



# CINDERS

DECEMBER 2015



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Volume 76

Number 11

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

PHILADELPHIA CHAPTER, NRHS WEBSITE ADDRESS: [www.phillyNRHS.com](http://www.phillyNRHS.com)

SEASON'S



GREETINGS

Each year at this time, we look back to consider what has occurred during the year that is ending, as well as looking forward to things we might expect in the Year 2016 ahead of us.

Both the National Railway Historical Society and our Philadelphia Chapter have taken steps to recover from a tough year in 2014, both financially and operationally. NRHS has jettisoned itself from the management firm of Fernley & Fernley, as well as some prior management, both of whose performances proved disastrous to an 80-year old organization with a long history of pride in railroad history preservation. NRHS has gone back from paid administrative services to volunteers, whose unenviable task is to rebuild the tracks and rerail a proud organization - we are hopeful it will be successful, and early signs are that it will be.

Philadelphia Chapter, meanwhile, found itself facing personnel challenges during the year, much of it due to an aging management cadre. The loss of Senior Vice President Bill Thomas and the seriousness of Chapter Vice President and Treasurer Rich Copeland's illness have pointed out the fragility of our human resources in an era where our membership is aging, and we seemingly have difficulty in attracting new and younger members to our Chapter. Each member must look to their acquaintances to become a part of Philadelphia Chapter to insure we exist beyond our own eight decades of existence.

Many positive developments took place on Amtrak, but these were unfortunately overshadowed by the disastrous derailment of Train #188 at Frankford Junction in our own back yard, late on the evening of Tuesday, May 12. After heroic work by the many first responders to handle the casualties, the bureaucratic agencies took over investigation of the high-speed derailment. While excess speed was the obvious cause of the wreck, why Train #188 was doing more than 100 mph approaching a 50 mph curve, seemingly has avoided us, so far. As 2015 ended, Amtrak had received all 70 of its Siemens ACS-64 electrics, which are performing well. The lagging Viewliner II passenger car order, however, is way behind schedule; all 70 baggage cars are now on line, but the challenge of outfitting the badly-needed diners and sleepers will take center stage this coming year.

SEPTA continues to make big infrastructure advances, headlined by completion of the \$30-million-plus Wayne Junction station rebuilding North Philadelphia. The order has been signed for 13 ACS-64 locomotives, similar to Amtrak's, which with as many as 45 new double-deck push-pull coaches will help SEPTA's reliability; indeed, the weekly failures of the nearly 30-year-old AEM-7 locomotives presently powering the push-pull sets has challenged both SEPTA's management and its growing base of commuters. With the retirement of General Manager Joseph Casey this fall, the throttle has been passed to Jeffrey D. Kneuppel, who has a proven record of infrastructure achievements as Deputy General Manager. This bodes well as SEPTA continues to rebuild.

As we pause to reflect and celebrate at this festive time of year, let us look forward to 2016 and its challenges. Our World is troubled by the increasing threat of terrorist activities, and we need to take the necessary steps to protect our country. I extend best wishes to each of you and your families for health and prosperity in the year ahead.

R. L. EASTWOOD, JR.,  
President

## 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.

**REMINDER: Our December, 2015 meeting is on the 2<sup>nd</sup> Friday of the month, Friday, December 11, 2015**

## Meeting Notice

**FRIDAY, DECEMBER 11, 2015**

Room 121, Randell Hall (access through Main Hall main entrance, 3141 Chestnut Street – just east of 32<sup>nd</sup>) Drexel University, (three blocks from Amtrak/SEPTA/NJ Transit 30<sup>th</sup> Street Station (*NOTE: The Chapter's use of 121 Randell Hall for our meetings has been confirmed by Drexel University through December, 2015*). In addition to being easily accessible to all public transportation, there is generally plenty of parking on Chestnut Street right in front of Main Hall – pay at the kiosks.

**MEETING START TIME: 7:00 PM**

Philadelphia Chapter's meeting on Friday evening, will feature a vintage DVD from Main Line Motion Pictures, entitled **Pennsylvania Railroad & Reading Lines Steam in the 1950's, Films of the late Lee Avis – 1950's Steam on the Pennsylvania-Reading Seashore Lines**. This show runs 58 minutes and was produced in the 1990's from films taken during the 1950's. Don't miss a chance to see vintage views most of us have never seen.

Looking forward, at our January 15, 2016 meeting, we anticipate having as a presenter SEPTA General Manager Jeffrey D. Knueppel, who has spearheaded many of the infrastructure improvements that are currently taking place on the System. While specifics are not known, more complete details will be in the January issue of *Cinders*. Mark the date on your calendar now.

## Treasurer Rich Copeland Update.....

Treasurer Rich Copeland is recovering from a serious bout with a dangerous infection known as Sepsis. Following a stay in intensive care in Doylestown Hospital, Rich was moved to Attleboro Rehabilitation facility in Langhorne. Rich is now at home, and has graduated from a walker to a cane, and is feeling better, although he still needs some therapy on an outpatient basis. He hopes to be in attendance at a near future meeting. Cards and notes should be sent to Rich at his home: Richard D. Copeland, 2021 Brook Lane, Jamison, PA 18929-1351.

Until he can resume his duties as treasurer, President Larry Eastwood is handling bill payment, deposits and processing of 2016 Philadelphia Chapter dues. We look forward to seeing Rich at an early date as he improves.

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 (Elected)

President.....R. L. Eastwood, Jr. (215) 947-5769  
Senior Vice President .....Daniel Knouse (215) 659-3436  
Vice President & Treasurer.....Richard Copeland (215) 343-2765  
Secretary .....Frank G. Tatnall (610) 688-5623  
National Representative.....Peter M. Senin, Jr. (609) 458-2090

### COMMITTEE CHAIRS (Appointed)

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Equipment Chair.....David R. McGuire (856) 241-8046  
Historical Archivist.....  
Membership Chair.....Sheila A. Dorr (610) 642-2830  
Program Director.....Harry Garforth (215) 266-3180  
Publicity Chair.....  
Webmaster.....John P. Almeida (215) 361-3953

**2016 ANNUAL MEMBERSHIP DUES:** \$18.00 per person, which covers only Philadelphia Chapter dues. (NRHS National membership dues for 2016 are \$50.00 per member, unchanged from 2015). NRHS chapters are billing their members separately for 2016 Chapter dues, which was to be done in late November. The donation request for Philadelphia Railfriends were mailed in early November via separate mailing from November *Cinders*. Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance in the amount of \$18.00 to Post Office Box 7302, Philadelphia, PA 19101-7302. Please be sure to include name, valid mailing address, telephone number and E-mail address, as applicable. Remittance should be made payable to **Philadelphia Chapter, NRHS**.

**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 ANY E-MAIL ADDRESS** so our records are complete.

*Cinders* is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor at P.O. Box 353, Huntingdon Valley, PA 19006-0353. **EXCHANGE newsletters should be sent to:** R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353, or by electronic mail to [ayrestower@comcast.net](mailto:ayrestower@comcast.net).

### If your *Cinders* Arrives in Bad Condition

If your *Cinders* arrives damaged or with pages missing, contact Editor Larry Eastwood at 215-947-5769 or [ayrestower@comcast.net](mailto:ayrestower@comcast.net) and a replacement copy will promptly be sent to you. The incidence of damage has been greatly reduced through the use of envelopes for mailing each issue, although there is an additional cost involved.

## Philadelphia LCL.....

Well-known rail enthusiast and traction modeler **David Gairo** passed away suddenly on Friday, November 27, 2015 while working on the Cape May Seashore Lines tourist railroad at Tuckahoe, NJ. Dave was a locomotive engineer for CMSL.

Active in rail enthusiast circles, Dave, a member of East Penn Traction Club, also served as President of the Electric City Trolley Museum Association on the campus of Steamtown National Historic Site in Scranton, PA. He did the scheduling for the trolley motormen on the ECTMA route to Montage Mountain.

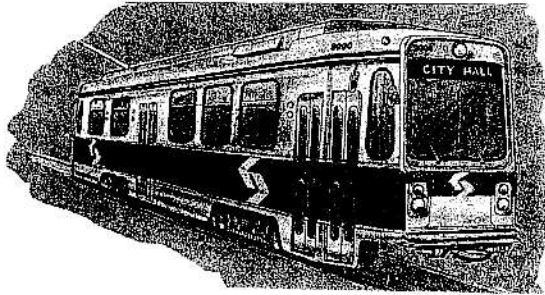
In addition, Gairo was a highly-accomplished O-scale trolley modeler, creating module operations for EPTC. He is survived by his wife, Ann, and additional family members.

# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

## SEPTA TRANSIT



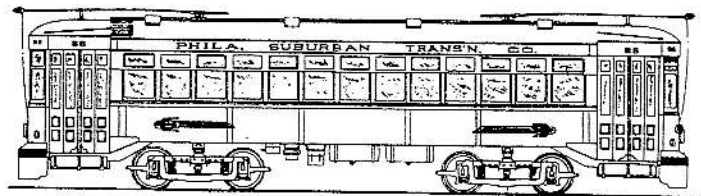
The Daily News in its November 12 edition carried a full-page article on the retirement of Jerri Williams, SEPTA's director of Media Relations. It was learned that Williams previously had a 20-year career as an FBI agent, where she helped bust a \$350-million Ponzi scheme and other criminal enterprises. She now plans to launch a career as a novelist, starting with a Philadelphia-based crime novel entitled *Pay to Play*. It now develops that Williams is just one of at least 85 managers at SEPTA who will retire by the end of this year, partly due to some new restrictions in pension benefits offered to non-union employees, starting in 2016. SEPTA officials believe that the popularity of the new Uber taxi-style service, together with low gas prices, is costing it riders. For the first four months of Fiscal Year 2016 total ridership is down 3.5 percent from last year and passenger revenues are off by 1.8 percent. Only Regional Rail showed increases in ridership and revenues.

Political pressure seems to be increasing for the proposed extension of the Broad Street subway to the Navy Yard. There was a press conference on the subject last month, where the statement was made that employment at the numerous businesses in the yard would increase to more than 40,000 if the mile-plus extension of the BSS were built. The cost is estimated at \$300 million. An updated SEPTA feasibility study for the project is due to be completed next year. There also will be a press conference this month on the proposed extension of the Norristown High Speed Line to King of Prussia. Mayor-elect Jim Kenney told reporters last month that he intends to ride the Broad Street subway to work every day—unless business requires him to be somewhere else in the morning. He said that he already rides the subway part of the time.

After some setbacks, SEPTA officials now say that they intend to introduce the new Key fare collection system on transit lines during the current fiscal year. This means before the end of June 2016. The electronic card system is expected to come to Regional Rail during fiscal 2017, which begins next July. SEPTA last month began accessibility improvements at the 40<sup>th</sup> Street Market-Frankford subway station which will include two new street-to-platform elevators. The \$7.4-

million project means that passengers no longer will be forced to climb the stairways on the east and westbound sides, which is especially important when the five trolley routes to center city are diverted to the 40<sup>th</sup> Street station. The split of bus Route 23, the longest and busiest in the city, did indeed begin on November 29. The old 23 from Chestnut Hill now turns back in center city and the new 45 runs from center city to Broad & Oregon. SEPTA hopes that this change will improve on-time performance for the 21,000 daily riders.

SEPTA is receiving \$115 million in Federal funding to make the system more resistant to severe weather events. This includes strengthening bridges, improving drainage and raising facilities above the level of major floods. SEPTA has awarded contracts for the rehab of the center city concourses, which are now under SEPTA's control. The initial work to get all elevators and escalators working is now largely done. A 58-year-old man committed suicide by jumping in front of an eastbound Market-Frankford train at the 56<sup>th</sup> Street station just before noon on Tuesday, November 3. Rail service was suspended between 52<sup>nd</sup> Street and 69<sup>th</sup> Street for more than two hours, with shuttle buses substituting for trains. For the fourth year in a row, on Sunday, November 22, SEPTA hosted a Thanksgiving turkey dinner for some 300 senior citizens in the "ballroom" at Jefferson Station. SEPTA officials helped serve the food at the event, which was co-hosted by the merchants of Reading Terminal Market and the Philadelphia Corporation for Aging.



SEPTA ran its annual Santa Express trains on "Black Friday," November 27. This was in spite of media reports that the Friday after Thanksgiving, which has always been the biggest shopping day of the year, is not what it used to be due to early store openings and the rise of online shopping. Regular trains on the Market-Frankford, Broad Street, Media-Elwyn and Warminster Lines were timed to arrive in center city around 10:30 AM, after which Santa was to lead a parade to Dilworth Park. In past years the Jolly Old Elf was headquartered at the Gallery shopping center, but that venue is closed for rebuilding. Route 15 Girard Avenue was bused in two segments on Sunday, November 22, due to the running of the Philadelphia Marathon. There was no service on Girard between 29<sup>th</sup> and 40<sup>th</sup> Streets. Many bus routes also were detoured for the event, which covered both Schuylkill River drives and parts of South Philadelphia.

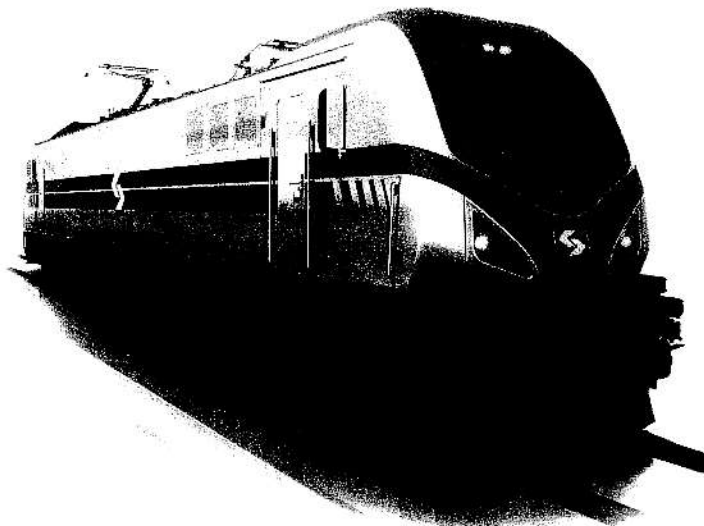
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# PHILADELPHIA EXPRESS

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## SEPTA REGIONAL RAIL



There will a complete reissue of Regional Rail timetables effective December 13, which is described as the most complex change in many years. Hundreds of train schedules will be revised in an effort to improve on-time performance. The Airport Line will be completely separated from other lines, starting with weekday peak-hour service which will operate only between Temple U, center city and PHL. Weekday off-peak and evening service will run between Jenkintown and the Airport. By some time in February weekend service to and from PHL also will be separated. Midday and evening trains from Jenkintown will make all local stops to center city, allowing longer-distance trains to operate express south of Jenkintown. Five minutes of running time will be added to the Airport service, with PHL-bound trains leaving Suburban Station at 25 and 55 minutes after the hour instead of on the hour and half-hour.....With the opening of the new 9<sup>th</sup> Street station in Lansdale on November 15, a supplemental schedule for the Lansdale-Doylestown line was published on the SEPTA website. No printed revision was issued. Most southbound trains now are scheduled to leave Doylestown a minute or two earlier.

The outermost section of the Media-Elwyn line will be bused next summer to allow work to proceed on replacement of the 110-year-old Crum Creek viaduct at Swarthmore..... SEPTA officials say that there was a side benefit to the huge effort over the papal weekend in September. That was "team building" among the many employees who worked together at the stations and on the trains. Some 700 of these were specially-outfitted "ambassadors" whose job it was to assist riders in getting to and onto the trains, and keeping them in good spirits. From all the positive reports received, the SEPTA teams did an excellent job.

In addition to the already-announced purchase of 13 Siemens-built electric locomotives, SEPTA now is planning to acquire 45 new multilevel passenger cars (see October *Cinders*). There will be an option for ten more cars. Total cost of the 45 cars is expected to be \$192.5 million, with a contract award to be made next year. Delivery of the first cars is anticipated in

December 2018 .....SEPTA and other commuter agencies are involved in a study with AMTRAK to reallocate the costs of electric power on the Northeast Corridor..... At least one Silverliner V has been spotted in a colorful wrap for the ailing Philadelphia Eagles..... SEPTA's contract with the Brotherhood of Locomotive Engineers & Trainmen expired in July and the parties currently are in the mediation phase. The last contract was settled only after two Presidential Emergency Boards intervened in 2014.

In a ceremony on November 13, which included numerous public officials, SEPTA marked the completion of the \$31.5-million project to rebuild Wayne Junction station. After four years of work, the original 1901 Reading Railroad station has been transformed with new high-level platforms and lighting, rebuilt structures and canopies, restored pedestrian tunnels and stairways and the addition of 40 security cameras. The station was "an eyesore," said one participant, while another added that it is "visibly an improvement over a facility that was previously considered unsafe." Six Regional Rail lines stop there as well as the Route 75 trackless trolley and bus Routes 23 and 53. Just a couple of years ago there still were directional signs pointing to Baltimore & Ohio Railroad service to New York, Washington and the West, which was discontinued in 1958!

Over the weekend of November 14-15 SEPTA forces performed wire replacement and other maintenance work in the 32<sup>nd</sup> Street tunnel between 30<sup>th</sup> Street and University City stations, forcing the cancellation of all service through the tunnel. The Airport and Media-Elwyn lines were bused and Wilmington trains operated into the Lower Level of 30<sup>th</sup> Street. At the same time trackwork, tree trimming and trash removal were carried out along the Airport and Media-Elwyn lines, and some track replacement was done south of University City station. Weekend busing already had been in effect between Media and Elwyn due to work on the Ridley Creek bridge. The tunnel project is to be continued over the weekend of December 5-6.....A power failure at Jenkintown at 5:22 PM on Wednesday, November 25, caused dispatchers to lose control of all interlockings from Jenkintown north, resulting in massive rush-hour delays throughout the Regional Rail system. Maintainers were sent to take control of some interlockings to get trains moving until the system came back on line at 6:15 PM. Even then, "Jenkin" interlocking remained locked up for another 15 minutes until the switches timed out. SEPTA issued a written apology to riders the next morning to explain the problem.

Although Congress last month postponed the deadline for installation of Positive Train Control (PTC) from December 31, 2015 to the end of 2018, SEPTA continues to prepare for full PTC operation over the next few weeks. The tasks include installation of equipment on board the vehicles and the training of engineers. SEPTA is among the few railroads in the country which apparently could have complied with the previous deadline (see October *Cinders*).

That autumn phenomenon, fallen leaves, continued to plague many Regional Rail lines last month. Even though the crews on SEPTA's three "wash trains" were working six nights a week to clean the oily leaves off the railheads, there still were many train delays reported. Some of the worst occurred on rainy

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# PHILADELPHIA EXPRESS

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days, which exacerbated the already slippery conditions. (Those wash crews were the subject of an *Inquirer* story on November 12 in which Reporter Jason Laughlin rode along on one of the night runs.) Tuesday the 10<sup>th</sup> was a particularly bad day with many trains delayed by slippery rails, and West Trenton service disrupted for a time by an incident at Stony Hill Road north of Woodbourne in which a burning pole threatened to fall on the catenary. On-time performance that day was just 65 percent as 99 reports of slippery rail delays were logged. The same on-time figure was recorded on Thursday the 19<sup>th</sup>, with 107 delays due to slippery rails as well as 38 delays or annulments from an afternoon outage at "Arsenal" interlocking in West Philadelphia.



## AMTRAK

As it does every year, AMTRAK beefed up its services for the 2015 Thanksgiving holiday period. But this year the special timetables effective November 23 through 29 were released only on the Amtrak website (no paper version). The 72-page Northeast Corridor timetable showed several holiday extras to run on the two heaviest travel days, Wednesday and Sunday, between Boston, New York and Washington. Trains in the 1000 series on Sunday were expected to use NJ TRANSIT and MARC equipment, while extras in the 1100-series on Wednesday and Sunday would have Amtrak cars. A 16-page online timetable also was issued for the Keystone service, with reservations required on all trains to and from Harrisburg.

AMTRAK has launched a pilot program which allows passengers with advance reservations to bring small pets on board Northeast Regional trains. The program extends through mid-February 2016.....It hasn't been announced when or if a new AMTRAK system timetable will be issued. This seems to have become an annual rather than a semiannual event, since the last national timetable was issued effective April 6, 2015.

Last month an agreement was announced to create a new entity within the Port Authority of New York and New Jersey, which will undertake the long-discussed project to build new rail tunnels under the Hudson River. The Gateway Development Corp. will include representatives from both states, AMTRAK and the U.S. Department of Transportation. It will be responsible for finding the money to build the twin tunnels as well as overseeing the entire project. Half of the estimated cost of \$20 billion is to come from the Federal government and Amtrak, and the other half from the two states. The tracks in the "Gateway" tunnels would feed into Penn Station in New York City and relieve pressure on the two existing tunnels which were opened by the Pennsylvania Railroad in 1910. NJ TRANSIT earlier had said that it will move forward with the required environmental studies, although there is some doubt that New Jersey can afford to pay its share of the tunnel project.

Congress is considering a proposal that would raise the cap on personal injury claims in passenger train accidents from

\$200 million to \$295 million. The question was raised following the derailment of AMTRAK train 188 in Philadelphia last May in which eight died and hundreds were injured (see June *Cinders*). The current cap was enacted in 1997 and is obsolete, according to lawyers and some lawmakers. But some agencies such as SEPTA worry that the proposed legislation might trump existing state laws, such as in Pennsylvania, which provide much lower caps .....AMTRAK last month took delivery of the last of the 70 new Viewliner II baggage cars ordered from CAF in Elmira, NY. Twenty-five new dining cars may be next on the production list (see "Viewliner II Update" elsewhere this issue).

AMTRAK's aging AEM-7 locomotives are becoming much harder to spot as more new Siemens-built ACS-64 units are placed in service. Recent information indicates that only about 12 AEM-7's remain on the active roster..... AMTRAK P42 locomotive #145, painted in the Phase III Heritage scheme, made several round-trips last month on trains 43/42 between Philadelphia and Pittsburgh..... Another trespasser died near Norwood station on Sunday, November 1. Northbound Acela Express #2250 struck the person around 10:30 AM. Several other Amtrak trains were delayed and SEPTA was forced to suspend its Wilmington service for three hours. Nine trains were annulled. Back on August 26 southbound train #97 struck and killed a trespasser a short distance south of Norwood station ..... Two freight cars derailed on NORFOLK SOUTHERN just west of Harrisburg station on a very busy Wednesday afternoon, November 25, blocking both **Pennsylvanian** trains 42 and 43. Shuttle buses were pressed into service to carry the hundreds of passengers between the station and Rockville, five miles to the west. The trains were turned back but passengers headed in both directions suffered delays of more than three hours.



## CSX, NS, OTHER ROADS

Not long after NORFOLK SOUTHERN purchased 283 miles of former D&H mainline from CANADIAN PACIFIC (see October *Cinders*), CP last month turned around and offered to buy the entire NS system for \$28.4 billion! CP CEO E. Hunter Harrison is known for his aggressive tactics in expanding railroads and increasing their profitability, but there is some skepticism in the industry that he can prevail in what surely will become a struggle with shippers, other railroads and government regulators. Still, long-time observers say that Harrison cannot be underestimated, based on his earlier careers at CANADIAN NATIONAL and Illinois Central. The initial reaction from NS appeared to be less than enthusiastic about the takeover, which would be a 50-50 cash-stock transaction that CP said would offer NS shareholders a 23-percent premium over NS's 45-day average share price of \$79.14. Harrison reportedly has met only once with NS CEO James Squires to discuss the possible merger. Earlier this year he had talked with CSX, but was rebuffed.

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Oddly enough, before the CP offer was announced, Columnist Fred Frailey wrote in the November issue of *Trains* that NS and CSX were "under the gun" because they are "small dogs" up against CANADIAN NATIONAL, UNION PACIFIC and BNSF. He didn't mention CP, but said this of NS and CSX: "If their business continues to shrink, their viability as independent companies will be called into question".....NS's Juniata shop has released yet another specially-painted locomotive, GP38-2 #5642. It is painted red, white and black to honor first responders, in similar fashion to SD60 #911.....

Five tank cars loaded with crude oil derailed in the early morning of Friday, November 13, while being switched at NS's Abrams yard near Norristown. The cars were rerailed, there was no leakage and no one was injured.

NJ TRANSIT Executive Director Veronique "Ronnie" Hakim has resigned to become president of New York's Metropolitan Transportation Authority, the nation's largest transit operator. She was hired by NJT in February 2014 to replace James Weinstein, after heading the New Jersey Turnpike Authority for four years. Previously she had been an executive VP at MTA. While NJT has 10,500 employees and an annual budget of more than \$3 billion, the MTA, which moves more than eight million passengers a day,, has 47,000 employees and a budget of \$7.3 billion (*Trains*).....

In the continuing contract dispute between NJT and its 12 rail unions, President Obama last month appointed a second Presidential Emergency Board to help resolve the issues. Its final report is due in 60 days after which, absent a settlement, the unions would be free to strike.....

NJT has launched a "Rude Zone" campaign in an effort to get its passengers to be more courteous. Using posters and social media, the effort is similar to SEPTA's "Dude It's Rude" campaign.

After nearly 30 years of idleness, the great Manayunk viaduct was reopened on Friday, October 30. But now the Pennsy-built, SEPTA-owned steel and concrete span will carry not trains but pedestrians and bicyclists (see November *Cinders*). The \$5.8-million restoration of the bridge makes it possible to directly connect the Cynwyd Heritage Trail in Lower Merion Township with the Schuylkill River Trail in Manayunk. It affords an excellent vantage point for photos of the river and the NS Harrisburg Line on the west bank—not to mention the Schuylkill Expressway.....

*Railpace* reports that PATCO continues to have technical problems with its cars recently rebuilt by Alstom. After several service failures, including the breakdown of a six-car train during the rush hour on July 8 near Franklin Square station, Alstom has assigned six technicians to the Lindenwold shop. As of early October, 16 of the refurbished cars were in revenue service, out of PATCO's total fleet of 120 cars. All of these cars, some dating from 1968, are to be rebuilt by Alstom at Hornell, NY, under a \$194-million contract.

My best wishes to each of you for Christmas and Hanukkah, and for a safe and happy New Year! --- Frank Tatnall

## Amtrak Viewliner II Update

As mentioned in *Philadelphia Express* in this issue, one portion of Amtrak's order for the second generation Viewliner cars has been completed (70 baggage cars). Way back on July 23, 2010, Amtrak's Railroad signed a contract with CAF in Elmira Heights, NY for a total of 130 Viewliner II cars, which was to consist of 25 sleepers, 25 diners, 55 baggage cars and 25 baggage-dormitories.

Subsequently the order was modified, with the baggage-dorms reduced from 25 to 10, and the baggage cars increased from 55 to 70. The last 12 baggage cars to be delivered were #61058-61069. The special train movement departed the factory on November 17, and the consist was P42 #122, Amcafe #48188, and baggage cars #61065, 61062, 61061, 61067, 61058, 61059, 61066, 61068, 61060, 61063, 61064, 61069 and GP38-3 #520 on the rear.

It is anticipated that delivery will next begin on the 25 dining cars to replace Amtrak's oldest Heritage cars; Amtrak strains on a daily basis to keep enough Heritage diners in service. The car numbers assigned to the Viewliner II fleet are baggage cars (#61000-61069), sleeping cars (#62500-62524), dining cars (#68000-68024) and baggage-dorms (#69000-69009).

—Howard Bender; R. L. Eastwood, Jr.

## Rough Ride for Amtrak's Vermonter

Amtrak's *Vermonter* has had a rough autumn ride through the Green Mountain State. There has been considerable publicity surrounding the rock slide which southbound Train #55 plowed into on Monday, October 5, with some injuries and serious damage to P42DC #102 and the following Amfleet I cars.

Then, on Sunday, November 1, southbound Train #57 struck two trespassers two miles north of Brattleboro, killing one and injuring the other. On Tuesday, November 24, northbound Train #56 was delayed after striking a tree north of White River Junction. Finally, on Friday, November 27, one teenager was killed and one seriously injured when struck by Train #55 while walking across the White River trestle in West Hartford,

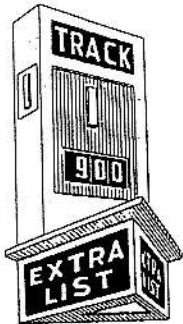
## PHILADELPHIA CHAPTER, NRHS Board of Directors Meeting Winter, 2016

**The Autumn, 2015 Chapter Board of Directors Meeting scheduled for Tuesday, November 10, 2015 was cancelled.**

**There will be a Chapter Board of Directors Meeting during the month of February.**

**Please watch for notice in January *Cinders*.**





**Saturday, December 5, 2015:** The "Bryn Athyn Train Wreck" talk and walk, hosted by the Old York Road Historical Society at the Pennypack Ecological Restoration Trust meeting room, 2955 Edge Hill Road, Huntingdon Valley, PA 19006, beginning at 1:00 PM. Philadelphia Chapter President Larry Eastwood is the presenter of this annual event, commemorating the head-on collision of two Philadelphia & Reading trains on December 5, 1921. Following a one-hour overview, participants will walk and view the wreck site, which is a part of the Montgomery County Pennypack Trail. Reservations requested, by calling the PERP at 215-657-0830. There is a fee of \$5.00 for those who are not PERP members.

**Tuesday, December 8:** Regular monthly meeting of Harrisburg Chapter, NRHS, Hoss's Restaurant, 743 Wertzville Road, Enola, PA. Optional dinner at Hoss's 5 PM, business meeting and program begin at 7 PM. Jim Leonard, a director of the East Pennsboro Historical Society will present 40-minute program, "Enola Train Yards in the 20<sup>th</sup> Century (1905-2005). Yard operations of the PRR, PC, Conrail and Norfolk Southern will be featured. For information, contact Sloan Auchincloss at 717-238-2131, or E-mail to: [sloan@auchincloss.com](mailto:sloan@auchincloss.com).

**Friday, December 11:** Regular monthly meeting of Philadelphia Chapter, NRHS at Room 121, Randell Hall, Drexel University, Philadelphia, 7:00 PM. Enter through front entrance at Main Hall, 3141 Chestnut Street and proceed down hallway at right of grand staircase to meeting room. Program will feature a DVD on steam on the Pennsylvania-Reading Seashore Lines. Complete information in Meeting Notice on Page 2, this issue.

**Saturday and Sunday, December 12-13:** Greenberg's Train & Toy Show at Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA, 10 AM to 4 PM both days. Tickets at the door are \$9.00 each, cash only. For additional information, visit website [www.GreenbergShows.com](http://www.GreenbergShows.com).

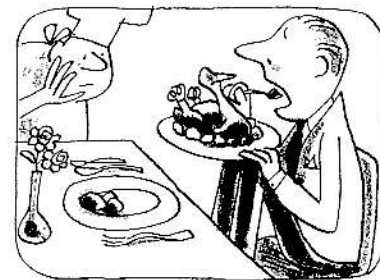
**Saturday/Sunday, December 12/13, 19/20:** Santa Claus Train Trips on the Allentown and Auburn Railroad (ex-Reading Kutztown Branch), 10:00 and 11:30 AM, 1:00, 2:30 and 4:00 PM each day. Adult tickets \$12.00. Trains leave from former RDG Kutztown station. Seating is limited, and pre-purchase is recommended. For additional information, contact the railroad at 570-778-7531, visit the railroad on Facebook at [www.facebook.com/AllentownandAuburnRailroad](http://www.facebook.com/AllentownandAuburnRailroad).

**Saturday, December 20:** Project 113, in cooperation with Reading & Northern Railroad's Lehigh Gorge Scenic Railway, will sponsor Santa trains operating out of Minersville, PA using ex-Jersey Central 0-6-0 #113. Three trips will be scheduled, 10:30 AM, and 1:00 and 2:30 PM. Ticket price: \$13 adults. For tickets, call 570-544-8300. Additional information available by visiting the Lehigh Gorge Scenic Railway website, [www.lgsry.com](http://www.lgsry.com).

**Thursday, December 31:** Annual New Year's Eve Trolley Charter, sponsored by Friends of Philadelphia Trolleys. SEPTA's former Red Arrow Lines will be covered. Event departs 69<sup>th</sup> Street Terminal, Route 100 platform at 10:00 PM SHARP, to Norristown, with switch upon return to Media and Sharon Hill Lines, using Kawasaki car. Trip will end at 69<sup>th</sup> Street Terminal between 2:00 and 2:30 AM. Fare: \$45.00 per person. Snacks and drinks available on the K-car. To reserve a seat, send check for \$45.00, payable to FPT, Inc. to Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843. All proceeds from this trip will go toward restoration of PTC 1923 Brill car #8042 at the Pennsylvania Trolley Museum, in southwestern Pennsylvania.

**Tuesday, January 12, 2016:** Regular monthly meeting of Harrisburg Chapter, NRHS, Hoss's Restaurant, 743 Wertzville Road, Enola, PA. Optional dinner at Hoss's 5 PM, business meeting and program begin at 7 PM. Program will be *Stewartstown Railroad: Restoration and Preservation*, presented by John W. vanBriesen, Vice President of the Stewartstown.

PENNSYLVANIA RAILROAD 



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

—from a Pennsylvania Railroad advertising brochure  
Published during the 1960's

## Riding the Rails....A Historical Vignette

by Peter F. Vaira

In the 1930's thousands were out of work. The only way to travel and look for jobs and get out of the dying local towns where they were trapped was to hitch a ride, for free, on the empty box cars on the local railroad. More than two million men and several thousand women became what were called "hobos". It was tough. Many were killed and maimed, with at least 6,000 persons dying each year. They could not simply go to a rail yard and climb on a train. The railroads hired guards called "bulls" to police the yards and trains to prevent persons from hitching free rides.

Most hobos would hide along the tracks outside a rail yard. They would run alongside the train as it left the yard and attempt to climb aboard the empty box cars. Sometimes they missed and fell under the moving train. Many were killed or lost arms or legs. The same dangerous circumstances occurred as the train reached its destination, left they would be arrested or beaten up by the bulls on arrival. The bulls had a terrible reputation for brutality. But, no amount of clubbing and beating kept the hobos off the trains; that was the only way to look for work at distant locations.

Many famous persons were hobos at times in their life, including Jack Dempsey, Woodie Guthrie, Louis L'amour, Art Linkletter, and Supreme Court Justice William O. Douglas. Jack London wrote about his adventures on the rails as a young man in a book, *The Road*. Ernest Hemingway described a young man being thrown from a train by a bull and meeting up with two hobos in the short story "The Battler".

A powerful true story involved persons riding the Southern Railway in 1931, which became known as the Scottsboro Boys case. A group of white young men who had hitched a ride on the train complained to police they had been beaten up by African American teenagers also riding the train. A sheriff's posse stopped the train in Alabama and arrested several African American teenagers. Two white girls complained they had been raped by the African Americans while riding the train. At the time, rape of a white woman by a black male was punishable by the death penalty in most Southern states. Nine youths were charged with rape and were sentenced to death in a few months. The case received National attention for years. None were executed by several spent years in jail. The last of the nine was released from jail 20 years later.

### Important Phone Numbers

**CINDERS** lists below the telephone numbers which should be used to report suspicious sightings, emergencies or other conditions affecting rail operations, including trespassers, vandalism, fires, defective equipment, etc.

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

## 2016 Philadelphia Chapter Dues Follow-up

Philadelphia Chapter dues bills for the year 2016 were all mailed to members on November 12, 2015. As of Thanksgiving weekend, more than 75 members had responded and paid for the coming year. Many members have provided additional support to Philadelphia Chapter for the coming year, and Chapter officers have all expressed their appreciation for that response.

When sending your dues remittance in for the coming year, please make sure you include your current telephone number and E-mail address, the latter if available. The National Society's database records are apparently indexed by telephone numbers, and we presently have three National files which are incomplete, and have been returned to us by NRHS. Please see "Important NRHS News" below.

Chapter President Larry Eastwood and Treasurer Rich Copeland appreciate the timely response by members.

### YOUNG RAIL HISTORIANS - FREE ADDITIONS TO YOUR RAILROAD LIBRARY

A long-time rail historian and Philadelphia Chapter member wishes to donate his collection of railroad materials to one or more deserving your (under age 40, please) rail enthusiast who would like to expand their collection. The material includes more than 50 years of *Trains* Magazine, plus books and papers collected during the 1950's and 1960's. Must be picked up in West Chester, PA. Please contact Dave Walter to arrange pickup. Dave's E-mail address is [D\\_Walter@comcast.net](mailto:D_Walter@comcast.net).

## NRHS Issues *NRHS Bulletin*; 2016 Dues Bills Not Yet Received

The National Railway Historical Society's 2016 National dues bills have apparently been received by a scattering of members as of the end of November, but most members have yet to see them. The Society is in the process of virtually reconstructing the membership database after the meltdown by former NRHS contractor Fernley & Fernley in Philadelphia. Members need to remember that volunteers are now handling this process, which is cumbersome and constrained by the availability of time on the part of these people.

During late November, members did receive a very nice looking edition of the *NRHS Bulletin* (Volume 79, Number 2). The 40-page, full-color issue contained two illustrated articles, one on the Atlanta & Saint Andrews Bay Railroad in Alabama, and another dealing with high-priority intermodal trains. It also has a number of book reviews.

**Important Information:** If you are a paid-up 2015 NRHS National member and DID NOT receive this issue of the *Bulletin*, please contact Editor Larry Eastwood, and we will attempt to secure some issues for members who have paid their dues for the current year and are missing this publication.

We remind members that NRHS is once again an all-volunteer organization, and we must be tolerant as President Al Weber and his staff work to rebuild the organization.