



CINDERS

MAY 2013



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Volume 74

Number 5

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

MEETING NOTICE

FRIDAY EVENING, MAY 17, 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, 9th Street above Locust
(\$6.00 after 6 PM), Parkway garage, also 9th above Locust
(\$9.00 after 5 PM). There is a new underground garage directly
across from the Jefferson Alumni Hall (entrance on 11th Street just
above Locust) which is very handy. *(Please note that we are in the
process of updating the garages and prices and this will
hopefully be completed during the coming months.)*

Our meeting on Friday evening, May 17, 2013 will be a special
presentation on **New York City Transit Authority's Route 7
Subway Extension in Manhattan**. The presenter will be Kieran
Spillane, Senior Supervising Engineer, Parsons-Brinckerhoff, Inc.,
and should be an excellent overview of this large project to the
West Side of Manhattan. It is part of a major extension of Route 7
which could ultimately reach into New Jersey via a new tunnel
under the Hudson River. Don't miss this excellent 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, May 11, 2013. **DINNER RESERVATIONS ARE
MANDATORY and MUST BE MADE BY MONDAY
EVENING, MAY 13, 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 REMEMBER THE MONDAY,
MAY 13 RESERVATION DEADLINE FOR DINNERS!!!!!!**

IMPORTANT NOTICE!! MAY 17 2013 DINNER!!

For those attending the optional dinner at
our Friday evening May 17, 2013 meeting,
the **DEADLINE FOR RESERVATIONS** for
this month **ONLY** will be **MONDAY
EVENING, MAY 13, 2013**. Please adhere to
this deadline to insure your reservation!!!!

Spring NRHS Meeting held in Ohio; 2014 National Dues to be \$50

The National Railway Historical Society held its 2013
Spring Conference at West Chester, OH the weekend of April 5-7,
2013. National Representative Peter M. Senin, Jr., attended the
session to represent Philadelphia Chapter. Since that meeting,
Senin has been traveling, but has filed the following outline report
highlighting what went on.

While some details are incomplete, information that
was gathered from sources at the Conference indicated that NRHS
is in serious financial trouble. At the April 6 Advisory Council
Meeting, financial reports were reportedly unavailable, because of
that fact that the audit of the 2012 results was not complete.

When pressed by Senin for any financial information, it
was reluctantly revealed that NRHS may experience a financial
loss for 2012 that could run to \$250,000. The NRHS Board has,
for 2013, budgeted a \$100,000 loss. Given the above alarming
results, NRHS urgently needs to share complete financial
information with its chapters and members, for all members of the
Society are shareholders of the organization. Pete Senin also
reported to our Chapter that financial information for 2013 and
2014 was provided to NRHS Board members only on Saturday,
April 6. The Advisory Council was excluded from this material.
Senin, as Philadelphia Chapter's National Representative, sits on
the Advisory Council but not the NRHS Board.

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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 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.

Philadelphia Chapter LCL (Less-than-Carload)

Former Philadelphia Chapter Member **Theodore A. (Todd) Beadle** passed away on April 11, 1983 at the age of 83. He was a resident of the Charles G. Knox Home in Wynnewood, and was a former resident of Ardmore. A veteran of the United States Army, Todd had worked for the Pennsylvania Railroad, SEPTA and Amtrak. Services were held on April 15 at St. Colman's Catholic Church in Ardmore.....Former Chapter Member **Charles J. Benz III** passed away on April 15, 2013 at the age of 72. He was a resident of Southampton, and had lived for many years in Holland, PA. "Cholly" had been a member of our Chapter, was a founding member of the Delaware Valley Chapter, NRHS and could often be found on the New Hope & Ivyland Railroad. He retired from the Internal Revenue Service as an agent in 1995. Services were held on April 19 at St. Bede the Venerable Catholic Church in Holland.

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.

NRHS Spring Meeting (Continued from Page 1)

After providing the above information, Molloy said there was no room for budget cuts in the current budget, and that, as a result dues must be increased for the year 2014. It was announced that National dues will go from \$39.00 per member to \$50.00 per member next year. This would result in a dues level of \$68.00 for combined NRHS and Philadelphia Chapter dues. NRHS family memberships would rise from \$5.00 to \$7.00 at the National level.

Coupled with the above news, it was indicated that 2014 dues bills will be mailed in September, 2013, given the fact that NRHS has a serious cash flow problem. Because of problems which existed in the makeup of the 2012 and 2013 dues bills, which caused confusion among many members and additional administrative work for chapters (our own included), Philadelphia Chapter once again requested that we be furnished our bills in one bulk lot. Chapter officers would then be able to review them for accuracy and Philadelphia Chapter would stand the postage cost to send the bills out to our members. In the past, President Molloy has rebuffed this request, even though it would be less costly to NRHS. Our Chapter was turned down again for the 2014 bills.

It had been previously reported that the 2012 NRHS Convention in Iowa lost approximately \$50,000. Our Chapter has also learned that, without "street corner" last-minute local ticket sales at the Convention, the loss would have been much higher.

Information received indicates that ticket sales for the 2014 Convention in Alaska were doing well, in spite of what appears to be a relatively small registration figure of 273. The Board was informed that there will be a 2014 convention, to be based in or near Springdale, Arkansas, which is the home to the Arkansas & Missouri Railroad. This road, of course, is well-known for its fleet of Alco diesel locomotives.

In an earlier issue of *Cinders*, it was reported that the 2013 RailCamp, of which Editor Larry Eastwood (and Bruce Hodges of Leatherstocking Chapter in Oneonta, NY) were co-founding directors, had to be cancelled because of the "sudden imposition of very high insurance requirements" by the two university venues used in Scranton, PA and Tacoma, WA for housing of the RailCampers.

However, even before the 2013 sessions would have begun, it was announced that alternate venues were apparently on-board, with the Eastern session to be housed at the University of Delaware in Newark, DE or Franklin & Marshall in Lancaster. Amtrak and the Strasburg Rail Road would apparently be major participants, thus ending the reign of Steamtown National Historic Site and the Canadian Pacific Railway at the Scranton venue, which housed Campers at the University of Scranton. Were the insurance issues the prime cause of the 2013 cancellation, or was the precarious financial situation at NRHS the main cause.

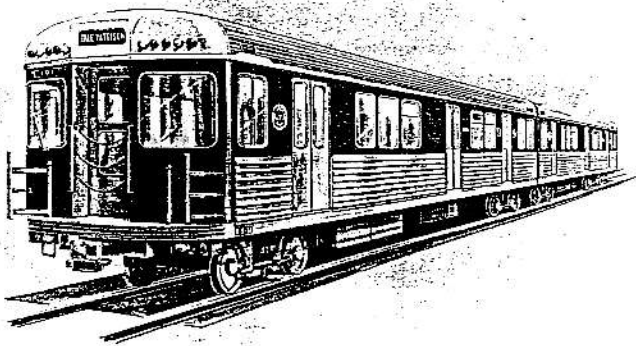
Hopefully, more information will be available in June.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



SEPTA last month celebrated the 100th anniversary of the Route 101 trolley line, which was opened to Media by the Philadelphia & West Chester Traction Company on April 2, 1913. As a feature of Media's Super Sunday festivities on April 14, SEPTA displayed Kawasaki car #101 dressed in a Red Arrow-style wrap with P&WCT lettering and old #38, plus a large "100 years" panel displayed on the sides. The reimagined car actually went into regular service on Saturday the 13th and will remain in the red livery for at least a year. It is set to run on a May 5 charter trip.

During April SEPTA held a series of public hearings on its proposed \$1.32-billion operating budget for Fiscal Year 2014, which will include higher fares across the board. Soon after, hearings were conducted on the slimmed-down \$308-million capital budget for the fiscal year beginning this July 1. Also looming is introduction of the New Payment Technology (NPT) electronic fare collection system, due to be introduced this fall and fully implemented in 2014. An *Inquirer* article published on April 14, headlined "SEPTA's new fare system confuses," points out some of the challenges to be faced by the public in using "smart" cards to pay fares. SEPTA has filed 69 pages of proposed tariffs which lay out most (but not all) of the details of NPT. A number of changes to the present fare system also will be made, such as shifting the zones of certain Regional Rail stations (see April *Cinders*). The seven existing railroad fare zones (which include the center city and New Jersey zones) will be reduced to six with the elimination of Zone 4. Those stations will be split between the present Zones 3 and 5.

Construction is nearly complete at the new Ardmore Avenue station on the Norristown High Speed Line. The station is adjacent to the Merion Golf Club, site of the prestigious U.S. Open tournament set for June 13-16. SEPTA will run trains on eight-minute headways during the event. A steel pedestrian bridge over the NHSL north of Ardmore Avenue will link the golf club with a tent city on the nearby Haverford College campus..... Peco is building a high-voltage transmission line along the NHSL right-of-way from Bryn Mawr north, featuring massive steel support poles..... A 63-year-old man was rescued

from possible death around 1 PM on Thursday, March 28, after he fell from the southbound platform of Cecil B. Moore subway station. Traffic on the Broad Street Line was halted for a time. Just a month earlier a 64-year-old man was killed when he was struck by a train at the Tasker-Morris station in South Philadelphia.



SEPTA REGIONAL RAIL

On March 28 SEPTA received the last two of its 120 new Silverliner V cars, when married pair #881-882 arrived at Wayne electric shop. These were the cars featured in the March 20 ceremony at the Rotem plant in South Philadelphia (see April *Cinders*)..... The *Inquirer* reported last month that the Philadelphia Zoo has studied the possibility of building a new rail passenger station adjacent to its property. Currently, efforts to increase attendance are hampered by limited parking, even with the opening of a new four-story garage. A Zoo official said that "we could never build enough parking to handle our biggest traffic days." As of now the only public transportation to the Zoo is provided by the Route 15 trolley line and seasonal Phlash bus service. But the cost of a new rail station, to be located around 34th Street & Mantua Avenue, is estimated at \$200 million, for which SEPTA and AMTRAK have no money. Although the Zoo was built at the present location partly due to its proximity to the Pennsylvania Railroad, the PRR abandoned the original Zoological Garden station in 1902.

Railfan & Railroad Magazine has published an article in its April issue entitled "SEPTA at 30," by Patrick J. Yough. The well-illustrated article covers the three decades since SEPTA took over the former PRR and Reading commuter operations from Conrail in 1983, but also provides a capsule history of the service prior to that time. Chapter Member Richard Adams contributed some of the photos..... After years of negotiations SEPTA and the United Transportation Union have reached agreement on a tentative contract covering Regional Rail conductors and assistant conductors. The agreement, which calls for an 11.5-percent pay increase over five years, still must be ratified by the membership. This would leave the Brotherhood of Locomotive Engineers & Trainmen as the only SEPTA operating union without a new contract.

SEPTA will publish a special one-day timetable for Sunday, June 2, showing increased service on the Manayunk-Norristown line. The reason, of course, is to carry spectators to

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and from the famed "Manayunk Wall" for the annual international bike race that day.....Work has begun on replacing old Reading Company catenary on a portion of the Doylestown Line. Shuttle buses are being operated between Doylestown and Colmar during midday hours Monday to Friday.....The editor reminds us that SEPTA has removed the "Limited" names from two West Trenton express trains and one Doylestown train, and the morning-only "Schuylkill Valley Flyer" on the Manayunk-Norristown line has lost its title. This leaves the "Great Valley Flyer" as the last named SEPTA trains, #9526 and 9561 continuing to run non-stop for 19 miles between 30th Street and Paoli.

"Great Valley Flyer" #9526 with AEM-7 #2305 became disabled at Downingtown station on the morning of Monday, April 8, and was terminated. Passengers were transferred to an extra train out of Frazer yard which arrived in center city 40 minutes behind 9526's schedule. Four other trains were partially annulled and two more seriously delayed. AMTRAK lost control of "Phil" interlocking south of 30th Street Station on the morning of Monday, April 15, delaying a long list of Airport and Wilmington-Newark trains as well as some Amtrak service. A broken catenary wire at nearby "Arsenal" interlocking delayed six Media-Elwyn trains and caused #3242 to be annulled on Thursday morning the 25th. That same afternoon an unattended bag in an overhead rack was discovered on board train #451 at Warminster station. The train was evacuated although the owner had contacted SEPTA after getting off northbound #440 at Hatboro. Police escorted the individual to Warminster to claim the bag, after which the scene was released. Train 451 was held for 46 minutes and five other trains were delayed. Deadheading train D9316 hit a deer at Somerton station early on Thursday, April 11, hurling part of the carcass into the windshield of passing train #309, cracking the glass. Both trains were made up of Silverliner V's.

Two more trespasser fatalities occurred in Bristol during the past few weeks. At 10:35 PM on Saturday, March 30, Trenton-bound train #9733 struck and killed a 21-year-old male trespasser who was walking along track #1 a half-mile west of Bristol station. That train and two other SEPTA trains were annulled as AMTRAK was forced to shut down the entire railroad for almost an hour. Then, shortly before 6:30 PM on Wednesday, April 17, Amtrak train #129 operating westbound on #3 track killed a 56-year-old man near Garfield Street. The death was ruled a suicide. Service was suspended for 45 minutes, delaying a host of Amtrak and SEPTA trains, with #1770 held at Trenton for nearly two hours. This brought to seven the number of trespasser deaths on Amtrak and SEPTA Regional Rail lines in the Delaware Valley during the first four months of 2013.



AMTRAK

AMTRAK has submitted its budget request to Congress for Fiscal Year 2014 beginning October 1. It includes \$2.06 billion for capital projects, \$212 million for debt service and \$373 million for operations. The operating figure is 17 percent less than requested for FY 2013, made possible by the fact that the railroad covered 88 percent of its operating costs with ticket sales and other non-Federal revenue sources (see April *Cinders*). The largest

capital expenditures would be \$356 million for new rolling stock and \$167 million to advance the Gateway Project, which is to include two new tunnels beneath the Hudson River to New York City.....AMTRAK President Joseph Boardman told a Congressional committee last month that the Northeast Corridor is facing a "major coming investment crisis" unless a long-term capital funding plan is created. "We have pushed the current NEC infrastructure about as far as it can go," he explained, "but the end of demand and growth is nowhere in sight. A new model for investment is needed [otherwise] the outlook for the system's capacity and condition is grim." This is the case, he said, even though the Federal government and Amtrak invested about \$4 billion from 1976 to 1998, which transformed the NEC from a rundown railroad into a modern high-speed line capable of handling more than 2,200 trains per day.

While AMTRAK has its own plan for building a new high-capacity railroad over dedicated high-speed trackage, the Federal Railroad Administration last month issued a report outlining 15 possible alternatives for improving the NEC through the year 2040. The result of FRA's NEC Future initiative, the alternatives range from upgrading the present Corridor to building a separate high-speed railroad between Boston and Washington. Over the next two years these options will be whittled down to a single "preferred alternative." Amtrak already has estimated the cost of a full NEC modernization (including building a new railroad and upgrading the present line) at \$151 billion in 2011 dollars over 30 years. President Obama's budget request for Fiscal Year 2014 includes \$6.7 billion in passenger rail investment nationwide, of which \$675 million would be targeted to the Northeast Corridor, \$800 million for Amtrak's long-distance routes and \$3.25 billion "to develop high-performance passenger rail networks with new and substantially improved corridors." A total of \$40 billion would be spent on passenger rail projects over the next five years. However, it is unlikely that Congress will give blanket approval to the President's ambitious program.

AMTRAK was forced to cancel all Corridor service to Boston on Friday, April 19, when the city and surrounding areas were locked down during the hunt for the Boston Marathon bombers. First, service east of Providence was suspended and later east of New York. By late evening, after the second suspect was captured in Watertown, limited service was resumed, with full service on Saturday.....A photo appeared last month on Trainorders.com showing the first of AMTRAK's new ACS-64 electric locomotives being tested at the Siemens plant in Sacramento, CA. Amtrak has ordered 70 of the high-speed units which are intended to replace the aging AEM-7's and HHP-8's in Northeast Corridor service. The first one should be delivered later this year.....AMTRAK and the United Transportation Union have ratified a new five-year contract covering some 2,300 conductors, assistant conductors, yardmasters and dining car stewards.....AMTRAK has named Anthony R. Coscia as the new chairman of its board of directors, succeeding Thomas C. Carper. Coscia has served on the board since 2010 and is a former chairman of the Port Authority of New York and New Jersey.

AMTRAK is getting ready for its 6th annual National Train Day on Saturday, May 11, with 30th Street Station being a major venue. In addition to many displays and activities for kids such as Chuggington Depot, Amtrak will present its usual display of locomotives and cars on the Lower Level, while SEPTA is

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expected to have a Silverliner V set open on the Upper LevelLast month a 16-foot-high sculpture of a cartoon character greeted passengers in 30th Street Station. It is the work of a former Disney animator known as KAWS.....National Train Day will share the spotlight with the "Grand Centennial Parade of Trains" at Grand Central Terminal in New York on May 11-12, during which a large group of private cars will be on display.....Columnist Frank Wilner, writing in the April edition of *Railway Age*, says that the Brotherhood of Maintenance of Way Employees is threatening to strike AMTRAK, even though a walkout by the BMW "could accomplish the permanent shutdown of Amtrak that has eluded the most conservative of budget hawks and Amtrak critics." To date, uncompromising union leaders have refused to agree to a \$30 per month increase in employee healthcare premiums that other Amtrak unions already have accepted.....P32-8 locomotive #513, which often has been pressed into service on trains #42-43 **Pennsylvanian** (most recently during the first week of April), was observed switching the AutoTrain terminal at Lorton (VA) on April 24.



CSX, NS
OTHER
ROADS

Both CSX and NORFOLK SOUTHERN have issued their annual reports for 2012, and both had good years. The CSX report features an aerial photo of an intermodal train with a city skyline in the distance, while the cover of the NS report pictures SD60E locomotive #6920, painted to honor military veterans, superimposed on the reflective emblems of NS predecessor roads. CSX enjoyed net income of \$1.859 billion in 2012 and NS \$1.749 billion. Some interesting statistics include operating ratio (CSX 70.6 percent, NS 71.7 percent), number of locomotives owned and leased (CSX 4,178, NS 3,842), average age of locomotives (CSX 20 years, NS 21.6 years), average number of employees (CSX 32,000, NS 30,943), total route miles (CSX 20,741, NS 20,023).....Both CSX and NS are handling almost daily unit trains of crude oil from the North Dakota fields to refineries in the Delaware Valley, including the PBF facility at Philadelphia. The NS trains to Delaware City run over the AMTRAK Corridor between Perryville, MD, and Newark, DE, while CSX moves its trains via Selkirk, NY, and North Jersey. Another customer is Eagle Point at Westville, NJ served by CONRAIL. A receiving yard for unit tank trains is being built at the Peco Energy plant in Eddystone, PA, also reached via Conrail.

The private car excursion put together by Bennett Levin over NS's Mon Valley Line out of Pittsburgh is a go for July 28. It is to be powered by AMTRAK locomotives rather than the Levins' ex-Pennsy E8's.....The three steam excursions using ex-Nickel Plate Berkshire #765 over the NS Pittsburgh Line from Lewistown to Gallitzin, PA, and return May 25-26-27 reportedly

are sold out.....Six cars in CSX train Q406 out of Rocky Mount, NC, derailed as they entered Greenwich yard in South Philadelphia on Sunday, March 24. One tank car contained vinyl acetate but CSX said there were no leaks or injuries.

NJ TRANSIT's \$36-million Pennsauken intermodal station is nearing completion. The two-level station is located at the point where River Line light rail trains pass beneath the Atlantic City Line in Delair, and will facilitate the transfer of passengers between the two lines. The station should be in service by this fall.....It will cost NJT \$28.5 million to repair the 11 new ALP-45DP dual-power locomotives that were damaged in the Hurricane Sandy flooding of last October, according to press reports. Most of this cost will be paid out of the Federal storm relief law approved in January. Of 70 NJT locomotives damaged by Sandy, 46 are back in service.....A Jersey City man carrying two explosive devices was arrested on an NJT train at Hoboken eight days before the Boston Marathon bombings last month, a Newark newspaper reported.

Designs have been approved for a new four-stall roundhouse-style display building at the Railroad Museum of Pennsylvania in Strasburg. The \$6-million brick and glass structure is being financed through a State grant. One track will be equipped with rollers that will give the appearance of E6 #460 running at speed.....CANADIAN PACIFIC has ended its intermodal service from and to Philadelphia, due to insufficient business. The new management at CP has said that it will examine the value of its Delaware & Hudson subsidiary, which may mean the future sale of the D&H.....General Electric has announced that it will transfer some locomotive production from its Erie (PA) plant to a newer facility in Texas. Some 950 jobs, or one-sixth of the employment at Erie, will be transferred or eliminated. GE said the action is the result of weaker demand for locomotives, but significantly the Erie plant is unionized while the Texas shop is not.

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.

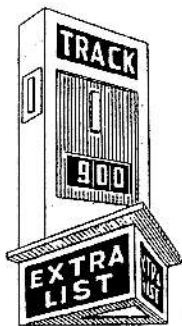
AMTRAK	800-331-0008
CSX	800-232-0144
CONRAIL Shared Assets	800-272-0911
NJ TRANSIT (NJ only)	800-242-0236
NORFOLK SOUTHERN	800-453-2530
PATCO Transit	856-963-7995
SEPTA	215-580-8111

Denver Set to Open Light Rail Line

Denver, Colorado's Regional Transportation District (RTD) was set to open its new West Line (W) light rail route at the end of April, according to press reports. The route will run between Denver Union Station and the Jefferson County Government Center in Golden, CO.

Costing some \$707 million, the 12.1-mile line has nine miles of double-track, which will accommodate some 20,000 expected daily passengers. The line includes 11 new stations, 55 new light rail vehicles, ten bridges and 20 grade crossings. The longest structure on the line is the Indiana bridge, 1,531 feet long.

MAY 11: National Train Day across America. Sixth annual event will include usual activities at Philadelphia's 30th Street Station, with Amtrak and SEPTA involvement. For up-to-date information, visit website NationalTrainDay.com.



MAY 14: Regular monthly meeting of Harrisburg Chapter, NRHS at Hoss's Restaurant, 743 Wertzville Road, Enola, PA. Optional dinner begins at 6:00 PM at Hoss's. Program begins at 7:00 PM, and will feature Mike Schafer, Editor, *Passenger Train Journal*, well-known rail historian, who will present an illustrated talk on Pennsylvania Railroad passenger trains. Anyone desiring further information on this program, call Editor Larry Eastwood at 215-947-5769.

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.rmmuseumpa.org.

MAY 16-19: Coinciding with "Pennsy" Days at the Railroad Museum of Pennsylvania will be the 45th Annual Meeting of the Pennsylvania Railroad Technical & Historical Society, to be held at the Lancaster Host Inn, 2300 Lincoln Highway East, Lancaster, PA 17602 and the Railroad Museum itself. Many different activities, seminars, presentations. For a complete calendar of events, visit website www.prrths2013.com.

MAY 18: 5th Anniversary celebration at Reading Railroad Heritage Museum, 500 S. Third Street. Hamburg, PA 19526-1906. Free admission, children's activities, food, equipment tours, fun for all ages. See separate article April issue.

MAY 20: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM. Program will feature PRR and PRSL Railroad Stories, Part II, by George Huemrich, who had 40-year career, including enginehouse foreman at Atlantic City. He also served as Wilmington Shop general superintendent, and has many PRR tales to relate as well.

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.

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.rmmuseumpa.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.rmmuseumpa.org.

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.)

East of the Statue of Liberty: On November 1, 1967, the Long Island Rail Road inaugurated a **Silver Streak** commuter train that ran from Northport (on the Port Jefferson Line) to Hunters Point Avenue in Queens, with no stop at Jamaica. The train's consist was 15 ex-New York Central long-distance coaches which had been rebuilt with 3-2 seating (C. T. Baer).....The last Yonkers trolley ran in 1952. A special car departed Main Street at 12:40 AM, November 9, and after a ceremony at Mount Vernon, all boarded car #397 and arrived at the car barn where the "trolley jollies" squabbled to be the last off. Finally, the last anonymous fans were ordered out at about 3:00 AM! (*ERA Bulletin*).....Recently, near White River Junction, VT, the police caught graffiti artists Brian Dow, 23 and Dan Barmore, 24, in the act of vandalizing private property by spray painting freight cars. It was probably "OK" though--Dow had graduated college with a Bachelor's Degree in "Fine Arts". Damages were estimated at more than \$100,000, and both were charged with felony and unlawful mischief. Dow had a Mercedes-Benz with over 90 cans of spray paint in the trunk (S. Hopkins - *Interchange*).

Both sides of the Statue of Liberty: Last year, Boston's MBTA had a "Charlie Card" promotion that featured a man in costume representing "Charlie on the MTA", who toured the system, and was popular with riders. What they found out was that the 1949 music, made popular by the Kingston Trio in the late 1950's, was unfamiliar to most riders under 40 years of age (*Steel Wheels*).....In the "Hard to Believe" department, on Sunday, August 2, 1936, the Central Railroad of New Jersey operated the 8th annual excursion from Bayonne to Asbury Park for the Donohoe League. CNJ ran 16 12-car trains to accommodate the 15,490 passengers (Frank Reilly, CNJ Historical Society).....In 1964, the PATH system ordered 162 new air-conditioned cars from St. Louis Car Company, which cleared the way for the retirement of some incredibly decrepit Hudson Tube cars, some of which dated back to 1909. The new equipment improved service on the long-neglected system (*These cars have since been replaced with yet another generation of equipment*) (*NRHS Bulletin*).....The New Haven Railroad actually owned the greatest number of streamlined parlor cars in North America - 50 in all. They were part of a huge 180-car order placed with Pullman-Standard in December, 1945 and were considered part of the famed "American Flyer" design, and were sheathed in stainless steel (Elbert W. Simon, Jr.).....Speaking of the New Haven, some early diesel and electric motive power had numbers preceded by a "Zero" to distinguish them from steam locomotives. For instance, an Alco FA cab unit was numbered 0423, but there was also a 2-6-0 steamer numbered 423. The latter loco worked the Beacon Branch and was replaced in the late 1940's by Alco S2 switcher #0621. (John Weber - *Tower Topics*).

The Windy City: The Chicago Transit Authority says the most common lost items are cell phones, wallets, keys, laptops and umbrellas. But, they've also found unusual items: bicycles, an auto tire and rim, a microwave oven and, yes, an urn with someone's ashes in it!! (*Metro Magazine*)

**2014 NRHS Convention--
Might be Alcos in Arkansas!!**

Additional VHS Tapes For Members

In our February and March issues, 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 departed this life.

Please read and follow the instructions below. These tapes are offered without charge, with the stipulation that members desiring to have them must 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 ayrestower@comcast.net. Maximum number of tapes per member is three (3).

The Altoona Streetcar Story, produced in 1990 by Horseshoe Curve Chapter, NRHS. The length of this tape is not known, but would be nice for a traction historian from PA.

America by Rail - Volume 1 - The Heartland, produced by Counter Top Video in 1994 - about two hours, created by Les Jarrett and Greg Scholl.

Railroad Journeys Around the World - Switzerland. A 57-minute production by Questar, Inc. of Chicago, no date.

Steam Across America, Volume 1 - The East, by Pentrex, 35 minutes, produced 1993. Covers vintage footage of N&W, B&O, PRR, NKP, CB&Q and DM&IR.

Steam Across America, Volume 2 - The West, by Pentrex Productions, 35 minutes, produced 1993. Coverage of vintage Union Pacific, Southern Pacific, Great Western and Colorado & Southern.

Steam on Horseshoe Curve, PRR-1 and PRR-2, coverage of Pennsylvania Railroad activity from the vintage films of Sunday River Productions - time and date not known.

The Great American Train Ride - A Doug Jones Travelog - ride across the United States from New York's Penn Station to Los Angeles on Amtrak, visiting NY, Philadelphia, Pittsburgh, Chicago, Denver, the Rockies, Salt Lake City, Las Vegas and Los Angeles. Time and exact date not known.

The Learning Channel - Extreme Machines: Monster Trains, produced in 1998 by the Learning Channel (production #728014). This tape is sealed and has never been opened, and some of these TLC productions are neat.

Trains Unlimited (four tapes) from the History Channel: Four videos with the following subjects: *Steam Trains & When Giants Roamed; Built for Speed; Atchison, Topeka & Santa Fe; Grand Central*. The running time of these four tapes is about 250 minutes, and this set dates from 1998, by A&E Television Networks. This four-tape set is unopened.

Trains Unlimited Tours - The Past Ten Years (a 1994 public relations tape). This production should not be confused with the set above at all - Trains Unlimited Tours has run rare mileage trips over the years and their motto is "Rail Tours for Railfans". Length of tape not known.

The Transcontinental Railroad - another History Channel production, about 50 minutes, produced in 1995 by A&E Television Networks. Tells the story of the Transcontinental Railroad, complete in 1869.

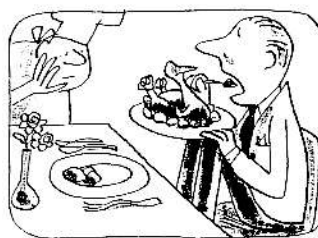
Union Pacific's Triple Track Main, Part I (144 trains in 24 hours). Produced by Big "E" Productions of New Hampshire in 2001, it covers UP's main between Gibbon and North Platte in Nebraska. This tape is only Part I of a two-part production, and we don't have the second part.

Vintage Rails, Volume 1 from MJJ Productions, 60 minutes, 99% color, from 1992 - covers the Delaware & Hudson from the 1930's through the 1960's. There is also a segment on the Reading's Wilmington & Northern Branch between Wilmington and Birdsboro, featuring steam.

World's Greatest Train Ride Videos - Canada. This tape is 84 minutes, produced in 1996 and covers a transcontinental train trip across Canada visiting many of the scenic attractions in our neighbor to the North.

World's Greatest Train Ride Videos - Switzerland. This 60-minute tape, produced in 1995, covers all the well-known exotic rail lines in Switzerland that we all wish to visit.

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The Broadway Limited between New York and Chicago is serving Oxtail Soup and Roast Duckling a l'Orange. Please don't try to balance it on your knees.

We're not going 600 miles per hour. We're a train.

And being a train, we have a dining car with space for real tables and chairs.

We have time to prepare food properly. And you have time to enjoy it properly.

We've gone all out to make dining a pleasure on the Broadway Limited.

Your Roast Duckling, or Brook Trout Amandine, is prepared by a master chef. Your Sirloin Steak or Roast Beef Au Jus is cooked to your order.

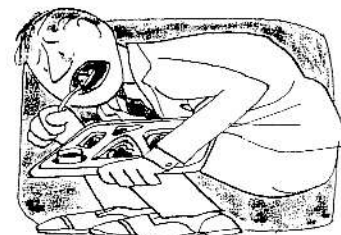
Wine is served at the proper temperature. And the atmosphere is strictly soft lights and quiet music.

Perhaps you never realized you can get to New York and Chicago without a tranquilizer at 25,000 feet.

But you can.

The Broadway Limited between
New York and Chicago

PENNSYLVANIA RAILROAD



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We know a good escape.

It's called the Broadway Limited. It travels between New York and Chicago every day.

Being a train, it's a lot slower than a Wingjet, Speedjet, or a Jetjet. Slower but nicer.

If you have work to do, for example, you can do it in unmitigated privacy. In a roomette, bedroom, compartment, drawing room or master room. (How much work would you have done in your hotel room?)

For the social minded, there are two lounges on the Broadway Limited. And enough time to strike up an acquaintance. Or consummate a business deal.

Our dining car is equipped with real tables, real plates and a real choice of food.

And if that isn't enough, it takes a whole night to get to New York or Chicago. Time to recuperate from the bedlam past and the bedlam to come.

What airline can offer as much?

The Broadway Limited between
New York and Chicago

(from a tongue-in-cheek advertising folder from the Pennsylvania Railroad in the 1960's, promoting the Broadway Limited. Did any of our members try the roast duckling?????)

Travelin' "In The Beginning....."

By Bob Janssen

(The item below appeared in the March, 2013 issue of *The Interchange*, newsletter of Baltimore Chapter, NRHS. It was written by Bob Janssen, longtime Baltimore Chapter, NRHS member, but certainly has local Philadelphia flavor.)

My parents both enjoyed travel, though by the time I came along (1924), they didn't have much opportunity. We were in a rented house on Glen Avenue, just east of Bel Air Road.

As my grandfather had only a small farm, it wasn't self-supporting. How he got started, I never knew, but he rented a stall in the Reading Terminal Market for many years – the only Maryland farmer to do so. With some eggs, butter and dressed chickens from ours and neighboring farms (and turkeys at Thanksgiving and Christmas), he supplied a regular clientele of Philadelphia housewives who loved his products.

He packed his goods each Thursday and the storekeeper in Aldino (our local village) took them to the B&O station in Aberdeen, from where they went by Railway Express to Philadelphia. Train schedules on the Pennsy made it more convenient for him to travel to and from Philadelphia on that railroad. Also, he could easily walk from Broad Street Station to Reading Terminal.

On my first trip, George took me on his rounds and he introduced me to many stall owners who each proceeded to give me a little sample of what they sold – a slice of lunch meat or cheese here, a cookie or apple there, and pretty soon I had eaten lunch!

We followed a little old lady with a shopping bag to keep her honest, as George said she was a known shoplifter. Some small boys, sneaking in a side door, really beat it when he hollered "Out!", as he explained they were up to no good. Grandpa didn't want me to leave the Market, but once allowed me to go upstairs in the Reading Terminal to see the trains.

Grandpa stayed overnight at his sister's house in Ardmore, and if I went, I stayed at Uncle Jim's in Upper Darby, whose back windows looked out on the Philadelphia & Western tracks, on which their red cars and Lehigh Valley Transit yellow cars were passing every few minutes, which was a fascination to me.

One year, my Aunt Betty and Uncle Dick Thompson from Cornwall-on-Hudson, New York were down at the farm on vacation. They left for home on Friday morning and dropped Grandpa off in West Chester to take the trolley to 69th Street. Grandpa insisted on taking me along that weekend as he wanted me to witness that long trolley ride. Perhaps he was a railfan and didn't know it, and I was too, and he brought it out.

(EDITOR'S NOTE: Bob Janssen's well-detailed travelogues have been a staple of Baltimore Chapter's newsletter for years, and were assembled into a 92-page book in 2000, published by Baltimore Chapter, which sold for \$17.95. We will report on its availability in a future issue of Cinders.)



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