

JUNE 2013



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Volume 74

Number 6

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

Meeting Notice

FRIDAY EVENING, JUNE 14, 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

For those who choose to drive, there is an underground garage
under the Dorrance Hamilton Building, across Locust Street from
the Jefferson Alumni Hall (entrance on 11th Street just above
Locust) which is very handy and the evening rates are reasonable.

Our meeting on Friday evening, June 14, 2013 will feature our
own Frank G. Tatnall, with one of his comprehensive narrated
slide lectures covering **The Pennsylvania Railroad in Pittsburgh
and Columbus during the Twilight Years before the Penn
Central Merger**, in the late 1960's. Frank was based in Pittsburgh
on the PRR during this period, and extensively covered the PRR
operations. Don't miss this vintage program.

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, June 8, 2013. **DINNER RESERVATIONS ARE
MANDATORY and MUST BE MADE BY TUESDAY
EVENING, JUNE 11, 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!!!!!!** The Chapter's officers thank the membership
for their support of the optional dinners. It is of assistance to
Philadelphia Chapter.

**PLEASE NOTE: Our meeting location for the 2013-2014 year
is unknown at this time; the Chapter will be working over the
summer on a possible new location for our September meeting.**

Philadelphia Chapter, NRHS Board of Directors Meeting - Summer, 2013

Passenger Services Conference Room Amtrak 30th Street Station

**Tuesday, July 9, 2013
7:00 PM to 8:30 PM**

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

Bill Wagner Summer Dinner Returns to Ambler August 16

Philadelphia Chapter's annual Bill Wagner Summer
Dinner will return to Ambler again in 2013, taking place on Friday
evening, August 16. Because the venue proved highly popular, we
will return to Bridget's Steakhouse, 8 West Butler Avenue in
Ambler, Montgomery County. Bridget's is located less than one
block east of SEPTA's Ambler Regional Rail station on the
Lansdale/Doylestown Line.

Happy hour will begin at 5:30 PM on an individual
settlement basis, and we will sit down to dinner at 6:30 PM. The
menu will include a mixed green salad, entrée choice of Atlantic
salmon, braised short ribs, over-roasted chicken or vegetable pasta.
Dessert choice will be Bassett's ice cream, lemon or black
raspberry sorbet.

The price of the meal remains at \$52 per person, the
same as in 2012. Reservations and remittance for the dinner must
be received by the Chapter by Monday, August 5, 2013. There
will be another issue of *Cinders* prior to the dinner deadline, but
members should mark their calendars now. Reservations, with
remittance payable to "Philadelphia Chapter, NRHS", should be
sent to: Summer Dinner, Philadelphia Chapter, NRHS, P. O. Box
7302, Philadelphia, PA 19101-7302.

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

Founded 1936, incorporated 1973 as a 501c3 non-profit corporation

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December 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 will be increased by \$11.00 for the year 2014.

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.

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.

Cinders Summer Schedule

Cinders is published 11 times a year, and we traditionally take a summer break. This year, we will prepare an issue in the latter half of July, and it will be mailed in time to remind members of the Bill Wagner Summer Dinner to be held Friday, August 16 at Bridget's in Ambler (see details on Page 1).

Our meeting schedule for the 2013-2014 remains in an uncertain state at this deadline date, but it is intended to issue a September issue on a normal schedule. While some members may be going on the 2013 NRHS Convention in Alaska, the Chapter expects to maintain a normal meeting schedule; if there is any change, members will receive timely notification.

Ruth Wolf

May 11, 2013

It is with sadness that we report to you the passing of Chapter Member Ruth Wolf, of Havertown, PA on May 11, 2013, at the age of 94. She had been a member of Philadelphia Chapter and NRHS since 1998.

"Aunt Ruth" was the aunt of longtime Chapter Member Howard Bender. She was the sister-in-law of Nathan Bender, Howard's father, and was particularly well-known to NRHS Convention attendees, when she would accompany Howard to those events. She made many friends with NRHS members with her outgoing, friendly demeanor, always willing to strike up a nice conversation.

She was a 1939 graduate of the University of Pennsylvania, and taught first grade in the Philadelphia school system for more than 30 years. A highly energetic individual, "Aunt Ruth" was particularly well-known among family and friends for her legendary baking skills.

Graveside services were held on May 13 at Mount Sharon Cemetery in Springfield, Delaware County. The Chapter expresses its condolences to her numerous family members, including Howard. Her friendliness towards NRHS members will be long remembered.

Mr. Garforth Goes to Amtrak from SEPTA

Philadelphia Railfriend and longtime Philadelphia Chapter Member Harry Garforth has made a career changing, move to Amtrak from SEPTA.

Garforth, who started his SEPTA career in 1975 as a bus driver working out of Allegheny Depot, rose through the ranks to become Manager, Rail Planning and Scheduling at SEPTA.

In his new position – Principal Officer, NEC Service Planning at Amtrak, Harry will be working in a similar area of responsibility, dealing with future schedules for the Northeast Corridor.

Our May 17 Program.....

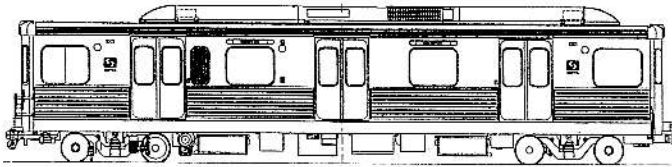
Our May 17, 2013 program was to have been a PowerPoint program entitled **New York City Transit Authority's Route 7 Subway Extension in Manhattan**, presented by Mr. Kieran Spillane, Senior Supervising Engineer, Parsons-Brinckerhoff, Inc.

Unfortunately, the arrangements for the audio-visual equipment at Thomas Jefferson University slipped through the cracks. Mr. Spillane was present, and was able to provide a detailed question-and-answer session for members present, and has offered to return to a future meeting with the full program, which will include the graphics to enhance his presentation. The lack of equipment was the fault of the Chapter, and not Jefferson. We apologize for the oversight on our part.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



SEPTA TRANSIT

SEPTA is going all out to help thousands of fans reach the U.S. Open golf tournament later this month at Merion Golf Club in Ardmore. This monster event comes to Merion every 30 years or so (the last time was in 1981). Shuttle busing from various parking areas will play a big role, but SEPTA will be a handy alternative as the Norristown High Speed Line is within easy walking distance of the club. The Ardmore Avenue station has been completely rebuilt in anticipation of the event. A special NHSL schedule will be in effect between Monday, June 10 and Sunday, June 16, with ten-minute headways from 5 AM to dusk. Attendees also can ride the Paoli-Thorndale line to and from the Rosemont station, with free shuttle bus service provided between the station and the golf club. Players will have practice rounds the first three days, with competitive play to begin on Thursday morning. Security will be tight.

The SEPTA board has decided to postpone a vote on its operating and capital budgets for Fiscal Year 2014, in hopes that the State Legislature will soon approve more funding for transit. On May 7 the Senate Transportation Committee approved a bill, sponsored by Senator John Rafferty of Chester and Montgomery Counties, which would provide \$2.5 billion in annual spending for roads, bridges and transit services across the State. This is \$700 million more than recently proposed by Governor Corbett. If the bill is approved quickly and signed by the Governor, it could head off a looming deficit in SEPTA's operating budget and bolster the underfunded capital program for the fiscal year beginning July 1 (see May *Cinders*). This explains why the board is deferring consideration of the FY 2014 budgets from its May 23 meeting until the next regular meeting on June 27. But the board on May 23 did approve the fare increase proposals as outlined here in the April and May *Cinders*, to become effective July 1, as well as the first steps toward adopting the New Payment Technology (NPT) electronic fare collection system. A slightly lower increase on weekly and monthly TransPasses was approved, as well as allowing continued use of TransPasses on the Airport Regional Rail Line and holding the current fee for paratransit service.

SEPTA held a number of public hearings during April on its proposed \$1.32-billion operating budget for Fiscal Year 2014. With a general fare increase in the offing there was the usual opposing testimony, and one of the sticking points was a limit on the number of times a TransPass or TrailPass can be used. There also was considerable reaction to some of the provisions covering SEPTA's proposed NPT fare collection system. DVARP and others presented strong testimony in opposition to such

features as the installation of turnstiles in center city Regional Rail stations and the method for handling senior citizens. DVARP urged that the tariffs covering NPT should be withdrawn before the board voted on the fare increases, and then be reconsidered before NPT is actually implemented.....A study released last month by the Economy League of Greater Philadelphia warned of dire consequences if more funding for SEPTA's capital needs is not forthcoming. The study pointed out that SEPTA is vital to the region, supporting nearly 26,000 jobs, contributing \$3.21 billion in economic output and generating \$62.5 million in annual tax revenues for the State.

On May 12 SEPTA began a three-month-plus project to replace the Route 10 tracks in a key section of the line along Lancaster Avenue (see April *Cinders*). The first phase through June 9 will see crews welding new rail to replace some 4,800 feet of the 1960's-era jointed rail between 40th and 44th Streets, but trolley service will continue. Then, from June 23 through Labor Day reconstruction of both tracks will be underway with shuttle buses used between the 63 & Malvern terminal and the 33rd Street subway-surface station. The switches at 48th Street, Lancaster & Girard Avenues also will be replaced, forcing shuttle buses to be used on Route 15 Girard Avenue for a one-week period August 18-24. Rail on part of the 41st Street diversion route also will be replaced. In addition, Route 11-Woodland Avenue cars will be detoured while specialwork is replaced at 49th & Woodland.

Among the "quick-action" improvements that SEPTA plans to undertake soon are the addition of "Next Train Arrival" signs at subway and elevated platforms, and cleaning the walls on the far side of tracks at all stations. A number of other low-cost items are on SEPTA's early to-do list.....For the first nine months of Fiscal Year 2013 through March overall SEPTA ridership was down by 1.4 percent from the previous year, due in part to the impact of Hurricane Sandy last fall and the recent poor performance of the City Transit Division. Passenger revenues for the nine-month period were 1.8 percent below budget and \$6.23 million below FY 2012. Regional Rail ridership, however, was up by 1.9 percent and revenues were 1.8 percent above budgetThe *Inquirer* ran a front-page article on May 19 reporting that water leaks in subway stations have cost SEPTA \$10.5 million in payouts for slip-and-fall claims over the past five years. PATCO also has been the target of claims for similar accidents, but fixing the leak problem is complicated because the City of Philadelphia owns most of the underground concourses. SEPTA has been in long-running negotiations to take control of the concourses under Market and Broad Streets.

The History Channel ran a "Modern Marvels" episode on May 6 in which one segment involved the 3rd rail electrical system on the Market-Frankford Line. SEPTA employees were interviewed.....PennDOT finally has replaced the trolley wire on the rebuilt 40th Street bridge over AMTRAK in West

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PHILADELPHIA EXPRESS

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Philadelphia. The track earlier had been replaced, although SEPTA in recent years rarely used these detour tracks between Girard and Lancaster Avenues.....A scary incident occurred at the 56th Street elevated station on Wednesday, May 16, when a baby in a stroller rolled off the platform onto the track. Quick thinking by another passenger alerted SEPTA to stop an oncoming train while the mother jumped onto the track to rescue the toddler.....SEPTA's four-member team won top honors at the 2013 International Bus Roadeo held last month in Indianapolis. Roadeo participants represented 28 states and three Canadian provinces.



SEPTA REGIONAL RAIL

SEPTA and CSX are proposing a plan that would separate passenger and freight traffic over the six miles between Woodbourne and West Trenton. The project, expect to cost about \$38.8 million, would address several dispatching and signaling problems and would be similar to the recent separation of SEPTA and CSX traffic on the Fox Chase Line. SEPTA currently operates 57 weekday trains to and from West Trenton and CSX runs upwards of 20 freight trains over the segment to and from North Jersey—a figure expected to increase. CSX owns the railroad, which it inherited from CONRAIL and the Reading Company, while SEPTA owns the catenary system and performs the dispatching function. Two tracks currently exist on the former four-track right-of-way but SEPTA would build a third electrified track between the two points. Track speed for SEPTA trains would be increased to 70 mph. A second phase of the project, to be funded separately, would relocate the train storage yard at West Trenton to the north side of the main tracks in order to avoid crossover movements into and out of the present West Trenton yard.

SEPTA changed the schedules of two trains from Trenton station effective June 2, due to an AMTRAK tie replacement project east of Trenton which will affect NJ TRANSIT service. Three Chestnut Hill East trains also are affected and supplemental timetables have been issuedSEPTA planned half-hourly service on the Manayunk-Norristown line Sunday, June 2, for the bike race event which draws huge crowds to the famed "Manayunk Wall" (see May Cinders). A special one-day timetable was to be issuedA new interlocking will be installed starting next month near Westmoreland Street on the Chestnut Hill West Line.....In spite of the delivery of all 120 new Silverliner V cars, SEPTA still is experiencing occasional car shortages during rush-hour periods. This seems to be due to high shop counts on both MU cars and push-pull coaches.

The Inquirer's May 23 edition carried a front-page story titled "SEPTA engineer dearth leads to cancelled trips." The article stated that the shortage of engineers on the Regional Rail system is caused partly by SEPTA's strategy to cut costs by paying fewer engineers to work more hours, rather than hiring additional

engineers to work fewer hours. One instance cited in the story occurred on Saturday, May 18, when 12 engineers marked off, causing seven train annulments and other delays. Supervisors were able to take some of the runs. Evidently, the call-ins were not due to a contract dispute but rather, as one union official said, because of the long shifts of up to 75 hours a week. "People are working till they're too beat up to work," he said. About 66 percent of engineers also are not eligible to run on weekends because they already have worked the maximum number of hours per week permitted under Federal regulations. The top pay rate for engineers is \$30.10 per hour. SEPTA said it now has 194 locomotive engineers whereas 213 are needed for the Regional Rail system to be fully staffed. Five new engineers were to begin work last month and 16 more are in a training course.

Midday train service on weekdays will be restored on the Doylestown Line effective August 12, as catenary replacement is completed on the north end of the line (see May Cinders). Work will shift to the section between Link Belt and Lansdale but this will only happen on weekends. Shuttle buses will operate between Doylestown and Lansdale during the work periods.....Another month, another trespasser. Around 7:30 AM on Wednesday, May 22, train #328 bound for West Trenton struck and killed a 56-year-old man near the Philmont station. Up to an hour delay was posted for all service on the line and five trains were partially annulled.....On May 16 SEPTA formally dedicated its rebuilt \$8.3-million Primos station on the Media-Elwyn line, which features a new station building, high-level platforms on both sides and a larger parking area.....Deer strikes also continue. This time it was train D-1252 on Thursday, May 23, that hit a four-legged trespasser on the AMTRAK mainline at Darby, with minor damage to the lead car.

Radnor Township commissioners plan to ask SEPTA to install security cameras at all four Paoli-Thorndale line stations in the township. They are Villanova, Radnor, St. Davids and Wayne. Apparently, the request stems from a recent rash of burglaries in the township, with the assumption that the burglars rode SEPTA to and from the scene of their crimes.....A large section on the Wyncote side of the Greenwood Avenue overhead bridge at Jenkintown has been demolished, indicating that construction of the new bridge is getting closer. Some shuttle busing of SEPTA passengers will be required at certain times during construction.....Around 10 PM on Wednesday, May 1, northbound train #396 out of Elwyn struck a downed tree near Wallingford station, blocking the railroad and shutting down electric power. The wire train worked on repairs during the night but had some mechanical trouble and did not clear until 6:45 the next morning. Diesel genset #70 towed the damaged train to Media yard at 7:25 AM but several rush-hour trains were delayed until regular schedules were restored after 8 AM.



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AMTRAK

The National Train Day celebration at 30th Street Station on Saturday, May 11, appeared to be a success. There were numerous booths and displays, many of them kid-friendly such as the Chuggington Depot. The usual collection of prototype equipment was open to the public on the Lower Level, with the following noted during this writer's visit:

Track #1 (south to north)	A16503 Catenary maintenance car
	9275 Juniata Terminal SW1500
	8850 Juniata Terminal slug unit
	4641 NJ Transit ALP-46A
	4534 NJ Transit ALP-45DP
	7056 NJ Transit multilevel coach
	25109 Amtrak Amfleet coach
	62047 Viewliner sleeper
	8200 Viewliner diner
	81543 Business Class car
	48159 Café car
	9800 Ex-Metroliner conference car
Track #2 (north to south)	905 Amtrak AEM-7
	Braddock Inn Parlor-lounge*
	NYC 38 Tavern lounge*
	Chapel Hill Private office car
	2017 Acela power car and train

* Owned by Collis P. Huntington Chapter NRHS

Open for inspection on the Upper Level of the station was the newest pair of SEPTA Silverliner V cars, 881 and 882.

AMTRAK suffered a financial blow last month when a commuter train accident forced the suspension of service between New York and Boston for over four days. On Friday evening, May 17, a collision between two METRO-NORTH trains—both of which had new M8 cars—caused the complete shutdown of this section of the Northeast Corridor until regular service was resumed on Wednesday morning, May 22. A total of 72 persons were injured in the crash, which may have been caused by a broken rail on this Metro-North-owned line, but no one was killed. Several days were required to investigate the accident, then restore track and catenary in the area. Amtrak said that it lost \$5 million in revenues because of the shutdown. AMTRAK reports that in March it had the highest ridership of any month in the railroad's 42-year history. AMTRAK has taken steps to improve its often-criticized WiFi on-board computer service. Last month the latest so-called 4G cellular technology

was installed on all Acela trains and will be added to all remaining Wi-Fi equipped trains by summer.

The first of AMTRAK's 70 new ACS-64 "Sprinter" electric locomotives, #601, was rolled out last month for a photo op at the Siemens plant in Sacramento, CA (see May Cinders). Some units could be in service by the end of the year. AMTRAK has put together an updated exhibit train which replaces the 40th anniversary train that toured the country in 2011-2012. The refurbished train is hauled by two Heritage locomotives, with three baggage cars for the exhibits and a "bistro car." Some new displays include workable signals and a virtual sleeping car tour, plus a control stand and locomotive horns from the original train, photos, uniforms, old-time advertising and memorabilia covering Amtrak's 42 years of service. The reborn train began its 2013 tour last month in California but is expected to work its way east with a possible appearance on the STRASBURG RAIL ROAD in September and later in Philadelphia. AMTRAK has issued a folder entitled "Accelerating the future of high-speed rail," which summarizes its vision for the Northeast Corridor. A more detailed study is contained in a report issued last year in booklet form.

President Obama in April nominated the mayor of Charlotte, NC, Anthony Foxx, to be the new secretary of transportation, replacing Ray LaHood who is retiring. As mayor of Charlotte, Foxx has pushed numerous transportation improvements including trolley projects and an expansion of the city's international airport. The Senate must approve the nomination. The Washington-based Kiplinger Letter for business people warns that AMTRAK's support in Congress may weaken in coming years, especially after the retirement of one of its key backers. Senator Frank Lautenberg of New Jersey plans to leave the Senate in 2015. AMTRAK received a payment of \$30 million last month from U.S. DOT to help pay for the restoration of vital infrastructure after last fall's devastating Hurricane Sandy (NARP). The AMTRAK board has extended the contract of President Joseph Boardman for two more years, stating that the "changes Joe is managing within the railroad are resulting in real accomplishments and it is important for him to stay on [and] continue his work..."



CSX, NS OTHER ROADS

James A. Squires has been named president of NORFOLK SOUTHERN, replacing Wick Moorman who remains as chairman and CEO. Squires, 51, previously was executive vice president-administration. Moorman told the railroad's annual shareholders meeting on May 9 that, in spite of a drastic reduction in utility coal volume in 2012, NS still recorded its second best year ever in revenues, operating income, net income and earnings per share—topped only by the previous year. NS has received permission from the Federal Railroad Administration to eliminate most wayside signals on the Port Road branch between

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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.

On the Eastern Seaboard: We've reported previously that on January 14, 1953 (60 years ago), Pennsylvania GG1 #4876 and Train #173-Federal Express crashed through the bumper post at Washington Union Station. It was, of course, rebuilt and ran for years until retired in 1983. Was it scrapped? Well, not quite – it apparently still resides at the B&O Museum in Baltimore on a back yard storage track as a rusty derelict with no apparent plans for restoration (Pablo Maurer).....1827 saw the opening of the nine-mile Mauch Chunk Railroad from coal mines near Summit Hill to the Lehigh River at Mauch Chunk (Jim Thorpe), PA. Some say it was the first commercial railroad in America and it was leased to the Jersey Central in 1876. It was known as the "Switchback" and was a gravity railroad that also hauled tourists until abandoned in 1931 (CNJ Transportation info).....The Ivy League graduate and applicant to the Erie Railroad's management program says, "Do you think you can pay me what I am worth?" The crusty Erie personnel manager says, "I can do better than that, I'll start you out with a small salary!" (Ms. Marion Ohia).

On April 1, 1880, the Philadelphia & Reading made the first test of a Baldwin 4-2-2 "Bicycle" type center cab locomotive, #507. It had 78-inch drivers and was designed for high-speed running between Philadelphia and Jersey City (C. T. Baer).....Oyster harvest rebounds in the Garden State: It's reported the best in 30 years; in its Victorian heyday, they were shipping 20 cars per day of bi-valve lovers favorite "Cape May Salts" via New Jersey Southern and Central of New Jersey to Metropolitan area gourmet consumers, and doing it in less than 24 hours!! (*Wall Street Journal/Roy*).....On Sunday, March 5, 1044, elevated train service over the Brooklyn Bridge ended. Motorman Harry Page piloted the six-car BMT Lexington Avenue train that was headed by Car #667. Service was started on July 1, 1898 when the Brooklyn Elevated Railroad began through trains across the famous bridge in connection with its Myrtle Avenue Line (*NRHS Bulletin*).....The rumors of a buried locomotive under Brooklyn's Atlantic Avenue may be true after all. Experts have identified a large 20' metallic shape that might be a "Planet" steam locomotive used in 1861 for tunnel construction. It is thought to have been buried after the work was finished. Only a dig will reveal the truth (*Semaphore*).

Around the World (but not in 80 Days): Russian engineers had proposed a Moscow subway as early as 1902 but it was not seriously considered until 1931 with Stalin complained about "too many tram cars overburdening the streets". At times, 25,000 trams carried almost seven million passengers each day. By 1934, when it became clear the Metro wasn't going to be ready to meet Stalin's deadline, as many as 80,000 "volunteers" were enlisted to devote Saturdays to "grunting" in the muck. You can rightly guess where the "slackers", real or imaginary, were headed. In 1941, when the Nazis invaded, the "stuffed and mounted" Lenin corpse was hidden in the Metro. The first line opened in May 1935 – six months late. (Benson Bobrick).....In 1944, the U. S. Infantry captured an American locomotive that was sent to France in 1917 to support the World War I American Expeditionary Force. The World War II soldiers got their hands on the steamer at Saint Lo where the Nazis were using the 2-8-0 before they departed. It still had it's

Alco builder's plate and the faded words "New York Central" on the tender (*NRHS Bulletin* – 1944).....Just in case anyone wanted to debate this: The London & North Eastern Railway streamlined Class A4 4-6-4 Pacific "Mallard" #4468 made a special run on July 3, 1938 in Eastern England and achieved 126 miles per hour – a never-beaten Official world steam-powered record that still stands today (*Encyclopedia of Locomotives*).

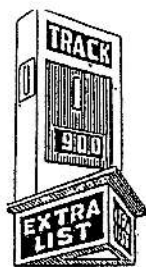
Here, There and Everywhere: In 1830, American railroads had a mere 23 miles of track. By the Centennial of 1876 railroad miles had reached 76,808 and by 1900 the United States had an astounding 258,784 mile which was slightly less than the rest of the World, combined, which had a total of 184,435 miles (Maury Klein).....In early 1865, the U. S. Military Railroad delivered the equivalent of Air Force One to President Abraham Lincoln, which was a most ornate and attractive private rail car named "United States". The President never used the car while he was alive. On April 21, 1865, the bodies of Lincoln and his son Willie left Washington, DC on a 1,600-mile trip to Springfield, IL, stopping for memorial services at 12 cities (*North Western Limited*).....In 1941 the Railway Mail Service had 21,800 postal clerks sorting mail in 3,882 railway post office cars throughout the United States. Today, there is ZIP! (May L. Baggs).....It was once the World's longest trolley line (not our Route 12 in Philly?), but on December 4, 1955 Chicago's 25-mile Route #36 Broadway-State PCC line was cut in two. The State Street portion from the Loop to 120th and Morgan was converted to bus (*Ties & Tracks*).

Alfred Caplin grew up in New Haven, CT and when he was nine years old, he lost his left leg in a Connecticut Company streetcar accident. Years later, he became a cartoonist and his fame reached its zenith in the late 1950's when there was a Broadway play and a movie made about his Li'l Abner, Daisy Mae and the Yokums of Dogpatch, KY. That's right – he was Al Capp! (Edward Kosner).....Boston's MBTA has apparently been installing security cameras in six important stations. The local American Civil Liberties Union has apparently forgotten about crime prevention and frets about the cameras invading people's privacy (this was before the Boston Marathon bombing – wonder what the ACLU thinks now?) (*Steel Wheels*).....In the early days of the Yazoo & Mississippi Valley Railroad (later Illinois Central), there were little rundown shortlines that reached into the sultry back country plantations to bring cotton to the Y&MV. One of these poor outfits was called the "Peavine". When I visited that area, I was solemnly told that there had been one length of rail missing on the Peavine's route for many years, and when the train came to that point, the crew carefully took a rail from behind the train, inserted it in front, and went on their way!! (H. P. Scott).

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.

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



Note to Cinders Readers:

Extra List does not appear in this issue of *Cinders* because of a dearth of trip and events listings during the Summer Season. *Extra List* will return in our next issue.

Green Mountain RS1 Horn Stolen

Within the last month, the horn on Green Mountain Railroad Alco RS1 #405 was stolen. This former Rutland Railway locomotive was built by Alco in 1951.

The horn is a rare Leslie S3J, possibly the last set in operation, outside a private collection. The model is easy to identify and cannot be sold on the open market without attracting attention. This was not a spur of the moment theft, as the manner in which the horns were attached tells the Green Mountain that whoever did this had to have a plan and the proper tools to do the job.

Anyone with information regarding this theft is asked to contact the Vermont Railway System at 806-658-2250.

--TRAINS Magazine Newswire, via Edward Mayover



Travelin' (Book Update)

In our May 2013 issue (Page 8), we printed a short piece from *Travelin'*, and indicated we would check on the availability of this excellent publication by longtime Baltimore Chapter, NRHS Member Bob Janssen.

We can report that copies of this 92-page work, chock full of personal trip itineraries taken by Bob over the years, is still available, according to Baltimore Chapter's Charlie Plantholt. The price is \$15 per copy, postpaid, and those wishing a copy should send remittance, payable to Baltimore Chapter, NRHS, to 3025 Orlando Avenue, Parkville, MD 21234-7823. Charlie said he will even have Bob Janssen autograph your copy. It's a really excellent publication for evening reading in your favorite chair.

Morristown & Erie Railway Sets 110th Anniversary Special August 24

Morristown & Erie Railway has announced it is partnering with Norfolk Southern and NJ Transit to operate a special excursion on Saturday, August 24 to commemorate the Railway's 110th year of operation. This trip will be operated in conjunction with Norfolk Southern's employee appreciation program, and will be the first major mainline public rail excursion operated in the region in over a decade.

Dubbed the **Lehigh Limited**, the train will depart from NJ Transit's Hoboken Terminal with one stop at Newark Penn Station before continuing on Norfolk Southern's Lehigh Line (ex-Lehigh Valley) to Bethlehem, PA, where the train will stop to allow passengers off for a catered lunch at NS's piggyback facility.

Following lunch, the train will return east via Phillipsburg and Hackettstown on NS's Washington Secondary and NJ Transit's Morris & Essex Line, stopping at Newark Broad Street Station enroute back to Hoboken Terminal.

The train's consist will be 18 cars, featuring several private cars, heritage coaches and standard commuter coaches. Norfolk Southern and Morristown & Erie employees and their families will occupy railcars provided exclusively for their use. Both coach and first class seats will be available to the public.

Fares on the **Lehigh Limited** will be: \$499 deluxe first class, bedroom suite \$1,250 per room (each seats three people), \$389 first class, \$279 deluxe coach class and \$199 regular coach class. Tickets for the excursion were to be placed on sale at 10 AM on May 31, 2013 at website www.anniversary.merail.com.

Tickets are expected to sell quickly, and early reservation is recommended.

NJ Transit Restores Service to North Jersey Coast Points

Continuing restoration of service to North Jersey Coast towns devastated by Superstorm Sandy last late year, NJ Transit has issued a new schedule effective June 2, 2013, adding some weekend express trains between New York Penn Station and Long Branch, as well as restoring what amounts to hourly shuttle service between Long Branch and Bay Head.

On Saturdays, Sundays and Holidays, express trains will leave New York Penn Station at 8:01 and 10:01 AM, making stops at Newark Penn Station and then limited stops to Long Branch. Connecting trains will serve local points between Long Branch and Bay Head. Evening return trains will depart Long Branch at 4:57 and 6:57 PM enroute to Newark Penn Station and New York Penn Station. Weekday train service along the North Jersey Coast will be restored with the June 2 schedule change, including additional service between Hoboken and Bay Head.

The North Jersey Coast line suffered major destruction during the storm, and much infrastructure work has gone into restoring the physical plant for service.

PHILADELPHIA EXPRESS

(Continued from Page 5)

Enola, PA, and Perryville, MD, in favor of cab signals only. NS also has applied for a cab-signal-only system on the Pittsburgh Line between Harrisburg and Pittsburgh, which will eliminate most of the Pennsy-style position-light wayside signals. These moves are tied into the Federal mandate to install a Positive Train Control (PTC) collision-avoidance system by the end of 2015.

CSX, NS and other major U.S. railroads are enjoying "boom times on the tracks," as a *Wall Street Journal* headline recently proclaimed. The British magazine *The Economist* agreed, with a story titled "Back on track." Both publications emphasized that the railroads are benefiting from growing traffic and their own increasing efficiency. Even during the recent recession, healthy traffic levels and tight cost controls allowed the carriers to spend billions on capital improvements. Despite the decline in some coal traffic, most roads are enjoying increased intermodal business—some of it at the expense of the struggling motor carriers—and new sources of revenue such as the huge increase in shale oil traffic. Both CSX and NS are moving oil in dedicated tank car trains, mainly from the North Dakota fields to refineries on the East Coast. This traffic is likely to grow as oil companies realize that in many cases it is cheaper to move high-quality crude from domestic producing areas than to import it from sources in the Middle East. (NS often assigns some of its colorful Heritage locomotives to the unit oil trains bound for destinations such as Delaware City, DE, and Westville, NJ.)

The once-gigantic Sparrows Point steel mill near Baltimore has been shut down and will be dismantled. Steel was first made there in 1889 and Bethlehem Steel bought the property in 1916. It once was the world's largest steel mill which kept four serving railroads busy. But Bethlehem declared bankruptcy in 2001 and the mill was sold and resold, having become non-competitive in a declining steel market.....One of CSX's road slug units, #2225, was spotted in a local train switching at Chester on May 22. The slug retains its GP30 exterior appearance, having originally been bought by the Baltimore & Ohio in 1964.....EAST PENN RAILROAD has closed its ex-Reading Kutztown (PA) branch, due to the shutdown last month of its biggest customer, McConway & Torley at Kutztown (Chesapeake Railway Association).....STRASBURG RAIL ROAD last month sold its ex-Pennsy 44-ton diesel locomotive #33 to the WALKERSVILLE SOUTHERN tourist line in Maryland. The unit was built by General Electric for the PRR in 1948 as #9331, and was acquired by the Strasburg in 1961.....A replica Civil-War-era 4-4-0 steam locomotive, built for Steam into History, Inc., arrived at New Freedom, PA, on May 21. Engine #17 is to be used in tourist service this summer on the former PRR Northern Central branch out of New Freedom.

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 and a replacement copy will be promptly be sent to you.

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