

CINDER

NOVEMBER 2013



IN THIS ISSUE

Philadelphia Chapter News.....	1, 2
PHILADELPHIA EXPRESS, by Frank G. Tatnall.....	3
Extra List.....	6
Philadelphia Chapter Auction List of Items for Sale.....	7
ODDS AND ENDS, by Roy L. Hudson.....	8

Volume 74

Number 10

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

Instructions on Accessing Our Drexel Meeting Site

For November and December, 2013, we will meet in Room 121 Randell Hall. Randell Hall is accessed from the Main Hall, whose correct physical address is 3141 Chestnut Street, just east of 32nd Street Walk. Walk to the right of the Great Court steps and follow the hallway around until you reach Room 121, the first classroom on the left hand side. We will attempt to have Chapter personnel on hand to guide you. For those with difficulty navigating the front steps of the Main Hall, there is a side entrance on the 32nd Street Walk without steps. In December, we will submit our schedule for January-June 2014 to Drexel, and we are hopeful that we will have a consistent meeting location in the new year.

PHILADELPHIA CHAPTER, NRHS 2013 RAILROADIANA AUCTION RULES

Philadelphia Chapter has a considerable amount of rail-oriented material in the Chapter storage site, which we need to sell, and wish to place in the hands of our members. Because of the amount of material we have on hand, at this auction we cannot accept material from individual members for sale.

The following simple rules will apply to our 2013 Railroadiana Auction:

1. Minimum bid on any one lot is \$2; increments in bidding will be in multiples of 50 cents, please.
2. Each participant will be given a **BIDDER NUMBER**. In an effort to speed the auction, payment on items need not be made until the **END** of the auction, or until the bidder is finished bidding on lots. Chapter officers are in control of the auction.

Don't miss Philadelphia Chapter's Railroadiana Auction, Friday evening, November 15, 2013. Bring a friend along to enjoy this fun evening! Add some needed items to your railroadiana collection!

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.

MEETING NOTICE

FRIDAY, NOVEMBER 15, 2013

Room 121, Randell Hall (access through Main Hall main entrance, 3141 Chestnut Street – just east of 32nd) Drexel University, (three blocks from Amtrak/SEPTA/NJ Transit 30th Street Station (Easily accessible to all public transportation; at our October meeting, there was plenty of parking on Chestnut Street immediately in front of Main Hall – pay at the kiosks)

MEETING START TIME: 7:00 PM

Our meeting on Friday, November 15, 2013 will feature a railroadiana auction of soft- and hard-cover books. All of the items to be auctioned will come from the Chapter's storage site – these are items which have been donated to us from various estates of departed members.

A summary listing of the publications to be auctioned will be found on Page 7 of this issue. Many are hard-cover books which have been out of print for decades and are highly desired collectible books for the railroad library. As with most railroadiana auctions, these will be sold “as is, where is”, with all proceeds going to Philadelphia Chapter, NRHS.

This auction is not limited to our members, but is open to the public, and nearby NRHS chapters and members will be aware of the event. Minimum bids will start reasonably low to allow all members a chance to have these items.

Come out on Friday evening, November 15, 2013, and bring a friend to our first auction in three years. We will start the auction at 7:00 PM, and it will end at 9:30 PM.

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

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

CHAPTER OFFICERS

President.....R. L. Eastwood, Jr. (215) 947-5769
Senior Vice President.....William Thomas III (215) 545-3198
Vice President & Treasurer.....Richard Copeland (215) 343-2765
Secretary.....Frank G. Tatnall (610) 688-5623
National Representative.....Peter M. Senin, Jr. (609) 458-2090
Historian.....Larry A. DeYoung (610) 293-9098
Editor.....R. L. Eastwood, Jr. (215) 947-5769

COMMITTEE CHAIRS

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

2014 ANNUAL MEMBERSHIP DUES: \$68.00 per person, which includes National (\$50.00) 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 \$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.

Have you paid your 2014 NRHS and Chapter Dues???

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

RICHARD L. W. REUSS

October 7, 2013

It is with profound sadness that we report to you the passing of longtime Philadelphia Chapter Member Richard L. W. Reuss, of Wynnewood, PA, on Monday, October 7, 2013. Richard was 82 years of age, and had been a member since the Bicentennial Year 1976, a span of some 37 years.

Richard was a "Pennsyholic", if there is such a thing, and the basement of his large home on Cherry Lane in Wynnewood would rival some museums for the quantity and quality of the railroad memorabilia that was displayed. Any number of Philadelphia Chapter members would marvel at the collection when they attended his Christmas parties each year. Sadly, as Richard's health declined, he had to move, and his collection was sold at auction several years ago. The collection also included much science fiction collectibles.

In addition to his rail enthusiast affiliations, Dick was a professional photographer and was seldom seen without a camera. He held memberships on the Corinthian Yacht Club and the Connecticut River Museum, and was an animal lover.

Services were held on Saturday, October 12 at St. John Vianney Roman Catholic Church in Gladwyne. He is survived by nieces, Julie Becton of Wynnewood and Hilary Becton Wagner of Warrington. Both wore PRR conductor's hats at his viewing. He is also survived by two nephews. Interment was in West Laurel Hill Cemetery.

Those who were fortunate enough to know Dick will carry forward pleasant memories of his passion for trains.

Philadelphia Chapter - December 13, 2013 Frank Tatnall's Slides - Jersey Central Lines

Philadelphia Chapter LCL (Less-than-Carload)

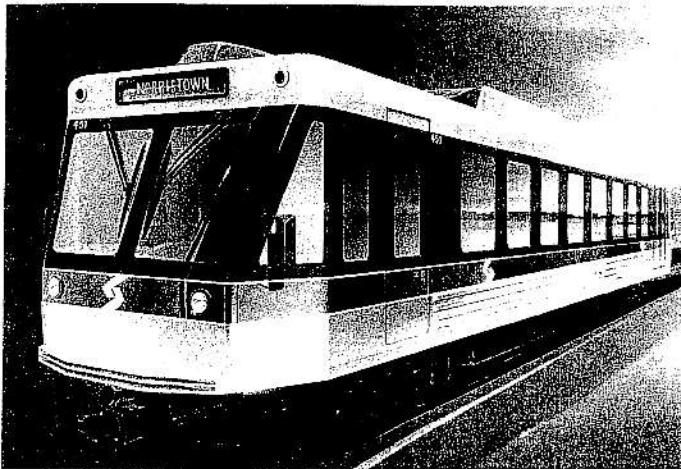
Longtime NRHS and Jersey Central Chapter member **Richard D. Forest** passed away on Saturday, August 16, 2013, at the age of 70, following an illness of several months. Dick was a regular on the NRHS National meeting scene, often accompanied by his wife, Adele. Dick was an attorney, but a little known fact was that, while attending law school, he was a block operator for the Pennsylvania Railroad at "G" Tower in Belvidere, NJ. Born in Denver, CO, Forest could be found on NRHS rail excursions, riding First Class on convention trips, whenever and wherever available. He was a regular on Wilmington Chapter, NRHS's Super Saturday Trolley Extravaganza, held in Philadelphia each year on Super Bowl Saturday.....Rail and motor coach enthusiast **Earl A. Johnston, Jr.**, of Chalfont, PA, passed away on October 3, 2013 at the age of 71. Johnston worked for a number of years in purchasing for SEPTA, and was a regular vendor at area train shows, selling rail and bus related merchandise and uniforms under the brand Transquip. He also owned Sandhill Tours, which operated a 1946-vintage General Motors Model 3703 motor coach, which Philadelphia Chapter chartered on October 20, 1985 to run to Jim Thorpe, PA for a trip on the late George M. Hart's Rail Tours operation. Johnston grew up in Horsham and Abington, and is survived by his wife, Jean.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



It now appears that the Pennsylvania House of Representatives will not vote on a \$2-billion transportation funding bill until sometime in mid-November. The long-delayed action is seen as absolutely vital, not only to the future of SEPTA but also for the rebuilding of the State's under-maintained highways and bridges. Unless Harrisburg acts quickly to provide a substantial increase in capital funding for transit, SEPTA promises to begin scaling back many of its rail services next year (see October *Cinders*). Several unrelated issues also are involved in bringing the bill to the floor, including repeal of the present law that requires "prevailing wages" to be paid on transportation projects and authorization for a \$2 tax on cigarettes in Philadelphia. But Governor Corbett on October 23 sent a strong message to the Republican-controlled Legislature urging passage of the transportation funding bill. "This is not a partisan issue," he said. "I can't believe somebody would...put politics in front of the good of public safety."

One of SEPTA's most pressing capital projects is the rebuilding of the 102-year-old bridge which carries the Norristown High Speed Line across the Schuylkill River from Bridgeport to Norristown. SEPTA has found the money to make repairs to the deck and track on the 3,175-foot-long viaduct and, as reported here last month, expects to reopen it for service on or about November 11. Work appears to be progressing well toward that goal We are expecting to hear some news from SEPTA regarding the introduction of its New Payment Technology fare system, which is to be put into limited use on subway, elevated, trolley and bus lines beginning early next year.

Two pedestrians were killed last month when struck by SEPTA buses. On Saturday morning, October 5, a woman died when she stepped in front of a Route 18 bus near the intersection of Rising Sun & Olney Avenues. Then, around 6 AM on Friday, October 11, an elderly man was struck by a Route 42 bus at 22nd & Chestnut Streets. No bus passengers were injured in either accident. Finally, in three separate incidents on Tuesday the 15th,

careless motorists ran through red lights or stop signs and into the sides of SEPTA buses. Two of the incidents occurred in center city, at 8th & Vine and at 19th & Arch, while the third happened at 54th Street & Springfield Avenue in Southwest Philadelphia. A total of nine people were injured, all of them occupants of the errant automobiles.



SEPTA REGIONAL RAIL

SEPTA began its annual slippery rail campaign in mid-October, fielding three "wash" trains which operate nightly out of the Overbrook and Wayne Junction yards. One of the Wayne Junction trains is powered by SW1001 #2102, recently leased from NORFOLK SOUTHERN (see October *Cinders*). SEPTA uses a combination of methods to remove fallen leaves from the railheads, which cause trains to slip when brakes are applied. Among the methods used are high-pressure water applied to the rails and so-called "traction gel" which provides better rail adhesion Construction of the new Greenwood Avenue overpass at Jenkintown station appears to be progressing well, with much of the steelwork already in place. PennDOT's timetable calls for opening of the new bridge in June of 2014.....Due to tie replacement, surfacing and brush cutting work on the Manayunk-Norristown line, all outbound trains will operate on the inbound #1 track middays during the week between Allegheny and Ivy Ridge stations.

A new study shows that suburban single-family homeowners living within three miles of a SEPTA Regional Rail station enjoy property values up to \$37,000 higher than homes located further away. The study, conducted independently for SEPTA by the Econosult Solutions firm, graded the stations by the frequency of train service and parking capacities, concluding that the average premium for living close to rail stations is about \$7,900. The study also noted that this advantage could disappear if SEPTA is forced to eliminate or substantially reduce service on the Regional Rail system due to inadequate capital funding from the State (see above).....SEPTA expects to save up to \$4 million annually in electrical energy costs under a new three-year contract it has signed with PPL EnergyPlus. The contract includes propulsion power for all Regional Rail lines serviced by the Wayne Junction substation, the Broad Street and Market-Frankford Lines, all trolley routes and the Norristown High Speed Line.

(Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)

SEPTA has identified the most failure-prone facilities on Regional Rail, those in urgent need of rebuilding or replacement. Among them are the 80-year-old Jenkintown electric substation, the 117-year old Crum Creek viaduct on the Media-Elwyn line and switches and signals at "Schuylkill" interlocking near 30th Street Station. There were more than 100 switch failures at "Schuylkill" during the last fiscal year.....Work has begun on a new mini-high platform on the inbound side at Overbrook station. SEPTA is expanding the use of mini-highs at stations where full high platforms are cost-prohibitive..... Have you noticed the new brighter and easier-to-read train departure signs recently installed on the Upper Level at 30th Street?

Another trespasser death occurred on Regional Rail last month. In an obvious suicide attempt, a 37-year-old man jumped in front of train #3429 around 11:20 AM at the Forest Hills station on the West Trenton line. Service was suspended between Jenkintown and West Trenton for a half-hour but trains could pass Forest Hills when #2 track was released at 12:05 PM. Following train #3433 picked up the passengers off #3429 and eight other trains were delayed for up to 34 minutes. Heavy rains forced a precautionary cut in train speeds during the morning and early afternoon on Friday, October 11. Dozens of trains were delayed but none for more than 15 or 20 minutes. A pantograph failure on ALP-44 locomotive #2308 early on Monday, October 7, at the phase break near Temple station caused a ripple effect of delays. The deadheading train, D9301, was enroute to Elwyn, but instead had to be towed back to Wayne Junction.

A leaning tree at Roslyn on the Warminster Line threatened to foul the catenary on Tuesday evening, October 8, but was cleared two hours later. Four trains were delayed. West Trenton-bound train # 386 struck a deer at Forest Hills around 7:15 on Wednesday, October 23. A stairwell was damaged but the train was able to continue.....One of the wash trains caught fire at Norristown on the evening of Friday, October 18, due to a generator malfunction on one of the cars. Flames reached the catenary before being extinguished by the local fire department, with delays to two regular trains. Power on the wash train was RL1 #61, with cab car #615 (ex-Alco FA).

SEPTA service was affected by a series of incidents on AMTRAK lines during October. The first occurred on the morning of Thursday the 3rd when a brief power failure on Northeast Corridor track #4 delayed three Trenton trains for about 20 minutes. Then, during the afternoon rush on Monday the 7th, Harrisburg-bound Amtrak train #649 broke down just west of Paoli station, in two-track territory. SEPTA #9561 Great Valley Flyer, having arrived at Paoli, was sent to couple onto the Amtrak train and pull it back to the station. Its passengers were transferred to train #651, which proceeded west 52 minutes late. The AEM-7-powered Flyer finally departed Paoli at 6:44 PM, one hour and six minutes late, while a host of other SEPTA trains also were delayed. The next evening an Amtrak train became disabled in "Morris" interlocking delaying SEPTA train #778 at Trenton for 27 minutes.

On the night of Friday, October 11, train #594 eastbound from Thorndale struck a deer at Frazer. A broken air pipe forced the passengers to transfer to another set of equipment at Paoli station, incurring a 45-minute delay. A downed tree

blocked #1 track at 44th Street in the late afternoon of Sunday the 13th, forcing train #566 to reverse to Overbrook with a 1-1/2-hour delay. Four other Paoli line trains also were delayed. A catenary wire fell on #1 track east of Thorndale on the afternoon of Tuesday the 15th. Eastbound train #5368 was annulled in the dead section and passengers on westbound #533 were bused from Malvern to Thorndale. Following trains were able to bypass the dead section. The next morning a southbound NS tank car train running on the Northeast Corridor became disabled on track #4 at Darby, forcing southbound AMTRAK and SEPTA trains to operate on #3 for a time (Les Dean).



AMTRAK

AMTRAK chalked up new ridership and revenue records in Fiscal Year 2013, which ended on September 30. Ridership rose by one percent over the previous year to 31.6 million, and revenues jumped by 4.2 percent to \$2.1 billion. Amtrak first crossed the 30-million ridership threshold in 2011. The gains were mainly in regional and short-distance services, although long-distance trains also did well, recording their best ridership in 20 years with 4.8 million passengers. Ridership on the Boston-New York-Washington Northeast Corridor came in at 11.4 million, the second best year in Amtrak's history, in spite of disruptions caused by Hurricane Sandy, the Boston bombing and other emergencies. The Keystone Corridor service to Harrisburg also saw a substantial gain to a record 1.47 million passengers, 3.2 percent more than in FY 2012. President Joseph Boardman said that the Acela Express trains frequently sell out, with about 70 percent of business travelers on the NEC now riding the train as opposed to flying. Ten to 12 years ago, he said, those numbers were reversed. But Boardman acknowledged that capacity constraints have held down growth in all of Amtrak's services.

AMTRAK operated normally throughout the 16-day government shutdown last month. While it is included in the Federal budget, Amtrak operates independently and its employees are not subject to furlough as were those who work directly for the government.....AMTRAK last month issued a request for proposals (RFP) for development of a master plan for 30th Street Station and the surrounding area. The plan, to be formulated in partnership with Drexel University and Brandywine Realty Trust, is to include a "vision" for developing the valuable air rights above the rail yards to the north of the station. Drexel already had already expressed an interest in these air rights (see December 2012 Cinders). A coordinating committee has been formed to consider the emerging plan, whose members in addition to Amtrak, Drexel and Brandywine include SEPTA, PennDOT, CSX, the City

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

of Philadelphia, University of Pennsylvania, Philadelphia Industrial Development Corp. and the Schuylkill River Development Corp. Amtrak is projecting a 59 percent increase in ridership at Philadelphia and a 41 percent increase in train movements by the year 2030.

All 18 states which host short-distance train services now have signed agreements with AMTRAK to continue those services for another year. This includes Pennsylvania, which earlier agreed to increase its funding for the **Pennsylvanian** to preserve that cross-state service. Under a 2008 Federal law, the Passenger Rail Investment & Improvement Act (PRIIA), individual states must relieve Amtrak of paying for trains which operate outside of the basic national network, or lose the service (NARP).....AMTRAK reports that it is moving forward with a plan to eliminate losses on its food and beverage services within the next five years. It's not clear how this will be accomplished, but Amtrak said it already has cut the losses from \$105 million in 2006 to a projected \$74 million in 2013.

AMTRAK expects to receive the first of its 130 new single-level cars sometime this winter. To be used on trains throughout the East, the cars will sport a retro paint scheme—and possibly the old “pointless arrow” logo. Included in the \$298.1-million order from CAF USA at Elmira, NY, are 25 Viewliner II sleepers which will supplement the 50 Viewliner I sleeping cars delivered in 1996. Also to come are 25 dining cars and 80 baggage and baggage-dorm cars, replacing all of Amtrak's oldest “Heritage” dining and baggage cars.....AMTRAK has partnered with Google to provide a new train locator map showing the current position of its trains. The service can be accessed by visiting www.amtrak.com and clicking on “Track a Train,” which brings up a map of the nationwide system. All trains equipped with GPS units are pinpointed on the map and identified, and the user then can zoom in for a closer look at areas such as the Northeast Corridor. This is a supplement to the widely-used train status service available over the phone or on the Amtrak websiteWe've heard a new radio commercial with the theme “the country is your oyster” and AMTRAK is the way to get there.

Several distinctive AMTRAK locomotives were in the Philadelphia area last month. These included P42 #42 brightly painted to honor military veterans, and two others usually assigned to the Amtrak exhibit train—P40 #822 and former F40 control unit #406. The latter two are part of the 40th anniversary Heritage fleet and are painted with the broad red, white and blue stripe Phase III scheme. The Veterans unit arrived from Washington on September 25, then departed on Friday morning the 27th with #406 and the exhibit train for a two-day stand at Gettysburg (PA) on Saturday and Sunday. The train arrived back in Philadelphia early on Monday the 30th, and #42 was quickly dispatched as power on train #43 the **Pennsylvanian** to Pittsburgh, returning the next day on #42. The locomotive, bearing a large emblem on its sides reading “America's Railroad Salutes our Veterans,” made another round-trip to Pittsburgh on October 7-8. Then it departed with #406 and the exhibit train on Friday the 11th for display at NORFOLK SOUTHERN's Rose yard in Altoona on the 12th, where it posed alongside NS's own Veterans unit, SD60E #6920. The train returned to Philadelphia on Sunday afternoon the 13th. Engine #42 made another round-trip with the **Pennsylvanian** on

October 18-19 before taking part in a special showing with the exhibit train at 30th Street Station on Sunday the 20th. It was scheduled to depart with the train for a special display at Hamlet, NC, on Saturday, October 26.

Heritage units #822 and 406 arrived in Philadelphia on September 22 after spending two weekends with the exhibit train at Strasburg, PA (see October Cinders). The 822 was held at 30th Street as a protect unit, but made at least six round-trips to Pittsburgh as sole power on the **Pennsylvanian**. (On most other dates the train was handled by P32-8's #512 or 513.) The P40 was expected to remain based in Philadelphia until the November 2-3 “Autumn Express” excursions to Perryville (MD), Enola, Harrisburg and back to Philadelphia via Columbia and Lancaster. On those trips it will operate with another Phase III Heritage unit, P42 #145. These are the maiden efforts by AMTRAK to run its own excursions rather than chartering them to private groups—a revenue-raising measure contained in the PRIIA legislationNorthbound Regional train #140 powered by AEM-7 #943 struck and killed a trespasser at Glenolden station about 2:15 PM on Sunday, October 6. The train was held for two hours while tracks #1 and 2 were taken out of service during the police investigation. Several Amtrak and SEPTA trains were delayed, including #216 from Marcus Hook which was held for 128 minutes.



**CSX, NS
OTHER
ROADS**

NORFOLK SOUTHERN plans to test GP38-2 #5053 using compressed natural gas as fuel. The conversion will be done at the Juniata shop in Altoona. The 5053 will be part of a mother-slug set with GP38AC #2847 serving as the slug unit to house an eight-tube storage rack for the CNG, providing the equivalent of 1,200 gallons of diesel fuel. NS already has experimented with several low-emission units, including gensets and a battery-powered switcher (*Trains*).....NS is one of only two Class I railroads deemed to be “revenue adequate” last year, the Surface Transportation Board announced. The other was UNION PACIFIC. This means that only NS and UP had a rate of return on net investment (ROI) to cover the average cost of capital during the year, estimated to be 11.12 percent. NS's ROI was 11.48 percent and UP's 14.69 percent, while CSX lagged behind at 10.81 percent (*Railway Age*).....The North Carolina Transportation Museum is advertising its proposed “Streamliners at Spencer” show scheduled for May 29-June 1, 2014, at which a collection of streamlined cab-unit diesels will be on display at NCTM's Spencer roundhouse. The event would be a follow-up to NS's gathering last July of 20 new locomotives decked out in the authentic paint schemes of predecessor railroads. It is likely that Philadelphia Chapter's ex-Reading FP7 #903 will be invited.

NS plans to expand its Edgemoor yard near Wilmington to store and handle the growing number of crude oil trains arriving from the West. Not only is NS moving several trains a week to the

(Continued on Page 6)

PHILADELPHIA EXPRESS

(Continued from Page 5)

PBF Energy refinery at Delaware City, but a new oil-unloading facility is being built at Eddystone and NS can compete for the oil traffic destined to Philadelphia Energy Solutions' former Sunoco plant in South Philadelphia. Most of that business currently is handled by CSX (*Railpace*).....Philadelphia Energy solutions last month opened a new high-speed oil unloading facility, which can handle two 100-car trains of crude oil at one time. A year ago the Sunoco refinery was in danger of being shut down, but now is one of the largest consumers of light, sweet crude from the Bakken shale formation in North Dakota..... Meanwhile, NS reported net income of \$482 million for the third quarter of 2013, up 20 percent from the same quarter a year ago. Revenue rose by five percent to \$2.8 billion, in spite of the continued weakness in coal traffic, and NS's operating ratio improved by three percent to 69.9 percent.

CONRAIL last month asked a Federal court to dismiss some of the claims arising from the train derailment last November in Paulsboro, NJ, in which a tank car toppled off the bridge over Mantua Creek (see January Cinders). The *Inquirer* reports that the railroad wants the court to dismiss a request by several plaintiffs for future medical monitoring to determine what long-term effects, if any, could come from exposure to the vinyl chloride fumes released from the ruptured tank car.....At least one former high-ranking official at CONRAIL has questioned the premise of the feature story in the October issue of *Trains*, which describes a proposal to electrify the former Pennsy mainline from Harrisburg to Pittsburgh. The article indicates that it was Conrail's idea to study the possible electrification, but in actuality the main thrust for the study came from the Gibbs & Hill consulting firm, the official said. The 1979 study was disregarded by Conrail.

NJ TRANSIT opened its new \$40-million Pennsauken Transit Center on October 14, after four years of construction. Located not far from the east end of the Delair railroad bridge, the station serves as a interchange point between Atlantic City Line trains and River Line light rail trains, as well as several bus linesNJT announced last month that beginning October 14 all of its rail lines would be providing full service for the first time since Hurricane Sandy devastated the system in October 2012On Tuesday morning, October 8, NJT suffered a computer breakdown at its Rail Operations Center which caused a loss of signals on all eight commuter rail lines that it controls. Service was suspended until the failure could be corrected, but all electric and diesel trains still had full power during the outage.

The U.S. Department of Energy will partner with the State of New Jersey and NJ TRANSIT to design an advanced electric microgrid system which would keep NJT trains running during emergencies such as hurricanes. This would be a first-of-its-kind electrical grid system for railroad operations (*Trains*)New Jersey Governor Christie said last month that NJT Executive Director James Weinstein was not to blame for the failure to move rail equipment out of flood-prone areas before Hurricane Sandy struck the region. Instead, according to a report in the *Bergen Record* newspaper, he blamed a lower-level employee who failed to follow the existing storm plan. The Governor said the culprit was a civil-service employee who could not be fired, only demoted. Flood waters from the storm caused more than \$120 million in damages to rail cars and locomotives, but much of that cost will be reimbursed from the \$50-billion disaster relief act approved by Congress last January.



NOVEMBER 12, 2013: Regular monthly meeting of Harrisburg Chapter, NRHS, at Hoss's Restaurant, 743 Wertzville Road, Enola, PA. Business and program meeting begin at 7:00 PM, with optional dinner available as early as 5:00 PM. Program will feature **Pennsylvania Railroad Experience with Remote Control Locomotives**, an illustrated talk presented by former Amtrak Power Coordinator Allen Keller. Included will be description of PRR's use of remote control mid-train helpers in the Pittsburgh area during October 1965-August 1966. For complete information, contact Sloan Auchincloss of the Chapter at 1-717-238-2131 or E-mail: sloan@auchincloss.com.

NOVEMBER 25, 2013: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM. Program will be Philadelphia Chapter Member Dale Woodland with one of his fine PowerPoint presentations, **My NS Heritage Hunt**. It covers Dale's efforts to photograph all 20 of the NS heritage units, on tracks of their original road where possible. As of the end of August, 2013, Dale had captured 18 of the 20 units!

DECEMBER 10: Regular monthly meeting of Harrisburg Chapter, NRHS, at Hoss's Restaurant, 743 Wertzville Road, Enola, PA. Business and program meeting begin at 7:00 PM, with optional dinner available as early as 5:00 PM. Program will feature **Brookville: Past, Present and Future**, an illustrated talk by a representative from Brookville Equipment Corporation. For complete information, contact Sloan Auchincloss of the Chapter at 1-717-238-2131 or E-mail: sloan@auchincloss.com.

JANUARY 27, 2014: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM. Program will be a member participation slide or digital show with a maximum of 10 minutes or 35 photos, **fast-paced!** Slides should be brought in a Kodak Carousel tray or digitals on a CD or memory stick. Advanced arrangements to participate should be coordinated with Dave Homer of WJC, at dshomerwoowoo@comcast.net.

Amtrak Schedules "Great Dome" on Illinois Zephyr November 5-22

After an expanded autumn season in 2013 on Amtrak's *Adirondack* between Albany-Rensselaer, NY and Montreal, QC, Canada, the railroad's "Great Dome" car will shift westward to Chicago, where it will see use on the *Illinois Zephyr*.

The car will operate on Trains #380 and 383 between Quincy, IL and Chicago on a daily basis. Train 380 leaves Quincy at 6:12 AM, arriving Chicago 10:40 AM. Return Train 383 leaves Chicago at 5:55 PM, terminating at Quincy at 10:23 PM.

The car will not make an appearance on Amtrak's *Cardinal* between Washington and Chicago this year.

Amtrak's "Great Dome", Car #10031, was built by the Budd Company at Red Lion Plant in 1955 for the Great Northern Railway, carrying Car #1391-**Ocean View** and operated on GN's Chicago-Seattle *Empire Builder* for many years.

Many Vintage and Valuable Titles in Chapter Auction

For the first time in nearly three years, Philadelphia Chapter's November 15, 2013 meeting will be a Railroadiana Auction. The auction will include quite a number of valuable vintage books that have been left to the Chapter by the estates of deceased members. This will be a rare opportunity to gain many out-of-print books for your library. This auction is open to the public. Listed below is a sample of the auction lots to be sold:

WHO MADE ALL OUR STREETCARS GO, *The Story of Rail Transit in Baltimore*, Michael R. Farrell, 320 pp, hard-cover, Baltimore Chapter, NRHS, 1973

BALTIMORE & ITS STREETCARS, Herbert H. Harwood, Jr., 96 pp, soft-cover, Quadrant Press, Inc., 1984

THIRD AVENUE RAILWAY, *A Cityscape of Manhattan and the Bronx*, Frederick A. Kramer, 80 pp, soft-cover, 2001

TROLLEYS OF THE LOWER DELAWARE VALLEY PENNSYLVANIA, by Paul Schieck & Harold E. Cox, 84 pp, soft-cover, Harold E. Cox, 1970 (long out-of-print!!!!)

RED ARROW LINES REMEMBERED, *The Years Surrounding World War II*, by Frederick A. Kramer and (our own!) Samuel L. James, Jr., 64 pp, soft-cover, 1992, nice cond.

DIESEL LOCOMOTIVES OF THE NEW YORK CENTRAL SYSTEM, by W. D. Edson with H. L. Vail, Jr. and C. M. Smith, 176 pp, soft-cover, NYC System Historical Society, 1978

NEW YORK CENTRAL'S EARLY POWER, *Volume II, 1831-1916*, Alvin F. Stauffer, 352 pp, hard-cover, 1967 (*one of the vintage books from this era, this in very nice condition*)

WHEN THE STEAM RAILROADS ELECTRIFIED, by William D. Middleton, 438 pp, hard-cover, Kalmbach, 1974-Second Printing, 1976 (*one of the classics!*)

AMERICA'S COLORFUL RAILROADS, by Don Ball, Jr., 210 pp, hard-cover, Reed Books, 1978 (*another classic*)

DIESEL LOCOMOTIVES OF THE NEW HAVEN RAILROAD, by H. F. Cavanaugh, 140 pp, NJ International Books, 1980

UPTOWN-DOWNTOWN, *A trip through time on New York's Subways*, Stan Fischler, 272 pp, soft-cover, Hawthorn Books, 1976

THE MA & PA, *A History of the Maryland & Pennsylvania Railroad*, by George W. Hilton, 184 pp, hard-cover, Howell-North Books, 1963

NEW MEXICO'S RAILROADS, *a Historical Survey* (revised edition), by David F. Myrick, 276 pp, soft-cover, University of New Mexico Press, 1993

THE RAIL LINES OF SOUTHERN NEW ENGLAND, *A Handbook of Railroad History*, by Ronald Dale Kerr, 384 pp, soft-cover, Branch Line Press, 1995

RAIL TRANSIT PHILADELPHIA, *The PTC Years - 1940-1968*, by Richard Vible and Henry Elsner, 80 pp, soft-cover, NJ International, 1992 - classic full-color title we all know

CLASSIC AMERICAN RAILROADS, Mike Schafer, 160 pp, hard-cover, MBI Publishing, 1996, full-color great book

MORE CLASSIC AMERICAN RAILROADS, Mike Schafer, 160 pp, hard-cover, 2000 - sequel to the above book

THE FAIRMOUNT PARK TROLLEY, *A Unique Philadelphia Experiment*, by Harold E. Cox, 38 pp, soft-cover, 1970, in rather nice condition on this classic Philadelphia property; map incl.

MEMORIES OF READING COMPANY POWER, 1833-1976, by Paul Carleton, 144 pp, hard-cover, D. Carleton Railbooks, 1985, a smaller, later edition of the classic Carleton books on the RDG

RAILS ALONG THE HUDSON, Thomas A. Crawford and Frederick A. Kramer, 96 pp, soft-cover, Bergen-Rockland Chapter, NRHS, Quadrant Press, Inc., 1979

PENN STATION, *Its Tunnels and Side Rodders*, by Fred Westing, 184 pp, hard-cover, Superior Publishing Co., 1978

THE PUTNAM DIVISION, *New York Central's Bygone Route through Westchester County*, by Daniel R. Gallo and Frederick A. Kramer, 80 pp, soft-cover, Quadrant Press, Inc., 1981

STEEL RAILS TO THE SUNRISE, *The Long Island Rail Road*, by Ron Ziel and George Foster, 320 pp, hard-cover, Duell, Sloan & Pearce, 1965

DIAMOND STATE TROLLEYS, *Electric Railways of Delaware*, by Harold E. Cox, 88 pp, soft-cover, Harold E. Cox., 1991

DUTCH COUNTRY TROLLEYS-*Conestoga Traction and Hershey Transit*, by Frederick A. Kramer, 64 pp, soft-cover, Railroad Avenue Enterprises, 2000

SOME CLASSIC TRAINS, BY Arthur D. Dubin, 434 pages, hard-cover, Kalmbach Books, fourth printing, 1972 - another of the classic books by Kalmbach from this era

CLASSIC POWER #9 - NEW HAVEN EP-5 "JETS", 98 pp, soft-cover, NJ International, Inc., 1991 - a classic book on the New Haven Railroad's modern electric locomotives

THE RAILROADING SERIES, Volume 1 and Volume 2 - THE PA BOOK (D&H's Alco PA's) and COVERED WAGONS (early road diesels of the Erie Lackawanna), both softcover books copyright 1975 and 1975, both written by William S. Young and published by Starrucca Valley Publications - both long out-of-print and sold as one lot.

READING TRAINS & TROLLEYS - *Images of Rail*, by Rev. Philip K. Smith with the Historical Society of Berks County, 128 pages, autographed, soft-cover, Arcadia Books, 2004

MORE CLASSIC TRAINS, by Arthur D. Dubin, 512 pgs, hard-cover, Kalmbach Books, 1973 - another of the great Kalmbach works from the 1960's-1970's - in nice condition, too!

A FIELD GUIDE TO SOUTHERN NEW ENGLAND RAILROAD DEPOTS & FREIGHT HOUSES, BY John H. Roy, Jr., 350 pages, soft-cover, Branch Line Press, 2007, a nice field guide for railfans on a historical/photographic "dig"

THE HISTORY OF THE SOUTHERN PACIFIC, by Bill Yenne, 128 pp, hard-cover, Bonanza Books, 1985

20TH CENTURY, by Lucius Beebe, 180 pp, hard-cover, Howell-North Books, 1962 (not one of the original of this title, but a nice reprint in good condition)

GREAT AMERICAN TRAIN STATIONS - *Classic Terminals and Depots*, by Hans and April Halberstadt, 192 pp, hard-cover, Barnes & Noble, 1997 - a nice coffee table photo book

RAILROAD STATIONS, by Brian Solomon, 80 pages, hard-cover, MetroBooks, 2000 - another coffee table photo book

GREAT AMERICAN RAILROADS, *A Photographic History*, by Michael Swift, 192 pp, hard-cover, Barnes & Noble Books, 2006, yet another nice book with many classic railroad scenes.

PORTRAIT OF THE RAILS, *from Steam to Diesel*, by Don Ball, Jr., 296 pp, hard-cover, Gallahad Books, 1976 - this, we believe, is a reprinted version of the original books - still nice!

THE LAST STEAM RAILROAD IN AMERICA (Norfolk & Western), photos by O. Winston Link, text by Thomas H. Garver, 144 pp, hard-cover, Harry N. Abrams, Inc., 1995

RAILROAD MAPS OF NORTH AMERICA - *The First Hundred Years*, by Andrew M. Modelski, 186 pp, hard-cover, Geography and Map Division, Library of Congress, 1984 - a coffee-table size book of old railroad maps - really interesting.

This summary illustrates some of the more classic books that will be offered in the auction. There will be numerous other soft- and hard-cover books to be auction, time permitting. Plan to attend!!!

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.)

Close to Home: The Philadelphia & Reading owned one sleeping car – the *Ottawa*. It was built by Pullman at Pullman, IL for sleeping car service in 1911 as a typical 12-1 (12 sections, one drawing room) car. It ran mostly on New York Central routes until 1926 when it came to run on the *Scranton Flyer* and other trains. In 1933, it became a regular on the *Interstate Express* between Philadelphia (Reading Terminal) and Syracuse, NY that operated RDG-Bethlehem-CNJ-Scranton-DL&W. In 1948 it was purchased from Pullman for \$2,793 and continued in that service until replaced by newer 1930-vintage cars. The car ran through two World Wars, and the Department of Defense took possession of the car in 1953 and stored it at Romulus, NY as part of a reserve troop train fleet. When returned to the Reading after six years of standing outdoors, it was deemed not worth repairing and was sold for \$1,430 to Luria Brothers at Modena, PA to be "recycled". (John Green, *The Bee Line*, Reading Company Technical & Historical Society).

Elsewhere: The World's first metro system was opened in London, England on January 9, 1863 to run three miles. Then, as now, Brits queued up to get aboard the packed rush-hour carriages. Today, the fares on the underground are among the most expensive

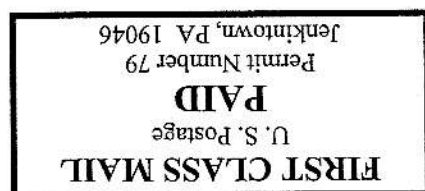
of any. A one-stop ride costs up to \$7.34. (*The Economist*)---see, SEPTA's fares are quite reasonable!.....A 1950 snapshot of the New York Susquehanna & Western – the company operated 120 miles of line, all in the State of New Jersey, from Jersey City to Hainesburg Junction, connecting with the Lehigh & New England and at Hanford with the Middletown & New Jersey. It had short branches to Edgewater, Passaic, Lodi and Paterson. Business was handled using six Alco S1 switchers and 14 Alco RS1 road-switchers. The *Handbook of American Railroads* tells us that the railroad was 100% dieselized in 1948. It grossed about \$4.5 million in revenue a year with less than 10 percent of that from passenger traffic.

The line only owned 40 boxcars, 15 hoppers/gondolas and 11 cabooses, as most of its business was inbound. At Edgewater, the NYS&W was the only railroad to serve Sea-Train Lines and during the period it interchanged 18,000 cars with the water-rail carrier. Susquehanna Bus Transfer was established, which allowed passengers a direct rail-Public Service bus to midtown Manhattan via the Lincoln Tunnel. Passenger service was provided Jersey City to Paterson and Butler with four Budd RDC-1 cars, 27 older coaches, and they had 16 non-air-conditioned stainless steel coaches on order from Budd.

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.

FIRST CLASS MAIL



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