



CINDERS

MAY

2015



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Volume 76

Number 5

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

PHILADELPHIA CHAPTER, NRHS WEBSITE ADDRESS: www.phillyNRHS.com

Special Notice About Our May 15 Meeting

With the National Trolley Meet, hosted by the East Penn Traction Club, taking place at the Pennsylvania Convention Center May 15-17, it had been anticipated that Philadelphia Chapter would move the site of the May 15 meeting to Center City, to allow Meet attendees to participate. However, logistical concerns arose that necessitated the return move to our normal Drexel University location. See directions to 121 Randell Hall at Drexel University from Center City below (left).

Philadelphia Chapter, NRHS
welcomes those attending the
National Trolley Meet
hosted by East Penn Traction Club

*Please join us on Friday, May 17
at 7 PM for our monthly meeting
at Drexel University
3141 Chestnut Street
(See Meeting Notice this page)*

Meeting Notice

FRIDAY, MAY 15, 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

2015 Chapter Dinner Set for August 21 in Hatboro

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.

Happy hour will be between 5 and 6 PM, with dinner served at 6 PM. There will be three entrée choices for the meal, coupled with salad and dessert. Alcoholic beverages at the table will be by individual settlement. Price for the dinner is expected to be about \$41.00 per person. Complete details will be included in the June and Summer issues of *Cinders*.

At Philadelphia Chapter's meeting on Friday, May 15, 2015, members and guests will view an updated version of the 1960-vintage *JUST YESTERDAY* mythical trolley tour of Philadelphia, originally created as a 35mm slide show by the late Joseph M. Mannix, longtime Philadelphia Chapter member. The program was last shown in 2009, and is updated into a Power Point presentation.

This meeting was originally scheduled to be held off-site from our usual Drexel location, but some logistical concerns have necessitated it to be held at Drexel. We cordially invite the many attendees at the Trolley Meet to join us for the presentation. See note in next column for directions to Drexel University.

Our June 12 gathering will feature Member Kevin Feeney with another of his "slide potpourri" programs. Mark your calendars now!!

PHILADELPHIA CHAPTER, NRHS Board of Directors Meeting Spring, 2015

**Tuesday, May 12, 2015
7:00 to 8:30 PM**

**Passenger Services Conference Room
Amtrak's 30th Street Station**

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

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.

**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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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.

NRHS Directors Meet in York; Membership Cards Coming

The National Railway Historical Society held its Spring, 2015 Conference meetings in York, Pennsylvania the weekend of April 17-19, 2015. National Representative Peter M. Senin, Jr., plus Membership Chair Sheila Dorr attended separate sessions in York, and this report is a compilation of their notes.

Thanks to some diligent efforts, the Society seemingly is recovering from the complete meltdown of the Molloy administration, including the relationship with incompetent contractor Fernley & Fernley, which ended on April 15. The present officers are cautiously optimistic that NRHS as an organization can survive and rebuild into a viable organization again.

One positive note is that some 6,000 members have renewed their National memberships for 2015. The minimum number just for survival had been set at approximately 5,000. However, there are some 4,000 members who have not renewed, and because there have been no mail communications, many may feel NRHS no longer exists. President Al Weber has agreed to a mailing to all members, renewed and unrenewed, with an update, as well as a 2015 Membership Card, proxy, request for donations and an *NRHS News* summary. The cost of this mailing, \$6,000, is not taken lightly, but felt prudent to continue the rebuilding process.

There are, however, positive signs on the horizon. Wes Ross, of the Kentucky Central Chapter, has once again updated his NRHS Discount List, which should appear in the June *NRHS News* as well as on the NRHS website. Vice President Joe Maloney and Treasurer Bob Bitzer are building an on-line cloud-based data system to handle the Society's financial transactions and membership database. This will be critical, as members' E-mail addresses will be maintained in order to receive *NRHS News* and other communications.

The RailCamp program will continue in 2015, with both the East and West Coast sessions fully enrolled. The 2015 NRHS Convention in Rutland, VT has 380 registrants and should be successful. The 2016 Convention is scheduled to be held in Denver, CO from Tuesday, July 19 through Sunday, July 24. Downtown hotels in Denver are quite pricy, and it appears that a Holiday Inn and/or Doubletree in the area of the old Stapleton Airport, and adjacent to a light rail station, will be the venue.

There will be meetings in Rutland, VT in June as a part of the Convention and more information should be available to everyone following that.

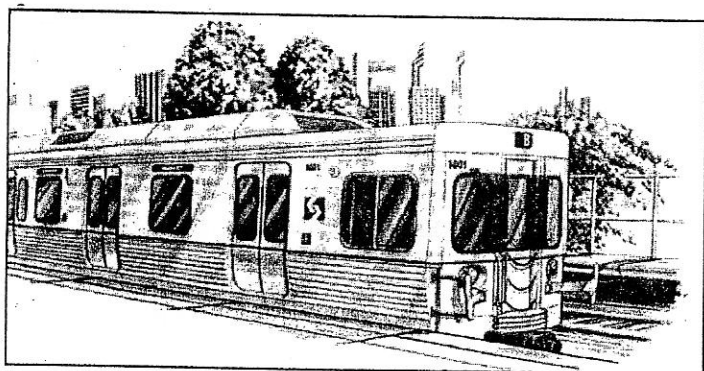
**2016 NRHS Convention
DENVER, CO
July 19-24, 2016**

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



SEPTA last month began demolition of the old West Terminal at 69th Street Transportation Center (see February *Cinders*). The \$19.6-million reconstruction project will see numerous improvements to the structures, platforms and security systems, which will require the complete closure of the West Terminal on June 15. Route 101 and 102 trolleys will continue to use the terminal until then but during the summer buses will be substituted, utilizing a temporary loop off of Market Street. All bus routes also will be relocated. The entire project should be completed in November.....The heavy rains on Monday, April 20, flooded many roads and highways, as well as a few transit locations. The Route 102 underpass in Sharon Hill, where SEPTA is planning to install a \$5-million pumping system, was blocked, as it usually is during storms. The NJ TRANSIT River Line from the Rand Transportation Center to the waterfront in Camden also was out of service during the day, due to water and mud on the tracks Route 102 is to be bused in its entirety on Sunday, May 17, for a wire replacement project.

For a token payment of \$1, SEPTA is donating two old work cars to the Electric City Trolley Museum in Scranton. One is a 1923 Brill-built crane car, W-54, and the other an ex-Toronto flatcar, W-62. Both are stored at Midvale. A private group will foot the bill for transporting the cars to Scranton, probably this summer.....SEPTA held public hearings last month on its proposed operating and capital budgets for Fiscal Year 2016. The SEPTA board will vote on the budgets at its May 28 meetingOn April 23 the *Inquirer* ran a front-page article reporting that SEPTA has paid a Boston consulting firm some \$2.8 million to help reduce the cost of injury claims. Even though several of the hired consultants were being paid more than SEPTA's own general manager (\$273,000 a year), SEPTA said that the resulting savings have more than made up for the consulting fees. The agency expects to pay about \$2 million less in claims this fiscal year than the \$29 million paid in the previous year, and \$15 million less than in FY 2013.

Trolley Route 15 Girard Avenue will be bused for the summer, to make way for a trackwork project. It is effective with the timetable change on June 14.....The American Public Transportation Association said that its "Stand Up for Transportation Day" on April 9 was a rousing success, with events in some 140 communities coast to coast. Participants urged Congress to fund badly-needed improvements in the nation's highway and transit infrastructures. A rally at Dilworth Park in Philadelphia featured appearances by Congressman Bill Shuster of Pennsylvania, current chairman of the U.S. House Transportation Committee, and former Governor Ed Rendell.

SEPTA REGIONAL RAIL



After a long period of uncertainty, plans for renovating the Gallery at Market East were announced last month. A top-to-bottom makeover of the somewhat-seedy Gallery into an upscale "Fashion Outlets of Philadelphia" will cost as much as \$575 million, according to officials at Pennsylvania Real Estate Investment Trust (PREIT), which will lead the redevelopment and control the retail space. A long series of approvals, agreements and funding commitments are still needed, but SEPTA has been reassured that access to the adjoining Jefferson Station will not be impaired. Modernizing the Gallery is considered vital to the long-discussed upgrading of the Market Street corridor between City Hall and the Historic District.

As reported here last month, the \$39-million track separation project on the West Trenton line is proceeding in high gear. Construction of a third track on the north side of the two existing tracks is well advanced in the four miles between Woodbourne and Yardley. Much of the rail already is installed on new concrete ties—a first for SEPTA. Grade crossings are being closed periodically for installation of track. The entire project is on an accelerated schedule in order to comply with a Federal law requiring that Positive Train Control (PTC) be in operation by the end of this year. When completed, SEPTA will operate two electrified tracks and CSX one non-electrified track on the south side (the current #2). Both railroads will perform their own dispatching and utilize different PTC systems. CSX intends to build a new track around the south (east) side of SEPTA's West Trenton yard which will allow additional yard tracks to be installed where the main tracks are now located in front of the former "Trent" tower. This also will obviate the need for a physical crossing of SEPTA and CSX lines.

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PHILADELPHIA EXPRESS

(Continued from Page 3)

SEPTA plans to operate additional Regional Rail service for two upcoming events in the City. On Mother's Day, May 10, the "Race for the Cure" will attract many to the Parkway area, and on Sunday, June 7, extra trains will be added on the Norristown Line to bring spectators to Manayunk for the annual International Cycling Classic. A special timetable will be issued for the latter date.....SEPTA plans to reissue its Airport Line timetable to mark the 30th anniversary of the startup of service to the Airport on April 28, 1985.

Regional Rail riders experienced several delays last month due to catenary or signal failures. On Monday afternoon, April 6, a pantograph on train #6237 snagged the overhead wire on #1 track north of Conshohocken. Passengers were transferred to following train #2555 operating on #2, then diesel #51 pulled the disabled train to Wayne Junction. Five trains were annulled and numerous others delayed for up to a half-hour, until the catenary on #1 was restored to service early the next morning. Then, on Tuesday afternoon the 7th a signal failure at West Trenton resulted in a long list of train delays ranging from eight to 50 minutes until signals were restored around 9 PM. CSX maintainers found a broken cable to be responsible for the failure. A week later, on Wednesday the 15th, a pantograph on Silverliner IV #301 pulled down a catenary wire in West Trenton yard, fouling "Trent" interlocking. This caused a host of delays on the West Trenton line until repairs were completed early the next morning.

A fallen tree blocked the #2 track in Gwynedd cut north of Gwynedd Valley station late on Thursday, April 2. Four Lansdale-bound trains were delayed due to the single-track operation which was in effect until the tree was cleared early the next morning. Two weeks later, around 8 AM on Monday the 20th, southbound train #515 out of Lansdale ran into a rock slide in Gwynedd cut, damaging lead Silverliner V #804 and forcing the transfer of 300 passengers to following train #6517 on #2 track. Diesel 60 finally hauled away the disabled equipment. At least 18 other trains were delayed as only one track was available through the area until the debris was cleared.....A CSX freight train snagged a communications cable near Yardley station at 3:15 PM on Wednesday, April 22, fouling #1 track on the Delaware River bridge. Eight SEPTA trains were delayed before the cable could be untangled and the freight train as moved.



AMTRAK is planning a Train Day event at 30th Street Station on Saturday, September 19. This will be a smaller scale happening than the former National Train Day which always took place in May (see April *Cinders*). Details have not yet been announced for Train Day but it is known that the updated Amtrak Exhibit Train will be there along with other equipment. Some consideration is being given to offering short \$10 rides on an Acela ExpressPhiladelphia is one of the cities where AMTRAK is partnering with an organization called Parking Panda, which will

allow passengers to make guaranteed parking reservations online. Reservations at more than 30 stations may be made by visiting parking.amtrak.com.

AMTRAK's long-awaited spring-fall system timetable finally appeared last month, bearing an effective date of April 6. But it was not available at the information desk in 30th Street Station until Thursday the 16th. As reported here in January, the cover photo is of the New York-Rutland **Ethan Allen**, seen crossing a bridge near Fort Edward, NY.....AMTRAK has started a new Thruway bus service from Scranton, Wilkes-Barre and White Haven to 30th Street Station and reverse, provided by Martz Trailways. There are two daily round-trips and a third on Fridays and Sundays. Bus and train tickets may be booked online at amtrak.com.....Starting April 27, AMTRAK adjusted the schedules of several late evening Keystone trains so they could be operated with diesel power during catenary and track work at Harrisburg.

AMTRAK last month set aside the last of its 18 DC-powered AEM-7 locomotives, as more of the new ACS-64's were placed in service. All of the 30-year-old AEM-7's still in operation are AC rebuilds—the last one to be overhauled was #924 in late 2013. Some of the retired units have been moved to the Bear (DE) yard for scrapping.....Two trespassers were killed on the Northeast Corridor in the past few weeks, as they put themselves in harms way on the high-speed tracks. A man was struck by Boston-bound train #132 around 5:45 PM on Sunday, March 29 near Hamilton station east of Trenton. The train was delayed for 3-1/2 hours as the investigation continued, and numerous other Amtrak and NJ TRANSIT trains lost time. Then, about 7 PM on Saturday, April 4, another trespasser was struck and killed near the Curtis Park station in Delaware County, this time by southbound train #159. The train was held at the scene for 2-1/2 hours, while several other Amtrak and at least six SEPTA trains were delayed, one for more than an hour.



**CSX,
NS,
OTHER ROADS**

NORFOLK SOUTHERN Days have been scheduled for June 13-14 at the Railroad Museum of Pennsylvania in Strasburg. It is likely that some NS equipment will be on display at the museum that weekend.....With the opening of its expanded Bellevue yard in Ohio, it appears that NS is rerouting some freight traffic from this area for classification at Bellevue rather than at Conway yard near Pittsburgh (Ray Cooney)On two weekends in late March NS once again detoured intermodal trains 21E westbound and 24K eastbound over AMTRAK's Harrisburg line through Lancaster. This was due to SEPTA signal work in Norristown, which closed off NS's connection to its own Harrisburg mainline. Because of catenary height restrictions, these normally double-stack trains had to load their containers in single stacks.....NS will handle the Ringling Bros. Red Unit circus train from Trenton to Hershey, PA on Monday, May 18.

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

In March CSX completed clearance work on its Trenton Line between Philadelphia and Neshaminy. This \$32-million project allows double-stack container trains to run directly over CSX's own lines between South Philadelphia and North Jersey, rather than detouring over NS via Abrams yard and Norristown as has been the case for the past several years..... CSX has agreed to upgrade the Delaware Extension viaduct over 25th Street in South Philadelphia. The *Inquirer* reports that the 1.2-mile viaduct, built in the 1920's by the Pennsylvania Railroad to improve its access to the waterfront, has long been in disrepair with chunks of concrete sometimes dropping onto the street. The work will begin in June and be done in four phases through 2020..... Various rail newsletters say that CSX is fast removing the last B&O-style color position light signals on the Philadelphia Subdivision between Baltimore and Philadelphia, as well as elsewhere in the East. These CPL's were always favorites of railfan photographers because of their unique and colorful appearance.

NJ TRANSIT is looking to increase fares by an average of nine percent effective October 1. The higher fares are aimed at closing a \$60-million deficit in NJT's Fiscal Year 2016 budget, which is what remains after some \$40 million in cost savings were identified. This would be the first fare increase on NJT since 2010. NJT Northeast Corridor train service is still being affected by AMTRAK's ongoing high-speed construction project between Trenton and New Brunswick. Long-term track outages will be seen at various times until completion of the project in 2017, NJT said. Rebuilding of the ex-Pennsy Manayunk viaduct as an extension of the Cynwyd Heritage Trail is well underway see November *Cinders*). The bridge, which has been out of service since 1986, will link the Cynwyd and Schuylkill River Trails and provide an excellent vantage point for hikers, bikers and photographers when it is reopened in October. Rail unions are supporting a bill introduced in the U.S. House last month which would require a minimum of two-person crews on all freight trains. This would prevent railroads from introducing one-person crews on certain runs, but apparently the rule would not apply to yard operations.

Chapter Officers Re-Elected

At Philadelphia Chapter's Annual Meeting on Friday, April 17, 2015, elections for officers for the Year 2015-2016 were conducted by Nominating Committee Chair C. Bruce Irvin. With no nominations from the floor, Secretary Frank G. Tatnall was instructed to cast a unanimous ballot for the following:

R. L. Eastwood, Jr., President
Daniel J. Knouse, Senior Vice President
Richard D. Copeland, Vice President and Treasurer
Frank G. Tatnall, Secretary
Peter M. Senin, Jr., National Representative

Vice President Dan Knouse, appointed by President Eastwood at the March 20 meeting stood for election. He replaces Senior Vice President William H. Thomas, III who passed away suddenly near the end of January.

Baltimore & Ohio, Reading Tech Set Symposium in Richboro, PA in August

Day-long rail history symposiums are gaining favor among rail historians. The Baltimore & Ohio Railroad Historical Society and the Reading Company Technical & Historical Society will hold a 2015 Philadelphia Area Eastern Mini-Con on Saturday, August 8, 2015 at St. John's of Ivyland United Methodist Church, 820 Almshouse Road, Ivyland, PA 18974.

The program schedule, updated to March 17, 2015, will consist of the following (subject to change):

- 8:00 – Registration, Societies' store sales, and welcome
- 8:30-9:30 **Nick Fry, *It's Complicated – the B&O and the Reading***
- 9:30-10:30 **Tom Poserina, *Jersey City Passenger Terminal***
- 10:30-11:30 **Allen Young, *B&O Dining Car China***
- 11:30 AM-1:00 PM Lunch and Societies' store sales
- 1:00-2:00 **Larry Eastwood, *The Philadelphia, Newtown and NEVER New York Railroad*, PowerPoint history of the former Reading Newtown Branch**
- 2:00-3:00 **Greg Smith and John Greene, *B&O and Reading Modeling Updates***
- 3:00-4:00 **Mini-Con Attendees, *B&O and Reading Railroaders' Round Table – Employees share their experiences***
- 4:00-4:30 Thanks and Societies' final store sales

Advance registration is recommended – the cost is \$20.00 in advance for members of either group; \$25.00 for non-members and registrations at the door. Registration will be limited to 75 people. Donuts and coffee as well as lunch will be provided.

For a complete registration form, contact Editor Larry Eastwood at 215-947-5769 or by E-mail to ayrestower.com and complete details will be mailed 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

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.



Friday, May 15, through Sunday, May 17: National Trolley Meet, hosted by East Penn Traction Club at the Pennsylvania Convention Center, Exhibit Hall G, Broad and Race Streets, Philadelphia, PA. Billed as the "largest trolley modeling event in North America". Admission: \$23 in advance, \$25 at the door. For additional information, contact Chapter Member Charles P. Long at 215-247-2952 or visit www.trolleymeet.com.

Sunday, May 17: SEPTA PCC-II trolley charter, sponsored by Friends of Philadelphia Trolleys (FPT), covering all six city trolley lines. Trip leaves Elmwood Depot 11:00 AM, returns about 3:00 PM. Fare: \$45.00 per seat. No lunch stop will be made, but snacks will be sold on board the car. Order tickets by sending \$45.00, payable to FPT to: Harry Donahue, 103 Mulberry Court, Morgantown, PA 19343-8843. Additional information from Harry Donahue at had2709@aol.com. Trip is being run as part of 22nd National Model Trolley Event at the Courtyard Philadelphia Downtown by Marriott.

Monday, May 18 (third Monday because of Memorial Day): Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM. Well-known NRHS member J. William Vigrass will be the presenter, and the subject will be **The Railroads of the Canadian Maritime Provinces in the Summer of 1961!** Among the provinces visited during that summer trip of Bill's were Newfoundland, Nova Scotia, New Brunswick and tiny Prince Edward Island. In too many instances the rails are long gone, but the Kodachromes still exist for us to enjoy!

Saturday, June 6: Museum of Bus Transportation annual "Spring Bus Fling" at the Antique Automobile Museum and Campus, Hershey, PA (one mile from Hersheypark), 8:30 AM to 4:30 PM. Bus displays, inside bus and transportation flea market with a variety of transit-related artifacts. Admission: \$7.00 (Museum of Bus Transportation members are free). For additional information, please call the Museum at 717-566-7100, Ext. 119.

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 Member Kevin Feeney with another in its famous potpourri PowerPoint programs of railroad interest. Meeting starts 7:00 PM at 121 Randell Hall, Drexel University, Main Building, 3141 Chestnut Street, Philadelphia, PA.

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. Headquarters hotel is the Holiday Inn on U. S. Route 7 in Rutland. The Holiday Inn and adjacent Hampton Inn are both sold out. 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 forthcoming in our next *Cinders*, but mark your calendars now.

Philadelphia LCL.....

Philadelphia Chapter has learned of the passing of **Edward J. Murphy, Jr.**, of the Chestnut Hill section of Philadelphia on April 7, 2015. Ed was 69 years of age. At the time of his retirement, Murphy's title was chief mechanical officer of SEPTA. Prior to his SEPTA employment, he had worked for the City of Philadelphia. Funeral services were conducted in Chestnut Hill on Friday, April 10.

SEPTA Makes Regional Rail Push-pull Adjustments

Earlier this year, SEPTA announced that 22 of the Bombardier push-pull coaches would be overhauled by Hyundai-Rotem at its South Philadelphia plant as part of a settlement of the later delivery of Silverliner V MU cars.

Adjustments in push-pull assignments were made with five sets of seven cars each and one set of four cars operating on Regional Rail trains as the program goes forward. Trains 9536 and 9569 between Malvern and Roberts Yard will utilize the four-set set. The seven-car sets will make their normal rotations. One push-pull set that had been operating with six cars will fill out to seven cars.

Meanwhile, during the week of April 20, Bombardier coaches #2501 and 2524 were moved to CSX's Woodbourne yard on a special move, for forwarding to the Rotem facility to being the program.

It Will Never Happen Again!!!

For many years the Pennsylvania Railroad operated direct special trains service to South Philadelphia's Municipal Stadium (later John F. Kennedy Stadium) to bring fans to the annual Army-Navy football. This writer has compiled some facts and figures to show what a huge event this was and that it will never be repeated (at least to this magnitude) in the future.

The PRR specials started running in 1936 with 38 trains; this frequency increased to 42 trains in 1942. A 1950 diagram of train and platform locations at the west end of Greenwich Yard showed 38 trains at 11 temporary platforms. Some of this freight yard trackage was not totally electrified for the train lengths and locomotive crews on the Pennsy's famed GG1 electrics were instructed to "drop the pans and coast to a stop"!

There were two passenger access ramps to the Stadium, one directly to Terminal Avenue and the other to adjacent 11th Street. When there were Baltimore & Ohio game day trains, riders unloaded and loaded by crossing Broad Street to reach the B&O tracks. During the 1940's and 1950's an average of 18,900 coach and 4,300 first class fans used the gridiron specials. Normally, 30-plus GG1's were involved, along with 275 coaches, 38 buffet-parlor cars, 135 Pullman parlor cars, day-use sleepers and lounge cars.

A number of the Army-Navy trains had dining cars and some featured special "collectible" game menus. A few trains were diesel and steam-powered, but steam locomotive use ended in 1954. Multiple-unit electric coaches first appeared in 1958, and some of those that can may hold the record for the longest MU trains ever operated.

December 1, 1979



ARMY-NAVY GAME

PHILADELPHIA
Saturday, December 1st

Special AMTRAK Train
Direct to the Stadium

ENJOY THE TRIP AS WELL AS THE GAME!
BE FREE OF TRAFFIC AND PARKING WORRIES!
RETURN IMMEDIATELY AFTER THE GAME!

RESERVED TICKETS FOR COACHES
FOOD AND BEVERAGE SERVICE AVAILABLE

BE SURE OF A SEAT! BUY EARLY!

See Other Side For Schedule
and Fare Information

For Fun and Relaxation... Go By
AMTRAK SPECIAL TRAINS

Direct to Stadium, Philadelphia
SAT., DECEMBER 1, 1979

TRAIN SCHEDULE

Lv. Washington	11:15a.m.
Lv. Capital Beltway	11:28a.m.
Lv. Baltimore	11:58a.m.
Lv. Aberdeen	12:32p.m.
Lv. Wilmington	1:02p.m.
Ar. Stadium	2:05p.m.
Lv. New York	11:50a.m.
Lv. Newark	12:05p.m.
Lv. Metropark	12:23p.m.
Lv. Trenton	12:55p.m.
Ar. Stadium	2:10p.m.

Food and Beverage Service Available

This Special Train is parked adjacent to the Stadium throughout the game, and returns from same location immediately after Game's end.

Round-Trip and One-Way Coach Fares on Special Train

From	RT	OW
Washington	\$28.00	\$18.50
Capital Beltway	28.00	18.50
Baltimore	21.00	14.00
Aberdeen	18.50	12.00
Wilmington	14.00	9.00
New York	23.00	15.50
Newark	23.00	15.50
Metropark	20.50	13.50
Trenton	6.00	3.50

For Reservations and Information Call

WASHINGTONMD • (800) 523-5720
VIRGINIA • (800) 874-2775
NEW YORK • (212) 736-4545
NEW JERSEY • (800) 523-5700
MARYLAND • (800) 523-5700
DELAWARE • (800) 523-5700



November 27, 1971



ARMY-NAVY GAME

Special Penn Central Trains
take you Direct to the Stadium

Saturday, November 27

Special Train

Lv. PAOLI	10:35 am
" Berwyn	10:39 am
" Devon	10:41 am
" Stafford	10:43 am
" Wayne	10:46 am
" St. Davids	10:48 am
" Rednor	10:50 am
" Villanova	10:53 am
" Rosemont	10:55 am
" Bryn Mawr	10:58 am
" Haverford	11:00 am
" Ardmore	11:02 am
" Wynnewood	11:05 am
" Narberth	11:08 am
" Merion	11:10 am
" Overbrook	11:12 am
AR. STADIUM	12:00 noon

Special Train

Lv. TRENTON	10:25 am
" Levittown	10:33 am
" Tullytown	10:40 am
" Bristol	10:40 am
" Torresdale	10:50 am
" Frankford Jct.	11:00 am

Regular Train

Lv. CHESTNUT HILL	10:43 am
" Highland	10:44 am
" St. Martins	10:45 am
" Allen Lane	10:47 am
" Carpenter	10:48 am
" Upsal	10:49 am
" Tulpehocken	10:51 am
" Cheltenham Avenue	10:53 am
" Queen Lane	10:55 am
AR. North Phila. Sta.	10:59 am
TRANSFER TO TRENTON SPECIAL	
Lv. North Phila. Sta.	11:05 am
AR. STADIUM	11:50 am

SPECIAL TRAINS RETURN IMMEDIATELY AFTER GAME
FROM SAME PLATFORM AT WHICH THEY ARRIVE.

Return tickets also good on any regular train, same day, from Suburban Station or Penn Central Station (30th St.).

SPECIAL ROUND-TRIP FARE—PLEASE BUY YOUR TICKETS EARLY

\$3.00 from all stations except: \$3.75 from Levittown-Tullytown and Bristol.
\$4.75 from Trenton. Half Fares for Children 5-11 years.

Special arrangements for large groups
—phone 594-3693—in Philadelphia; 392-3101 in Trenton.



Printed in U.S.A.

For advance planning, the PRR kept records of the team standings, in which victories could result in as many as three more trains to operate. Fans were as fickle then as they are today. The Pennsy's total one-day work force (not counting on-train employees) usually exceeded 200, including ushers, railroad police, coach cleaners and supervisors.

Special trains originated from New York, Washington, Philadelphia suburban points as well as Baltimore, Trenton, Newark and Atlantic City. Four U. S. Presidents, we believe, attended the game via POTUS (President of the United States) trains, they being Franklin D. Roosevelt, Harry S. Truman, Dwight D. Eisenhower and John F. Kennedy. The Army-Navy game tradition lasted into the Penn Central/Amtrak era with GG1's last being used in 1975, with Amtrak F40 diesels and Amfleet cars then becoming the norm. In 1988, Amtrak operated no trains and a 50-year tradition was ended.

—Roy L. Hudson

Some Notable Railroad Slogans, Past & Present

During the great era of railroad expansion in the late 19th Century, many roads carried on major campaigns to advertise their services. Of course, this included the creation of slogans or catchphrases designed to implant the name of the particular road in the minds of potential customers, both passenger and freight. The custom of using corporate or product slogans continues to this day, not only on the railroads but in other industries as well.

In today's environment most railroads emphasize the freight side of the business. NS, for example, displays the image of a thoroughbred horse on its ads and on its locomotives, while also using the phrase "One Line, Infinite Possibilities". (But the practice of lettering freight cars with slogans has virtually ended.) In the most distant past, of course, the slogans tended to promote the railroads' passenger services or simply enhance their reputations.

Here is a sampler of railroad slogans and catchphrases, some dating from long ago, while a few of them (e.g., CSX, Norfolk Southern, Union Pacific) are appearing today in television and print advertising, and even on social media. Many of these carriers have used multiple slogans over the years, so those shown here are only examples of their public relations craft.

Amtrak	America's Railroad
Arkansas & Louisiana Missouri	Personalized Transportation
Atchison, Topeka & Santa Fe	Santa Fe All the Way
Baltimore & Ohio	Liking 13 Great States with the Nation
Boston & Maine	Minute Man Service
Canadian Pacific	World's Greatest Travel System
Central Railroad of New Jersey	The Big Little Railroad
Chesapeake & Ohio	George Washington's Railroad
Chicago & North Western	Route of the "400's"
Chicago, Burlington & Quincy	Way of the Zephyrs
Chicago, Rock Island & Pacific	Route of the Rockets
Consolidated Rail Corporation	Keep It Moving with Conrail
CSX	How America Moves
Delaware & Hudson	Bridge Line to New England & Canada
Delaware, Lackawanna & Western	The Route of the Phoebe Snow
Denver & Rio Grande Western	Through the Rockies Not Around Them
Grand Trunk Western	The Good Track Road
Illinois Central	Main Line of Mid-America
Kansas City Southern	Route of the Southern Belle
Lancaster & Chester	The Springmaid Line
Lackawanna & Wyoming Valley	Laurel Line
Mississippi Central	Natchez Route
Missouri Pacific	Route of the Eagles
Monon	Hoosier Line
Louisville & Nashville	The Old Reliable
Maine Central	The Pine Tree Route
Middletown & Hummelstown	The Milk & Honey Line
Nashville, Chattanooga & St. Louis	Dixie Line
New York Central System	The Water Level Route
Norfolk Southern	The Thoroughbred of Transportation
Norfolk & Western	Precision Transportation
Northern Pacific	Main Street of the Northwest
Pennsylvania	Serving the Nation
Reading	America's Largest Anthracite Carrier
Reader	The Possum Trot Line
Richmond, Fredericksburg & Potomac	Linking North and South
Seaboard Air Line	Through the Heart of the South
Southern	Southern Serves the South
Strasburg	America's Oldest Short Line
Tennessee, Alabama & Georgia	TAG Route
Tennessee Central	Road of Personal Service
Union Pacific	Building America
Wabash	Follow the Flag
Western Pacific	Route of the California Zephyr
White Pass & Yukon	Gateway to the Yukon

In a future issue of *Cinders* we will list some other slogans used by these railroads at different times in their histories. Any additional slogans suggested by readers also will be included.