



# CINDERS

JANUARY 2013



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Volume 74

Number 1

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 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.

## NJT Still Recovering from Sandy

After suffering through the worst natural disaster in its history, NJ Transit has estimated that Hurricane Sandy will cost it upwards of \$400 million for repairs to its infrastructure and equipment. The October 29 superstorm curtailed service on all ten of its commuter rail lines, three light rail lines and bus routes throughout the State. (See report in the December *Cinders*.)

By mid-November, either full or modified service had resumed across the entire system except for the Gladstone Line. (Even the Princeton Dinky was welcomed back on Wednesday, November 7, NJT having restored some Northeast Corridor service between Trenton and New York the previous Friday.) Five weeks after the storm, on Monday, December 3, trains finally began running all the way from Hoboken Terminal to Gladstone after repairs on the line were completed. NJT reported that five catenary poles were snapped off by the high winds and nearly 50 downed trees had to be removed from the Gladstone Line right-of-way before catenary and signals could be repaired. With the December 17 restoration of full service on the Raritan Valley Line, NJT said that its rail operations were back to 90 percent of pre-Sandy levels, but work continued at many locations—especially on the hard-hit North Jersey Coast Line to Bay Head.

Meanwhile, negotiations continued in Congress on the size of a Federal disaster relief bill for New Jersey, New York and other areas battered by Sandy. The Obama Administration proposed a \$60.4-billion package which not only would help pay for repairs but also for mitigation projects to guard against the threat of future storms. Republicans instead offered a \$23.8-billion counter-proposal to specifically address the existing storm damage. The Administration bill includes more than \$9 billion to rebuild public transit systems and strengthen infrastructure against future storms. NJT Executive Director James Weinstein said it “is vital that we rebuild for the future, not merely settle for returning the system to its pre-storm state...Money invested in storm-proofing

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## Meeting Notice

FRIDAY EVENING, JANUARY 18, 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.)*



January, 2013 will make the 50<sup>th</sup> anniversary of the closing of the famed North Shore Line interurban between Chicago and Milwaukee. Member Russ Jackson will show some of his vintage 8mm films of the line, including the last weekend of the North Shore's operation. Russ once commuted on the line and was able to capture its operation during an evening rush hour. Don't miss this program of vintage films.

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, January 12, 2013. DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, JANUARY 15, 2013 to **President Larry Eastwood at 215-947-5769**. 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!!!!!!!**

**Philadelphia Chapter, NRHS  
Board of Directors Meeting - Winter, 2013**

**Passenger Services Conference Room  
Amtrak 30<sup>th</sup> Street Station**

**Tuesday, January 22, 2013  
7:00 PM to 8:30 PM**

**Members of Philadelphia Chapter are  
welcome and encouraged to attend**

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

*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  
Secretary.....Frank G. Tatnall (610) 688-5623  
National Representative.....Peter M. Senin, Jr. (609) 458-2090  
Historian.....Larry A. DeYoung (610) 293-9098  
Editor.....R. L. Eastwood, Jr. (215) 947-5769

**COMMITTEE CHAIRS**

Equipment.....David R. McGuire (856) 241-8046  
Membership.....Sheila A. Dorr (610) 642-2830  
Program.....William Thomas III (215) 545-3198  
Publicity.....William C. Faltermayer (215) 591-9018  
Trip.....R. L. Eastwood, Jr. (215) 947-5769  
Webmaster.....John P. Almeida (215) 361-3953

**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. Check at Security Desk in Lobby for exact dinner and meeting room 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* 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.

**Membership Status as of January 1  
Shows 68 Percent Renewal Rate**

Chapter officers have worked the 2013 membership renewals right up to the end of the year. A total of 191 full members have paid their dues for the year, out of a total of 280 members.

As members have been reminded in previous years, it is imperative that you pay your NRHS and Chapter dues in a timely manner each year. Fernley & Fernley, the NRHS contractor, actually drop members who have not renewed by March 31. A fair number of people did not renew for 2012 by that date, which causes an unfair burden on our officers; indeed, once you are dropped, then you must be processed as a new member. Please give this matter your attention to prevent such a situation from occurring this year.

The officers also wish to express our sincere appreciation to the many members who have provided our Chapter with donations, in addition to your dues.

If you have not sent in your renewal, we ask that you tend to it today, to prevent your status from "going over the cliff". If you are uncertain as to whether you've paid or not, please contact President Larry Eastwood at 215-947-5769, or by E-mail to [ayrestower@comcast.net](mailto:ayrestower@comcast.net) to make sure you are up-to-date.

**25, 50-Year Members Announced**

Philadelphia Chapter will have just one member receiving a 50-year NRHS pin during 2013, but there will also be nine members receiving 25-year pins, including two husband-and-wife couples.

The 50-year recipient will be **Richard H. Avy**, of Kennebunk, ME.

The nine members receiving 25-year pins will be:

**Nathaniel R. Bowditch**, Philadelphia, PA  
**John F. Calnan**, Romansville, PA  
**John J. Mawson**, Hatboro, PA  
**Stephen L. McClellan**, Chadds Ford, PA  
**Robert F. Morris**, Springfield, PA  
**Helen E. Morris**, Springfield, PA  
**Robert F. Turner**, Pilesgrove, NJ  
**Christine A. Turner**, Pilesgrove, NJ  
**Jeffrey M. Weaver**, Ridgeley, WV

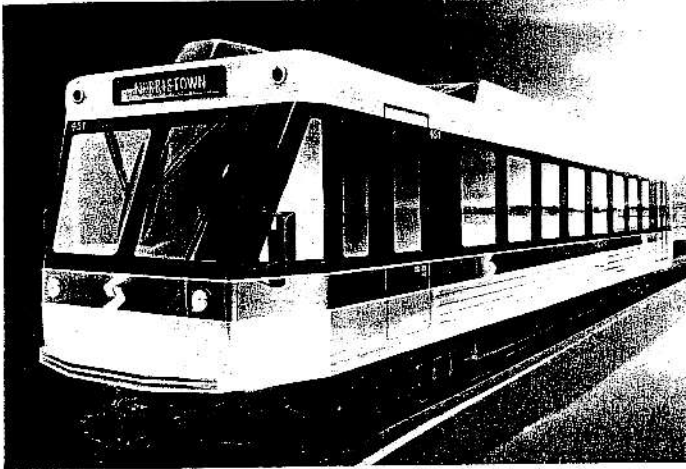
The Chapter anticipates presenting certificates and pins to these members at our meeting on Friday, March 15, 2013, following verification and receipt of pins from NRHS Membership Awards Director Joseph C. Maloney, Jr.

# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

## SEPTA TRANSIT



The long steel bridge that carries the Norristown High Speed Line over the Schuylkill River and two railroads will be closed indefinitely beginning in June. SEPTA said last month that the bridge, built in 1911 by the Philadelphia & Western Railway, has many structural defects and could become unsafe when warm weather begins to expand the rails and disturb the ties. The agency simply does not have the \$7 million to replace the track or the \$23 million to repair the bridge superstructure itself. The 2,400 daily passengers will be handled by shuttle buses between Norristown Transportation Center and the Bridgeport station (and perhaps DeKalb Street station as well). After some emergency repairs were made last fall, trains will continue to travel across the 3,100-foot span for the next few months but at a reduced speed of 15 mph versus the former 25 mph. SEPTA Deputy General Manager Jeffrey Knueppel said that many other rail structures around the system are in dire need of heavy repairs, such as the Chestnut Hill West bridge over the Mainline near North Philadelphia station and the Crum Creek bridge on the Media-Elwyn line at Swarthmore. But the recent sharp drop in capital funding from the State is delaying this work.

Recent revelations that the Pennsylvania Turnpike is over \$7 billion in the red has caused some State lawmakers to call for repealing the current funding law for highways and transit. Under Act 44 of 2007 the Turnpike Authority was required to pay out some \$450 million each year for highway and transit projects around the State, to be funded by new tolls on Interstate 80. But the Federal government refused permission to toll the cross-state highway, leaving the Turnpike holding the bag on these additional costs. The *Inquirer* reports that if the law is changed PennDOT would lose at least 12 percent of its funding and this could cost SEPTA around \$160 million a year out of its State operating subsidy of \$616 million. SEPTA's total operating budget for the current fiscal year is \$1.28 billion. A cutback in Act 44 funding has already cost SEPTA about 25 percent of its capital budget, bringing it to \$303 million in FY 2013, its lowest level in 15 years.

Riders have been promised that 2013 will be the year in which they begin to see evidence of SEPTA's New Payment Technology (NPT), such as installation of "smart" card turnstiles at subway and elevated stations (see November *Cinders*) .....SEPTA has scheduled two open meetings to receive public input on its proposed capital budget for Fiscal Year 2014 and 12-year capital program. The meetings will be held on Tuesday, January 15, at 11:30 AM and 5 PM in the SEPTA Board Room at 1234 Market Street.....SEPTA has named Robert L. Lund, Jr., to the post of assistant general manager for engineering, maintenance & construction, filling the void left by Jeffrey Knueppel when he was elevated to deputy general manager last year. Lund is a professional engineer who had wide industry experience before joining SEPTA 11 years ago ..... Each year SEPTA trolley operators doll up two Kawasaki cars in holiday decorations. One of the cars, #9022, was spotted December 20 running on Route 10.



## SEPTA REGIONAL RAIL

As of mid-December SEPTA had received 115 of its 120 new Silverliner V cars from Hyundai-Rotem. It is presumed that the final five will be delivered during January or February.....The 21 Silver V cars wrapped in the Baileys Irish Cream ads are in regular service. The car exteriors are wrapped only in the area between the quarter-point doors. Car #702 has an interior wrap for the Prohibition era exhibit at the National Constitution Center, and car #704 boasts an exterior wrap for the Prohibition exhibit .....It has been reported that up to four Silverliner V single cars will bear Tropicana orange juice wraps, which should prove quite colorful.....SEPTA ran its last leaf cleaning train during the week of November 25.....The much-hyped Ardmore Transit Center project (see July *Cinders* and previous issues) seems to have gone off the track. Lower Merion Township and Developer Carl Dranoff have agreed to drop the idea of a new Ardmore station but hope to proceed with a multi-use development on Cricket Avenue unrelated to the station project. But a parking garage still may be built near the present station.

SEPTA is moving forward, slowly, with its long-talked-about project to extend the Media-Elwyn line another three miles to a new station at Wawa. The SEPTA board has voted to purchase five acres near the former Franklin Mint headquarters to

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# PHILADELPHIA EXPRESS

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be used for a parking garage and access road to the new Wawa station. If the current owner refuses to sell, the property could be condemned by SEPTA. For several years a lack of capital funding has delayed construction of the station building and the garage, although some track improvements were made along the ex-Pennsy West Chester Line between Glen Riddle and Lenni. It is believed that the new station would relieve the overcrowded parking conditions at Elwyn and Media stations ..... Both of the new mini-high-level platforms at Radnor station were placed in service early last month.....We note that at Malvern station the ADA access ramp consists of eight levels to connect the station platform with the new pedestrian tunnel .....Lower Merion Township plans to replace the shaky Union Avenue bridge over the Cynwyd line between Bala and Cynwyd stations.

Again last month trespassers disrupted SEPTA commuter service. Around 8:20 AM on Wednesday, December 12, train #9728 out of Trenton struck and killed a 46-year-old female trespasser just west of Bristol station. It was presumed to be a suicide since the woman was lying on the #4 track. Passengers were transferred to train #9700 which was delayed 50 minutes, while other AMTRAK and SEPTA trains also were delayed. Then, about 6:45 PM on Thursday the 20<sup>th</sup> CSX train Q-439 hit a trespasser east of Neshaminy Falls station. All West Trenton service was suspended through the area as six trains were annulled and several others delayed, even though a search failed to turn up the reported victim. That same morning, a truck hit the SEPTA bridge over Greene Street in West Mount Airy, forcing five trains to be annulled or turned at Tulpehocken station.

A four-alarm fire in an abandoned warehouse building on Aramingo Avenue in Frankford blocked AMTRAK's Northeast Corridor for nearly three hours on Sunday morning, December 16. Six SEPTA trains to and from Trenton were annulled and Amtrak service was shut down during the period. Deer strikes also continue to plague SEPTA trains, the latest on Friday afternoon, December 14, when Lansdale-bound train #3596 with five Silverliner V's hit a deer in the Gwynedd cut north of Gwynedd Valley station. The train was delayed because of damaged hoses but managed to proceed.....Two SEPTA trains were slowed on Wednesday afternoon, December 26, due to freight train interference. Airport train #450 was delayed because CSX train C-788 stalled due to a locomotive failure near 60<sup>th</sup> Street on the Airport Line, but was able to operate around it. About the same time train #7842 out of Trenton was delayed for 18 minutes because of a CONRAIL train running in front of it on track #4 along the Northeast Corridor west of Morrisville. A tree falling onto #1 track on Amtrak's Harrisburg line caused a power failure between Frazer and Thorndale on the morning of Friday the 21st. Several Thorndale trains were delayed up to 25 minutes.



# AMTRAK

AMTRAK has scuttled its plan to buy 40 new coaches for its Acela trains, two for each of the 20 trainsets. Evidently, Bombardier's price was too high and the cars would provide only a short-term boost in capacity. Instead, President Joseph Boardman told Senators at a December 6 hearing that Amtrak will seek bids

on a fleet of "next-generation" high-speed trainsets for Northeast Corridor service. The new trains would arrive in the next six or seven years, but that does not solve the imminent capacity problems on the popular Acela trains. A week earlier, Boardman told another Congressional committee that Amtrak intends "to become America's top intercity travel choice".....The first German-built shells for AMTRAK's new ACS-64 electric locomotives were slated to arrive at the Siemens assembly plant in Sacramento, CA, during November. But Amtrak said that the majority of shells will be manufactured in the U.S. and all 70 units will be assembled in Sacramento as part of the \$466-million contract awarded to Siemens. The new "Sprinters" will replace the aging fleets of AEM-7 and HHP-8 locomotives now powering most trains on the Northeast Corridor.

AMTRAK set new ridership and revenue records during the seven-day Thanksgiving travel period last November. A total of 737,537 passengers were carried, up 1.9 percent from 2011, and Wednesday, November 21, was the single busiest day in the history of Amtrak, with 140,691 passengers carried. Ticket revenues were \$56.1 million, up 8.4 percent from the previous year. All of this reflected Amtrak's amazing recovery from the heavy damage suffered during the Hurricane Sandy superstorm on October 29.....AMTRAK has asked the Federal government for a special \$336-million appropriation to enhance the protection of its infrastructure in the event of another superstorm and to compensate it for the huge costs and revenue losses in the wake of Sandy.....The so-called "fiscal cliff," which the nation went over on January 1 as this is being written, will result in across-the-board spending cuts unless Congress and the President agree on a fix. AMTRAK could suffer at least a ten-percent cut in its current Federal support .....AMTRAK has appointed veteran Operations Manager David Nichols to the new post of chief transportation officer, based in Philadelphia. Another new appointee is Matt Hardison as chief marketing & sales officer, based in Washington. He replaces the retired Emmett Fremaux.

AMTRAK last month began a major renovation of the west side plaza at 30<sup>th</sup> Street Station, intended to improve access to the station, provide additional parking and improve security and safety for both pedestrians and vehicles. Currently, the entire paved area on the west side is torn up, meaning the pickup and dropoff of passengers, as well as short-term parking, is limited to the east side of the station. Amtrak says the project will be completed this fall.....Republican Representative Bill Shuster of Altoona has been named as new chairman of the House Transportation & Infrastructure Committee. He is thought to be friendlier toward AMTRAK than his predecessor, John Mica of Florida, and has said that he will seek a compromise on future legislation involving passenger rail. He also has said that Congress needs to consider an increase in the gas tax for motor vehicles, which has not gone up since 1993, and other revenue-raising measures to support transportation.....AMTRAK has sent 14 of its remaining P40 diesel locomotives, stored at the Bear (DE) shop, to its Beech Grove (IN) heavy maintenance facility. Fifteen of the 1993-vintage P40's were restored to service two years ago, while an undetermined number of the new arrivals may be overhauled to help relieve motive power shortages (Trains).

Acela Express #2220 struck and killed a 49-year-old male trespasser at Marcus Hook about 5:35 PM on Saturday, December 8. All traffic was halted until one track was reopened past the scene at 6:30, and the other three tracks at 8 PM. Four

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# PHILADELPHIA EXPRESS

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SEPTA Wilmington/Marcus Hook trains were annulled and several others delayed. Around 9:20 PM on Monday, December 10, Harrisburg-bound train #955 suffered a locomotive failure east of Exton. Five SEPTA trains to and from Thorndale were delayed as traffic in both directions had to operate on track #1 between Paoli and Thorndale.....The evident shortage of serviceable P42 locomotives continues, with aging P32-8's powering trains #42-43 *Pennsylvanian* at various times during November and December. The last sighting by this writer was #514 westbound on train #43 Sunday, December 30.



CSX, NS  
OTHER  
ROADS



As CONRAIL train WPCA-11 started across the swing bridge over Mantua Creek in Paulsboro, NJ, early on Friday, November 30, all seemed normal to the two-man crew. The two CSX locomotives and head-end cars of the train passed safely over the ancient A-frame bridge, parts of which date to 1873. Suddenly, there was a terrifying sound as the center section of the span seemed to collapse, plunging seven tank cars off the rails and four of them into the water. The steel body of one car was breached and began spewing vapor clouds of toxic vinyl chloride gas into the air. The accident was quickly reported and a huge force of first responders was on the scene within hours, including the "joint command" of U.S. Coast Guard, National Transportation Safety Board, New Jersey Departments of Environmental Protection and Emergency Management, Federal Railroad Administration, Borough of Paulsboro, local police, contractors and Conrail officials.

Large-scale evacuations were ordered as work began to pump the remaining chemical from the damaged car and other derailed tankers. Over 70 people were treated at hospitals for respiratory problems, but there were no fatalities. Huge cranes and other heavy equipment were floated to the scene, which is only 1-1/2 miles upstream from the Delaware River. Then the recriminations began. The early investigation revealed that the 84-car train had arrived at the north end of the bridge, milepost 13.7 from Camden, around 7 AM enroute to industries along the Penns Grove secondary track, but the crew was confronted with a stop signal. (The traditional smashboards at the bridge had been previously removed.) The engineer used an electronic device to secure the swing span for rail traffic but the stop signal remained—which was somewhat unusual. The conductor then walked onto the bridge, performed a visual inspection of the rails and deck and found no obvious defects. A radio call then was made to the dispatcher in Mount Laurel, who gave the crew verbal permission to pass the signal and cross the bridge. Within minutes the accident happened. It was later revealed that a train the previous day had experienced some trouble in clearing the signal, which was installed several years ago—possibly before a lesser-known accident in 2009 in which several coal hoppers plunged off the

bridge. During the past year train crews also had filed more than 20 "trouble tickets" regarding conditions on the bridge.

During two weeks of hard work, the derailed tank cars were loaded onto barges or put back on track and moved away. On Sunday afternoon, December 16, the bridge deck had been repaired, straight-railed and tested by the FRA, allowing train service to be restored to the numerous rail-dependent industries that had been isolated by the accident. (These included customers in Pureland Industrial Park at Bridgeport, which is served by all-Baldwin SMS Rail.) By mid-December most nearby residents had been allowed to return to their homes. It was not revealed whether the derailment was caused by a shift of the bridge substructure, by a rail defect or by faulty equipment in the train, information that may have to wait until the NTSB completes its investigation and releases a report on the event. This certainly was among the worst—and most expensive—rail accidents to occur in the Philadelphia region in the past half-century—and one of the most publicized. Of course, much greater attention is paid today to hazardous material spills than was the case 50 or 60 years ago.

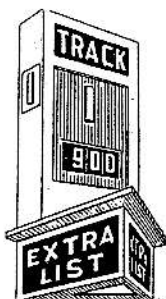
NORFOLK SOUTHERN has acquired three more F-units to supplement the four F's now in service on its office car trains. Reportedly, they are ex-CANADIAN NATIONAL F7A #9177, ex-CANADIAN PACIFIC F7B #1019 and ex-Chicago & North Western F7A #407. The units most likely will be refurbished at National Railway Equipment's Mount Vernon (IL) shop (Trainorders.com, Harrisburg Chapter NRHS).....NS has applied to the FRA to eliminate automatic wayside signals on its ex-Pennsylvania Railroad Pittsburgh Line between Harrisburg and Pittsburgh, using a cab-signal-only system. The line has been equipped with cab signals since the PRR days but, like a similar application covering the Port Road Branch (see December *Cinders*), the change likely is related to the required installation of Positive Train Control (PTC).

In November it was announced that several oil-transporting firms plan to establish a tank car-unloading facility at Peco's Eddystone generating plant. The plant, which no longer receives coal, has an extensive layout of private tracks that could be converted to unloading 120-car unit trains of crude oil from North Dakota's Bakken oil fields. The partnership, which includes pipeline operator Enbridge, plans by the third quarter of this year to begin handling up to 80,000 barrels a day, which would be transferred to barges for movement to the numerous refineries along the Delaware River. The Eddystone site is served by CONRAIL.....A CONRAIL local train collided with a tractor-trailer in Chester on Wednesday, December 12, in an area where the track closely parallels Front Street. No one was injured.

Following the lead of AMTRAK, SEPTA and NJ TRANSIT, PATCO had decided to make its experiment with quiet cars permanent. Cell phone and other verbal disturbances are prohibited in the last car of all trains operating between 6 and 9 AM and 4 to 7 PM on weekdays.....The Delaware River Port Authority has approved a \$257.7-million budget for 2013, including bridge operations and PATCO. The combined capital budget totals \$119.3 million. PATCO expects to spend \$46.6 million on operations in 2013.....New CP President E. Hunter Harrison says that he plans to increase revenues, reduce costs and lower the operating ratio into the 60's. In addition to increasing operating efficiency and cutting the workforce, he said he will explore the possible sale of CP's ex-Delaware & Hudson

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**JANUARY 26-27, 2013:** Famous Amherst Railway Society Railroad Hobby Show at Eastern States Exposition, 1305 Memorial Avenue, West Springfield, MA 01089. Hours: Saturday 9 AM-5 PM, Sunday 10 AM-5 PM. Additional information is available on-line at [www.railroadhobbyshow.com](http://www.railroadhobbyshow.com).

**JANUARY 28:** Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7<sup>th</sup> & Station Avenues, Haddon Heights, NJ, 7:30 PM. Michael Froio will present a slide show and discussion of his ongoing photographic project "From the Mainline". The project was inspired by the work of famed photographer William H. Rau, who was commissioned in the 1890's to document the Pennsylvania Railroad and its destinations, particularly Philadelphia to Pittsburgh.

**FEBRUARY 1:** Beginning of year-long celebration of the Centennial of Grand Central Terminal in New York. The Terminal will be rededicated on this date. For complete information, visit website: [www.mta.info](http://www.mta.info).

**FEBRUARY 2:** Wilmington Chapter, NRHS will sponsor 20<sup>th</sup> "Super Saturday Streetcar Special" using SEPTA PCC-II car. Special car leaves Callowhill Depot at 10:00 AM (Malvern Loop at 10:15) for five-hour tour, including all of Route 15. Fare: \$50. Order tickets from: Wilmington Chapter, NRHS, c/o E. Steven Barry, 117 High Street, Newton, NJ 07860-1003.

**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 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.

**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).

## VIA Cars Hold Down Adirondack

Most of the rail history press has covered the use of 12 cars from VIA Rail Canada during the Thanksgiving period to free up Amfleet cars for use elsewhere. Most of the coverage did not include the car numbers, which we will list below:

### HEP-II coaches

4121 – ex-Richmond, Fredericksburg & Potomac 851, Amtrak 5217, then Amtrak 6028  
4122 – Pennsylvania/Penn Central 4063, then Amtrak 6806

### HEP-I coaches

8101 – Canadian Pacific 101  
8112 – Canadian Pacific 112  
8116 – Canadian Pacific 116  
8118 – Canadian Pacific 118  
8120 – Canadian Pacific 120  
8125 – Canadian Pacific 125  
8140 – Richmond, Fredericksburg & Potomac 801, Amtrak 5420, then Amtrak 6077  
8142 – Pennsylvania/Penn Central 4055, then Amtrak 5434

### HEP-I sleeper/buffet-lounge/dome-observation

8704-*Evangeline Park* – Canadian Pacific 15404  
8716-*Tweedsmuir Park* – Canadian Pacific 15416

Cars 8101, 8112, 8116, 8118, 8120, 8125, 8704 and 8716 were all built by Budd at Red Lion for the CP's *Canadian* during 1954 and 1955. The other cars, also Budd-built, did serve private owners between their Amtrak and VIA careers.

The equipment, split into two six-car sets, were used between Albany-Rensselaer and Montreal on Trains 68 and 69, with an across-the-platform transfer required at Albany between Amfleet trains to and from Penn Station, New York.

Not widely publicized was the involvement of Amtrak equipment manager Michael L. Burshtin, former Philadelphia Chapter, NRHS President, who was instrumental in working through the many technical logistics in getting the cars for Amtrak.

## NJT Sandy Recovery (Continued from Page 1)

now will save future taxpayer dollars, as well as insuring that service disruptions in and following storms will be minimized."

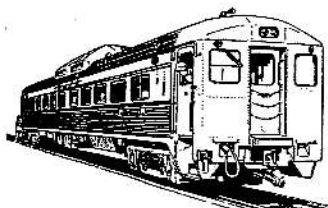
Weinstein told *Railway Age* Magazine that flood damage to its locomotive and railcar fleet at the Meadows Maintenance Complex in Kearny and at the Hoboken terminal would represent about 30 percent of NJT's total recovery costs. "None of the operating constraints we're dealing with [since the storm] have been due to lack of equipment. What we're mostly dealing with is our infrastructure." He strongly defended management's decision not to evacuate equipment from the MMC before Sandy struck, based on the railroad's experience with previous storms and "that the MMC was never flooded...It's amazing to me how wise people become after the fact."

The National Weather Service, Weinstein said, had informed NJT that there was an 80 to 90-percent chance that the Kearny area would not be flooded. But, according to press reports, NJT actually decided months before Sandy that it did not need to look into the risks of flooding. *Trains Newswire* also reported that an earlier climate-change study had urged NJT to begin planning for storm surges that could flood low-lying yards and rail lines. Weinstein responded that the "study concluded that we had as much as 20 years to adapt to the [climate] changes that are taking place." Hearings before the New Jersey Assembly were conducted last month, with Weinstein and other high-ranking officials testifying. A U.S. Senate committee headed by New Jersey Senator Frank Lautenberg also was looking into NJT's preparations for the storm.

The historic Hoboken Terminal building was engulfed in at least five feet of water from the Hudson River, which also flooded the adjacent Hoboken yards. While water was drained and lighting and heating restored to the terminal building by November 5, train service into the terminal did not resume until later that week and then only on a very limited basis because of a lack of electric traction power. Generators had to be used for a time until repairs could be made to transformers that also were submerged. Some of the new dual-power ALP45-DP units came in handy, moving trains through areas where catenary power was still out. The underground PATH station at Hoboken Terminal was completely flooded and not returned to service until December 19.

At least 94 locomotives—including 11 of the ALP45-DP's—and some 140 coaches and MU's were inundated at Hoboken and at the MMC. Damage was found to be mainly in traction motors, gearsets and trucks, with repair work to be handled by NJT forces as well as farmed out to other railroads and shops. The centralized system control center at Meadows also experienced heavy water damage to its electrical and electronic equipment, resulting in NJT's decision to relocate the control center to higher ground.

It will be many months before NJT will be able to announce that all of its rail lines and equipment have been fully restored to pre-Sandy conditions—or in some cases improved over those prior conditions.



## Washington, DC GG1 Runaway Recalled

From *Ties & Tracks* newsletter of the Dayton (OH) Railway Historical Society, we are reminded of the nasty accident in Washington Union Station 60 years ago this month.

On January 15, 1953, Pennsylvania Railroad Train #173, the **Federal Express** from Boston and New York, developed malfunctioning brakes as it approached WUS at 80 miles per hour. Unknown to Engineer Harry Brower, only GG1 electric #4876 and the first three of 16 cars had operating brakes. The long train was loaded with passengers headed for the inauguration of President Dwight D. Eisenhower, scheduled for January 20.

As Brower applied the brakes on the G some two miles out, he realized that the rear of the train was pushing Train #173 downhill into the station. He applied the emergency brake and started blowing the horn as he approached. Meanwhile, a quick-thinking tower operator realized what was happening and telephoned into WUS to have personnel get people out of the concourse, just a few feet away from the Track 16 bumper. It is recognized that this action saved many lives.

The 4876 took out the bumper post, and slid across the platform and concourse toward the waiting room, at which point the 215-ton locomotive and two cars fell through the floor into the basement baggage room. It was estimated that #173 was doing about 50 miles per hour when it hit the bumper. It is rather miraculous that no one was killed and only 43 of approximately 400 passengers were injured.

Railroad personnel temporarily covered the wreckage over until after Ike's inauguration, when #4876 was cut into three pieces and removed from the basement. It was rebuilt at Altoona and remained in service until 1981. Today, GG1 #4876 is preserved at the Baltimore & Ohio Museum in Baltimore.

## 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>

## EBay Sales Assist Chapter

During 2012, Philadelphia Chapter received much donated material, the majority of which did not deal with rail subjects in our area. The Chapter placed many of these items on EBay, and was able to raise more than \$2,200 from its sale, which will just nicely offset the rental cost of the Chapter's storage site.

Chapter officers continue to look for ways to raise revenue to cover our operational costs each year.

## PHILADELPHIA EXPRESS

(Continued from Page 5)

lines in the U.S. A possible buyer could be NS.....A last-ditch effort to raise funds and save the historic STEWARTSTOWN RAILROAD in York County is underway. The estate of George M. Hart has won approval from the Surface Transportation Board to abandon the line and scrap it in order to reimburse the estate for the \$352,000 Hart loaned the railroad over a 20-year period. (*Trains*).

WEST CHESTER RAILROAD has acquired another locomotive. Former CONRAIL GP38 #7706—still in blue paint—has been donated to WCRR by Exelon which used it to switch coal cars at its Cromby generating facility near Phoenixville before the plant was shut down.....The STB last month approved the acquisition of shortline operator Rail America by Genesee & Wyoming, creating the largest shortline holding company in the world with 111 separate properties.....The “Thomas the Tank engine” franchise has been acquired by toy giant Mattel, which plans even heavier promotion of the kids-oriented brand. STRASBURG RAIL ROAD runs three Thomas weeks each year, with one of its steam engines converted to a real operating Thomas.....The staff at the *Scranton Times-Tribune* newspaper received a large calendar in the mail late last month. Upon opening the tube, however, they discovered the calendar was not for 2013 but for 1950! It was a now-valuable PRR calendar entitled “Crossroads of Commerce,” and apparently had been lost in the mail all these years. But the Postal Service did indeed deliver it—63 years late. The calendar will be given to the Steamtown National Historic Site.

## 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.)*

**Jersey Notes:** On November 8, 1833 (yes, 179 years ago), one of the first major train wrecks in the U.S. occurred near Hightstown, NJ. A Camden & Amboy train derailed with a broken axle, killing two and injuring others. Notables aboard included former U. S. President John Quincy Adams and rail tycoon Cornelius (Commodore) Vanderbilt. (*Editor’s Note: What? No Secret Service, NTSB or Homeland Security personnel??*) (*The Transfer Table*).....The Union Transportation Company once operated a wobbly 19 miles of railroad in New Jersey (out of New Egypt). In the 1960’s it leased the Pennsylvania Railroad’s 0-6-0 Class B6 #5244, which gained fame as the last PRR steamer to operate in regular service. It was replaced by GE 44-tonner diesel #9358. In 1968, it became Penn Central #9999 and was on the line until 1972, when the UT quit. The little 9999 also gained some fame as the only 44-tonner on the Conrail roster. It was retired in November 1977 (Tim Garner-PRRT&HS).....Starting in 1928, the Central Railroad of New Jersey operated special trains under contract with the American Zeppelin Transport Co. to carry passengers and mail between Lakehurst and Jersey City (New York). CNJ also operated special trains to see all Zepp arrivals and departures. With the Hindenburg crash in 1937, this service abruptly ended (*NJ Transport Heritage*).

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