300,000 a year in deadheading costs .....Last month SEPTA asked for "expressions of interest" from several firms—including Hyundai-Rotem—for the construction of an undetermined number of new MU cars. These would replace the current fleet of General-Electric-built Silverliner IV's which are approaching 40 years old.....Four Silverliner V's (707-711-720-729) have received bright orange wraps inside and outside to advertise Tropicana orange juice products. One of the cars was placed on track #0 at Suburban Station on January 23. This is part of an extensive campaign for Tropicana, a subsidiary of PepsiCo, which includes large displays in 30<sup>th</sup> Street Station .....The new 30<sup>th</sup> Street electric substation at "Kay" interlocking has been placed in service, supplementing the old Pennsy-built sub 1A near Penn Coach yard which will be phased out.....SEPTA is working on a plan to build a natural-gas electric generating station near Wayne

Junction, which eventually could supply two-thirds of the power needed on the former Reading side of the system..... Large signs announcing the start of work on NPT (New Payment Technology) have started appearing in center city stations. It is still unclear how this computer-based payment system will be implemented on Regional Rail.

Two trespasser fatalities occurred in the same area on the West Trenton line last month. Both of the deceased were teenage boys who attended Neshaminy High School. Around 2:20 PM on New Year's Day, a 15-year-old student, seemingly oblivious to the obvious danger, was walking in the gauge of the #2 track when he was struck and killed by northbound train #4332 just south of Langhorne station. The train was terminated at Langhorne with some 60 passengers transferred to following train #4336, which was delayed for 20 minutes. Then, at about 1 PM on Friday, January 11, a 16-year-old apparently bent on suicide was struck by northbound train #4352 just a mile south of where the first death occurred. Both #4352 and following #4354 were annulled and all other trains delayed until the line was reopened at 3 PM. In each case the engineer applied the emergency braking but did not have sufficient warning to stop the train in time.

It appears that the International Cycling Championship race, held each June in Philadelphia, will not happen this year. As a result, SEPTA will not run its special service on the Norristown Line, bringing spectators to watch cyclists climb the famed "Manayunk Wall".....At 5:45 PM on Saturday, January 12, someone threw a rock at train #9726 as it passed "Mantua" interlocking at the east end of the Schuylkill River bridge on the Northeast Corridor, shattering the cab window of Silverliner V #865 and injuring the engineer. Because this location is inaccessible to emergency vehicles, the engineer and passengers were picked up by following train #850 and transported to 30<sup>th</sup> Street Station.....We were curious as to whether train crews still carry the old-fashioned alerting devices known as torpedoes and fusees. A SEPTA employee informs us that torpedoes (devices secured to the rail which explode loudly to warn following trains) have not been used for many years, but crews still are required to carry fusees for illumination as needed.

A major power outage on Thursday morning, January 24, disrupted Airport and Wilmington-Newark service for much of the day. Around 10:40 AM a pantograph was ripped off the third of six Silverliner V cars in Marcus Hook train #222, damaging the catenary on #4 track north of "Phil" interlocking. The accident knocked out power on #4 and 5 tracks between "Phil" and "Arsenal" and on #5 track from "Arsenal" through University City station. Numerous Airport and Wilmington trains had to be annulled and others—even some Media-Elwyn trains—were substantially delayed due to single-tracking until full catenary power was restored after 9 PM. A few Wilmington-Marcus Hook trains were diverted via AMTRAK to the Lower Level of 30<sup>th</sup> Street Station. After an hour's delay the lead cars of #222 and its passengers were rescued and hauled to 30<sup>th</sup> Street by diesel #52 ..... Bryn Mawr local #5728 had to be terminated on Friday, January 11, when the lead Silverliner V #724 uncoupled from the rest of the four-car train as it departed Bryn Mawr. No one was injured and passengers were transferred to express #9530, which made local stops to Wynnewood while #9534 handled Narberth, Merion and Overbrook passengers.....Most people get rid of their Christmas trees by setting them out at the curb for pickup, but a resident in the Langhorne area decided to

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# PHILADELPHIA EXPRESS

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toss his tree onto the railroad. Around 6:15 PM on Tuesday, January 8, train #373 out of West Trenton struck the tree, damaging an air hose and delaying the train for seven minutes.



## AMTRAK

While a temporary fix for the so-called "fiscal cliff" was enacted by Congress last month, it still is possible that some of the threatened budget cuts may happen later this year (see January Cinders). If so, many Federal departments and agencies—including AMTRAK—would have their funding slashed by five percent or more.....AMTRAK issued its delayed winter-spring National timetable effective January 14. The cover shows an early-morning train loading at the Manassas (VA) station ....."The AMTRAK Vision for the Northeast Corridor 2012 Update Report" contains an interesting summary of the railroad's near-term master plan for improving the existing NEC and building a "next-generation" high-speed system largely on new rights-of-way.....The first of 70 new ACS-64 electrics from Siemens should be delivered this year. These "Sprinter" locomotives will replace the aging AEM-7 and HIIP-8 units that have averaged more than 3.5 million miles in service. Also to be delivered are the first four of 130 new single-level long-distance cars being built by CAF USA.

AMTRAK reports that its deficit of \$386 million during Fiscal Year 2012 is at the lowest level in 38 years. This figure represents the difference between total expenditures and revenues, which is a 19-percent improvement from the previous fiscal year. But Amtrak still is dependent on government support to close that gap (NARP).....AMTRAK management thinks the time is right to proceed with an ambitious program of infrastructure and service improvements, as outlined in a press release last month. This includes completion of the design and engineering work to upgrade 23 miles of the Northeast Corridor between Trenton and New Brunswick, NJ, allowing Acela Expresses to operate at 160 mph, and final installation of Positive Train Control technology along the NEC and Keystone Corridor. Among projects in the planning stage are the Gateway Program to add two new tunnels under the Hudson River between New Jersey and New York City, finding a way to bypass the 1873-vintage ex-Pennsy B&P tunnel in Baltimore and replacing the 107-year-old Susquehanna River bridge at Perryville, MD. Amtrak and the California High Speed Rail Authority will jointly explore the procurement of new post-Acela high-speed trains.

AMTRAK's request for assistance to help pay for its recovery from Hurricane Sandy (see December, January Cinders), was included in the \$50.7-billion disaster relief bill passed by the House on January 15, but reduced from the original figure. As this issue went to press, the bill was awaiting action in the Senate. About \$86 million would go toward repairing damage from the storm and \$32 million to compensate Amtrak for operating losses during the emergency. Amtrak reports that it pumped about 13.6 million gallons of salt water out of the two North River and four East River tunnels after Hurricane Sandy. But recently-installed standpipe and ventilation systems in the tunnels helped speed the recovery operations. Some 80 trees had to be removed from the

Northeast Corridor after the storm and catenary repairs were made in 15 locations. Funding from the 2009 stimulus legislation had paid for earlier culvert and ditching improvements and tree trimming or removal along 250 miles of the NEC, which prevented even worse damage from Sandy (NARP).

The old 500-series P32-8 diesels continue to soldier on in Philadelphia-Pittsburgh service, as they have since last September (see January and previous Cinders). In late January one of the 1991-vintage GE units, #513, was still filling in for the newer P42's.....AMTRAK will continue its often-maligned improvement project at the Lancaster station, with major work scheduled this year on the main waiting room. The station was opened in 1929 after the Pennsylvania Railroad completed its new bypass around downtown Lancaster .....As another part of the modernization of the Keystone Corridor, the power director's office in Harrisburg station reportedly will be closed this month. Over the next two years, as the centralized control system is extended from Philadelphia, the six remaining manned towers on the line ("Zoo," "Overbrook," "Paoli," "Thorn," "Cork" and "State") will be phased out.

To meet demand, AMTRAK added a new weekday Acela Express round-trip between New York and Washington effective January 28. Train #2128 leaving Washington at 8 PM had run Sunday only, and train #2175 now leaves New York at 9:15 PM. Amtrak also ran a special pair of Acela trains between New York and Washington for the presidential Inauguration on Monday, January 21.....The Borough of Narberth will pay \$300,000 to repair the deteriorated 110-year-old Narberth Avenue bridge over AMTRAK's Harrisburg line. The bridge, which was closed last summer, is to be replaced with a new span in the next few years.....Two new members of AMTRAK's board of directors have been seated. They are former Congresswoman Yvonne Brathwaite Burke and Financial Executive Christopher Beall.....AMTRAK has named Owens Corning Executive Tom Quigley as general manager-state supported services. He will be in charge of operations for one of the railroad's lines of business, two others being Northeast Corridor GM Michael J. DeCataldo and Doug Varn at long-distance services.....There is now an "Ask Julie" link on the AMTRAK.com website at which customers can type in questions. The "Julie" voice response system at 1-800-USA-RAIL remains.

Wednesday, January 23, was a bad day on the Northeast Corridor. Just after midnight, a pantograph on HIIP-8 #654 snagged the catenary over #2 track in "Phil" interlocking, bringing Regional train #66 to a halt. The train was terminated and another set of equipment brought the 135 passengers into 30<sup>th</sup> Street Station, where they were transferred to train #190 about 5:10 AM. Numerous Amtrak trains were delayed until catenary repairs were completed at 8:30, and many SEPTA Wilmington and Airport trains also were affected. That same morning a catenary problem was reported at the Portal bridge in North Jersey, causing delays to Amtrak and NJ Transit trains into and out of Penn Station, New York. In addition, a broken rail near Princeton Junction caused a host of delays to both Amtrak and NJT Trenton service. Several Corridor trains from New York were more than an hour late into Philadelphia.....A 54-year-old woman was struck and killed by Acela #2251 near Newport, DE, about 1:45 PM on Saturday, January 5 .....AMTRAK and MARC service was suspended for a time between Baltimore

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# PHILADELPHIA EXPRESS

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and Washington on Friday morning, January 25, due to catenary damage caused by a MARC locomotive.....A broken rail on the Harrisburg line was reported in "Thorn" interlocking at 2 AM on Monday, January 7, and another west of Whitford around 1 AM on Saturday the 19<sup>th</sup>. The first incident caused four SEPTA trains to be turned back short of Thorndale, and others delayed.



## CSX, NS OTHER ROADS

Railroads are not often mentioned in presidential speeches, but President Obama did just that during his second Inaugural address in Washington on January 21. In one sentence early in his address on Capitol Hill he said, "Together we determined that a modern economy requires railroads and highways to speed travel and commerce..." There was no reference to airlines, but they might creep into his State of the Union speech this month.....Secretary of Transportation Ray LaHood, a Republican, has said that he will stay on for a time in the second Obama Administration. He has been Obama's principal advocate for increased spending on transportation infrastructure.

The Ringling Bros. and Barnum & Bailey Red Tour will play the Wells Fargo Center in South Philadelphia February 13-17. The train will arrive via CSX from Greensboro, NC on the 12<sup>th</sup> and depart on the morning of the 18<sup>th</sup> for Richmond, VA, then come back north for an engagement at Newark, NJ, February 27-March 3. The show also will play East Rutherford, NJ, and on Long Island. Later, the Red Tour will play at Trenton May 15-19 and at Hershey May 22-27. The Blue Unit will not be seen in this area in 2013.....A new TV ad for GE follows a NORFOLK SOUTHERN train from the vantage point of a helicopter (with a GE locomotive, of course).....One of NS's Heritage locomotives, SD70ACe #1071 dressed in Jersey Central blue and orange, was involved in a nasty sideswipe accident at Allentown yard last month. Ironically, Allentown is a former Jersey Central yard!.....The Railroad Museum of Pennsylvania at Strasburg has installed a Wi-Fi system which allows visitors to take a virtual tour of the exhibits as well as access the Internet from their smartphones.

Chapter Member Henry Posner III is back in the news. As chairman of Railroad Development Corp., which owns the profitable IOWA INTERSTATE RAILROAD and several other carriers around the world, Henry has sent an "expression of interest" to manage NJ TRANSIT's 2.6-mile Princeton branch and thereby save its legendary Dinky rail service. According to a report in *Railway Age*, he also would consider buying the ex-PRR line outright, which might scuttle Princeton University's plan to move the 1918-vintage station building 460 feet further away from the town center. (Henry is a graduate of Princeton, Class of 1977.) While NJT and local politicians have endorsed the relocation plan,

a large group of citizens is opposing it, as well as fighting the idea of substituting bus shuttles for the trains. The University acquired ownership of the station building in 1984 ..... In the wake of the controversy over NJT's failure to relocate locomotives and cars from the path of Hurricane Sandy last October (see December, January *Cinders*), the agency now says that if another such storm threatens it may store up to 300 cars at a yard in Linden. The yard is served from AMTRAK's Northeast Corridor and was used to store auto parts cars until the nearby General Motors plant was closed in 2005.

CONRAIL has opened two offices in Paulsboro, NJ, to handle claims from those affected by the November 30 hazardous materials derailment on the Mantua Creek bridge (see January *Cinders*). The railroad has offered cash settlements to residents and businesses if they waive their right to sue. One tank car carrying vinyl chloride was breached in the accident, releasing toxic gas into the atmosphere. It took more than two weeks to clean up the spill and restore rail service.....The authoritative *Kiplinger Letter* from Washington predicts that the era is ending for coal as the main fuel to generate electric power in the U.S. After providing 50 percent of the fuel for generation in 2005, coal's share is now down to 37 percent and will dwindle to a third or less in a few years, Kiplinger says. Many coal-fired power plants already have closed or converted to cheaper, cleaner natural gas, and dozens more will do so by 2020. This will affect not only the coal mining companies and their employees but the railroads, which now realize nearly one-quarter of gross revenues from hauling coal. Some of this loss will be offset by increased coal exports as well as by new domestic crude oil traffic from producing areas such as North Dakota to refineries in the Delaware Valley and elsewhere (see January *Cinders*). Valero Energy alone has ordered 2,000 new tank cars for hauling oil, as it becomes apparent that domestically-produced crude can compete with similar grades of oil imported from overseas. Philadelphia Energy Solutions, a joint venture which last year took over operation of Sunoco's Philadelphia refinery, plans to build a tank car unloading facility off of Passyunk Avenue.

In spite of the decline in coal business, both CSX and NORFOLK SOUTHERN reported good financial results for the year 2012. CSX reported net income of \$1.9 billion compared with \$1.8 billion in 2011, while NS had net income of \$1.7 billion compared with \$1.9 billion the previous year ..... The "fiscal cliff" legislation referred to above also included a provision strongly sought by the shortline rail industry. This was a one-year extension of the tax credit for track improvements on shortline railroads. The credit also was retroactive to January 1, 2012, when the existing tax credit expired.....Grand Central Terminal in New York City celebrates its 100<sup>th</sup> anniversary this month. Built by the New York Central Railroad, the magnificent building had fallen into disrepair during the 1950's and 1960's, and was even threatened with destruction at one point, but was fortunately rescued. It is now leased to the Metropolitan Transportation Authority which has spent well over \$400 million to restore and improve the vast structure. (See the excellent article on the history of GCT in the February issue of *Trains Magazine*.)

## Know All About a 1923-Vintage Heavyweight Pullman Sleeper??

Learn everything you would need to know about maintaining and staffing a vintage heavyweight Pullman car. Come hear Washington, DC Chapter's Kevin Tankersley at our March meeting on Friday, March 15, 2013 for all you'd want to know.



**FEBRUARY 25:** Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7<sup>th</sup> & Station Avenues, Haddon Heights, NJ, 7:30 PM. Member Bill Vigrass will share three movies from his collection: Red Arrow Lines on June 24 and 25, 1964; Philadelphia & Western and PRR and RDG suburban trains on August 24, 1963, and Philadelphia & Western and Red Arrow Trolleys in December, 1961.

**MARCH 3:** Jersey Central Chapter, NRHS Train Show, at Mother Seton High School in Clark, NJ, 9:00 AM until 3:30 PM. Admission: \$5.00 adults, children under 12 free – maximum family admission \$10.00. Mother Seton High School is located at Exit 135 of the Garden State Parkway (Valley Road at the Clark traffic circle). For additional information, visit website [www.jcrhs.org](http://www.jcrhs.org).

**MARCH 10:** Toy Train Swap Meet sponsored by Alto Model Train Museum Association, at Blair County Convention Center, Lower Level, One Convention Center Drive, Altoona, PA 16602 (Plank Road exit off Interstate 99), 9:00 AM to 2:00 PM. Admission: \$5 per person, Lionel trainset door prize giveaway. For information, contact Ron Kennedy at 1-814-696-9671.

**MARCH 16:** Harrisburg Chapter NRHS Railroad Show & Collectors Market will take place at I. W. Abel Union Hall (Steelworkers Union), 200 Gibson Street, Steelton, PA. Show runs 9:00 AM to 3:00 PM. Admission: \$5.00 (children under 12 free). Special presentation at 11:00 AM will feature Craig Sansonetti with an illustrated history of the Maryland & Pennsylvania Railroad.

**MARCH 23:** Third Annual Project 113 Slide Show, benefitting ex-Jersey Central 0-6-0 #113, at Christy Joy Catering Service Hall, 141 Bulls Head Road, Pottsville, PA 17901. For complete details, see separate article on this page.

**MARCH 23-24:** Greenberg's Train & Toy Show at Chase Center on the Riverfront, 815 Justison Avenue, Wilmington, DE 19801, 10 AM to 4 PM. Admission: \$7.00 per adult, children 11 and under free. For additional information, visit website [www.GreenbergShows.com](http://www.GreenbergShows.com).

**THROUGH APRIL 19, 2013:** "Frank Furness: Working on the Railroads", exhibit at the Library Company of Philadelphia, 1314 Locust Street, Philadelphia, PA 19107. Exhibit is free and open to the public. For hours and information, telephone the Library Company at 215-546-3181.

**MAY 3-4:** East Penn Traction Club's 21st National Model Trolley Meet at the Greater Philadelphia Expo Center, Oaks, PA. Further information in future issues of *Cinders* or from East Penn website: [www.eastpenn.org](http://www.eastpenn.org).

**MAY 16-19:** Pennsylvania Railroad "Pennsy" Days at Railroad Museum of Pennsylvania, Route 741, Strasburg, PA. Further information available from the Museum at 717-687-8628 or website [www.rrmuseumpa.org](http://www.rrmuseumpa.org).

**JUNE 1:** Spring Bus Fling, sponsored by The Museum of Bus Transportation on and in the Antique Automobile Club of America Campus, PA Route 39, Hershey, PA, 8:30 AM to 4:30

PM. For addition information (including table rentals), telephone 717-566-7100, extension 119, or visit website [www.busmuseum.org](http://www.busmuseum.org).

**JUNE 7-9:** Conrail Days at Railroad Museum of Pennsylvania, Route 741, Strasburg, PA. Further information available from the Museum at 717-687-8628 or website [www.rrmuseumpa.org](http://www.rrmuseumpa.org).

**JULY 2-7:** Reading Railroad Days at Railroad Museum of Pennsylvania, Route 741, Strasburg, PA. Further information available from the Museum at 717-687-8628, or website [www.rrmuseumpa.org](http://www.rrmuseumpa.org).

## Project 113 Schedules Third Annual Minersville Slide Show

Project 113, the Minersville, PA restoration project for ex-Jersey Central 0-6-0 #113, will present its Third Annual Slide Show on Saturday, March 23, 2013. The Show will be held at a new venue this year, at Christy Joy's Catering Service, 141 Bulls Head Road, Pottsville, PA. Doors will open at 8:00 AM for coffee and doughnuts, with slide presentations beginning at 9:00 AM. There will be six presenters, scheduled as follows:

9:00-9:50 AM – Kermit Geary, Jr., History of Sperry Rail Service and Steam on the Lehigh & New England Railroad

10:00-10:50 AM – Don Young, with Indonesian steam.

11:00-11:50 AM – Mike Smith, End of Steam Era on the Reading Company at Reading, PA.

12:00 Noon – 1:00 PM – Lunch Break (see below)

1:15-1:40 PM – Joe Fusco's 113 restoration progress presentation.

1:50-2:40 PM – Dale Woodland, Vintage Alco and General Electric locomotive advertisements.

2:50-4:00 PM – Craig Worley, Kantner Slide Collection

The cost of this all-day event is \$30.00 per person, and there will be more space this year. All tickets must be prepaid and will be sold on a first-come, first-served basis. Lunch is included in the ticket price, and Christy Joy Catering Service will provide baked ham, city chicken, kielbasa, mashed potatoes, stuffing, green beans and mixed homemade desserts.

Checks should be made payable to **Project 113** and sent to: Project 113, 113 East Sunbury Street, Minersville, PA 17954. For complete information, telephone 570-544-8300 or E-mail to: [rrproject113@hotmail.com](mailto:rrproject113@hotmail.com). To reach Christy Joy's Catering Service, taken PA Route 61 to downtown Pottsville, turn left onto US Route 209 south (W. Market Street), go to N. 16<sup>th</sup> Street and turn right. On N. 16<sup>th</sup> Street, go to Mount Hope Avenue, and turn left. Mount Hope Avenue will become Bulls Head Road, and take that to the Christy Joy Catering Service facility at 141 Bulls Head Road.

## 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.)

**Around the Delaware Valley:** "Railroads and the Ice Cream Connection": In 1851, Jacob Fussell had the first factory to mass produce ice cream in the United States, located in Seven Valleys, PA. The cold delight was shipped on the Northern Central Railroad to his biggest market in nearby Baltimore. Ten years later, in 1861, L. D. Bassett founded his ice cream company, and Bassett's has been sold in Philadelphia's famed Reading Terminal Market continuously since 1893 (*Pennsylvania Heritage Magazine*).....At one time the Pennsylvania Railroad operated segregated "Jim Crow" passenger cars. These were believed to have operated on Pennsy trains that ran between Pennsylvania and points in Maryland and Virginia. In 1919, there were 18 such coaches on the books (*PRR Equipment Register*).....On July 4, 1900, one of the Philadelphia & Reading's high-stepping Class P3 4-4-2 Camelback Atlantic's set a new Camden-Atlantic City speed record with an average 75.2 miles per hour. For many years, the Atlantic City Railroad (P&R) and West Jersey & Seashore (PRR) trains would run from Philadelphia (via ferry to Camden) to Atlantic City in about an hour plus. More than a century later, NJ Transit trains make the trip in about 90 minutes and by automobile, it's perhaps more (*Lancaster Dispatcher* and Roy).

**Still in Our Area:** For our rare mileage collectors: if you wanted to ride the Pennsylvania Railroad's semi-annual (Spring and Fall) train on the 14-mile Chambersburg-Mercersburg Branch, you were instructed to write for specific information to: Headmaster, Mercersburg Academy, Mercersburg, PA (August, 1953 *Official Guide of the Railways*).....New Jersey's Trenton-Princeton Traction Company snapshot: it started in 1901 with 575-volt overhead wires on standard-gauge track with mostly private right-of-way except at its end points. In the "glory days" the cars ran every 15 minutes. Four steel center-door cars (built 1914) did most of the work on this lightly-used line. In 1930, the Reading Railroad acquired the interurban and by 1932 service was down to a 45-minute headway and later one-to-two hours. All trolley service ended in 1940, but a little freight switching was done by the Reading into Lawrenceville into the 1970's (*Interurban Era*).

**Go West, Young Man!!!** A rider made this observation while riding Amtrak Train #50-Cardinal during April, 2012. "Our first stop after leaving Chicago was at Dyer, Indiana. The shelter there was adjacent to a Subway sandwich shop, where it was noticed that several crew members detoured to purchase food to bring back on the train. That didn't increase my optimism about the food service on #50's diner/lounge (Dwight Smith, *The 470*).....On July 23, 1966, New York Central's jet-powered Budd RDC-3, #M-497, reaches 183.85 miles per hour at Stryker, OH. Does it still hold the non-electric or all-rail speed record in the Western Hemisphere. What ever happened to the M-497 - does it still exist? (Roy).....Amtrak Trains #390-391 between Chicago and Carbondale, IL are dogs!! Well, they are named after canines called "Salukis", an ancient Egyptian breed of hunting dog and the mascot of Southern Illinois University. The nearby "little Egypt" area has towns named Karnak, Thebes and Cairo. Many years ago, the New York Central had a passenger train that ran down there

called **The Egyptian** (*Tower Topics* and Roy.....What's in a name?? The Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Company never went beyond the Minneapolis city limits (N. Fosse, Decorah, IA).

**New York, New York!!!** On Metro North Commuter Railroad, there is a project called "Under Water New York" that promotes divers to investigate objects lost underwater. One particular site is near Peekskill, along the Hudson River, where a New York Central & Hudson River RR baggage car plunged into the Hudson after a bridge derailment in 1865 (R. A. Lowe-*Bridge Line Historical Society*).....A thumbnail sketch of today's Long Island Rail Road tells us that it has more than 700 track miles on 11 branches between Montauk and New York Penn Station. Service began in 1834 and today the LIRR has 45 locomotives, 1,006 MU electric coaches and 134 coaches. There are 124 stations, serving 81 million annual passengers (*Progressive Railroading*).....A recent *New York Times* editorial called today's New York Penn Station an underground monument to bad design and low ambition, but things may be happened to change that. The station's "dungeon masters", Amtrak, NJ Transit and the Long Island, may work together to make Gotham's most dismal gateway a little less so. The objective is to move the masses through NYP less miserably, with better lighting and clearer signs, and a better class of tenants to supplement the beer-and-popcorn stands. Passengers (550,000 per day) cluster under departure boards, then cascade like salmon down to the tracks. Soldiers with automatic weapons and cops with dogs all add to the sense of siege. (*New York Times*).

**I Love New York!!!** Lionel Corp. may have reached its design zenith in 1937 with the "O" scale #5344, a New York Central 4-6-4 Hudson-type and authentic tender that then cost \$75, without train, track, etc. It was a huge sum of money in those days. Years later, and after many changes in owners and management, the Lionel firm of 1997 reissued #5344 with box-pok drivers, a nice touch, but someone didn't do their homework, because the loco was dragging a Vanderbilt-style tender which was never used by the NYC's Hudsons!! (G. Souter and Roy).....Empire State freight tidbits: In 1970, the Lehigh Valley Railroad had a freight train symbolized PDS-1 ("Per Diem Saver"), which was created to get empty freight cars quickly off the railroad at the Buffalo, NY interchange point. The train was referred to by some workers as the "Pretty Damned Slow". In the 1960's and early 1970's, though, the Valley came into the space age with their Apollo and Mercury freights that traveled across the railroad with containers and other expedited merchandise. Prior to this, the competing Erie Railroad launched their hot "Flying Saucer" in 1950 with train crews that were all "Legal Aliens!! (Joe Yurko-*Lehigh Lines*).

**Tidbits:** The first manual block signal system was installed on the Philadelphia & Trenton Railroad (Pennsy) in 1863 (*Railroad Firsts*).....Here were the top ten passenger railcar fleets for the Year 2012: MTA NYC Transit (6,745); Amtrak (1,553); Chicago Transit Authority (1,190); Chicago's METRA (1,156); MTA Metro North (1,150); MTA Long Island (1,140); Washington's WMATA (1,128); Boston's MBTA (1,083); NJ Transit (1,061); Toronto Transit Commission (954). These ten fleets represented about 74 percent of the North American total (*Metro Magazine*).....I have bored readers in the past regarding the four railroad loops in North America (names provided upon request), but there are two others that I have overlooked. One is still in tourist service - the famous Colorado Central between Georgetown and Silver Plume, CO. Also, the abandoned tunnel/trestle loop on the Denver & Salt Lake located at a record altitude of 11,111 feet, replaced by the Moffat Tunnel (Roy).

## VHS Videotapes Offered to Members

Over the past couple of years, a number of VHS videotapes have been donated to the Chapter by the families of members who have passed on. Because the Chapter does not maintain a video library, these tapes are being offered to Philadelphia Chapter members or Philadelphia Railfriends.

These tapes are offered without charge, with the stipulation that members desiring to have them may pick them up at a Chapter meeting, or by other arrangement with Editor Larry Eastwood. They are also given away "sight unseen", meaning they have not been viewed to ascertain their quality or condition. Each tape will be given to the first person either calling 215-947-5769 and leaving a message or by E-mail to [avrestower@comcast.net](mailto:avrestower@comcast.net). Maximum number of tapes per member is three (3). This month's selections are:

**Anthracite Traction**, by Transit Gloria Mundi (1994), approximately one hour, half of the tape in color. Features Scranton, Wilkes-Barre and the Laurel Line. Edward S. Miller was a well-known rail history icon in Northeast Pennsylvania for many years.

**Atlantic City Trolley Days**, by Transit Gloria Mundi, (1998), 42 minutes. Most of this tape is in color, and includes material provided by present and former Chapter Members Russell Jackson and Walter Zackon, as well as Edward S. Miller.

**Cajon Pass**, by Video Rails (1991). A 60-minute production covering Santa Fe, Southern Pacific and Union Pacific activity on this famed gateway to Los Angeles. Included is rare footage of the construction of SP's massive Colton Yard in LA.

**Carvey Davis's Baltimore Streetcar Films**, by Transit Gloria Mundi (1990). Davis was a Baltimore Transit motorman, and in the late 1940's began documenting the city's remaining streetcar lines on 16mm film. More than two hours of footage, both black and white, plus color are included.

**CSX's Sand Patch Grade**, by Pentrex (1990), this 60-minute tape covers lots of the famed ex-B&O crossing of the Alleghenies in southwestern Pennsylvania, in beautiful color with live audio and narration, for which Pentrex is famous.

**Colorado's Narrow Gauge Railroads**, by Finley-Holiday Films, 55 minutes covering the Colorado Railroad Museum, Durango & Silverton Narrow Gauge, Cumbres & Toltec, Georgetown Loop and the Cripple Creek & Victor.

**Brill Bullets & Red Arrow Lines**, by Sunday River Productions, color, 42 minutes. Half of the tape covers the Media, Sharon Hill and Ardmore lines, while the second half covers the P&W between 69<sup>th</sup> Street and Norristown.

**Kansas City Hotspots, 1997**, by Mo-Kan Video. Two hours of video on trains in the greater Kansas City area. An index sheet is provided to tell you where the sequences were filmed.

**Liberty Bell Route**, by RailTape Productions of Valley Forge, PA (1990), 55 minutes. Black and white as well as color footage is included – featured are passenger, freight and maintenance equipment.

**Love Those Trains (National Geographic Video)**. By the National Geographic Society (1984). This 60-minute production was widely acclaimed when issued in 1984, and contains all kinds of great sequences from around the World.

**New York Transit – 1940's**, by Interurban Videos (1990). This tape runs about 20 minutes and covers vintage films of the Third Avenue Elevated, and "Rapid Transit in Action", the story of New York's IRT system from more than 70 years ago.

**Northern Railroads (Vermont and Her Neighbors)**, by Vermont ETV for public television (1995), 60 minutes. This looks all the way back through Vermont's rail history and how the railroads served this rural New England state.

**Philadelphia Trolleys, 1955**, by Sunday River Productions, color and sound, 48 minutes. Routes covered will include 26, 52, 6, 20, 17 & 32, 33 & 9, 42 and 37.

**Steam to Huntington (WV)**, by Pentrex Productions (1991), 90 minutes of coverage from the 1991 NRHS Convention at Huntington, including Pere Marquette #1225, Nickel Plate Road #765 and Norfolk & Western #1218. Pentrex's famous production quality with color, sound and narration.

**Steel Ribbons Through Time**, by CSX Transportation Media Services (2001), 15-1/2 minutes, produced by CSX Transportation, a look back a decade ago on CSX. See what has changed.

**Trolleys of Pennsylvania**, by Railroad Video (1989), is a 57-minute tape covering various trolley properties across the Keystone State, in black and white as well as color, with musical background.

**The Iron Road (Story of America's First Transcontinental Railroad)** (1992), a 58-minute film produced by WGBH in Boston, known for their high-quality historical documentaries. The film chronicles America's race to unite the East and West by rail.

**The Pennsylvanian**, by Railroad Video Productions (1986). This 1 hour, 45 minute tape covers Amtrak's *Pennsylvanian* and is Tape C of a four-part production, covering the train (with EMD F40's) between Huntingdon and Johnstown, PA, including over Horseshoe Curve.

**Trackless Trolleys of Dayton, Ohio in the 1990's**, by Neff Video Productions (1992), 55 minutes in full color, with narration, sound and some music. Shot in 1990 and 1992, the tape is narrated by Harvey Hylton of the Dayton Railway Historical Society, and covers the "pre-Skoda" era in Dayton.

**UP-SP River Wars II – The Missouri River**, by Big "E" Productions (1995). Sixty-five minutes of coverage near Pacific, MO taken during the Fall of 1994, including Amtrak service which uses this route to Kansas City.

**50's Memories of the Rio Grande Narrow Gauge**, by Green Frog Productions (2000), 50 minutes. Photography by E Macdougall Palmer, with narration by Mallory Hope Ferrell, these vintage films go back to the "real" Rio Grande narrow gauge during the 1950's decade.

## "Empire Builder" Route Map and Guide Published

A really nice and useful route map and guide to Amtrak's **Empire Builder** has been published by Sonrisa Publications, a Washington State publisher.

This 60-page, durable spiral-bound guide book, which measures 4-1/4 x 11 inches, and handily fits into a pocket or camera bag; it contains items such as GPS latitude and longitude for passenger stops and other locations, as well as radio frequencies for each segment of the **Builder's** route. Both Train #7-8 as well as #27-28, the Portland section, are included.

The guide is a highly useful tool for either the passenger on board the train, or the railfan photographer who wants to follow the ex-Great Northern route across the Upper Plains and Rockies. Paralleling highways are shown, as well as tunnels, significant bridges, snowsheds and passing sidings.

The guide and its well-done maps were put together by Dave Cooley, costs \$20.00, plus \$2.00 shipping, and should be ordered from: Sonrisa Publications, Post Office Box 334, Raymond, WA 98577-0334. Sonrisa also has a limited variety of other similar publications.

Editor Larry Eastwood has a copy of this guide, and highly recommends it to anyone considering a ride on the **Empire Builder**, or visiting locations such as Montana or North Dakota to use to find your way to good photograph locations.

## Visual Summary of NS Altoona Changes Online

As many Chapter members know, Norfolk Southern has made major track and signal changes in the Altoona, PA area, which included the closing of famed "Alto" tower.

Member Ray Cooney advises that members may Google "Altoona Signal Changes 2011-2012". Once this opens up, you can find a very nice description along with photos of the signal and switch changes at "Alto" and "Slope". The area is now known as "CP-Altoona" and "CP-Cove" and before and after photos are shown as well as a very helpful schematic diagram.

## Important Phone Numbers

**CINDERS** lists below the telephone numbers which should be used to report suspicious sightings, emergencies or other conditions affecting rail operations, including trespassers, vandalism, fires, defective equipment, etc.

|                              |                     |
|------------------------------|---------------------|
| <b>AMTRAK</b>                | <b>800-331-0008</b> |
| <b>CSX</b>                   | <b>800-232-0144</b> |
| <b>CONRAIL Shared Assets</b> | <b>800-272-0911</b> |
| <b>NJ TRANSIT (NJ only)</b>  | <b>800-242-0236</b> |
| <b>NORFOLK SOUTHERN</b>      | <b>800-453-2530</b> |
| <b>PATCO Transit</b>         | <b>856-963-7995</b> |
| <b>SEPTA</b>                 | <b>215-580-8111</b> |

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