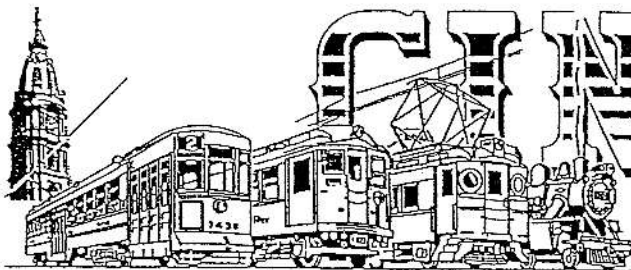


Philadelphia Chapter, NRHS New Website January 1, 2017:
www.nrhsphiladelphia.org *(accessible now)*



CINDERS

DECEMBER 2016



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Volume 77

Number 11

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



It's December, and the end of another year (Philadelphia Chapter's 80th) finds us reflecting on where we've been (past and present) and just as important, where we're going in 2017. Philadelphia Chapter has continued to strengthen itself, both financially as well as with its cadre of management people. Two new officers have joined us in the past year, they being Dan Knouse as our senior vice president and Kenneth Thomas as our historical archivist. Marie Eastwood has stepped back into the secretary's office. Senior Vice President Dan Knouse has stepped forward and begun the organization of a new Chapter website, which will debut on January 1, 2017. It is believed that this development will represent an opportunity to expose more people to the Chapter's activities and heritage. It will continue to advance during the coming year.

Amtrak during 2016 saw the welcome arrival of a new leader. While he promises his tenure will be short, President Wick Moorman brings to "America's Railroad" tried and tested leadership, and we certainly wish him much success. At the end of 2016, Amtrak, after many years of delay, has taken delivery of its first dining car as part of the Viewliner II production. The car is currently in Hialeah, FL for extensive testing before the remainder of the cars are produced. Dining car service on Amtrak's single-level long distance trains has suffered over the last two years because the vintage 60-year-old Budd Heritage diners were developing structural ills which has prevented their reliable use. The badly-needed Viewliner II sleeping cars will follow the dining cars. While the new Siemens ACS-64 electric locomotives have greatly improved service reliability on the Northeast Corridor and Harrisburg route, the aging General Electric P40 and P42 diesels used on long-distance trains are aging and probably worth of replacement soon.

Locally, SEPTA continues to make many infrastructure improvements which are enhancing customer service. SEPTA General Manager Jeff Knueppel is a driven individual, and host of projects are testimony to his energetic management style. New stations on Regional Rail are rising rapidly, and work continues to replace the 85-year-old for Reading electrification power substations. While 13 new Siemens ACS-64 electric locomotives should be on the property by 2018, any contract for 45 double-deck push-pull commuter coaches has been put on hold due to the Silverliner V truck frame issues of July. At the end of November, most of the 120 Silverliner V cars were repaired and back in service. The issues with Hundai-Rotem will have to be sorted out before any contract is awarded for these new coaches.

In the coming year, the industry whose history we record will face new challenges. New faces on the government scene will challenge industry leaders to manage some perhaps tight funding to get maximum results. It should be interesting. Meanwhile, as we celebrate this festive time of year, we must rededicate ourselves to recording rail transit history. On behalf of Philadelphia Chapter officers, Best Wishes for a Pleasant Holiday Season and a Healthy 2017.

Larry Eastwood
 R. L. EASTWOOD, JR.,

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.....Marie K. Eastwood (215) 947-5769
National Representative.....Peter M. Senin, Jr. (609) 458-2090

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Editor.....R. L. Eastwood, Jr. (215) 947-5769
Equipment Chair.....David R. McGuire (856) 241-8046
Historical Archivist.....Kenneth Thomas (215) 635-2335
Membership Chair.....Sheila A. Dorr (610) 642-2830
Program Director.....Harry Garforth (215) 266-3180
Publicity Chair.....
Webmaster.....Daniel Knouse (215) 659-3436

Meeting Cancellation Notice

In the event of an extreme weather or transportation emergency on a Philadelphia Chapter meeting date, Chapter officers will make a decision on whether to hold the meeting as scheduled. If questionable circumstances arise, members should telephone 215-947-5769 after 12 Noon on the day of the meeting for a recorded advisory. Thank you.

MEETING NOTICE

FRIDAY, DECEMBER 16, 2016

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 (In the event meeting is relocated to another room, notice will be posted beside the grand staircase inside entrance to Main Hall)). 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

Looking forward, on Friday, December 16, 2016, Chapter Member Kevin Feeney will provide another of his excellent “potpourri” PowerPoint programs on his rail travels over the past year. At presstime, we’re not sure what subjects will be covered in this presentation, but it’s always entertaining, to be sure.

Our first meeting in 2017 will be on Friday, January 20, 2017. At this writing, we do need program material for January and February, 2017. It looks like March and April are covered. More in our January issue.

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. The incidence of damage has been greatly reduced through the use of envelopes for mailing each issue, although there is an additional cost involved.

2016-2017 ANNUAL MEMBERSHIP DUES: Effective September 1, 2016, \$20.00 per person, which covers Philadelphia Chapter dues through December 31, 2017. (NRHS National membership dues for 2016 and 2017 are \$50.00, billed directly by NRHS). NRHS chapters bill their members separately for Chapter dues, which is done annually in October. The donation requests for Philadelphia Railfriends are mailed during October via separate mailing from *Cinders*. Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance in the amount of \$20.00 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.

Chapter Unveils New Website

At its Autumn, 2016 Board of Directors Meeting held on October 11, 2016, Philadelphia Chapter’s officers and committee heads devoted considerable time and discussion to the status of the present Philadelphia Chapter website. This subject has been on the agenda at the last several meetings and months, but no action has previously been taken. Chapter Senior Vice President Dan Knouse said that he had taken the initiative to set up a replacement website, www.nrhsphiladelphia.org and stated he would maintain and develop the site as a more effective and timely way to keep Philadelphia Chapter members informed of current events. Knouse has considerable knowledge in this area. While not officially in effect until January 1, 2017, the website is currently accessible so members may take a look at it.

Over the next few months, vintage photos from the Chapter’s archives will be added to the website, together with articles on the many historic excursions operated over the 80-year span since 1936. Many of these trips were operated with long-gone equipment over long-abandoned trackage in our area. Senior members of the Chapter who may have images which will enhance the website are urged to contact Dan Knouse or Larry Eastwood.

The current Philadelphia Chapter website, www.phillyNRHS.com, will be phased out over the next several months. It was created as an adjunct to former Webmaster John Almeida’s current events photo website. However, over time it has evolved that John’s family and professional commitments did not permit him to maintain the website in a timely manner. As more individuals come to rely on this type of communication, the Chapter’s officers recognized the need to make a change.

The Chapter extends its sincere appreciation to John for his efforts over the past several years in advancing our communication with our membership and the general public.

We Goofed!!

It has been called to the Editor’s attention that the article on the 2016 Amtrak Autumn Express erroneously showed Amtrak P42 #156 was leading the train. In fact, it was Amtrak P42 #145 in its Heritage colors in the lead. This was the last piece for the November issue, and was done somewhat hurriedly!!

TWU Strikes SEPTA, Settles After 6 Days

Transport Workers Union Local 234 carried out its threat to shut down SEPTA's City Transit Division at midnight on Tuesday, November 1, but by the following Monday the strike was just a memory. During those six days many thousands of transit riders struggled to get to work, school, medical appointments or other activities around the city. (The walkout ended soon enough that it did not hamper voting in the national election on Tuesday, November 8.) Veteran State Representative and soon-to-be U.S. Congressman Dwight Evans was given considerable credit as the intermediary who brought both sides together, while Congressman and local Democratic Party Leader Bob Brady also was involved. Both Philadelphia political figures spent long hours at the Sheraton Hotel where negotiating sessions were held.

Many of the displaced riders flocked onto Regional Rail trains, which already are crowded during normal rush hours. Fortunately, SEPTA was able to use its collection of borrowed MARC coaches and Amtrak locomotives to substitute for the 25 or so Silverliner V cars still out of service due to the now-famous cracks in their truck assemblies. Some trains made extra stops in the city, such as the Bryn Mawr expresses at Overbrook. Highway traffic also was at gridlock levels in many areas around the city, but once again Philadelphia showed that it could survive a transit strike pretty well.

On Friday SEPTA played its trump card—going to court for an injunction to halt the strike before the election. A Common Pleas Court judge set Monday the 7th for a hearing into the request, but as it turned out that proved to be unnecessary.

A long negotiating session between union and management officials extended well into the evening of Sunday the 6th. An agreement was announced early the next morning, surprising many observers. Three of the principal points of contention—wage increases, health care contributions and pension benefits—were settled, even though reports had circulated just hours before that the two sides were still far apart on those issues. Under the agreement, pay raises will total 10.5 percent over the five-year life of the contract and pensions will be overhauled, resulting in a 12.8 to 15.2-percent increase depending upon years of service. Workers will pay more for their health care, up from 1 percent to 2.5 percent by 2019. The union demand for more employee rest time between runs was not included in the final agreement, but could be the subject of future talks. Language was inserted in the deal to protect fare-collection personnel as the new SEPTA Key fare system is implemented.

Bus, trolley and subway-el employees began heading back to their jobs on Monday morning, but service was sporadic on many routes through the day. Full service was restored by Monday evening. In spite of some dissension in the ranks, members overwhelmingly ratified the new contract in a vote on Friday, November 18. Union President Willie Brown told them that he got the best possible deal for his members, because SEPTA is a publicly-funded agency and has only so much money to spend. SEPTA said that the cost of the new contract fell within the \$182.5-million it has budgeted for labor and fringe benefit increases across all of its divisions over the next five years. It is expected that the union representing employees on the Suburban Division, including bus and trolley operators, will follow the same pattern established in the TWU contract.

----- Frank Tatnall

PHILADELPHIA CHAPTER, NRHS Board of Directors Meeting Winter, 2017

Wednesday, February 15, 2017
7:00 PM to 8:30 PM

Passenger Services Conference Room
Amtrak 30th Street Station
*(If meeting is at alternate location, note
will be posted on Conference Room door)*

2017 Chapter Dues Update

As of December 1, 2016, 130 of our 223 full Chapter/NRHS members have renewed their memberships for 2017. In addition, 15 of 42 "Additional Chapter" members have paid up for the coming year. Those renewals have come accompanied by a very generous amount of contributions, which will enable Philadelphia Chapter to be on steady financial footing in the coming year.

Meanwhile, 2017 NRHS dues bills were mailed to NRHS members during the first week of November, with attached membership cards for the coming year. With the membership cards have come instructions for renewing online through Amelia, as well as by check to the Society. The Chapter was not planning to have people renew through the chapter itself.

Please check your records as you read this to insure your renewal for 2017 has been submitted. Thank you.

PROGRAM NEEDS UPDATED!

As we approach the year 2017, Philadelphia Chapter is still seeking presenters with interesting programs for our members. January, February and May need presenters, with March and April spoken for at this time. Please contact President Larry Eastwood (ayrestower@comcast.net) or Program Director Harry Garforth (hgarforth@comcast.net) for details (phone numbers on Page 2). PowerPoint programs preferred but we are able to accommodate 35mm slide programs, with advance notice – The Chapter needs to provide the projector, as Drexel no longer has 35mm slide projection equipment.

Important Phone Numbers

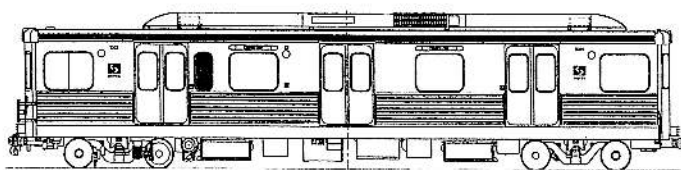
CINDERS lists below the telephone numbers which should be used to report suspicious sightings, emergencies or other conditions affecting rail operations, including trespassers, vandalism, fires, defective equipment, etc.

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

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



SEPTA TRANSIT

Now that the six-day transit strike is over, passengers on the Market-Frankford Line can once again view the heavy construction underway at the 15th Street station. The westbound platform is being rebuilt, but this is only part of SEPTA's \$164-million project to modernize the 15th Street station—first opened in 1907—and the 1928-vintage City Hall station on the Broad Street subway, as well as to redesign the street-level area above. The first phase, completed in 2014, was the new Dilworth Park on the west side of City Hall, together with beneath-the-surface support work and elevator installations.

The rebuilding of 15th Street station will extend through the fall of 2018, about the same time that another phase to underpin the City Hall station begins. Work on renovating that station is due to start early in 2019 and be completed by January of 2021. A major improvement will be the widening of the north and southbound platforms, which together with new signage, paint and lighting will help eliminate the present dingy, claustrophobic atmosphere in the station. The entire multiphase project, partly funded by the city, will include 14 new elevators, some of which will provide access to the various station platforms. Both stations will remain open to passengers during the construction.

Crosstown bus Routes 29 and 79 are due to be operated with new battery-powered buses by early in 2018. The prototype bus should arrive from the builder, Proterra of California, next May, with all 25 on the property by late 2017. Charging stations for the buses must be built, and Route 79 Snyder Avenue will be extended to Pier 70 where one of those stations is plannedThe new \$10.8-million bridge carrying 41st Street over AMTRAK's Harrisburg line in West Philadelphia was opened to traffic on November 16. Route 40 buses can now return to their normal route after a detour that lasted for 22 years. Yes, the old bridge was closed in 1994 due to structural deteriorationA male trespasser was struck and fatally injured by a 69th Street-bound Norristown High Speed Line train just west of the Bryn Mawr station around 6:30 PM on Saturday, November 5. Following trains were delayed due to single-tracking between Radnor and Overbrook. Six days later, on Friday afternoon the 11th, another man was hit and killed by an inbound Route 36 trolley on Island Avenue in Eastwick.

SEPTA last month introduced a new "Travel Wallet" feature for its electronic Key Card fare-payment system. The "Wallet" was made available to just 1,000 purchasers, who now

can preload a cash value anywhere from \$10 to \$250 on their Key Cards for the payment of fares. It was sold only at SEPTA headquarters, 1234 Market Street. Customers who already have Key Cards from previous purchases also may load cash onto those cards, in addition to the option of buying a weekly or monthly TransPass on the Key Card. Quick Trip single-ride tickets with magnetic stripes also are available on the Market-Frankford and Broad Street Lines. Seniors last month began receiving their new SEPTA Key photo identification cards in the mail, allowing them to simply "tap and go" for their free trips at any station or on any vehicle equipped with Key validator pads.



SEPTA REGIONAL RAIL

As the Thanksgiving holiday approached, SEPTA still had a number of its Silverliner V cars out of service for truck repairs. The situation, of course, is much improved since the entire 120-car fleet was sidelined in July. SEPTA, working with carbuilder Hyundai-Rotem, has had new equalizer beams installed on most of the cars, replacing the original beams in which cracks were discovered. It was fortunate that SEPTA still retained 18 of the coaches it leased from Maryland's MARC system, as three expresses on the Paoli-Thorndale line were still operating with these cars. AMTRAK has agreed to continue leasing a trio of ACS-64 electric locomotives to SEPTA through mid-December for use on these trains. The rest of the borrowed MARC cars are being sent home, where they probably will not be placed in active service due to the arrival of new equipment.

SEPTA will reissue all of its Regional Rail timetables effective December 11, the first full reissue since the summer-long Silverliner V crisis.....The new pedestrian tunnel at Villanova station as reported here last month will be handicapped-accessible, which the present tunnel is not. Phase II of the Villanova improvements will see the installation of high-level platforms and improvements to the station building, with that work to begin in 2018.....In spite of objections from environmental groups, the SEPTA board last month approved construction of a new 8.8-megawatt natural-gas-fueled electric generating station at Wayne Junction. The \$26.8-million project is designed to insure a reliable source of power for the former Reading end of the system, protecting it against the possibility of interruptions in the Peco power supply.

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

SEPTA continues to expand its Positive Train Control (PTC) safety system. On November 21 PTC was activated on the Cynwyd line, and sometime this month the Mainline between center city and Glenside will have operable PTC as well. This means that all SEPTA owned and controlled routes will have the mandated train separation system in operation, but some problems need to be worked out before SEPTA's PTC-equipped trains can operate on the similar ACSES system over AMTRAK lines to Wilmington-Newark, Paoli-Thorndale and Trenton..... For the 26th year SEPTA helped Santa Claus get to center city on "Black Friday," November 25, but as in 2015 the festivities were held at Dilworth Park rather than at the now-closed Gallery Mall. The Christmas Village outdoor market at City Hall Plaza also was nearby. Regular trains #9348 from Elwyn and #6411 from Warminster were designated "Santa Expresses" and were specially decorated for the occasion.

October was the first month since June that Regional Rail operated on its regular weekday schedules, and as might be expected there were some problems. Whether it was slippery rails, manpower shortages, trespassers, power or switch failures, there were delays aplenty. And the extra crush of passengers during the transit strike in the first week of November also resulted in many late trains. Making matters worse was the death of a trespasser at Angora station in West Philadelphia on Wednesday, November 2. Train #376 out of Elwyn struck the person around 4:30 PM, causing three trains to be annulled and two others delayed due to single-tracking between "Cane" and "Arsenal" interlockings.

A 15-minute outage in the train control system early on Monday, November 7, resulted in a host of late trains systemwide. Then, at 7:20 PM on the following Monday an electric power failure on AMTRAK at Thorndale resulted in the suspension of SEPTA operations west of Malvern for nearly two hours, with passengers on two westbound trains being transferred to buses at that point. During a two-week period last month West Trenton line passengers experienced many bad days, with a variety of delays caused by disabled trains, malfunctioning grade crossing gates and slippery rails. At 5:30 PM on Friday afternoon, November 18, push-pull train #1745 bound for Trenton stalled at Holmesburg Junction when ALP-44 locomotive #2308 failed to take power. Eight other SEPTA trains were delayed before the 2308 could deadhead its train back to Roberts yard around 7:50 PM and open up the #1 track to Trenton.



Thanksgiving week is always the busiest travel time of the year, as millions of people jam the roads, rails and airports. It's also AMTRAK's busiest week, as the railroad gears up to handle sold-out trains on the Northeast Corridor and elsewhere. As usual, Amtrak issued a special timetable for the Corridor, but for the first time the 77-page publication appeared only online and not in print. It was posted rather late, on November 14, but contained complete NEC train schedules for each day from November 22 to 28.

Service was bolstered by additional Acela Express trips and other extra trains operated with Amfleet cars. Two sets of borrowed MARC equipment and two sets of NJ TRANSIT equipment were run on Sunday only between New York and Washington. The Amtrak extras carried train numbers in the 1100 series and the MARC and NJT trains in the 1000 series. No extra trains were planned on the Philadelphia-Harrisburg line, but passengers on regular Keystone trains were required to have reservations.

Then AMTRAK came up with something new: "Track Friday." On the day after Thanksgiving, Amtrak offered a "Black Friday" sale! From Friday to Monday customers could book coach seats at 30-percent off the regular price for travel between December 10, 2016 and April 9, 2017 throughout the national network. A sample 30-percent-off fare: \$69 Chicago to Washington. The tickets are non-refundable and can be booked only online at Amtrak.com.

AMTRAK's new president, Wick Moorman, said last month that he does not have a long-term future at the railroad, but has been brought in to "fix" some things that need fixing. He said that he is "not doing it for the money"—his salary is \$1 a year—but "because the future of Amtrak is important to this country." He spoke of the need to replace locomotives and cars, saying that the new "Liberty" high-speed trains to be built by Alstom "will be a better product in every way." Long-distance trains are Amtrak's "political glue," he said, and are essential for underserved areas of the country. His Marketing Department will be creating ads that point out a few of the convenience features of Amtrak trains—Amtrak's baggage fees are very low, there's no "middle seat" and no airport hassles. Moorman, 64, retired last year after a very successful career at NORFOLK SOUTHERN, retiring as CEO. He brought with him to Amtrak a few fellow NS retirees, including former Chief Operating Officer Mark Manion. Moorman also appeared as a guest on the CBS This Morning TV show on November 17, where he was asked his thoughts on the election of Donald Trump. "I think what the new administration is talking about in terms of infrastructure investment is absolutely critical," Moorman replied, "not only for Amtrak but for our whole country" (*Trains*).

Much has been written about President-Elect Trump's statements concerning the need for increased spending on infrastructure in the U.S. He even mentioned the figure of \$1 trillion in future infrastructure projects. "We will build the roads, highways, bridges, tunnels, airports and the railways of tomorrow," he said. "This, in turn, will create millions more jobs." How this will work out with the Republican-controlled Congress remains to be seen, but in the past that body has refused to fully fund AMTRAK. The Republican Convention platform even called for eliminating the 20 percent of the Highway Trust Fund now dedicated to transit and an end to all Federal subsidies for Amtrak. Private companies instead should provide the service on the Northeast Corridor, the platform writers said (*Trains*).

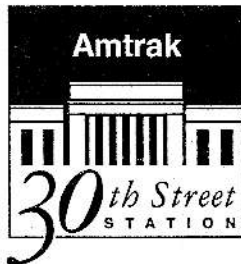
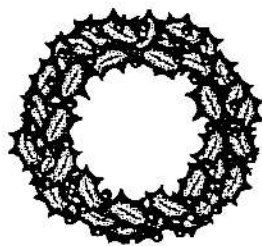
AMTRAK announced strong financial results for Fiscal Year 2016 ended last September 30. Record ticket revenues of \$2.4 billion were \$12 million higher than FY 2015, and ridership likewise rose to a record 31.3 million passengers. The company covered 94 percent of its operating costs with ticket sales and other revenues, up from 92 percent the previous year. Total revenues

(Continued on Page 6)

PHILADELPHIA EXPRESS

(Continued from Page 5)

were a record \$3.2 billion and the operating loss of \$227 million was the lowest since 1973.....AMTRAK has issued an RFP (request for proposals) for a partner to develop a key piece of Amtrak-owned land just across 30th Street at JFK Blvd. The tract, which lies between the station and Drexel University's former *Bulletin* Building, consists of about 32,500 square feet of land and was once considered for a second Cira Centre office building. This initiative is a part of the 30th Street Station District Plan launched earlier this year (see July *Cinders*), which in turn is associated with the so-called Schuylkill Banks development spearheaded by Drexel University.



AMTRAK's long-awaited Viewliner II dining cars finally have begun rolling off the assembly line at CAF USA's plant in Elmira, NY. The first of 25 new diners, #68001 **Annapolis**, was shipped from Elmira on November 1 and was spotted the next day moving on the **Silver Meteor** to Amtrak's Hialeah (FL) maintenance shop for inspection, familiarization and testing. Final delivery of the new cars should come in the first half of 2017, replacing most of the tired 1950's-vintage heritage diners still in operation. After the dining car order is completed the 25 new Viewliner II sleeping cars should begin to emerge. The entire 130-car Viewliner II order, which includes 80 baggage cars, is worth \$298 million to CAF but is running years behind scheduleAMTRAK has its 2017 wall calendar for sale, featuring a photo of the **Auto Train**. It costs \$10 from the Amtrak store.

Three trespasser fatalities occurred last month on the Northeast Corridor. Around 5:30 PM on Friday, November 4, westbound Keystone train #651 struck a 17-year-old female in Torresdale. Passengers were transferred to another train. Some AMTRAK service was delayed and SEPTA's Trenton line service was halted. The #1 and 2 tracks were soon opened for eastbound traffic only while Philadelphia-bound passengers were bused from Levittown. All tracks were reopened by 9 PM and SEPTA service from Trenton resumed. Then, about 3:35 PM on Wednesday, November 23—the busiest travel day of the year—a trespasser was hit just south of Churchmans Crossing station in Delaware by northbound Amtrak extra train #1194, which had just departed the Newark station. All service on the Corridor was halted for a time and SEPTA was forced to suspend service between Wilmington and Newark, instead busing passengers between those points for the rest of the day. Several Amtrak trains were delayed from one to two hours. Then, at 7:58 AM on Friday, November 25, southbound Acela Express #2107 struck and killed a 61-year-old man in Torresdale. The incident was declared a suicide. Passengers were transferred to a following train but several delays ensued and SEPTA was forced to suspend its Trenton service for three hours. Two trains were annulled and others delayed.



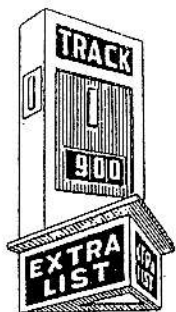
CSX, NS, OTHER ROADS

NORFOLK SOUTHERN operated its safety train over much of the system during the past few months, giving first responders hands-on training in how to deal with hazardous materials accidents. The train started at Altoona in April, then stopped in 17 other cities including Harrisburg. Its consist was a dedicated locomotive, two boxcars converted into classrooms, four types of tank cars and two flatcars carrying a variety of tank-car valves and fittings.....NS has spent a lot of money upgrading its former CANADIAN PACIFIC, ex-Delaware & Hudson line between Binghamton, NY, and Sunbury, PA. NS acquired the 282-mile route from CP in September 2015 for \$214 million. Improvements include 90,000 new ties, 82 miles of resurfacing, and upgrading of the Belden Hill tunnel in New York. NS hired 166 new employees, including 140 ex-D&H workers.

NJ TRANSIT is having a warehouse full of trouble these days, not all of it related to the fatal crash at Hoboken Terminal on September 29. It has been determined that the engineer of that train, who apparently failed to apply the brakes on entering the station, was suffering from a condition known as sleep apnea. So NJT has now barred engineers who have sleep apnea from operating trains unless their condition is under a doctor's control. Legislators in Trenton also complained about the lack of transparency in NJT's financial and operating information. A Bloomberg reporter wrote that "As [NJT] pays record fines and leads the nation in commuter rail breakdowns, the agency has squelched public scrutiny of how it spends hundreds of millions of dollars on day-to-day operations...At committee meetings, where trustees appointed by Governor Christie discuss financial plans, the agency keeps decision-making documents on lockdown..." A former deputy executive director told Bloomberg that NJT is in "another world" of public accountability. Unlike other agencies such as SEPTA, NJT does not publish annual budgets on its website.

Legislative committees have been delving into NJT's financial and operating problems. At one hearing in November, the new executive director, Steven Santoro, said that a lack of money is at the root of many of NJT's problems. It is hoped that the recently-approved 23-cents-per-gallon increase in the gas tax will refill the badly-depleted Transportation Trust Fund, which should find more money flowing to the transit agencyThe NJT board finally approved its Fiscal 2017 operating and capital budgets in October, four months late.....In August Governor Christie signed a bill that will prevent a railroad engineer from running trains if his or her driver's license has been suspended for driving under the influence.....A male trespasser had his leg amputated after he was struck by an NJT train pulling into the Trenton station early on Sunday, November 13.....NJT reported last month that its customers reached a new record in using the agency's mobile ticketing app. More than one million tickets and passes were purchased through the MyTix smartphone feature.

(Continued on Page 7)

**Saturday/Sunday,****December 10-11, 17-18, 2016:**

Santa Claus Trains on the Allentown & Auburn Railroad. Ride times: 10:00 AM, 11:30 AM, 1:00 PM, 2:30 PM and 4:00 PM. Tickets: Ages 12+, \$14, over 65 \$12, ages 3-11, \$8, ages 2 and under, \$0.01. Purchase tickets online at www.allentownandauburnrr.com. For more information, telephone 1-570-778-7531.

Saturday, December 10 to Sunday, December 18:

Varying excursions presented by Reading & Northern Railroad in cooperation with Lehigh Gorge Scenic Railway. See complete information elsewhere this issue.

Tuesday, December 13:

Regular monthly meeting of Harrisburg Chapter, NRHS, Hoss's Restaurant, 743 Wertzville Road, Enola, PA. Optional dinner at Hoss's at 5 PM, business meeting and program start at 7 PM. Program topic will be "The Passenger Stations of Carlisle (PA)", presented by railroad and fire department historian Randy Watts. His program will describe Carlisle's stations on West and East High Streets as well as Gettysburg Junction. He will also recount the last passenger train in the borough and the current status of rail operations there.

Friday, December 16 (third Friday):

Regular monthly meeting of Philadelphia Chapter, NRHS, 121 Randell Hall, off Drexel University Main Hall, 3141 Chestnut Street, Philadelphia, 7:00 PM. Program will be Chapter Member Kevin Feeney, with another of his "potpourri" Power Point shows detailing his travels during the past year – always entertaining!!

Saturday/Sunday, January 14-15, 2017:

Greenberg's Great Train & Toy Show, Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA 19456, 10 AM to 4 PM each day. Admission: \$9 for a one-day adult ticket, \$10 for a two-day ticket. More information elsewhere this page.

Friday, January 20:

Regular monthly meeting of Philadelphia Chapter, NRHS, 121 Randell Hall, off Drexel University Main Hall, 3141 Chestnut Street, Philadelphia, 7:00 PM. Program subject not available at presstime.

Sunday, March 5:

Annual Train Show sponsored by Jersey Central Railway Historical Society, at Mother Seton High School, 1 Valley Road, Clark, NJ (Garden State Parkway Exit 135 at Clark Circle), 9:00 AM to 3:30 PM. Admission: Adults \$5.00, kids under 12 Free. Additional information: 1-908-272-3910.

Friday, August 11 through Sunday, August 13:

Railfest Hamburg 2017, celebrating the 50th anniversary of Reading Alco C630 #5308 and GE U30C #6300, sponsored by Reading Railroad Technical & Historical Society. More information in upcoming issues of *Cinders*, or by visiting the RCT&HS website, www.readingrailroad.org.

2017 NRHS Convention
Nashville, Tennessee
June 20-24, 2017

PHILADELPHIA EXPRESS

(Continued from Page 6)

PATCO is finally getting serious about reopening its "ghost" station, the long-closed Franklin Square station in Philadelphia (see January 2015 *Cinders*). The station has been closed since 1979 but all PATCO trains still whoosh past the deserted platforms. Now officials think that the Franklin Square area has become busy enough to support reopening the station. Money is contained in the current PATCO budget for design work on a project that will total about \$28 million..... READING & NORTHERN announced that it will build a new \$2-million passenger station in Reading to handle regular passenger service to Jim Thorpe starting sometime in 2017. It will be called "Reading Outer Station" but will be located a short distance north of the site of the long-abandoned Reading Company station of the same name.

My best wishes to all *Cinders* readers for Christmas and Hanukkah, and for a safe and prosperous New Year!



**Visit The World's Largest Train,
 Toy, & Hobby Show
 in Oaks, PA**

Greenberg's Train & Toy Show
Greater Philadelphia Expo Center

100 Station Avenue, Oaks, PA 19456

January 14-15, 2017 ~ 10am-4pm

Children 11 and under **FREE!!**

Huge operating train layouts * Free Seminars
 350+ tables of trains, toys and hobby items for sale
 Trains for kids to run * Fun for the whole family

Directions to the Greater Philadelphia Expo Center:
 Take Route 422 West from King of Prussia, take Oaks exit
 (Egypt Road), left on Egypt Road, left at light onto Station
 Avenue, Expo Center ahead on the Left

www.GreenbergShows.com

Reading, Blue Mountain & Northern to build Passenger Terminal

Reading, Blue Mountain & Northern has announced the purchase of a 2-1/2 acre commercial site to build a complete passenger terminal for departures from Reading, PA, in 2017.

With an ever-expanding passenger department, the \$2 million facility will be located at Bellevue Avenue and Route 61, and will be called Reading Outer Station. Service from the Reading area to Jim Thorpe and beyond will begin in 2017.

Updates and progress pictures will appear in 2017.

A Message from the Delaware-Lackawanna Management Team

(For those visiting Northeastern Pennsylvania and the Scranton area in particular, David Monte Verde, President of GVT Rail, parent of the Delaware-Lackawanna Railroad, has asked the railfan media to publish the following letter to our community. Your cooperation is absolutely essential in order to maintain a good relationship while on D-L property.)

To the Rail Enthusiast Community

The Delaware-Lackawanna is not anti-railfan. With the recent repainting of several of our locomotives, the onset of the beautiful fall foliage and blue skies, the D-L has been swarming with railfans. In a number of cases, railfans are trespassing, harassing D-L employees, and had a total disregard for safety. There have been fans perched on tie piles, with a general disrespect for private property. There was one incident where a few buffs were standing in the gauge at Bridge 60 in Scranton, were asked to leave, and resorted to abusive language to the D-L conductor.

We have also had an influx of phone calls from rail enthusiasts wanting to know what, where and when a train will be moving. These calls are a huge distraction, especially to the dispatcher who has to put a call on hold to answer an unnecessary phone call on a busy day. Most veteran fans are aware that Train PT-98 runs Tuesdays, Thursdays and Saturdays, with Trains LL-1 and SC-7 operating random days. Therefore, if you show up at 8 AM at Bridge 60, and observe from a safe public vantage point, you will see the various trains being made up and be able to reason what's up for the day.

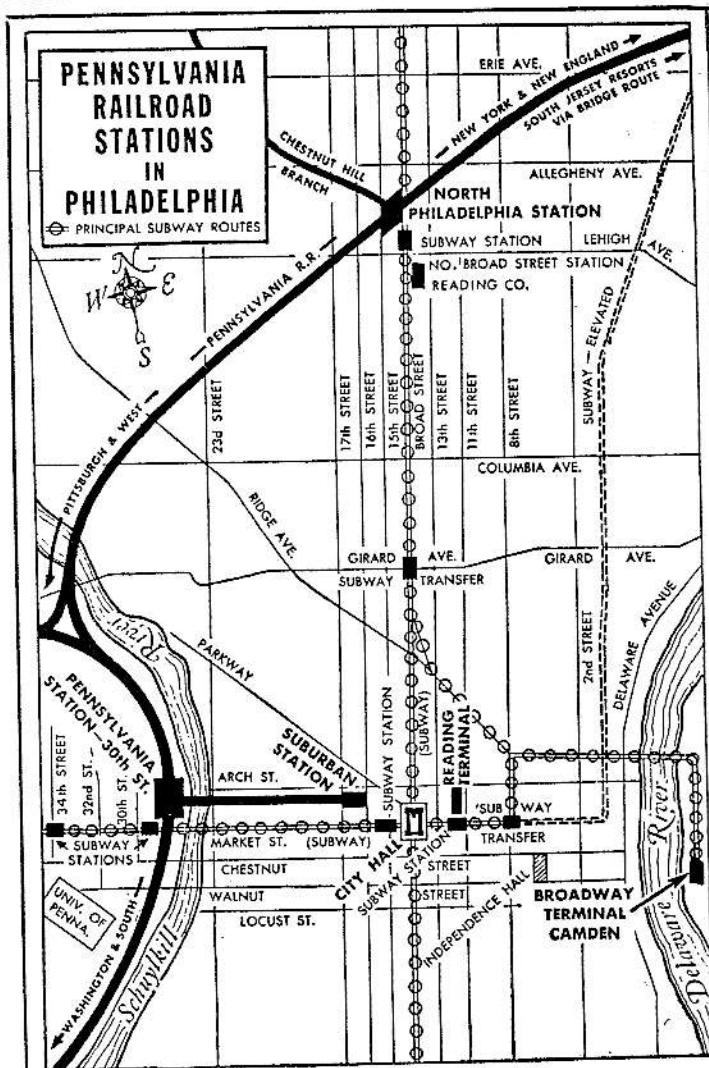
The D-L, to be sure, is a very active railroad and our men and women are out there working, and not playing. The D-L is very accommodating to our respectful and loyal fans and always will be! There exist plenty of operating hazards in the rail industry, and our employees should not face the burden of protecting individuals who are trespassing on railroad property by standing in the gauge, crossings, or making foul comments toward our people. Veteran railfans need to act as a mobile advisory corps and maintain the order which will keep them, as well as the D-L, safe, avoiding calls to local law enforcement agencies.

Most employees of the D-L love trains and our Alco locomotives, and understand the attraction. But, please consider how your actions affect the employees as well as your safety. Respect the fact that each D-L employee's safety, well-being and attitude is affected as fans swarm them when they are attempting to do an efficient and safe job.

Take photos, enjoy the newly-painted locomotives running through the beautiful rolling hills of Northeastern Pennsylvania. But, please do so at a safe distance and off railroad property.

Thank you to our dedicated and loyal railfan base.

The Delaware-Lackawanna Management Team
October, 2016



North Philadelphia Station—in the North Philadelphia section of the city is approximately 3½ miles north of the central business district. This is the station stop in Philadelphia for through trains between the East and West. Trains between New England, New York, Baltimore, Washington and the South; Philadelphia-New York express trains and Delaware River Bridge trains to and from Southern New Jersey stop at this station.

Passengers arriving at North Philadelphia Station from the West are afforded connecting service to Pennsylvania Station (30th Street), and the Suburban Station (Penn Center). Broad St. subway trains stop at adjoining station. Reading Company, North Broad St. Station located three blocks south.

Pennsylvania Station (30th St.)—is the Main Station in Philadelphia, located on Market St. 1 mile west of City Hall. Market Street subway trains stop at the south entrance to the station. There are two levels of tracks in this station:

Lower Level—used by through trains between New England, New York, Baltimore, Washington and the South; Philadelphia-New York express trains; for Delaware River Bridge trains to and from New Jersey; and for trains which run between Pennsylvania Station (30th St.) Philadelphia and Pittsburgh, Harrisburg, Williamsport, etc.

Upper Level—used by all suburban trains operating out of and into the Suburban Station (Penn Center).

Suburban Station (Penn Center) located in the central business district two blocks from City Hall. It is connected with the Broad Street and Market Street Subways by underground passageway. This station is used exclusively by electric commuter trains.

Broadway Terminal Camden—the station on the New Jersey side of the Delaware River for Pennsylvania-Reading Seashore Lines bus-train service starting from Camden, N. J., to Southern New Jersey; also for Pennsylvania Railroad trains to Pemberton and other New Jersey Stations. Philadelphia Transportation Co. subway trains operate directly between the Subway Transfer Station at 8th and Market Sts., Philadelphia and Broadway Terminal Camden.

The map above is from a Pennsylvania Railroad Form 1, System Timetable for 1956, showing the location of transportation facilities in the Philadelphia area. —from the Editor's Collection.

