



CINDERS

OCTOBER 2013



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Volume 74

Number 9

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

Philadelphia Chapter Members should expect some teething issues as we get used to our new meeting location. *For October, 2013, we will meet in Room 121 Randell Hall. Like Curtis Hall, where we met in September, Randell is also 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.*

It is hoped that, as we get into 2014, we can count on a dedicated location for each meeting.

PHILADELPHIA CHAPTER, NRHS Board of Directors Meeting Autumn, 2013

Passenger Services Conference Room
Amtrak 30th Street Station

Tuesday, October 15, 2013
7:00 PM to 8:30 PM

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

Meeting Notice

FRIDAY, OCTOBER 18, 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; there is also plenty of public parking nearby for those desiring to drive.

MEETING START TIME: 7:00 PM

With a new meeting venue, we have adjusted our meeting start times for the 2013-2014 year to 7:00 PM. This permits attendees to access transportation to their homes at an earlier hour.

The program for the October 18 meeting was not available at presstime, because of room location uncertainty caused by ongoing negotiations and adjustment to Drexel University. Come out on October 28 and be surprised at our entertainment!!!!

2014 NRHS Dues Bills Received by Members *Chapter-only Bills November 1*

A polling of members at Philadelphia Chapter's meeting on Friday, October 20, indicated that virtually everyone present had received their 2014 dues bills from NRHS on that date. The bills were mailed earlier than normal this year because the NRHS is facing a cash crunch and needs to try and improve its cash flow as a result of poor finances over the past two years.

For the year 2014, National dues are \$50.00, an increase from \$39.00 in 2013. Philadelphia Chapter dues remain at \$18.00 annually.

Philadelphia Chapter members are urged to submit their dues payments for the coming year as early as possible. Human nature will find people placing bills in their desk drawers to pay closer to the due date, with the potential to forget the bill is there.

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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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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.

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.

Philadelphia Chapter LCL (Less-than-Carload)

Longtime NRHS national officer William E. Wood, 82, of Suffield, CT, passed away following a period of declining health on August 9, 2013. Bill served NRHS as National Director of the Connecticut Valley Chapter for many years. He also served as Vice President, New England Region for the Society, becoming Director, Region 1, when NRHS changed its corporate structure. He was an icon at the Connecticut Trolley Museum in East Windsor, CT. A professional engineer, he served on the NRHS Long Range Planning Committee in 1985. He was a loyal attendee to the Society's national functions, always accompanied by his wife, Grace. Born in Plymouth, England, Bill was educated in Canada, and then served in the United States Army.....On September 1, 2013, well-known Philadelphia traction historian Henry Elsner passed away, following complications from a serious injury. A former Philadelphia Chapter member, Henry was always present on the traction scene, and was an accomplished author and traction modeler. One property he extensively recorded was the Kansas City, MO transit operation, resulting ultimately in a book on Kansas City streetcars. Henry was a longtime member of the East Penn Traction Club.....Delaware Valley Chapter, NRHS member and New Hope & Ivyland Railroad volunteer John H. Bortz, Sr., of Huntingdon Valley, PA, passed away on September 14, 2013 at the age of 94. John was also an accomplished modeler, working with the relatively obscure "S" gauge trains. He was associated with model railroad groups in both New Jersey and Pennsylvania. Bortz was a veteran of the United States Navy.

2014 NRHS Dues Bills

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Chapter President Larry Eastwood reminds members that they need to submit two parts of the bill with their remittance. The right-hand border of the 2014 bills, as in prior years, indicates which should be submitted and which should be retained as a receipt.

The Chapter is also asking those who are able to consider financial support to our Chapter above and beyond their 2014 dues payments. Our Chapter has financial obligations which cause constraint on our finances. We encounter an expense of nearly \$3,000 per year for liability and property insurance, \$2,200 per year for our archives storage facility in Willow Grove, and it is expected that our meeting room rental at Drexel University will cost us \$1,200 per year. Please be as generous as you can in supporting your local Chapter.

For those who are Additional Chapter (formerly Chapter-only) members, your bills will be mailed about November 1. Additional Chapter members are reminded that National membership through another chapter or as an At-Large member, is a requirement to hold an Additional Chapter membership.

A request for financial support from our Philadelphia Railfriends will be also forthcoming about November 1.

Chapter Sets 2013-14 Meeting Dates; Pending Drexel University Availability

Philadelphia Chapter has set its meeting schedule for the 2013-2014 year, as shown below. However, availability of meeting space is subject to Drexel University approval. Unlike Thomas Jefferson University, Drexel approves rooms on a term basis, and so we will need to wait for dates in 2014.

October 18, 2013	March 21, 2014
November 15, 2013	April 11, 2014 (2 nd Friday)
December 13, 2013 (2nd Friday)	May 16, 2014
January 17, 2014	June 20, 2014 (following the
February 21, 2014	NRHS Convention in Arkansas)

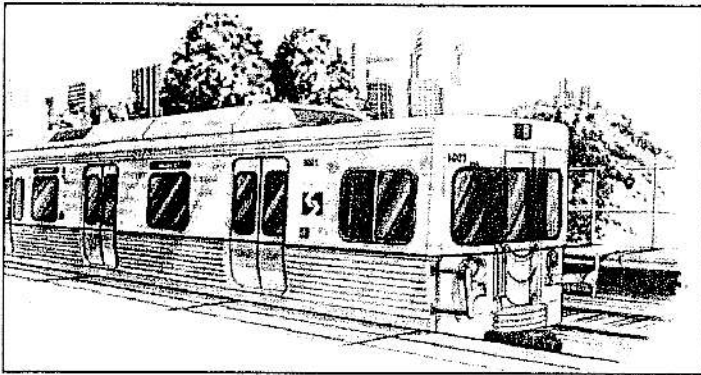
While we are seeking a constant room location each month from Drexel, we may be subject to moving around some as we go through the teething problems of a new meeting venue.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



General Manager Joseph Casey last month spelled out the draconian cuts in services which he said SEPTA will be forced to make if the State does not increase funding to maintain and rebuild the system. Casey's "doomsday scenario" (in the words of an *Inquirer* headline) was revealed in a hearing before the State Senate Transportation Committee at Temple University on September 12. Basically, he said that if the State does not come up with substantially more money for transit this year, SEPTA will begin to shrink its operations. The so-called "service realignment plan" is to start in 2014 and continue through 2023. When completed the major changes would include:

- o Eliminating all service on nine Regional Rail lines, while truncating the Paoli-Thorndale line to Paoli and abandoning service beyond Lansdale to Doylestown. Full service would continue only on the Trenton and Manayunk-Norristown lines.

- o Retiring all Regional Rail equipment other than the 120 new Silverliner V's.

- o Converting all trolley routes in the City as well as Media and Sharon Hill to bus, starting with Routes 10 and 15 next year.

- o Shutting down the Broad-Ridge subway spur and eliminating all express service on the Broad Street Line.

- o Cutting back service on the Norristown High Speed Line to Bryn Mawr.

- o Reducing paratransit service.

SEPTA said these measures would cost it about 12 percent of current ridership, or around 40 million passenger trips a year, and increase congestion on already-crowded highways. According to its estimates, the agency needs about \$6.5 billion over the next ten years to restore the system to a state of good repair. Among the most pressing tasks—still unfunded—is the rebuilding of several major bridges which are more than 100 years old and soon may become unsafe for use. "We're not saying the sky is falling," Casey told the legislators. "This is real stuff [and] a rational assessment of where we are." State Senator John Rafferty

of Montgomery County, who chairs the Transportation Committee, said that he took SEPTA's threat seriously. "I don't think it's saber rattling. This is a real, critical need." Now the Legislature will be under the gun to act quickly on one of the three proposals already on the table in Harrisburg, each of which would increase long-term funding for roads, bridges and transit (see July *Cinders*).

About 62 percent of those who work in center city rely on public transit, walking or biking for their daily commutes, according to a new report by the Center City District. The report shows that the number of people using public transit to center city on an average weekday has grown from about 265,000 in 2003 to 305,000 now.....SEPTA ridership in Fiscal Year 2013 ended June 30 totaled 337.3 million trips, which was 0.6 percent below last year, attributable partly to the two-day shutdown during Hurricane Sandy last October. The stoppage also cost SEPTA approximately \$2.6 million in revenues. But Regional Rail set an all-time annual ridership record of 36 million trips, a 2.2-percent increase over the previous year. For FY 2013 SEPTA reported a small operating surplus of \$90,000 after subsidies.

By mid-September the \$7.5-million project to replace ties, timbers and rails on the 102-year-old Bridgeport-Norristown viaduct was about 50 percent completed. Norristown High Speed Line trains should be able to resume operations over the 3,175-foot-long bridge by November 11. Until then, bus shuttles will continue, as shown in the timetables issues on July 8 and September 2. Most of the viaduct is open deck, with about half of it over the Schuylkill River and half over land SEPTA now reports that it handled around 110,000 additional trips in connection with the U.S. Open golf tournament at the Merion Golf Club in Ardmore last June (see July *Cinders*). The majority of those trips were on the NHSL with the rest handled by Regional Rail trains at Rosemont station. On certain days all 550 spaces in SEPTA's parking garage at Norristown Transportation Center were filled—for the first time in its history.

The pilot bus in the order for 245 new low-floor buses from Nova of Canada arrived at SEPTA in August and is being tested. The order consists of 90 45-foot hybrid diesel-electric units and 155 60-foot buses of which 70 are hybrids..... Formal dedication of the renovated bus terminal at 33rd & Dauphin Streets took place on September 25. Rebuilding of the old PTC trolley facility was begun a year ago and cost about \$4.4 million. Effective September 29, Routes 7, 39 and 54 returned to the 33rd & Dauphin loop, vacating the temporary terminal at 33rd & Cecil B. Moore Avenue. These routes serve about 2,100 daily passengers Effective August 1, the Route 56 Erie Avenue bus line was extended to the new Bakers Center at Roberts & Fox Streets in Nicetown, with some 500 additional riders expected. The shopping center is built on the site of the old Tasty Baking plant..... In late August SEPTA began negotiations with Transport Workers Union Local 234 on a new contract to cover some 5,000 City Transit Division workers. The current

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contract expires on March 15, 2014. In September Local 234 members elected a former president, Willie Brown, to head the union. Brown led Local 234's most recent strike against SEPTA, which lasted for six days in November 2009. At the time Brown declared himself "the most hated man in Philadelphia."

The Federal Emergency Management Agency has paid SEPTA \$4.7 million in reimbursements for damage caused by Hurricane Irene and Tropical Storm Lee in the summer of 2011. About \$3.9 million of the repair cost went toward work on the Norristown High Speed Line, mainly to rebuild a collapsed fill at Rosemont. SEPTA previously requested \$5 million from FEMA A 35-year-old woman was killed by an eastbound Market-Frankford el train at the Allegheny station on August 24. The death appeared to be accidental..... Delaware County has issued a new public transportation map and guide for the county. RailFriend Ed Springer made copies available at the September 20 Chapter meeting..... The *Inquirer* reports that two personal injury law firms in Philadelphia are battling in court over the right to advertise on SEPTA buses. Larry Pitt & Associates has filed an antitrust suit against Lundy Law, which currently has an exclusive contract with SEPTA's advertising agency for the bus displays.

**SEPTA
REGIONAL
RAIL**



SEPTA has received a \$10-million Federal grant to help build a third track on the West Trenton line between "CP-Wood" interlocking at Woodbourne and Yardley station (see June *Cinders*). This four-mile-long section—which in Reading days had four tracks—is now owned by CSX, with SEPTA as tenant. CSX expects to be running substantially more freight traffic in the coming years, including intermodal and oil traffic, and sees the need for a separation from SEPTA's service. For its part, SEPTA wishes to avoid sharing the existing tracks with freight trains. In addition, SEPTA and CSX will be employing different signal technologies and different systems for meeting Positive Train Control requirements as set by the Federal government. Under the separation plan SEPTA will operate the two electrified tracks on the north side of the right-of-way and CSX the third non-electrified track on the south side. For the time being SEPTA trains still would need to cross the CSX track at "Trent" interlocking in order to access the West Trenton storage yard. The total cost of the project is expected to be about \$39 million, with SEPTA and CSX to fund the balance over \$10 million. It is hoped to complete the work by the end of 2015.

SEPTA plans to reissue its Regional Rail timetables effective December 16. One notable improvement will be a new morning train direct from Norristown to Newark (DE), cutting the commute time for those who now must change trains in center city..... The newly-rebuilt Primos station on the Media-Elwyn line was added as a stop for three morning and two afternoon express trains, effective with the August 11 timetable change..... SEPTA has at least three Silverliner V's, #710, 717 and 730, with large exterior wraps touting the Philadelphia Eagles. The lettering reads "World's greatest fans

ride this train—fly Eagles fly"..... Does anyone out there know when SEPTA closed the old Pennsylvania Railroad 52nd Street station in West Philadelphia? We find it was still listed in the Paoli timetable dated April 25, 1976. Any information sent to the Editor will be appreciated.

United Transit Systems, the consortium which contracted with SEPTA to supply the 120 Silverliner V cars from Hyundai-Rotem, is currently refitting the floors in some of the cars. The work, which requires about one week per car, is being done at Frazer shop. SEPTA is pressing UTS to deliver the full amount of spare parts as specified in the contract. Final payments to the builder will not be made until all of the outstanding issues are cleared up..... SEPTA took delivery of ex-Reading SW1001 diesel locomotive #2102 on August 30, to be used for wire train and switching services. It is leased from owner NORFOLK SOUTHERN (see September *Cinders*).

Some structural repairs will be made to the 117-year-old Crum Creek viaduct on the Media-Elwyn line on Sunday, September 29 and Sunday, October 6. Shuttle buses will be operated between Elwyn and Morton stations. This ex-Pennsy viaduct has long been considered one of the top priorities in SEPTA's plan to replace its most structurally deficient bridges, but funding is not available. The average age of the 305 bridges on Regional Rail is 80 years..... PennDOT's replacement of the 72-year-old Greenwood Avenue overpass at Jenkintown station is well underway, but no announcement has been made as to when weekend shutdowns of rail traffic may begin. Bus shuttles will be operated during those periods Thursday, August 29, saw two incidents which resulted in numerous train delays. At 7:35 AM inbound West Trenton express #6325 had to be annulled at Woodbourne when ALP-44 locomotive #2308 shut down and could not be restarted. Passengers were transferred to following train #6327, which became overcrowded and ran express from Forest Hills 30 minutes late. Several other trains suffered minor delays. The disabled train was towed to Wayne shop by diesel #61. That same morning a signal failure at "Newtown Junction" forced all trains to operate on #1 track for more than an hour between "Wayne" and "Tabor Junction" near Fern Rock, with consequent delays. ALP-44 #2308 suffered another failure on Thursday morning, September 26, while it was taking deadhead train D9301 to Elwyn. It was restarted an hour later at Gladstone but four inbound and one outbound trains were delayed.



AMTRAK's new ACS-64 electric locomotive #602 began running test trips on the Northeast Corridor in late August, including one run from Boston to Philadelphia. (see September *Cinders*). In mid-September a second unit, #603, was delivered to Amtrak for testing, while two other ACS-64's, #600 and 601, are still being evaluated at the Transportation Technology Center near Pueblo, CO. Siemens is manufacturing 70 of the streamlined units at its Sacramento (CA) plant..... A funding deal has been worked out between AMTRAK and the State of Pennsylvania to allow continued operation of the Philadelphia-Pittsburgh *Pennsylvanian* beyond October 1. This was the cutoff date mandated by a Federal law which requires states to pay most of the

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cost of shorthaul routes outside of the basic Amtrak system (see July *Cinders*). PennDOT earlier had committed the \$3.8 million needed to continue running the train through the new fiscal year which began this month.

AMTRAK's reworked exhibit train spent two recent weekends on the STRASBURG RAIL ROAD, September 14-15 and 21-22, when large crowds were attending the "Thomas the Tank Engine" events. Power for the Amtrak special was Phase III Heritage units #145 (P42) and 406 (ex-F40PHR cab unit). The train then returned to Philadelphia before journeying to Gettysburg for display on September 28-29. On that trip P42 "Veterans Unit" #42 in its new red, white and blue livery was substituted for the 145. The 42 carries a specially-designed "America's Railroad Salutes our Veterans" logo with 50 stars. The train next will visit Altoona on October 12.....The eastbound #42 **Pennsylvanian** had some unusual power on Thursday, September 5: two P32-8's, #514 and 513. Turns out the 513 was the regular engine from Pittsburgh while 514 had been assigned as protect unit at Harrisburg for two weeks and was coming back to Philadelphia.

AMTRAK has decided to run a second section of its "Autumn Express" excursion out of Philadelphia on Sunday, November 3, after the first run on Saturday the 2nd quickly sold out (see September *Cinders*). Power is expected to be Phase III Heritage diesels #145 (P42) and 822 (P40). The same 15-car consist will operate on Sunday the 3rd over the same route: South on the NEC to Perryville, MD, then west on NORFOLK SOUTHERN's scenic Port Road branch along the Susquehanna River to Enola and Harrisburg, returning to Philadelphia via the Royalton branch and Columbia secondary track through Columbia and Lancaster. The second section reportedly sold out in ten minutes! It's been heard that some trip sponsoring organizations are not happy about this new competition in which Amtrak handles it own sales.

Supports for the sidewalk canopies already are going up along the Market Street side of 30th Street Station, the first sign of the massive exterior facelift that AMTRAK plans for the 80-year-old landmark station (see September *Cinders*).....AMTRAK last month launched new fare-purchasing software on its website www.amtrak.com. The redesigned website gives passengers new options for purchasing different types of fares, along with new displays similar to many airline websites (*Trains*).....The Department of Justice is asking a Federal appeals court to rehear a case in which the court agreed with the Association of American Railroads that AMTRAK should not be allowed to set performance standards for operating passenger trains on freight railroads. The court said that in effect this would allow one private company to regulate other private companies (which assumes that Amtrak is indeed a private company). But DOJ contends that the practice is allowed if "there is sufficient governmental oversight and involvement," which it said is authorized in the law (NARP).

The September issue of AMTRAK Ink, the employee publication, has an interesting article on the project to construct a third main track on the 1.5-mile section of the NEC between "West" interlocking in Wilmington and "Ragan" interlocking near Newport (see November 2012 *Cinders*). The new track will ease congestion through this two-track bottleneck for both Amtrak and

SEPTA traffic. The State of Delaware is contributing part of the cost of the project, which not only requires new track, switches and catenary but also the widening of the bridge over Mill Creek. Two new crossovers at "Ragan" have already been installed and Amtrak crews at West yard have built a third of the track panels needed. Completion of the entire project is still two years awayAMTRAK's new policy of not providing free pillows to coach passengers is intended to save the railroad about \$500,000 per year. Instead, café attendants will sell a "passenger comfort kit" for \$8 apiece, consisting of an inflatable neck rest, blanket, earplugs and eye mask, similar to what some airlines provide (NARP).

Over the past few weeks AMTRAK and its passengers have endured a series of service interruptions on the Northeast Corridor and the Harrisburg line. On Thursday afternoon, August 29, eastbound train #42 **Pennsylvanian** stalled at Exton when P32 #513 shut down. SEPTA had to dispatch its aging RL1 diesel #61 from Frazer yard to tow the disabled train to 30th Street Station, where it arrived two hours and 38 minutes late. The breakdown also delayed six SEPTA trains anywhere from 30 to 55 minutes.

Then, on Wednesday, September 11, there was a major disruption on the Corridor. Northbound Regional train #184 was being hauled by AEM-7's #910 and 937 when the catenary power failed and the train came to a stop at 10:35 AM four miles south of Elkton, MD. One pantograph on the lead locomotive was inverted, a pantograph on the second unit was missing and catenary damage was found for more than 20 miles behind the train. A broken steady span was fouling both tracks north of "Prince" interlocking near Perryville and the trolley wire was down on #2 track south of Aberdeen. A trail of broken wire hangers were found at several locations. Northbound Acela #2160, stopped on #2 at Aberdeen, reported that parts of its pantographs were missing. The widespread wire damage forced Amtrak to suspend all service between Baltimore and Philadelphia for over three hours. Catenary maintenance crews began making repairs around 11:30 AM and train 184 was on the move north at 1:29 PM, using its single undamaged pantograph. One of the two tracks north of "Prince" was cleared for 30-mph operation at 1:51 PM, but repair work continued elsewhere. At 2 PM the railroad announced that service had been restored but "with extensive residual congestion delays through the area." Many trains were in fact delayed, anywhere from seven minutes to three hours and 45 minutes. At least seven trains were annulled including two Acelas, and a few trains enroute north were reversed or towed back to Baltimore, including #20 **Crescent**.

Keystone Service also had its problems last month. While not directly affected by the September 11 power outage on the Corridor, that day's eastbound **Pennsylvanian** did have a serious delay, arriving at 30th Street two hours and 34 minutes late. The next evening, Thursday the 12th, a severe electrical storm knocked out catenary power, forcing the temporary suspension of service between Philadelphia and Harrisburg. Chapter Member Bob Clearfield was on board train #656 out of Harrisburg when it was terminated at Lancaster shortly after 6 PM. Passengers for Paoli and Philadelphia were bused to their destinations, while those for closer stations were taxed. The next day Keystone train #643 from New York suffered a power failure at 30th Street so its passengers were transferred to the next available westbound train, #43 **Pennsylvanian**. That train, much more crowded than usual, made extra stops and had AEM-7 electric #920 as power in place of the usual diesel locomotive. P42 #160 was put on the train at Harrisburg.

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AMTRAK's CETC center in Wilmington lost control of train movements on the Corridor twice last month. On Friday afternoon, September 20, a failure between Philadelphia and Washington slowed Amtrak service for about 40 minutes, until control was restored at 3:30 PM. Several SEPTA trains operating on the Corridor also were delayed. Three days later, on the afternoon of the 23rd, the same thing happened, when signal control was lost for about a half-hour. Again both Amtrak and SEPTA trains were delayed.

Finally, the pre-dawn failure of a 138,000-volt commercial feeder cable in METRO-NORTH territory on Wednesday, September 25, forced a partial shutdown of the NEC between New York and New Haven. AMTRAK pressed diesel locomotives into service to move trains through the gap, as did Metro-North with its New Haven Line service. With the duration of the outage expected to last for several days, Amtrak announced that it would operate all of its Regional trains behind diesels, with additional cars, through the affected area. Passengers were warned of delays of up to 90 minutes between New York, New Haven and Boston and all Acela service between those points was cancelled through Sunday the 29th. Acela and Regional trains between New York and Washington continued to operate normally.



CSX, NS
OTHER
ROADS

CSX announced last month that it has completed the first phase of its \$850-million National Gateway project, which is designed to increase clearances for double-stack container trains between eastern and midwestern terminals. Much of the work so far has been concentrated on the ex-Baltimore & Ohio mainline through the Allegheny Mountains, allowing the start of double-stack service to and from the CSX container terminal at Chambersburg, PA (*Trains*).....Railroad.net reports that an unusual accident occurred at Moncrief yard in Jacksonville, FL, on September 15 when two locomotives hauling CSX's office car special were sideswiped by a remotely-controlled MP15AC diesel switcher. The two units were ex-AMTRAK F40PH-2's #9992 and 9999.

A NORFOLK SOUTHERN double-stack container train was involved in a serious accident on September 12, when it collided with a flatbed tractor-trailer rig near Dillsburg, PA. The lead locomotive, SD70M-2 #2702, a second locomotive and four cars derailed when the train rammed into the truck which was fouling a grade crossing, striking a 73-ton concrete bridge beam loaded on the flatbed. One NS crewman was treated for a minor injury. The train was not identified but it was probably #211 bound for Atlanta, GANS moved a huge heat exchanger on a special dimension train September 1 bound for a North Jersey port. Dash-40CW locomotive #9863 was photographed passing through West Trenton on CSX with a

privately-owned caboose, idler flatcar, the restricted clearance vessel on a multi-axle flat, another idler and a second locomotive on the rear.....The Washington-based *Kiplinger Letter* predicts that the growing use of railroads to carry crude oil will create more regulatory scrutiny, including new safety requirements for these trains.

NJ TRANSIT likely will open its new \$36-million Pennsauken Transit Center in Delair around the middle of October. The two-level station will serve the Atlantic City rail line, River Line light rail trains and various bus routes (*Railway Age*) An apparent suicide attempt resulted in serious injuries to a woman who jumped in front of a northbound River Line train in Burlington at about 9:15 AM on Friday, August 30. Service on the line was suspended for a time.....NJT has announced a plan to build barriers around its four electrical substations at the Meadows Maintenance Complex in Kearny. The sandbag barriers will protect the substations from floodwaters such as those experienced during Hurricane Sandy last fall. NJT suffered severe damage to its facilities and rolling stock during the unprecedented storm.....The PATCO board apologized last month to the public for its failure to keep the escalators in all of its stations in operating condition (see September *Cinders*). A new \$1.39 million contract with Fujitec America has been approved for repairing and maintaining the escalators, most of which were manufactured by Fujitec's parent company in Japan.

As it has long threatened to do, Princeton University in August finally lowered the boom on the famous "Dinky" rail operation in Princeton. With NJ TRANSIT's concurrence, the historic Pennsylvania Railroad depot in the heart of the borough was taken out of service and the tearing up of several hundred feet of track was set to begin, clearing the way for a new university arts center. The last train left the old station early in the morning of Saturday, August 24. A new station is to be built 460 feet further from the town center and in the meantime bus service is being operated to and from Princeton Junction, 2.8 miles away. But a group known as "Save the Dinky" has filed suit to stop the plan, with the understanding that if the court rules against the University it will have to restore the track and service to the old station. Some months ago, Chapter Member Henry Posner, a Princeton alumnus and freight railroad operator, offered to fund the borough's purchase of the electrified branch so as to keep the Dinky trains operating out of the familiar Princeton station.

NEW HOPE & IVYLAND operated its annual excursion from New Hope to Lansdale and return on Saturday, August 24 via SEPTA's Mainline. Power was provided by C30-7 #7087 on one end and GP30 #2198 on the other, both painted in NH&I red. The train also made three round-trips between Lansdale and Souderton over track operated by PENNSYLVANIA NORTHEASTERN. PNR's SD40-2W #5342 was on display at Lansdale in its new orange and black paint, reminiscent of the Denver & Rio Grande Western.....Steamtown National Historic Site has canceled its "Holiday Express" excursions in December because it has no operable steam engines to heat the train.

The final design for a new roundhouse has been approved at the Railroad Museum of Pennsylvania in Strasburg. The six-track structure will be used to display and interpret a number of ex-Pennsylvania Railroad steam locomotives, and possibly the last surviving DD1 electric. The construction work

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SEPTA to Host 2013 Rail Rodeo at Fern Rock October 26; Railfan Lottery Again This Year

SEPTA will again this year hold its 2013 Rail Rodeo & Exhibition at Fern Rock Car Shop, 11th Street and Grange Avenue, on Saturday, October 26, 2013 from 9:00 AM until 1:00 PM. This annual event always spotlights SEPTA's best engineers and mechanics as they vie for a chance to secure a spotlight in the 2014 International American Public Transit Association (APTA) Rail Rodeo competition in Montreal, Quebec, Canada.

Highlights of the October 26 event will include Regional Rail equipment displays, which will include Silverliner IV and Silverliner V electric MU cars. There will be a Broad Street subway car display and short subway train ride, Fern Rock shop tour, hands-on demonstrations of destination sign, propulsion sequencer and public address system equipment, plus equipment and model train displays, and other family entertainment. The entire day will provide an opportunity to meet the people who help keep SEPTA, the Nation's fifth largest transportation authority, moving on a daily basis.

The rail enthusiast community, including Philadelphia Chapter members are invited to participate in this event, by entering a lottery. Entries should be submitted by going to a special page of the SEPTA website and completing an entry form. **The deadline for submissions is Wednesday, October 16, 2013 at 3:00 PM.** To enter, visit www.septa.org/railrodeo. Additional information, if needed, may be secured by contacting Kristin Geiger, Public Information Manager, SEPTA Media Relations, at kgeiger@septa.org or by phone at 215-580-7842. Don't miss it!

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.)

Around the Area: In the 1950's, Altoona's claim to fame was Horseshoe Curve and the 15,000 employees who toiled in the shops, yards and on the trains of the Pennsylvania Railroad. In 1952, a local boy opened a small convenience store downtown. Today, the PRR is long gone, but the Sheetz family headquarters are there to operate one of the fastest growing convenience store chains in the country with over 400 outlets and annual revenues of \$7 billion. But, thank goodness, you can still go to the Curve and see plenty of Norfolk Southern rail action (*Fortune Magazine* and *Roy*).....**(Editor's Note:** Locally-based Wawa claims more than 600 convenience stores, and has recently expanded into Central Florida).....On the PRR's Maryland Division, effective April 1, 1932, Moore station is renamed Prospect Park. The station is still shown as Prospect Park-Moore in SEPTA's Wilmington/Newark schedule (C. T. Baer).....Speaking of the Pennsy, on May 29, 1962, the last trains ran between Trenton and Red Bank, NJ using gas-electric car #4666; this ended all passenger service between Monmouth Junction and Sea Girt (C. T. Baer).

In April, 1936, the Philadelphia & West Chester was reorganized into the Philadelphia Suburban Transportation Company. The new firm used a red-and-cream "winged red arrow" as its logo on buses and trolleys and the term "Red Arrow" became familiar to commuters in Philadelphia's western suburbs. Some 34 years later, SEPTA assumed control of the system (*Traction Talk*).....Dealing with another mode, Greyhound, largest private provider of intercity bus service, ordered 220 new nice-looking coaches (130 MCI and 90 Prevost), many of which are probably in service as you read this. Some of Greyhound's new "Bolt Bus" models may be seen loading near the west side of 30th Street Station (shame on you loyal rail riders!).....And, if you're flying, Frontier Airlines has issued schedules for a new service between Wilmington/New Castle (IGL), DE and some points in the South and Southwest. None of the flights are daily from the airport located along U. S. Route 13 and their catchy promotion slogan is "Flying from Philly is Silly" (National Association of Timetable Collectors).

OCTOBER 12: Railroad Symposium, sponsored by Susquehanna Valley Chapter, NRHS and the Sayre (PA) Historical Society, at the Sayre Theater, 205 S. Elmer Avenue, Sayre, PA, 9:00 AM to 4:00 PM. Registration fee, \$25.00, which includes USO Canteen-style box lunch. See separate article on Page 8 of the September issue of *Cinders*.



OCTOBER 13: Toy Train Swap Meet sponsored by Alto Model train Museum Association, at Blair County Convention Center, Upper Level Ballroom, One Convention Center Drive, Altoona, PA 16602 (Plank Road Exit of Interstate 99), 9:00 AM to 2:00 PM. Admission \$5.00, children under 12 free. For additional information, contact Ron Kennedy at 1-814-696-9671.

OCTOBER 19: 470 Railroad Club will operate special excursion train the entire length of the Conway Scenic Railroad's Crawford Notch line. Trip departs North Conway station 9:30 AM, returns about 5:00 PM. Fare: Coach, \$57 adult, first class \$67, dome class \$80. Box lunch \$12. For complete information, contact Conway Scenic Railroad directly at 1-603-356-5251 or website: www.conwayscenic.com.

OCTOBER 26: 2013 SEPTA Rail Rodeo at Fern Rock shop and Transportation Center, 9 AM-1 PM. Admission to non-SEPTA personnel by lottery – see article this page for entry details

OCTOBER 28: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM. Program will be NRHS National Secretary Joseph Maloney and National Treasurer Ralph Robert Bitzer with a short PowerPoint presentation explaining the significant changes to the mission and goals of NRHS and what it means to the "rank-and-file" member. A digital photo presentation will follow, anticipated to be about the 2013 NRHS Convention in Anchorage and Fairbanks, Alaska.

NOVEMBER 2/3: Amtrak will sponsor and operate "Autumn Express" excursion Philadelphia-Perryville-Harrisburg-Philadelphia. Motive power for both trips is scheduled to be Amtrak Heritage diesels #145 (GE P42) and #822 (GE P40). **BOTH OF THESE TRIPS ARE SOLD OUT!!**

PHILADELPHIA EXPRESS

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will go out to bid in November and a contract let next spring. It is planned that the new facility will have its grand opening in the fall of 2015.....The museum is anticipating a new event in 2015, "AMTRAK Days," to go along with the regularly scheduled Pennsy, Reading and CONRAIL Days and possibly a repeat of last year's NORFOLK SOUTHERN Days. It also hopes to acquire an AEM-7 locomotive for display after these units are retired, and possibly some other Amtrak equipment.

Ex-Jersey Central 0-6-0 switcher #113 was set to make its public debut on September 28, running under its own power from Minersville to Schuylkill Haven, PA. One of only two CNJ steam locomotives still in existence, the 113 was restored to operation by a group of volunteers at Minersville after more than 12 years of work. It was to be displayed at Schuylkill Haven's Borough Days, along with some READING & NORTHERN equipment. R&N also planned to operate three excursions out of Schuylkill Haven behind recently-restored Pacific #425 (*Trains*).....The largest recipient of funding under New Jersey DOT's 2013 Rail Freight Assistance Program is SMS RAIL LINES, which serves the Pureland Industrial Park near Bridgeport, NJ. SMS, which operates the largest existing fleet of Baldwin diesel locomotives in America, received \$3.1 million for expansion and upgrading of its tracks.....Due to a printing error, the date of the grade crossing accident at Chadds Ford, PA, was omitted in last month's column. It was on Monday, August 5.

SEPTA Will Donate Original Reading Silverliner to Museum

The Reading Company's first Silverliner, #9001, will be donated by SEPTA to the Railroad Museum of Pennsylvania. A museum official said last month that the car, built by the Budd Company of Philadelphia in 1963 as the first of 17 stainless steel Silverliner II's for the Reading, mostly likely will be moved to Strasburg sometime this month for display.

SEPTA was thanked by the Museum for its willingness to preserve this trend-setting car, which set the standard for commuter rail equipment in the Philadelphia for many years to follow. The 9001 remained in active service for nearly 49 years until its retirement in 2012, a remarkable feat of longevity for an electric MU car.

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

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