



# CINDERS

MARCH 2013



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Volume 74

Number 3

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, MARCH 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 March 15 meeting will feature Kevin Tankersley, of the  
Washington, DC Chapter, NRHS. His program, **Traveling by  
Pullman – Yesterday and Today**, will provide an overview of the  
Pullman Company, and tell us about how Washington Chapter,  
who owns the classic 1923-vintage **Dover Harbor**, interprets and  
presents the Pullman experience by operating the **Dover** today.  
This will be a “Don’t Miss” program and you’ll want to be on  
hand. Please see next column for a biographical sketch on Kevin.

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, March 9, 2013. **DINNER RESERVATIONS ARE  
MANDATORY and MUST BE MADE BY TUESDAY  
EVENING, MARCH 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!!!!!!!**

The Chapter’s officers thank the membership for their support of  
the optional dinners. It is of assistance to Philadelphia Chapter.

## 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.

## About Kevin Tankersley.....

Kevin Tankersley, our March 15 speaker, manages public trips  
and private charters for the classic 1923-vintage Pullman  
private rail car, **Dover Harbor**, owned and operated by the  
Washington, DC Chapter, NRHS. He was worked with the  
Chapter in the ongoing restoration of the car, and is one of the  
principal researchers in documenting the car’s history. He has  
served aboard the car as a steward/porter and chef for over 20  
years and is currently a Chapter director.

Mr. Tankersley is a graduate of the University of Maryland and  
North Carolina State University, and is a professional  
landscape architect practicing in the Washington, DC  
metropolitan region. He lives in Alexandria, VA.

## Final Call on 2013 Membership Renewals (Is there a “red dot” on your address label?)

It is the month of March, and Treasurer Rich Copeland  
reminds each member that, if your 2013 dues are unpaid, this is the  
last issue of **Cinders** you will receive. Fernley & Fernley, the  
NRHS contractor, has said that members not renewed by March  
31, 2013 will be dropped from the NRHS rolls and will need to  
apply as “new” members after that date.

While more than 90 percent have renewed, some 23  
members are shown as unrenewed. NRHS was to be sending  
“Final Notice” dues bills out to those members who hadn’t  
submitted their renewals during February. Members who receive  
these notices and believe they have renewed are asked to contact  
Chapter President Larry Eastwood to ascertain their status, because  
there may be some last-minute arrivals which have not been  
submitted. Chapters may submit dues on one specific date each  
month.

Nearly all of those holding Chapter-only memberships  
have renewed, and those who have not will be dropped with this  
issue of **Cinders**.

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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Editor.....R. L. Eastwood, Jr. (215) 947-5769

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Program.....William Thomas III (215) 545-3198  
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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. 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).

## 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>

## 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.

## NRHS National News

### NRHS Cancels 2013 RailCamps; 2012 Convention Takes Loss

In a statement issued by NRHS Public Relations Director Elrond Lawrence, the Society has made the "difficult decision" to cancel the 2013 RailCamp sessions, both at Scranton, PA and Tacoma, WA. In the same announcement came word that NRHS is committed to a 2014 RailCamp program.

President Greg Molloy placed blame for the cancellation on "new liability insurance demands for university housing, which are being imposed on NRHS and similar organizations around the country" According to Molloy, "there simply wasn't time to recast the program in a way that didn't rely on colleges for housing, as well as communicate those changes to potential attendees and their families.

In other business, NRHS at its Winter 2013 Board Meeting at Williamsburg, VA on January 12-13, informed the Society's directors that the 2012 Convention at Cedar Rapids IA suffered a loss of approximately \$50,000, which was attributed to higher than expected equipment costs, and that "patronage did not match the traditional profiles from prior conventions."

## Philadelphia Chapter, NRHS Board of Directors Meeting - Spring, 2013

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

**Tuesday, April 16, 2013  
7:00 PM to 8:30 PM**

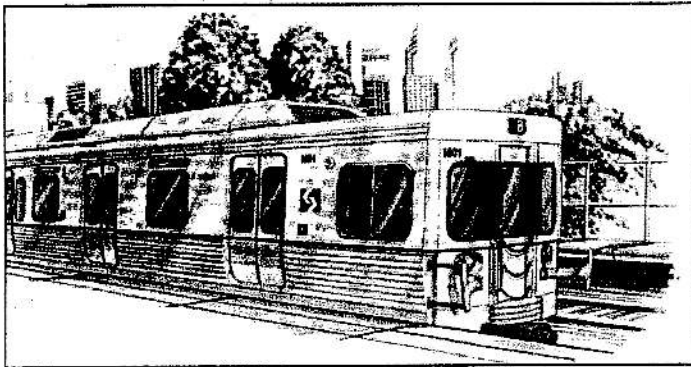
**Members of Philadelphia Chapter are  
welcome and encouraged to attend**

# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

## SEPTA TRANSIT



As expected, Governor Corbett's budget for the 2013-2014 fiscal year includes a plan to increase transportation funding by lifting the cap on the wholesale franchise tax paid by oil and gas companies. He said this would provide an additional \$1.8 billion a year for highways, bridges and transit over five years, which in the first year would increase State transit funding by \$40 million and by the fifth year \$250 million. Under the Governor's plan certain motor vehicle fees also would be redirected to transit and multimodal transportation programs. PennDOT Secretary Barry Schoch said later that SEPTA and other transit agencies may get more than what was called for in the budget message. As matters now stand, SEPTA is facing an operating deficit of at least \$30 million in Fiscal Year 2014, and its capital funding already has been cut to the lowest level in the past 15 years.

The project to extend the Norristown High Speed Line to King of Prussia (see February, September *Cinders*) now has its own website. It is [www.kingofprussiarail.com](http://www.kingofprussiarail.com) .....The *Inquirer* reported last month that SEPTA is being urged to reposition the left-side side rear view mirrors on its buses because a temporary "blind spot" may prevent drivers from seeing pedestrians when making a left turn. Three pedestrians were killed in accidents involving SEPTA buses in 2012. It was said that buses built by New Flyer present the worst visibility problem for left turns.

A gas leak near the Fern Rock Transportation Center around 9 AM on Wednesday, February 6, forced SEPTA to curtail service on the Broad Street subway for about four hours. The Regional Rail mainline also was shut down through Fern Rock for about 1-1/2 hours (see below). Northbound Broad Street trains were terminated at Erie Avenue with shuttle buses used from there, while southbound trains originated at Olney station with bus connections from Fern Rock. Service on the Broad-Ridge spur also was cancelled. Later that same day SEPTA police shot and wounded a 55-year-old man at 69<sup>th</sup> Street Transportation Center, after the knife-wielding man lunged at a female officer. No one else was injured. Service was suspended on the Market-Frankford Line for a time after the 8 PM incident, with shuttle buses operated between 63<sup>rd</sup> and 69<sup>th</sup> Streets.

## SEPTA REGIONAL RAIL



The February 9 blizzard which dumped heavy snow on some areas in New England just grazed Philadelphia, but did cause scattered highway and transit delays. SEPTA reported a few problems but there were scores of late flights and cancellations at Philadelphia International Airport, especially from and to the storm areas.....SEPTA is continuing its construction work on the Norristown Line, with weekend bus substitution between Wissahickon station and Norristown (see February *Cinders*). But a weather alert caused work over the weekend of February 9-10 to be cancelled. The old hand-operated "River" crossover at Miquon is being replaced with a remotely-controlled interlocking .....Train #2455 out of Norristown on Monday evening, February 4, had an unusual consist—three Silverliner IV's and two Silverliner V's. This equipment is rarely coupled together in revenue service due to incompatible door controls and other problems. After the engineer on the Silver V's was taken to the hospital in Norristown, his train was coupled to the rear of #2455 and all passengers loaded into the IV's.....As of late February the last three of the 120 new Silverliner V cars still had not been delivered to SEPTA.

Some decisions were made last month regarding the proposed Paoli Transportation Center (see February, November 2012 *Cinders*) The new AMTRAK-SEPTA station will be located approximately where the present station is, and a 600-space parking garage built adjacent to it. This plan, one of three considered, will require a new bridge to carry a Darby Road extension over Amtrak's Harrisburg line as the existing North Valley Road bridge would be demolished. The new station and parking facilities are expected to cost up to \$60 million, plus the highway bridge \$15-\$20 million. But no funding is currently available and when it does materialize construction would take about three years.....SEPTA plans to begin upgrading the Wissahickon Regional Rail station this year (Sheila Dorr).

Within the past year SEPTA has created four more handicapped-accessible stations on the Regional Rail system. They are Chester, Cynwyd, Primos and Radnor. This was done either with new high-level platforms or mini-high platforms .....In addition to the Tropicana and Baileys wraps adorning the sides of some Silverliner V cars, smaller ads now are appearing. Reminiscent of those seen on trolley cars and buses, the first of the new ads were touting Villanova University's graduate courses.....DVARP reports that the pre-recorded announcement system heard on Regional Rail platforms has been dubbed the "Alvinator." This is because the authoritative

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voice belongs to Alvin Elliot, a dispatcher in the center-city Control Center, so SEPTA did not have to hire an outside agency to produce the recordings! .....One of the four bright orange Tropicana-wrap cars, #729, was operating singly on the Cynwyd locals during the week of February 11 (Al Gaus) .....A Chapter member has questioned when SEPTA and/or CONRAIL closed the old 52<sup>nd</sup> Street station in West Philadelphia. The last reference to it that the writer could find is the Paoli timetable dated April 25, 1976. Any ideas?.....A *Malvern Patch* reader has asked why the \$9-million renovation of the Malvern station area included an elaborate set of wheelchair-accessible ramps (see September *Cinders*) but no high platforms to allow handicapped passengers to board or alight from trains. SEPTA says the project budget was insufficient for new platforms, but they are planned for the future.

The February 6 gas leak at Fern Rock referred to above caused major problems for Lansdale-Doylestown, Warminster and West Trenton line passengers. Service on the Mainline had to be suspended beginning at 10 AM until the all clear came at 11:28. During that period 17 trains were partially or entirely annulled and seven others held in mid-run for varying periods. Multiple switch failures at AMTRAK's "Valley" interlocking in West Philadelphia early on Monday, January 28, caused numerous delays to Paoli-Thorndale trains and the cancellation of all Cynwyd service that morning. Another deer got nailed by a SEPTA train on Saturday, February 2, when Trenton-bound #9725 struck the four-legged trespasser just north of Bristol. An air hose was broken on lead car #444, delaying the train for 28 minutes. Train #222 out of Wilmington had to be annulled south of Marcus Hook on Sunday, February 10, when a pantograph was ripped off of MU #157. An insulator in the catenary also was damaged, delaying five other SEPTA and Amtrak trains. Passengers were transferred to following train #224. In spite of the Comet push-pull train being held out of service at Frazer shop, SEPTA has been reporting few if any car shortages in recent weeks. The addition of new Silverliner V's evidently is having the desired effect.

Trespassers continue to ignore the obvious dangers of railroad tracks, to their own peril. Around 9:10 PM on Tuesday, February 19, the body of a 50-year-old woman was spotted alongside the track in East Falls by the crew of Norristown-bound train #8270. Police said that the woman had been struck by a train and possibly was a suicide. Service was suspended for two hours while the fatality was investigated. Another woman escaped serious injury when she was hit by Trenton train #7250 at 5 PM on Wednesday, February 6 along the Northeast Corridor near Holmesburg Junction station. She was thrown clear and later taken to the hospital. One Trenton-bound train was annulled and other SEPTA and AMTRAK trains delayed as police ordered a hold on all tracks for 20 minutes during the afternoon rush. Whether a trespasser is suicidal or just thoughtless, the end result is death or injury, anguish to the train crew and untold lost hours for the passengers on the train(s). By late February three trespasser deaths had occurred on the Regional Rail system, which apparently prompted SEPTA Board Member and State Senator Stewart Greenleaf to suggest that the number of such deaths could be reduced by running trains at a slower speed.



## AMTRAK

The so-called "sequestration" (mandatory across-the-board budget cuts) threatened for this month would result in an 8.2-percent reduction in the Federal government's operating and capital grants to AMTRAK, according to a NARP report. At *Cinders'* presstime, the Administration and Congress seemed deadlocked on how to avoid the cuts, but observers expected some sort of compromise to be reached—if only a temporary one. A major incentive for agreement is the heavy cutback in spending facing the Department of Defense, which both Republicans and Democrats agree will seriously affect military readiness. If that issue is addressed some agreement on domestic spending also could be reached. Amtrak said that it will be able to withstand "a funding cut without cutting service," but the sequestration would mean a reduction in needed maintenance work while Amtrak's revenues also might be affected. The furloughing of some airport security personnel also may cause delays for air passengers.

President Obama again has urged Congress to get on with the rebuilding of the nation's infrastructure—including passenger railroads. In his State of the Union address last month he said, "Ask any CEO where they'd rather locate and hire—a country with deteriorating roads and bridges, or one with high-speed rail and Internet, high-tech high schools and self-healing power grids." He then told the assembled Congressmen "I know that you want these job-creating projects in your districts. I've seen you all at the ribbon-cuttings".....One of AMTRAK's strongest supporters in Congress, Senator Frank Lautenberg of New Jersey, has announced that he will retire next year. At 89, Lautenberg is the oldest member of the Senate.

Along with much of New England, AMTRAK had a bad weekend on February 9-10 as a powerful nor'easter swept up the coast. While the area south and west of New York escaped the main path of the storm, New England was clobbered with up to three feet of snow, forcing the closure of highways, airports and railroads. Amtrak cancelled all New York City to Boston and Springfield on Saturday as crews worked to dig out the mainline tracks and remove fallen trees. (Near-normal service was maintained between New York, Philadelphia and Washington and New York-Albany.) Reduced service between New York and Boston was offered on Sunday and Monday, but the Springfield line remained closed. On Tuesday the 12th, full service to and from Boston, including Acela Express service, was resumed, and trains again ran on the Springfield line.

The Philadelphia-Pittsburgh *Pennsylvanian* could be eliminated on October 1 if the State refuses to assume the share of the train's expense now paid by AMTRAK. Under the Passenger Rail Investment & Improvement Act of 2008, individual states can be forced to assume about 88 percent of the costs of certain trains operating less than 750 miles, including the cross-State service in Pennsylvania.. But the head of PennDOT was quoted as saying that it would be "hard to justify" paying the added \$5.7 million each year to subsidize the Harrisburg-Pittsburgh segment of the service. The State already pays about half of the deficit incurred by

(Continued on Page 5)

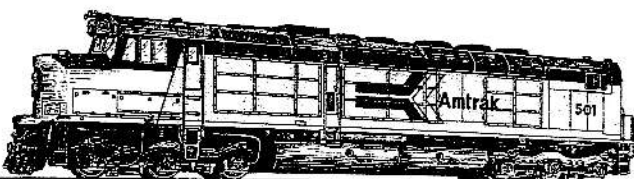
# PHILADELPHIA EXPRESS

(Continued from Page 4)

the train west of Harrisburg, with Amtrak absorbing the other half. Several other states, however, have already agreed to pay for shorter-haul trains serving their cities. Last year the **Pennsylvanian** handled 146,000 passengers west of Harrisburg and 212,000 over its entire route between Philadelphia and Pittsburgh.

AMTRAK has begun to phase out the historic manned towers along its Harrisburg line (see February *Cinders*). "Cork" tower at Lancaster was closed effective February 19, with the CETC center in Wilmington taking control of the railroad between Parkersburg and Harrisburg (58 miles). For the time being the train director at Harrisburg retains control of "State" interlocking at Harrisburg station. Next on the closure list will be "Thorn" tower at Thorndale, then finally "Paoli," "Overbrook" and "Zoo," with the entire line to be under CETC control within two years .....A reminder: AMTRAK's sixth annual National Train Day is scheduled for Saturday, May 11, at 30<sup>th</sup> Street Station .....Northeast Corridor service was disrupted for a time on Friday afternoon, February 1, when a large icicle fell from the underside of the Cecil B. Moore Avenue overpass in North Philadelphia. The icicle apparently caused an explosion when it struck the 12,000-volt catenary, leaving a two-foot hole in the bridge. Two people were in an SUV on the street that was struck by flying debris. AMTRAK and SEPTA traffic was halted for a half-hour as police investigated to see if the explosion was a possible terrorist act, but that was later ruled out.....The Bear (DE) shop last month released rebuilt cab car #9646 after an upgrade. The former Metroliner car is the first to have its front door covered with a steel plate with a window in the center.

AMTRAK last month announced two more high-level appointments. They are Thomas J. Hall as chief of customer services and Jay Commer as general manager of state-supported services. Hall joined Amtrak in 1980 and Commer hired on as a locomotive engineer in 1987. Evidently, Commer replaces Tom Quigley who was just named in November, 2012, to the state-supported services position (see February *Cinders*).....We failed earlier to mention an important event at 30<sup>th</sup> Street Station—the new Wendy's and Jersey Mike's restaurants opened last fall in the space formerly occupied by McDonald's .....Congressman John Mica of Florida is at it again. The former chairman of the House Transportation & Infrastructure Committee failed last year to get his pet project—privatizing AMTRAK—enacted into law. But he said he would try again in this session to abolish what he called Amtrak's "costly monopoly with Soviet-style operations." The new chairman of the T&I Committee, Bill Shuster of Pennsylvania, may be less inclined toward selling off Amtrak.....President Joseph Boardman has said that AMTRAK will seek changes in Federal safety standards to permit lighter-weight equipment in future high-speed trains. This would bring Amtrak closer to the structural standards used in European high-speed trains.



AMTRAK'S FIRST NEW LOCOMOTIVES ARE DESIGNED WITH ENGINE SILENCING DEVICES AND ADVANCED EXHAUST EMISSION CONTROLS. FIRST USED ON THE SUPER CHIEF JUNE 22, 1971. CLASS: SD-40-07. BUILDER: GM (1973). SERIES: 500-539. HORSEPOWER: 3000. DRIVERS: 40" DIA. WEIGHT: 396,000 LBS (LOADED). MAXIMUM SPEED: 103 MPH.



## CSX, NS OTHER ROADS

On May 25-26-27 NORFOLK SOUTHERN will operate steam trips over the former Pennsy mainline from Lewistown to Gallitzin and return. Hauled by ex-Nickel Plate 2-8-4 #765, owned by the Fort Wayne Railroad Historical Society, the special trains actually will originate in Enola yard and pick up passengers at historic Lewistown station. These will be first public steam trains to ascend Horseshoe Curve in many years. Along with several trips in the South using ex-Southern 2-8-0 #630 owned by Tennessee Valley Railroad Museum, this appears to be the first phase of NS's steam program for 2013..... NS in late 2012 took delivery of 25 General Electric ES44AC diesel locomotives in the 8116-8140 series, and this year will receive 25 EMD SD70ACe locomotives in the 1076-1099 series (*Railpace*).

CSX has received permission to abandon the last 1.7 miles of the old Reading Company Trenton industrial track. Built by Reading predecessor Delaware & Bound Brook in 1877, the branch at one time extended from a connection with the mainline at West Trenton (Trenton Junction) to Trenton but was cut back in the 1970's and '80's. For a time it was known for hosting one of the Reading's gas-electric cars in passenger service..... The Titus electric generating station near Reading, which since 1953 has received trainloads of coal via the Reading, CONRAIL and NS, will be shut down, according to its owner GenOn Energy. Built by Metropolitan Edison, the plant does not meet new emissions standards set by the Federal government, which already have resulted in the closure of several other coal-fired plants in Pennsylvania.

NJ TRANSIT now estimates that the total cost of damage to its infrastructure and equipment from Superstorm Sandy will be about \$450 million, \$50 million higher than previously stated (see January *Cinders*). The new figure includes approximately \$100 million for repairs to cars and locomotives and \$20 million in lost revenue. By mid-February NJT said its service had returned to 94 percent of pre-storm levels and will further improve when more electric trains can be returned to operation (*Trains*). The usually-busy waiting room at historic Hoboken Terminal was reopened to the public on January 29, after extensive repairs from the flood waters that surged through it during the October 29 storm. Passengers had been able to board trains there for several weeks but did not have access to the terminal building itself. Electric traction power still was not restored into the terminal, necessitating the use of dual-mode or diesel locomotives. NJT said much of the repair work on equipment would be covered by insurance, but it will submit a request to the Federal Transit Administration for funding to help offset the massive cost of track, bridge, signal and electrical repairs. On January 29 President Obama signed into law a \$50.5-billion storm relief bill which contains \$10.9 billion for repairs to transit systems, mostly in New Jersey and New York (see February *Cinders*).

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**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).

**MARCH 23, 24, 30:** West Chester Railroad will operate "Easter Bunny Express" trips West Chester to Glen Mills and return, departing 12 Noon and 2 PM each day. Fare: \$22 adults, children 2-12 \$15, toddlers (9 months-23 months) \$6. For additional information and to purchase tickets, visit website [www.westchesterrr.com](http://www.westchesterrr.com).

**MARCH 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. Chapter Member John

## 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. This month, Roy has even penned some items specifically of Philadelphia area interest for Cinders readers. We thank him—more next month!)*

**West of Broad Street:** On February 10, 1883, John Doyle was forced to resign as Superintendent of the Pennsy's Broad Street Station restaurant because of constant complaints of rude waiters, poor service and unclean conditions. A replacement was appointed (C. T. Baer).....On December 1, 1962, for the Army-Navy football game held at old Philadelphia Municipal Stadium, special trains brought in more than 7,000 fans in 250 cars, many powered by freshly-scrubbed GG1 electric locomotives. Two trains from West Point via National Junction in North Jersey were powered by PRR EMD E units. Six 15-car trains came from New York, while four came from Washington, also with 15 cars each. One POTUS (President of the United States) train ran with diesel (in case of loss of electric power) for the President. President John F. Kennedy arrived by helicopter but returned to DC by train. Four MU extras

Kilbride will present *Mercer & Somerset Railroad: Short Line, Short Life, Long Legacy*. This line became famous for its fate as a Pennsylvania Railroad proxy in a post-Civil War "frog war". While this central New Jersey line was abandoned in 1881, it left behind a long legacy including several surviving structures.

**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).

also operated, one each from Trenton and Wilmington and two from Paoli – all with MP54 MU's. There were 25 extra coaches on regular PRR trains to 30<sup>th</sup> Street Station. The Pennsy fleet was supplemented by almost all of the road's standard parlor cars and they leased nearly all of the standard sleepers from the Pullman Company pool. These cars stayed on-line for the December-January holiday rush (NRHS Bulletin).

**East of Broad Street:** From mid-1928 there was a Pullman car line between Syracuse, NY and Washington, DC, that operated via DL&W-CNJ-Reading-B&O. As convenient as it was, it lasted just 7-1/2 months (Joe Wirzbicki).....On December 19, 1966, at Reading's North Broad Street station, Train #95 was noted with FP7 #901, six push-pull cars and FP7 #907. All sixteen of RDG's Budd RDC's were noted as running. The **King Coal** had four Budds, the **Crusader** two and the **Wall Street** three (El Simon).....On April 13, 1947, Philadelphia Chapter, NRHS operated the first "Off the Beaten Track" excursion since World War II ended with a 182-mile round-trip from Philadelphia via PRR Lamokin-West Chester-Frazer-Trenton Cut-Off-Main Line-Monmouth Junction-Jamesburg-Kinkora-Fort Dix-Delair. We wonder what the rare mileage fraternity would be willing to pay to cover this route today, even if on a chartered bus? (Phil A. Delfia).....The former Atlantic City RR ferries made their last runs between Chestnut and South Streets, Philadelphia to Kaighns Point, Camden, on April 30, 1938 (C. T. Baer).

## **More VHS Tapes Offered to Members**

In our February issue, we offered a selection of VHS videotapes to Philadelphia Chapter members or Philadelphia Railfriends. These tapes have been donated to the Chapter by the estates of numerous Chapter members who have passed on.

Please read and follow the instructions below. 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 with your selections or by E-mail to [avrestower@comcast.net](mailto:avrestower@comcast.net). Maximum number of tapes per member is three (3). Tapes which remain from last month's list are as follows:

**Carvey Davis's Baltimore Streetcar Films**, by Transit Gloria Mundi (1990); **Kansas City Hotspots, 1997**, by Mo-Kan Video; **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 (*a second copy has been received*); **Love Those Trains (National Geographic Video)**. By the National Geographic Society (1984); **Northern Railroads (Vermont and Her Neighbors)**, by Vermont ETV for public television (1995), 60 minutes; **Steam to Huntington (WV)**, by Pentrex Productions (1991), 90 minutes of coverage from the 1991 NRHS Convention at Huntington.

Also, **Steel Ribbons Through Time**, by CSX Transportation Media Services (2001), 15-1/2 minutes, produced by CSX Transportation; **Trolleys of Pennsylvania**, by Railroad Video (1989); **The Iron Road (Story of America's First Transcontinental Railroad)** (1992), a 58-minute film produced by WGBH in Boston; **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; **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; **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.

**America's Historic Steam Railroads – Cass Scenic Railroad and Illinois Railway Museum**. (1996) This 60-minute tape covers both of these excellent rail museum attractions.

**America's Historic Steam Railroads – Grand Canyon Railway and California Western Railroad**. Another 60-minute tape covering these two historic and scenic first-class tourist rail operations.

**The Blue Mountains, LaGrande to Hinkle, Volume II**, by Video Rails (1990). Sixty minutes of the UP in the Blue Mountains of eastern Oregon. Amtrak (**The Pioneer**) is included.

**CSX, Volume 8**, Green Frog Productions (undated). Sixty minutes of the Baltimore Service Lane and the Cumberland Business Unit.

**CONRAIL, The West Slope**, another Green Frog Production (again, undated). Sixty minutes covering Gallitzin to Johnstown and points in between.

**Lehigh & New England – Nostalgia Series** by Stewart Hobbies of Chalfont, PA (1990). Movies by Charles Houser, Sr., portray scenes long-gone. The L&NE survived through October 31, 1961, so these movies converted to tape were before that.

**National Geographic Video – The Great Indian Railway** (1995) – Tape runs 111 minutes and covers an extraordinary journey on the trains of India.

**New York – Trolleys of Broadway on the Third Avenue Railway**. (1988) A short 11-minute film from 1946, color footage by Sid Sillick. Silent.

**Railroad Video – the Pennsylvania Railroad and Reading Company – a look back in time**. One hour film, black and white as well as color, with sound. Covers all locations in the Pennsylvania-Delaware-New Jersey area.

**Riding the Rails – on America's Most Beautiful Steam Engine**. (1993) A 30-minute tape covering the Southern Pacific 4-8-4 #4449 Daylight engine, proclaimed by the producers as America's most beautiful steam engine.

**Roarin' Runbys** – (1994) Sixty minutes of runbys, in color and stereo sound, by the late Marc Balkin, covering steam locomotives from coast to coast in the United States.

**Ten Seconds to Go – Kansas City Streetcars**, produced by Interurban Films (date unknown) – a 26-minute film detailing streetcar operations in Kansas City.

**The Trains of Cajon Pass 1999 – Part II** (1999) Part of an original two-tape set from Big "E" Productions, covering this hot spot of American railroading, with BNSF and UP action.

**Westchester's Lost Railways**. A documentary by Victor H. Gordon, Jr. (Rail Tapes) covering the New York, Westchester & Boston, plus the New York Central's Putnam Division. Length and complete details not known.

**World's Greatest Train Ride Videos – Australia** (1996) A 53-minute documentary covering a rail ride across 2,476 miles of Australia, including scenic attractions along the way. You'll see friendly Aussies and travel through a ghost town.

**World's Greatest Train Ride Videos – New Zealand** (1998) A 49-minute companion tape to the Australia tape above, providing a complete rail tour of this beautiful south Pacific country.

**World's Greatest Train Ride Videos – Trans-Siberia** (1995) A 56-minute video traveling some 6,000 miles across seven time zones, with the trip starting in central Moscow, to the final destination city of Nabobka.

**THIS IS A DVD – Rails to Suburbia, The Strang Line and Overland Park**, produced by the Overland Park (Kansas) Historical Society, with narration by Television Star Michael Gross, a noted rail enthusiast. Disc runs 50 minutes.

## PHILADELPHIA EXPRESS

(Continued from Page 5)

NJ TRANSIT will spend about \$800,000 for an environmental impact study of a proposed bus rapid transit line from Winslow and other South Jersey points to Philadelphia. The *Inquirer* reports that the \$46-million project is one of several aimed at easing highway traffic congestion, and is separate from a proposed \$1.6-billion light rail line along the CONRAIL route between Glassboro and Camden.....Ten people were injured when a northbound NJT train on the Montclair-Boonton line struck a tractor-trailer at a grade crossing in Little Falls on the morning of January 30. The engineer was one of those injured, as the cab car was at the front end of the train .....A malfunctioning traction motor on a PATCO train caused smoke to billow through the 8<sup>th</sup> & Market Streets station around 6:30 on Wednesday evening, February 13, forcing a brief evacuation and delaying several trains.....Contractors installing new elevators at the 9<sup>th</sup>-10<sup>th</sup>-Locust PATCO station have been delayed after discovering the remnants of an unfinished subway station. Apparently it was built around World War I as part of the never-completed Locust Street subway (Bill Vigrass).

A class action suit against CONRAIL and other parties has been filed on behalf of some residents of Paulsboro, NJ, following the train derailment and chemical spill on November 30 (see January, February *Cinders*). The railroad has been offering \$500 cash settlements to those who agree not to take further legal action against it. Updated reports now indicate that the center of the A-frame bridge over Mantua Creek in Paulsboro did not actually collapse but a misalignment of rails on the bridge may

have caused the accident in which seven tank cars derailed and four plunged into the water. The shell of one of the cars was breached, sending clouds of toxic vinyl chloride into the air.

Secretary of Transportation Ray LaHood has announced that he will step down as soon as President Obama names a successor. LaHood is the only Republican in Obama's cabinet.....As mentioned here in recent issues, crude oil has become an important commodity for U.S. railroads. *Railway Age* reports that carloads of crude oil were up by 256 percent in 2012 over the previous year, making up nearly one percent of Class I carload traffic. Meanwhile, all carload traffic declined by 1.2 percent during the week of February 16, compared with the same week in 2012. Intermodal trailer and container business, however, advanced by 13.6 percent.....Restoration of the vacant ex-Reading Franklin Street station in Reading is nearing completion. It will be used as a bus terminal (Rick Bates).....The GATSME Lines model railroad club in Fort Washington is being forced to vacate its space and move its impressive layout, after 38 years in Fort Washington ..... PENNSYLVANIA NORTHEASTERN SD40-2W #5342 in its colorful Rio-Grande-style paint has been relocated from New Hope to Lansdale where it is now based. PNR also has acquired another unit from CANADIAN NATIONAL, GP9R #7010.

### 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.



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