

TRAIN ORDERS

JUNE

2015



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Newsletter of the
PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.
 Post Office Box 7302
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Amtrak 188 Hurtles Off Track at Frankford Jct.

8 Killed, Many Hurt in High Speed Derailment

Tuesday evening, May 12, was like any other along Amtrak's Northeast Corridor—until northbound Regional train #188 hurtled off a sharp curve at Frankford Junction at a speed of more than 100 mph. After combing through the derailed coaches, first responders brought out eight dead and scores of injured as the cars lay scattered helter-skelter around the curve. There were 238 passengers and five crew members aboard the ill-fated train, and more than 200 were rushed to local hospitals in ambulances, police cars and other vehicles. Most of the injuries appeared to have resulted from people being violently thrown about inside the cars, which raised anew the question of whether seat belts should be required on trains.

All seven cars derailed, the three at the end of the train remaining upright, three more on their sides and the front car completely destroyed from an apparent collision with a catenary pole. Amazingly, the locomotive came to rest on its side in an adjacent freight yard, at least 300 feet from where it left the rails near an abandoned overhead pedestrian bridge. It appeared to have sustained remarkably little visible body damage. Two catenary supports were toppled by the impact of the derailed equipment but were replaced with two new steel poles within a few days, custom-fabricated by a Bucks County shop.

Recovery of the event recorders from the locomotive revealed that the train, powered by almost brand-new ACS-64 electric #601, had entered the curve on #2 track at 106 mph, more than double the posted speed of 50 mph in effect on all four tracks. This curve, just east of "Shore" interlocking where the Atlantic City Line diverges, has the most restrictive speed on the entire Northeast Corridor between New York and Philadelphia, except for a short section at "Zoo." The accident recalled images of the wreck of the Pennsylvania Railroad's Congressional Limited at "Shore" on September 6, 1943, in which 79 were killed. But that tragedy was caused not by excessive speed but by a burned-off journal on the axle of a coach, which had been noticed by a switching crew a few minutes earlier. Unfortunately, in that era radios were not available to send a warning. The train 188 accident was the deadliest on the Northeast Corridor since the infamous 1987 collision when train #94 slammed into three

standing Conrail locomotives at "Gunpow" interlocking near Chase, MD, in which 16 died including the engineer.

Fire and rescue crews, police, railroad officials, nearby residents and even the FBI were quickly on the scene of the stricken 188. The derailment resulted in the immediate suspension of all Amtrak service between New York and Philadelphia as well as on SEPTA's Trenton line. It was quickly determined that overspeed rather than a track defect or sabotage was responsible for the derailment. By morning, members of the National Transportation Safety Board (NTSB) from Washington had taken charge, and began issuing public statements regarding progress of the investigation. That inquiry soon focused on the engineer, Brandon Bostian, 32, of New York, who had worked as a conductor and engineer on the Corridor for eight years. He initially said that he did not remember anything about the accident, having sustained a concussion as the locomotive derailed, but later gave an interview to the NTSB. While friends and fellow Amtrak employees told authorities that Bostian was preoccupied with safety on the job, inquiries into his cell phone records were ongoing as this is written in late May. The inference was that he may have been using his personal phone while in the cab of #601, although that would have been a violation of Amtrak rules and was denied by his attorney. Bostian also was known for his postings on the website www.trainorders.com.

Investigators have not yet determined why the train sped up as it approached the curve, rather than reducing speed as required by the timetable restrictions. In addition, it has not been explained what if any actions Bostian took after a SEPTA engineer on eastbound Trenton train #769 radioed a message that his cab had been struck by a thrown object in the North Philadelphia area and a window shattered. The investigation also revealed that just before the derailment the front window of Amtrak 601 had been struck by a "projectile," which the FBI said was definitely not a bullet.

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PHILADELPHIA CHAPTER, INC.
Post Office Box 7302, Philadelphia, PA 19101-7302

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2015 ANNUAL MEMBERSHIP DUES: \$18.00 per person, which covers only Philadelphia Chapter dues. NRHS National membership dues for 2015 \$50.00 per member (unchanged from 2014). For those members unable to pay on-line, see special instructions on Page 1, January 2015 *Cinders* for remitting 2015 National dues. For those who do not have internet capability, Philadelphia Chapter has provided arrangement for 2015 National dues payment. NRHS chapters were instructed to bill their members separately for 2015 Chapter dues, which was done with October *Cinders*. The donation request for Philadelphia Railfriends was 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 include name, valid mailing address, telephone number and E-mail address, as applicable.

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 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.

2015 Hatboro Chapter Dinner at Café La Fontana

Philadelphia Chapter's annual Bill Wagner Summer Dinner will take place this year on Friday evening, August 21. The event will be held at Café La Fontana, 58 South York Road in Hatboro, PA. The restaurant is an approximately two block walk from Hatboro station on SEPTA's Warminster Regional Rail Line, out Byberry Road or Moreland Avenue from the station.

Happy hour will be between 5 and 6 PM, with dinner served at 6 PM. The dinner menu will include a mixed greens salad, choice of Chicken Marsala or Flounder Francese, and dessert. Price for the dinner will be \$41.00 per person. Alcoholic beverages at the dinner table will be by individual settlement.

Your reservation and payment for the August 21 summer dinner needs to be received by Monday, August 10, 2015. Remittance should be sent to: Summer Dinner, Philadelphia Chapter, NRHS, Post Office Box 7302, Philadelphia, PA 19101-7302. Chapter Members and friends are cordially invited to come out, participate in a social evening with each other, while enjoying a nice meal. No business meeting is anticipated.

Meeting Notice

FRIDAY, JUNE 12, 2015

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) (*NOTE: If meeting is in a different room, there will be a notice on the right hand side of the grand staircase*) (Easily accessible to all public transportation; at our recent meetings, there has been plenty of parking on Chestnut Street immediately in front of Main Hall – pay at the kiosks)

MEETING START TIME: 7:00 PM

At Philadelphia Chapter's meeting on Friday, June 12, 2015, members and guests will view a PowerPoint presentation by Chapter President Larry Eastwood, *An EMD F-unit Potpourri*, a selection of slides, both taken by Larry, as well as from his collection from other photographers.

(This program was originally scheduled for our meeting on Friday, March 20, 2015, and was shown to the nine members who showed up on a rather inclement weather night.)

The presentation was prepared to coincide with the publication of the Spring, 2015 issue of *Classic Trains* magazine, whose Editor is our own Chapter Member and Glenside native Robert S. McGonigal. An entire issue was devoted to the classic EMD cab unit, including a two-page spread by Chapter Member Dale W. Woodland on the restoration of former Reading Railroad EMD FP7's #902 and 903.

Chapter Announces 2015-2016 Meeting Nights

Philadelphia Chapter has tentatively set its meeting nights for the 2015-2016 year. They are, of course, subject to the availability of suitable meeting rooms at Drexel University. None of the dates selected will conflict with religious holidays. All of the dates selected are the third Friday of each month, except for December and June, when we move to the second Friday.

September 18, 2015
October 15, 2015
November 20, 2015
December 11, 2015 (second Friday)
January 15, 2016
February 19, 2016
March 18, 2016 (Please note: 2016 is Leap Year)
April 15, 2016
May 20, 2016
June 10, 2016 (second Friday)

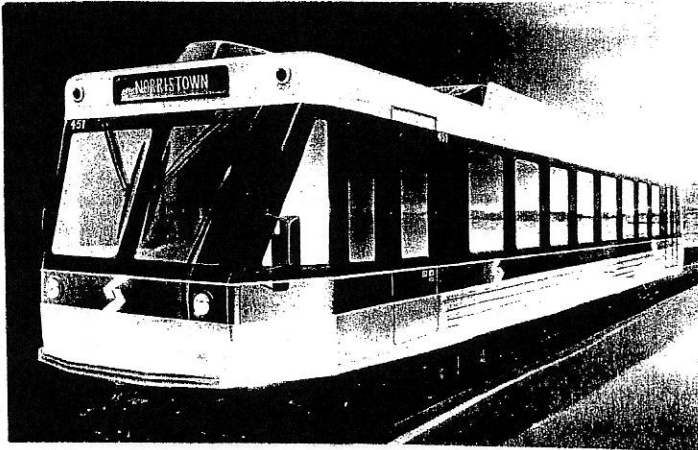
Please mark your personal calendars.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT

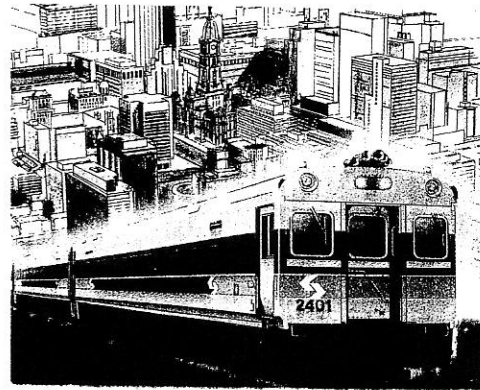


SEPTA is one of many agencies helping coordinate plans for handling the 1.5 million people expected to be in Philadelphia for the Pope's visit in September. While the U.S. Secret Service is in charge, numerous other Federal, State and local governments and agencies are involved in providing the high level of security which such a major event demands. SEPTA, AMTRAK, NJ TRANSIT and PATCO are heavily invested in both the logistical and security phases of this "Special Security Event," and will be expected to do their utmost in moving and protecting the throngs of people traveling to and from center city. The Pope's Mass on the Parkway will be the climax of the Catholic Church's World Meeting of Families to be held here September 22- 27.

Route 15 Girard Avenue will be busied for the summer, effective with the timetable change on June 14, to accommodate a track improvement project.....SEPTA will conduct another "trolley tunnel blitz" in August to complete the upgrading work begun last summer. During this two week-period all cars will be diverted to the 40th & Market subway stationAs reported here earlier, Routes 101 and 102 will be busied starting June 14, when the rebuilding of the West Terminal at 69th Street goes into high gear. Installation of a communications-based train control (CBTC) system on the two lines also is to get underway.....A Route 29 bus veered into the medial strip on Columbus Blvd. near Tasker in South Philadelphia on Tuesday, May 5, nearly crashing into a CSX locomotive. The freight train had blocked a crossing and the bus driver apparently was trying to detour around it. Two passengers and the driver were injured.

The SEPTA board at its May 28 meeting is expected to approve both spending plans for Fiscal Year 2016, which begins July 1. These are the proposed \$1.36-billion operating budget and the \$534.5-million capital budget.

SEPTA REGIONAL RAIL



Tracklaying began last month on SEPTA's new connection to the Cynwyd line at 52nd Street in West Philadelphia (see January *Cinders*). This project has been in the works for several years but was delayed by a problem with land acquisition. The new outbound track actually is laid on the right-of-way of an abandoned Pennsylvania Railroad freight line. Its completion will allow abandonment of the old through truss overhead bridge across the AMTRAK mainline west of 52nd Street, and will facilitate installation of Positive Train Control on the branch..... Meanwhile, most of the new SEPTA track has been set in place between Woodbourne and Yardley on the West Trenton line, which will permit the complete separation of SEPTA trains from CSX freight traffic (see May *Cinders*). This marks the first use of concrete ties on the Regional Rail system. Catenary wire is in the process of being strung. Shuttle bus service is scheduled to be run between Woodbourne, Yardley and West Trenton on the weekend of May 30-31, to allow track and wire work to proceed.

SEPTA expects to complete the installation of Positive Train Control equipment on all Regional Rail lines by the end of 2015, the *Inquirer* reported last month. This places SEPTA in the forefront of U.S. rail commuter systems in completion of PTC, which current Federal law requires by December 31. Most freight railroads will not meet that deadline due to various technical and regulatory difficulties, with only about 7,000 miles of the 60,000 miles of the national system already equipped..... Here's one for the books. On Tuesday morning, May 5, four inbound Paoli-Thorndale trains reported delays because a horse was loose on the tracks in "Zoo" interlocking. Presumably, the animal control people rescued the confused equine.

Before the horrendous AMTRAK derailment at Frankford Junction on May 12 (see separate article), SEPTA trains encountered two much less serious problems on the Northeast Corridor. On Tuesday afternoon, April 28, a switch failure at

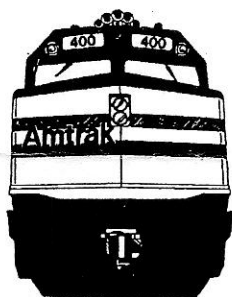
(Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)

Holmesburg Junction caused the annulment of two of SEPTA's Trenton trains and delays to six others, not to mention delays to at least two Amtrak trains. Then, on Thursday afternoon, May 7, AMTRAK train #43, the **Pennsylvanian**, became disabled at Cornwells Heights, causing five SEPTA trains to be held for up to a half-hour or more.

A pantograph on train #380 snagged the catenary at Elwyn around 4:15 PM on Tuesday, May 19, pulling down the wires. The incident happened south of the station near the end of the charged catenary, but power was knocked out on the line as far north as Morton. Train 380 was annulled and many delays to other trains ensued. The Airport Line was blocked for a time early on Thursday, May 14, when a northbound empty CSX oil train got stalled by a signal failure and could not clear "60th Street" interlocking. Six SEPTA trains were briefly delayed. Three weeks earlier, on Friday, April 24, Airport bound train #431 lost power at "60th Street," causing numerous annulments and delays on the line. Northbound train #4354 had to couple to 431 and tow it back to the Airport.



AMTRAK

Any other news from AMTRAK seems insignificant after the derailment of train #188 at Frankford Junction on May 12. But there were a few events of note. *Trains* Newswire reported that the protests and rioting in Baltimore in late April had no effect on AMTRAK, MARC or freight rail service. Some Metro and bus services were disrupted for a time by the street violence AMTRAK has turned out a second locomotive honoring military veterans. It is brand-new ACS-64 electric #642 which arrived at Wilmington shop from the Siemens plant in California last month. A large image on the sides reads "America's Railroad Salutes Our Veterans."

P42 diesel #1 made numerous round-trips on trains 43/42 **Pennsylvanian** to and from Pittsburgh between early April and mid-May.....A male trespasser was struck and killed by southbound Acela Express #2163 just north of the Claymont, DE, station around 4:25 PM on Thursday, April 30. Service on the NEC was suspended for nearly two hours. Numerous AMTRAK and SEPTA trains experienced long delays, and three SEPTA Wilmington trains were annulled, before #1 and 2 tracks could be reopened.....The *Daily Local News* reported that a series of brush fires alongside AMTRAK's Harrisburg line on Friday, May 1, between Parkesburg and Atglen, caused several local fire companies to respond. Amtrak service was unaffected except that westbound train #645 was delayed for almost an hour.



CSX, NS, OTHER ROADS

The U.S. Surface Transportation Board last month approved NORFOLK SOUTHERN's purchase of 282.5 miles of former Delaware & Hudson mainline from CANADIAN PACIFIC (see December, March *Cinders*). The purchase price of \$272 million will give NS its own railroad between Sunbury, PA, and Binghamton, NY, on which it now holds trackage rightsNS has unveiled yet another specially-painted locomotive. This one is SD60E #911, which commemorates the work of first responders. It was released from Juniata shop on May 5.....NORFOLK SOUTHERN Days at the Railroad Museum of Pennsylvania in Strasburg are scheduled for the weekend of June 13-14. NS has promised to have on display the 911 First Responders locomotive mentioned above. Reading Railroad Days at the museum will be from June 30 to July 5.

Former Nickel Plate Berkshire #765 will operate several special trains in eastern Pennsylvania this summer. It will haul trains from Allentown to Pittston and return on the weekend of August 22-23 via NS and READING & NORTHERN, then from Steamtown in Scranton to Nicholson and return on September 12-13 via NS's newly acquired ex-D&H line. The train will cross the famed Tunkhannock viaduct at Nicholson. More information can be had by visiting www.fortwaynerrailroad.orgSteamtown plans to operate several diesel-powered excursions this summer and fall to Delaware Water Gap and elsewhere. For information visit www.nps.gov/stea.

PATCO announced last month that it was speeding up its two-year, \$103-million track rehabilitation project on the Ben Franklin bridge, and hopes to complete it by the end of this year instead of next spring. The current schedule, effective February 12, which calls for reduced service from Thursday afternoon to Sunday night, will remain in effect until July. This will allow faster completion of work on the south track. In July, when work resumes on the north track, a new timetable will be issued allowing the service gaps to be reduced from 26 minutes to 15 minutes. This will be made possible "by improved operational flexibility on the north track".....PATCO will apply for a Federal grant to pay most of the anticipated \$28-million cost of reopening the long-dormant Franklin Square station in Philadelphia (see January, April *Cinders*).

At long last, the first six rebuilt PATCO cars were set to enter revenue service on May 28. PATCO has a \$194-million contract with Alstom Transport to rebuild all 120 cars in the PATCO fleet, some of which date from 1968. But when the first rebuilt cars were delivered last year they were found to have many problems with their train control, braking and propulsion systems, which now apparently have been resolvedOn May 16 the BLACK RIVER & WESTERN RAILROAD celebrated the 50th anniversary of operating tourist trains when it ran a steam-powered special between Ringoes and Flemington, NJ. Locomotive #60 was returned to service in 2013 after several years of heavy repair work. Regular service for the public will be running this season.

Amtrak 188 at Frankford Jct. (Continued from Page 1)

The accident also raised questions about the installation of Positive Train Control (PTC) on the Corridor, which it is generally agreed would have prevented the accident by slowing or stopping the train without any action by the engineer. Amtrak responded that it is working to complete installation of full PTC (or ACSES in Amtrak terminology) by the end of this year, but has been delayed by regulatory hurdles and the difficulty of purchasing the necessary radio spectrum.

The Federal Railroad Administration on May 21 ordered Amtrak to institute a code change in its existing Automatic Train Control (ATC) cab signal system on the two eastbound tracks (#1 and 2) at Frankford curve, which was already in service on the two westbound tracks (#3 and 4). This code change to ATC would enforce speed reductions not only at Frankford but on all curves where the reduction is more than 20 mph for trains approaching the curve. ATC is less rigorous in the enforcement of speed zones than the much more sophisticated PTC system, which is primarily intended to prevent train-to-train collisions but also will control train speeds in accordance with posted restrictions. Amtrak President Joseph Boardman told the press that he was unaware of the ATC "loophole" at Frankford curve and that it would be immediately corrected. The necessary equipment for the code change was installed before regular service resumed between Philadelphia and New York.

The national and local media gave the derailment of train 188 considerable attention, the *Inquirer* running front-page stories about it on seven consecutive days, and it was covered in depth by the *New York Times*, CNN and other TV networks. It generated a political reaction as well, with several congressmen calling for more money for Amtrak while others said the government should require two crewmembers in the locomotive cab at all times. The Brotherhood of Locomotive Engineers & Trainmen reaffirmed its longstanding demand that a second crewmember be present in the cab of all Amtrak passenger trains, a demand echoed by several Senators. (Congress in the Northeast Rail Service Act of 1981 authorized Amtrak to use unaccompanied engineers in the cabs of its trains.) One Senator introduced legislation raising the cap on total personal injury claims against Amtrak from the present \$200 million to \$500 million. And on the day after the crash, the House Appropriations Committee nonetheless approved \$1.14 billion for Amtrak in Fiscal Year 2016, a \$262-million cut from the \$1.39 billion appropriated in the current year. Meanwhile, the House Transportation Committee scheduled a hearing on the accident.

While emergency repairs to the track and power system were underway, Amtrak service between New York and Philadelphia remained suspended. Full service was restored early on the following Monday morning, May 18. During the suspension, a "modified" service was operated between Philadelphia and Washington, with some Acela and Regional trains cancelled, but most regular service continued to run between New York and Boston. Keystone service to and from Harrisburg was operated at near normal levels, except that all trains originated and terminated at 30th Street Station rather than New York. SEPTA service on the Chestnut Hill West Line was disrupted on the night of the wreck but restored the next morning. For Trenton line passengers SEPTA offered free shuttle bus service between the large parking lot at Cornwells Heights station and the Frankford Transportation Center, for connection with subway-ell trains on the Market-Frankford Line.

Displaced Trenton riders also could migrate to the West Trenton line, where SEPTA's "enhanced service" plan saw cars added to some regular trains and extra trains provided half-hourly rather than hourly service. The enhanced service continued over the following weekend. An interesting sidelight to SEPTA's well-executed effort to cope with the disruption was its decision to recover a much-needed push-pull trainset that had been stranded at Trenton. Genset diesel locomotive #70 was dispatched to Trenton via Norristown and Morrisville, operating with a Norfolk Southern pilot engineer in both directions over the Morrisville Line to bring the trainset back to Philadelphia for use on the West Trenton line. When regular Trenton service was restored on Monday the 18th, there were numerous delays and some annulments because not all tracks were back in service in the area of the derailment. Station stops at Tacony, Bridesburg and North Philadelphia were cancelled for the day.

NJ Transit for its part cross-honored Amtrak tickets between Trenton and New York and on its River Line light rail trains to Camden. NJT also operated free shuttle buses between the Trenton and West Trenton stations. Atlantic City rail service had to be cut back to Cherry Hill because the track from the Delair bridge lies close to the scene of the accident, so buses were operated between 30th Street and Cherry Hill station. Service was restored on Friday the 15th. NS and CSX freight service to and from Camden also was halted for two days but resumed on Friday.

On Sunday afternoon the 17th a solemn gathering took place on a street near the crash site. Several dignitaries spoke of their sadness over the horrific event and in recognition of the first responders who were called heroes in their efforts to save lives. As the name of each of the dead passengers was read, a bell was tolled and a white dove released. Among those speaking were Mayor Nutter, Governor Wolf, Secretary of Transportation Anthony Foxx, Congressman Robert Brady and Amtrak President Boardman, who called Tuesday the "worst day" in his long transportation career.

For the record, the consist of train #188 on May 12 was as follows: ACS-64 #601, coaches 81528, 82776, 82644, café 43346, coaches 82761, 82797, 82981. All but the one mangled coach were moved to the Bear (DE) shop for repairs.

--- Frank Tatnall

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 promptly be sent to you.

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

Vermont Rails 2015 Update.....

Walter E. Zullig, Chairman of the 2015 NRHS Vermont Rails Convention at Rutland, VT from June 14-20, has sent a communiqué to several NRHS members regarding the ticket mailing for Convention events.

As you know, NRHS National ended its relationship with contractor Fernley & Fernley, effective April 15, 2015. However, F&F was also contracted to handle 2015 NRHS Convention ticketing and mailing, and as in the past, discrepancies have arisen with F&F's performance in this area, too.

Once people began receiving Convention tickets in the mail, it was revealed that tickets which members had ordered were missing. Zullig said, "Upon investigation, we found that Fernley & Fernley had neglected to send the lists of ticket purchasers for the last few events out for printing and mailing. We have complained strongly about this and believe F&F will be mailing the missing tickets within the next few days

"Accordingly, if you ordered tickets for **Events 1880, 2000, 2002, 2004, 2006, 2008, 2010, 2100, 2101, 2104 or 2110**, it is quite likely that they were not included in the order mailed to you. In that case you should receive these tickets by mail about June 1. If you DO NOT receive them, they will be waiting for you to pick up at the Holiday Inn in Rutland. **THERE IS NO NEED FOR YOU TO COMMUNICATE WITH US ABOUT THIS**-we are well aware of the problem and are working to get F&F to fix it. As a last resort, please know that we have a list of everyone who ordered a ticket for each event so nobody who paid will be left behind.

"If you requested ticket pickup in Rutland, all of your tickets will be at the NRHS table in the Holiday Inn and this

problem does not impact you. All ticket purchasers should review their tickets to make sure you received what you ordered. If you are missing any tickets **other than those for the eleven events listed above**, please get in touch with us immediately. Contact us at info@nrhs.com."

Zullig also issued a reminder for passengers traveling on the Saratoga & North Creek trip on Monday, June 15, regarding meal arrangements at North Creek during the layover. Lunch is NOT included in passenger tickets. A number of restaurants within walking distance of the North Creek station will be set up for quick lunch service.

One of these venues will be the **Copperfield Inn**, a full-service hotel and restaurant directly across the street from the railroad station. It will offer a full buffet lunch and also provide box lunches but reservations had to have been made by May 31, and your *Cinders* may not be delivered to you by that date. You may order online at <http://copperfieldinn.myshopify.com/collections/nrhs> (if this does not work try "nrhs" or by phone to 1-518-251-2200. Be sure to mention that you are on the NRHS trip. The buffet lunch is \$14.95 and the box lunches are \$12.95, plus 7% sales tax.

Zullig apologized for any inconvenience caused by the "missing" tickets, which has affected at least one Philadelphia Chapter member. The Convention people at NRHS are doing their best to get your tickets to you.

Editor Larry Eastwood has noticed that tickets for the Vermont Railway trips do not designate a car number or seat on them. They simply indicate "coach" on them. Eastwood says that when riding a number of Massachusetts Bay RRE trips on Vermont Railway over the past couple of years, tickets would have the car number and seat number on them, which greatly simplified the boarding process on the trips.

NRHS Mails Membership Cards; Other Changes Progressing

Those who hold full National Railway Historical Society membership should by now have received a 2015 NRHS Membership Card, which were mailed to each member during the early part of May.

In a mailing to each National member, NRHS President Al Weber stated that more than 6,000 members had renewed, and it was anticipated that a mailing would be made to unrenewed members to encourage them to rejoin. At the time of the meltdown at NRHS during 2014, it was stated that slightly over 5,000 members would need to be on board for 2015 if the Society was to survive.

As NRHS severs its ties with Fernley & Fernley, the Philadelphia-based contractor who was handling (or perhaps mis-handling) the Society's membership database, financial transactions and other areas at considerable cost, the officers have found themselves rebuilding, one brick at a time. Financial transactions have been placed under the care of Treasurer Bob Bitzer and Comptroller Bob Heavenrich, both longtime NRHS stalwarts who will certainly provide stable leadership.

Still a work-in-progress is the membership database, which will be transferred to an outside firm by Skip Waters, of the

North Texas Chapter, and his committee. Philadelphia Chapter is holding updating the database to include address changes and E-mail addresses until we are told by NRHS they are ready to accept same. Having a member's E-mail address will be critical in order to send **NRHS News** to them every other month. The publication contains articles on happenings in the Society and other chapters, and is issued in full-color, but, for the present, only by electronic mail.

Thanks to efforts by Chapter Members Ray Cooney, Les Dean and Burt Eisenberg, the NRHS research desk has been relocated to the offices of the Delaware Valley Association of Railroad Passengers on Walnut Street. These volunteers work on Wednesdays (and some Fridays) – they may be reached by telephone at 215-557-6606.

2016 NRHS Convention
DENVER, CO
July 19-24, 2016

Through October, 2015: A new exhibit, *Building the Reading*, will be hosted by the Reading Railroad Heritage Museum, 500 South Third Street, Hamburg, PA 19526. The contributions of ethnic groups are highlighted, as well as tools and materials used to build the railroad. Regular admission rates apply: \$7 adults, \$6 seniors (65 and older), \$3 children 5-12, age 4 and under free. Museum hours: 10 AM to 4 PM Saturdays, Noon to 4 PM Sundays. For more information, call 610-562-5513 or visit website: www.Readingrailroad.org.



Tuesday, June 9: 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 "Conrail Memories", presented by Mark Hoffinan, Harrisburg (and Lancaster) Chapter member. Don't miss this program on Conrail, gone for over 15 years now. If coming for dinner, mention to greeter that you're there for Harrisburg railroad meeting, and you may have your meal in the restaurant or the meeting room itself.

Friday, June 12: Regular monthly meeting of Philadelphia Chapter, NRHS (please note second Friday due to NRHS Convention at Rutland, VT the following week. Program will feature Chapter President Larry Eastwood with a PowerPoint program entitled *An EMD F-unit Potpourri*, a selection of slides taken by Larry as well as from his collection. See Meeting Notice on Page 2, this issue. Meeting starts 7:00 PM at 121 Randell Hall, Drexel University, Main Building, 3141 Chestnut Street, Philadelphia, PA.

Saturday, June 13: "Rails go Bragh" celebration of the Irish workers of the Reading Railroad, at the Reading Railroad Heritage Museum, 500 S. 3rd Street, Hamburg, PA, 2 to 6 PM. Festival will feature Irish music (3 PM), dance and stories, many other activities, including Irish food. Admission: \$10. For information, visit website: www.readingrailroad.org.

Saturday, June 13 and Sunday, June 14: Norfolk Southern Days at the Railroad Museum of Pennsylvania, Route 741, Strasburg, PA. Special exhibits will celebrate 30 years of Norfolk Southern. The NS exhibit car will be on hand for the weekend. Regular Museum hours and admission charges will apply. For additional information, visit the Museum website www.rrmuseumpa.org or call the Museum at 717-687-8628.

Sunday, June 14 through Saturday, June 20: *Vermont Rails 2015*, NRHS Convention at Rutland, VT, featuring numerous excursions on Vermont Railway, plus a trip on the Saratoga & North Creek Railroad. Tickets are now on sale and sales have been excellent – premium class tickets have been sold out. Headquarters hotel is the Holiday Inn on U. S. Route 7 in Rutland. The Holiday Inn and adjacent Hampton Inn are both sold out, but there is a close-by Days Inn, plus a Best Western about 4 miles from the Holiday Inn. Vermont is beautiful any time of year, and Vermont Railway is very hospitable and runs excellent trips. To check event availability, visit www.nrhs.com. Amtrak's **Ethan Allen** operates daily from New York Penn Station to Rutland.

Wednesday, July 1 through Monday, July 6: Reading Railroad Days at the Railroad Museum of Pennsylvania, Route 741, Strasburg, PA. One highlight of the weekend will be

the large and ever-expanding HO scale model railroad built and operated by members of the Reading Company Technical & Historical Society. Other exhibits featuring the Reading will also be available. Regular Museum hours and admission charges will apply. For additional information, visit the website www.rrmuseumpa.org or call the Museum at 717-687-8628.

Friday, August 21: Annual Bill Wagner Summer Dinner at Café La Fontana, 58 South York Road (just above Byberry Road), Hatboro, PA, about two blocks from Hatboro station on SEPTA's Warminster Line. Complete details will be found on Page 2 of this issue of *Cinders*.

PHILADELPHIA CHAPTER, NRHS Board of Directors Meeting Summer, 2015

**Tuesday, August 18, 2015
7:00 to 8:30 PM**

**Location to be announced
In July issue of *CINDERS***

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

CINDERS Takes its Summer Break; Programs Needed for 2015-2016

As is Philadelphia Chapter's normal custom, there will be one issue of *Cinders* published over the summer. Members may expect to receive the July issue of this newsletter during the third or fourth week of July, providing a last minute reminder about our annual Bill Wagner Summer Dinner, as well as the latest rail and transit news from the Delaware Valley.

The September issue of *Cinders* is expected to be mailed August 31 or September 1, covering current local events, as well as information on our first meeting of the new season on Friday, September 18, 2015.

Philadelphia LCL.....

Philadelphia Chapter has learned that longtime Member **Charles E. Van Reed**, of Gwynedd Valley, PA has apparently passed away. Charlie's May issue of *Cinders* was returned to the Chapter by the Gwynedd Valley Post Office marked "deceased".

Charlie had been very generous in his support of our Chapter, and had served as treasurer for a number of years. He had not been heard from for quite some time. Although there was no public notice of his passing, we have reached out to his family in an effort to learn more, which we can share with our members.

The Philadelphia & Willow Grove Street Railway Company

(This article is a reprint from an Upper Moreland Historical Association publication, "A Synopsis of the History of Moreland Township and Willow Grove" written by Joe Thomas in October, 2000. Some modifications to Joe's work was done by Ray Stahl for the 2015 UMHA annual dinner. It is reprinted with permission.)

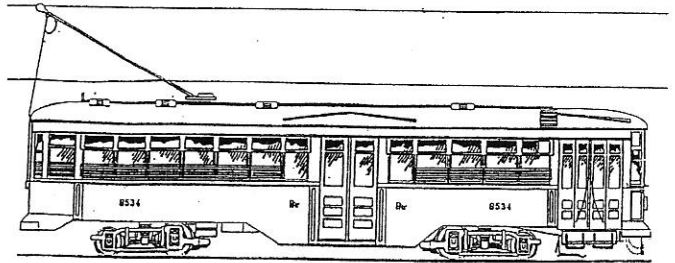
The Philadelphia Rapid Transit Company was the outgrowth of many independent lines, which in turn originated from horse car lines running on tracks beginning in 1858.

The trolley line of the People's Traction Company was extended in 1895 as far north as Jenkintown, when resistance by Abington residents temporarily impeded its progress. By the time the Willow Grove Park opened in 1895, tracks had been laid on both sides of York Road. The success of the Park hastened construction of the Bucks County Railway Company line from Doylestown, which reached Willow Grove in 1898. This line, under control of the Union Traction Company, successor to the People's Traction Company, became part of Philadelphia Rapid Transit in 1902.

All of the Philadelphia routes running directly to the Park funneled into the York Road line. The ride up and back from the City was delightful, running north on one side of the road and south on the other.

As early as 1901, the right-of-way had been secured from a new trolley line to Willow Grove from Philadelphia through Glenside by the **Philadelphia and Willow Grove Street Railway Company**, a subsidiary of the Rapid Transit Company. Plans for construction were announced early in 1903. At the same time, a five-acre terminal was built in Willow Grove opposite the Park

between Easton and Davisville Roads and the power house at Davisville and Moreland Roads was enlarged to handle the power demands of the new trolley line. The new line from Philadelphia through Glenside opened on Monday, May 15, 1905, providing a quicker and more direct route to Willow Grove. The Glenside ride was a delightful one, going completely through open country outside the City limits. Glenside, at the time, had only an occasional house.



All of the Philadelphia cars built between 1892 and 1899 were four-wheel dinkies, open and closed. After that period, only double-truck, eight wheelers were added to the line. Some of these were 12-bench opens called "Dreadnaughts" or "Greyhounds."

The lines to Doylestown and Hatboro were discontinued in 1931. The Old York Road line (Routes 24 and 55) was discontinued in 1940. The Glenside line (Route 6) greatly shortened to City service, was discontinued beyond City limits in 1958.

At their peak, 110,000 trolley cars carried 15 billion passengers a year over 50,000 track. The bus, first used in 1907, did not become a threat to the trolleys until the 1920's. The automobile, however, was a more formidable foe. The trolley companies fought a delaying action by carrying freight, putting on diners, sleepers, parlor cars, double-deckers, smokers and funeral cars. The Depression was the final blow.

Some Editor's Thoughts.....

As a result of last month's tragic Amtrak accident at Frankford Junction, local transit organizations went to extraordinary levels to accommodate Amtrak passengers as well as their own. Most notably was SEPTA, who lost Trenton Line service from Wednesday through Sunday. Augmented service at a half-hour level was instituted on the West Trenton Line, coupled with half-hourly free shuttle bus service between NJ Transit's Trenton station and SEPTA's West Trenton station. SEPTA also instituted its own shuttle bus service between Cornwells Heights and the Frankford Transportation Center.

NJ Transit boosted River Line service to enable Amtrak and NJT passengers arriving at Trenton from New York an alternate option via Camden and PATCO, which itself boosted service into Center City Philadelphia. In all the hysteria surrounding the Amtrak disaster, these other local providers perhaps didn't receive the accolades they should have for quickly implementing a way for passengers to get where they needed to be. So, let's throw some bouquets to NJ Transit, PATCO, and especially to SEPTA and its people for their efforts!

During early May, there was some upheaval in arranging a suitable venue for Philadelphia Chapter's monthly meeting. A couple of years back, President Larry Eastwood and Senior Vice President Bill Thomas, thought it would be nice to

present the slide program created in 1960 by the late Joseph M. Mannix providing a "mythical" trolley tour of Philadelphia to those attending the National Trolley Meet. This event, hosted by our friends at the East Penn Traction Club, was held May 15-17 at the Courtyard by Marriott adjacent to Philadelphia City Hall.

As the calendar moved along, the program was converted to a PowerPoint presentation. A meeting room in the Courtyard by Marriott was not available, and it was thought that the food court in the lower level of SEPTA's headquarters might provide noise interference from the adjacent Market-Frankford Line, and so the decision was made to attempt to secure our normal Drexel location. This in itself presented obstacles during graduation time, and ultimately necessitated an appeal to the Drexel President's office for a room, and we were accommodated.

There were 47 people present at the May 15 screening of Joe Mannix' "Just Yesterday" program, showing many vintage PTC trolley scenes. More than 25 of the National Trolley Meet attendees ventured west from downtown to Drexel to enjoy the program, including one trolley modeler from Sweden! We trust that those who attended our meeting enjoyed seeing the PTC trolley scene from some 55 years ago. What is gone is really still available, thanks to Kodachrome!! We're glad you were here.

Enjoy your summer!!!!

Ray Stahl