

CONDUCTORS

JANUARY 2016



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Volume 77

Number 1

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

2016 NRHS Dues Bills Mailed; Chapter Renewals Progressing

Philadelphia Chapter members who are National NRHS members should have received 2016 National dues bills in the mail during the middle of December, and early renewal to NRHS for the coming year is urged as the Society continues to update and rebuild its database. Included in the National mailing is a 2016 NRHS Membership Card for each member.

While NRHS is transitioning to electronic billing and renewal through a database known as Amelia, it was decided to send a parallel mailing by U. S. Mail as well to insure that all members were reached. In fact, members whose status had lapsed were also sent 2016 renewal notices with the hope that these people would come back into the fold, as NRHS works to hopefully restore itself and its image.

When renewing members need to pay particular attention to the request for their telephone numbers and E-mail addresses. NRHS will need the E-mail addresses for communications during 2016 and it is handy for the volunteers working on the database to also have a telephone number if the need arises to contact a member to resolve a problem.

During the coming year, NRHS expects to issue a number of issues of *NRHS News*, which will be sent in electronic format. This internal publication generally contains a whole host of information on not only National activities, but goings-on from other chapters as well. The Society also expects to issue two copies of the *NRHS Bulletin* in the coming year. An issue of the *Bulletin* was mailed to paid-up 2015 members during November.

Our own Philadelphia Chapter dues bills for the year 2016 were mailed to members on November 12, 2015. At the end of December, a high percentage of members had renewed in the Chapter for the coming year

Many members have sent generous contributions to the Chapter with their dues payments, and the Chapter's officers deeply appreciate this level of support. Members who have not remitted their dues are urged to give attention to this matter as we approach the end of 2015. Please make sure that you include your telephone number and E-mail address with your local renewal.

Meeting Cancellation Notice

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting date, Chapter officers will make a decision on whether to hold the meeting as scheduled. If in doubt, members should telephone 215-947-5769 after 12 Noon on the day of the meeting for a recorded advisory. Thank you.

Meeting Notice

FRIDAY, JANUARY 15, 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

At our meeting on Friday evening, January 15, 2016, we will be honored to have as our presenter **SEPTA General Manager Jeffrey D. Knueppel** (subject to his availability due to any unusual operating conditions). Mr. Knueppel has spearheaded many of the infrastructure improvements that are currently taking place on the SEPTA System. While we don't know the specifics of the presentation, it will be an excellent opportunity to meet the GM, and learn of the many changes occurring. We urge your attendance at this meeting, and please encourage an acquaintance to attend, as well

Our programs for February 19 and March 18 were not available at presstime. Remember, 2016 is Leap Year so be certain of your dates..

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)

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Membership Chair.....Harry Garforth (215) 266-3180
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Webmaster.....

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

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. **PLEASE INCLUDE YOUR NEW TELEPHONE NUMBER and ANY E-MAIL ADDRESS** so our records are complete.

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

Editor's Thoughts.....

Happy New Year!! The Year 2016 marks Philadelphia Chapter's **80th Anniversary!** From a start around a dining room table in March, 1936, the fourth chapter in the National Railway Historical Society, believe it or not, was a very active, yet tiny band of rail historians who left no opportunity for a railfan venture unturned.

Organized rail excursions had their origins in 1934 in New England, but the interest spread, particularly throughout the Northeast, only to be interrupted with the advent of World War II. Despite small treasuries, members in the military service were carried without charge.

Following World War II, mainline railroads were only too happy to arrange rail excursions, and the interest and market grew. On the local level, a simple phone call to a transit property provided the opportunity for frequent weekend excursions over traction routes.

While no formal activity has been forthcoming for our 80th birthday, we are open to suggestions as to what we might be able to do to commemorate this significant milestone

--RLEjr

Welcome Back to Treasurer Rich Copeland, who is recovering nicely from his recent extended illness. Happy Rare Miles!!

PHILADELPHIA CHAPTER, NRHS Board of Directors Meeting Winter, 2016

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

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

Please watch for notice in February *Cinders*.

Edward A. Lewis Dies at 73; Short Line Executive, Author

Well-known short line executive and rail history author Edward A. Lewis died on November 11, 2015 in Pinehurst, North Carolina at the age of 73, following an extended battle with Parkinson's disease.

A 1960 graduate of Ridgewood High School, Lewis grew up in Ho-Ho-Kus, NJ, and spent much of his youth exploring the train lines and railroad stations in the New York/New Jersey area. He was married to Cordelia Burgess in Granby, CT in 1963 while attending the American University in Washington, DC.

Ed started his railroad career with the Long Island Rail Road; his career path took him to the Arcade & Attica Railroad in New York, the Providence & Worcester Railroad in Rhode Island, the Strasburg Rail Road in Pennsylvania, the Lamoille Valley and Twin States Railroads in Vermont, and finally the Aberdeen & Rockfish Railroad in Aberdeen, NC, where he served as president for 20 years, retiring in 2007.

Railroading was not just a career for Ed, but a passion as well. He was an avid timetable collector, serving as President of the National Association of Timetable Collectors for a number of years. He collected antique clocks, traveled around the United States and was a member and past president of a Lions Club. He was a past president of the Railway Association of North Carolina.

He authored a number of books, including *Reading's Victorian Stations* in 1976, *American Shortline Railway Guide*, *Wellsville, Addison & Galeton Railroad - The Sole Leather Line*, *The Road of Personal Service - A Centennial History* (Aberdeen & Rockfish Road (co-authored with Jim Wrinn).

Ed is survived by his wife of 52 years, Cordelia, daughter Heidi, son Christopher and their families. Ed was a very cordial host to Frank Tatnall and myself on a rail photography jaunt through New England in 1983. He will be missed, but well remembered.

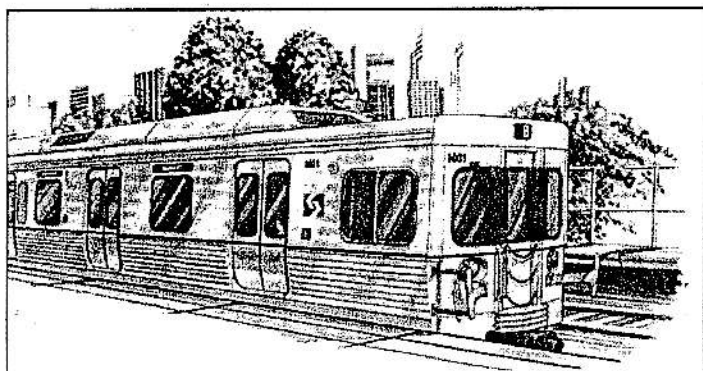
--R. L. Eastwood, Jr.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



SEPTA plans to have its new Key fare collection system up and running by April, according to an announcement last month. This target date assumes that the various change orders that SEPTA has issued to contractor ACS/Xerox will not cause further delays to a program originally expected to start in 2013. The April date applies only to the bus, subway and trolley systems, with Regional Rail to follow perhaps within a year. Pilot testing of Key, which began last February, has not yet been completedSEPTA has scheduled an open house on Wednesday, January 20, to discuss the Fiscal Year 2017 capital budget and the long-term "Rebuilding for the Future" program. The sessions will be held at 1234 Market Street beginning at 12 noon and 4:30 PM.

The ten largest U.S. transit agencies are facing a \$102-billion maintenance backlog on their rail systems, according to a joint report from the agencies released in December. The report said that ridership continues to increase while public funding dwindles. One of the ten agencies is SEPTA, which has a 12-year, \$6.8-billion capital program currently in place (*Trains*)The largest single item in SEPTA's 12-year capital program is the \$4.3 billion for vehicle acquisitions and overhauls, while station improvements would get \$1.1 billion, infrastructure safety \$426 million, power improvements \$382 million, bridge repair and replacement \$340.7 million and track and right-of-way work \$153 million.....With the rebuilding of the West Terminal at 69th Street Transportation Center mostly completed, seven bus lines will return to their regular boarding locations effective January 4. Trolley service resumed to the West Terminal in September.

SEPTA employees again made the holiday season a bit more festive by decorating several trolleys with tinsel, lights, bows and wreaths. These include PCC II #2336 and Kawasaki cars #9009, 9052 and 9080. A decorated car also was operated on the Media-Sharon Hill line and another on the Norristown High Speed LineThe proposed extension of the NHSL to King of Prussia (see April *Cinders*) should create more than \$1

billion in local economic activity, bring thousands of construction jobs and cut the travel time for commuters, says the Economy League of Greater Philadelphia in a detailed analysis issued last month.....The 27 passengers and operator on Route 36 trolley #9005 were injured slightly when the trolley was struck head-on by a stolen car at 49th Street & Grays Avenue on Wednesday morning, December 23. Two men in the stolen vehicle were critically injured.....The huge East Market construction project now underway across the street from Reading Terminal should play a big part in the long-talked-about revitalization of the Market Street corridor east of City Hall. The block-square mixed-use development between 11th and 12th Streets is expected to cost around \$500 million. It is adjacent to the 11th Street subway station but has not interfered with SEPTA trafficAfter several delays, the eastern section of the Gallery mall in center city was to be officially closed for reconstruction on January 1. This will cut off a favorite underground shortcut for SEPTA and PATCO commuters.



SEPTA REGIONAL RAIL

SEPTA expects to have its new Positive Train Control (PTC) system in service by the end of this month, General Manager Jeffrey Knueppel has announced. All of SEPTA's passenger cars and locomotives already are equipped for PTC, which presumably will allow for normal operations on AMTRAK's Northeast Corridor (see below).....SEPTA has acknowledged that eight of the 14 new Regional Rail print timetables which became effective December 13 contain errors, most of them minor but some more significant. SEPTA said that it might reprint those issues, which would require four to six weeks. Errors in SEPTA's smartphone app also have been found, but corrections to the schedules shown on the SEPTA website already have been made. Apparently, some of the problems were caused by the massive adjustment in train schedules made last month (see December *Cinders*).

SEPTA this year will be paying AMTRAK a lot more to operate Regional Rail service on the Northeast Corridor. This is the result of a new cost-sharing formula for the NEC mandated by

(Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)

Congress in 2008 (see July *Cinders*). SEPTA's annual lease payments will rise from \$28.6 million to \$46 million, and other commuter agencies including NJ TRANSIT also will be hit with the increase.....In November SEPTA began Phase 1 work on a \$35.9-million project to rebuild the Levittown station on the Trenton line. (Officially, the station still is known as "Levittown-Tullytown.") Parking on the inbound side has been reduced although 80 new spaces are available on a nearby church lot. The work will include building improvements, high-level platforms, elevators, a pedestrian overpass and additional parking spaces. The "Levittown" name dates to the 1950's, when the former Tullytown station was expanded to serve the postwar Levittown residential development.

Regional Rail customers experienced several delays in December. One of the problems occurred on Saturday the 12th when the new PTC system "froze up," delaying a long list of trains until the Centralized Traffic Control (CTC) system was reactivated. On-time performance for the day was only 62 percent. A tree fell on the catenary near Noble station around 2 AM on Thursday, December 3, pulling down the wires. Fortunately, because it was the middle of the night, repairs were made by 5 so there was no interruption to rush-hour service on the West Trenton line. A male trespasser was struck and killed by southbound train #3425 at the Dobry Road crossing near Woodbourne at 10 AM on Sunday, December 13. West Trenton line passengers were shuttled around the scene until #2 track was reopened at 11:20 AM. A teenager was seen clinging to the outside of Doylestown-bound train #534 near Chalfont on Saturday morning the 12th. After the incident was reported the train was stopped and the male told the conductor that he was riding on the outside because he didn't have any money. He ran off at DelVal station.



AMTRAK last month cut in its new Positive Train Control system (PTC) between New York and Washington, weeks ahead of the original deadline set by the government. In November that deadline had been extended to 2018 (see October, December *Cinders*). Amtrak's safety system is known by the acronym ACSES (Advanced Civil Speed Enforcement System) and is compliant with Federal standards for PTC. The ACSES system was installed earlier between New Haven and Boston, but is not in service between New Rochelle, NY, and New Haven since that section of railroad is not controlled by Amtrak. It has been said that, had PTC been in service between Philadelphia and New York last May, the deadly derailment of train #188 at Frankford Junction would have been prevented.

AMTRAK President and CEO Joseph Boardman said last month that he intends to retire in September 2016, after nearly eight years on the job. There is no word yet on a likely successor

.....AMTRAK's ridership and revenue dipped slightly in Fiscal Year 2015, which ended last September 30. Ticket revenues were \$2.19 billion, 0.1 percent below the previous year, and ridership was more than 30.8 million, also down 0.1 percent. Service problems may have been responsible for the dip, although the Northeast Corridor enjoyed its highest ridership ever, reaching 11.7 million passengers or 0.5 percent above 2014The new transportation bill approved by Congress last month keeps Federal spending for AMTRAK about even with the existing levels. The so-called Fixing America's Surface Transportation (FAST) Act provides \$5.45 billion for Amtrak over five years and also authorizes Amtrak to set up separate accounts for the Northeast Corridor and its national network, with Amtrak allowed to apply most revenues to those respective sectors. This apparently is aimed at ensuring that above-the-rail "surpluses" on the NEC are not used to subsidize deficits on long-distance train service (NARP).

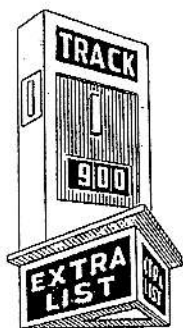
AMTRAK plans to issue a new system timetable in both print and online editions, effective January 11. The last national timetable was issued in April 2015..... Sightings of AEM-7 electric locomotives on NEC trains are becoming more infrequent as 64 of the 70 new ACS-64's have been delivered. The December issue of *Railpace* listed 14 AEM-7's as still in service. Although #927 was not on the list, this observer spotted the unit running on Harrisburg trains December 6 and 7 AMTRAK operated numerous extra trains over the busy Thanksgiving week November 24-29—including several additional Acelas. Other consists were expanded and the *Pennsylvanian* ran with an extra coach. Two six-car sets of MARC equipment and two eight-car sets of NJT MU's were used on "Holiday Extras" during the peak days. MARC HHP-8 locomotives #4911 and 4915 made probably their last appearances on Thanksgiving extras.....AMTRAK train #661 bound for Harrisburg struck and killed a trespasser at Malvern on Christmas morning, disrupting both Amtrak and SEPTA service.



CSX,
NS,
OTHER ROADS

CANADIAN PACIFIC continues to pursue its hostile takeover of NORFOLK SOUTHERN, in spite of the fact that the NS board has rejected the offer three times. CP CEO E. Hunter Harrison, however, seems unconcerned by the many questions raised by other major carriers.....PATCO's \$103-million program to rebuild its infrastructure on the Ben Franklin bridge was entering its final weeks last month. A new timetable effective December 3 returns full normal service Mondays through Thursday mornings, with a revised schedule from midday Thursday to Sunday night. The remaining tasks involve signal and communications work on the north track. Alstom's Hornell (NY) plant continues to deliver sets of rebuilt cars to PATCOFor the first time in several years Steamtown will actually have an operating steam engine. Former Baldwin 0-6-0 #26 moved under its own power last month, for the first time in 15 years. It most likely will operate on the Scranton shuttles next season.

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**Tuesday, January 12, 2016:**

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

Friday, January 15: Regular monthly meeting of Philadelphia Chapter, NRHS at Room 121, Randell Hall, Drexel University, Philadelphia, 7:00 PM. Enter through front entrance at Main Hall, 3141 Chestnut Street and proceed down hallway at right of grand staircase to meeting room. Program is expected to feature SEPTA General Manager Jeffrey D. Knueppel, who will provide updates and background on SEPTA improvements.

Monday, January 25: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 625 Station Avenue, Haddon Heights, NJ, 7:30 PM to 10:00 PM. Program will feature Member Photo Night, with each member limited to 35 exposures.

Saturday, February 6: Wilmington Chapter, NRHS will sponsor *Super Saturday Streetcar Special XXIII*, covering Route 15 and usual rare mileage on diversion routes in West Philadelphia. PCC-II car and work PCC #2194 will both be used on the event, which leaves SEPTA's Elmwood Depot (Island Road and Elmwood Avenue) 10:00 AM. Ticket fare: \$60.00 per person, with maximum capacity 40 persons. For tickets, go to www.wilmingtonchaptertrips.com.

Friday, February 19: Regular monthly meeting of Philadelphia Chapter, NRHS, 121 Randell Hall, Drexel University, 3141 Chestnut Street, Philadelphia, PA, 7:00 PM. Program information not available at presstime.

Saturday/Sunday, February 20-21: Greenberg's Train & Toy Show at the Chase Center on the Riverfront, Wilmington, DE, 10 AM to 4PM both days. Admission: \$9.00, children under 12 free. The usual things at the famed Greenberg Shows – this site is easily accessible from Interstate 95 at Exit 6 in Wilmington.

Saturday, March 6: 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). Hours: 9:00 AM to 3:30 PM. Admission: \$5.00 adults, children under 12 free. For information, please telephone 908-208-2522.

Saturday, March 13: Thirtieth Annual Harrisburg Railroad Show & Collectors Market, sponsored by Harrisburg Chapter, NRHS, 9:00 AM to 3:00 PM. **PLEASE NOTE NEW LOCATION THIS YEAR: Middletown First Church of God Fellowship Hall, 245 West High Street, Middletown, PA 17057.** Admission: \$5.00 adults, children under 12 free.

Friday, March 18: Regular monthly meeting of Philadelphia Chapter, NRHS, 121 Randell Hall, Drexel University, 3141 Chestnut Street, Philadelphia, PA, 7:00 PM. Program information not available at presstime.

Saturday, April 16: "Rails and Ales" event at the Railroad Museum of Pennsylvania, Route 741, Strasburg, PA, 7:00 PM to 10:00 PM, for benefit of the Friends of the Railroad Museum. See separate article elsewhere in this issue.

PHILADELPHIA EXPRESS

(Continued from Page 4)

The second Presidential Emergency Board named to study the contract dispute between NJ TRANSIT and the rail unions will issue its recommendations this month...... NJT is working to complete its program to install inward-facing cameras in the cabs of all locomotives and MU cars NJT train #4630 out of Atlantic City struck and killed a male trespasser near Egg Harbor City station on Tuesday night, December 22.....An eastbound NJT Northeast Corridor train struck and seriously injured a man near the Hamilton station around 9:30 AM on Saturday, December 12. Eastbound service was delayed.....NJT Executive Director Veronique ("Ronnie") Hakim is indeed headed back to New York's Metropolitan Transportation Authority, as reported here last month. But her new title actually will be president of MTA New York City Transit.

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.

Book Available on the Long Island Rail Road

At Christmas, Editor Larry Eastwood was gifted a copy of the 2007 vintage book, **MBI Railroad Color History: Long Island Rail Road**, authored by Stan Fischler, a title which is already in Larry's library.

The book is in mint condition, and lists for \$36.95, with higher prices shown on Amazon. If someone would like this well-illustrated, 160-page hardbound book, it's available for \$25.00, with the proceeds going to Philadelphia Chapter.

Please contact the Editor at 215-947-5769 or by E-mail at ayrestower@comcast.net.

C&O/B&O Passenger Food Service

(Dining Car Menu dated June 7, 1967)

A La Carte

Appetizers ...

Chilled Fruit Cocktail	.35
Soup du Jour, Saltines	.35
Chilled Tomato Juice, Lemon Wedge	.35
Crisp Lettuce with Pineapple and Cottage Cheese, Maraschino (French Dressing)	.50

Chessie Cold Plate ...

Sliced Roast Beef, Turkey, Corned Beef (Kosher Style), and Cheese	
Cole Slaw	Tomato Slices
Saltines	Beverage
	Dessert
	2.65

Sandwiches ...

(Rye or White Bread)

Hot Roast Turkey, Cranberries, with Delmonico Potatoes, Choice of Beverage and Dessert	2.25
Brisket of Corned Beef (Kosher Style), Hot or Cold, Open Face, with Potato Chips and Pickle	
Choice of Beverage and Dessert	1.90

Desserts ...

Strawberry Shortcake, Whipped Cream	.35	Baked Apple with Cream	.40
Ice Cream, Sweet Wafers	.30	Blue Cheese, Saltines	.40

Beverages ...

Coffee, Pot	.35	Tea, Pot	.35	Milk (Ind.)	.25
Instant Sanka	.35	Hot Chocolate	.35		

Please write on meal check each item desired. Parents may share their portions with children, without extra charge. Half portions at half price will be served children under 12 years of age (does not include steak). Service rendered outside of dining car, when waiter is available, .50 extra per person.

K. S. Cox, Superintendent of Passenger Food Service

6-7-67

1-22-66-5

Table d' Hote

Appetizers ...

Chilled Fruit Cocktail	
Soup du Jour, Saltines	
Chilled Tomato Juice, Lemon Wedge	

Mount Vernon Dinners ...

Roast Tender Sirloin of Beef, Au Jus	3.85
Baked Breast of Young Chicken on Slice of Ham, Southern Style	3.40
Pan Fried Fillet of Flounder, Tartar Sauce	3.40
Special Selected Sirloin Steak with French Fried Potatoes	5.50

Vegetables ...

Delmonico Potatoes	Buttered Broccoli Spears
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Salad ...

Crisp Lettuce with Pineapple and Cottage Cheese, Maraschino (French Dressing)

Bread ...

Rye	Whole Wheat	White	Dinner Roll
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Desserts ...

Strawberry Shortcake, Whipped Cream	Baked Apple with Cream
Ice Cream, Sweet Wafers	Blue Cheese, Saltines

Beverages ...

Coffee	Tea	Milk (Ind.)	Sanka	Hot Chocolate
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Chessie

Car in Charge of

American Express, Diners Club, and Rail Travel Credit Cards Honored

C&O/B&O PASSENGER FOOD SERVICE

Steamtown to be Admission Free on 16 Select 2016 Days

The National Park Service's Steamtown National Historic Site in Scranton, PA will waive entrance fees on 16 days as the Park Service marks its 100th birthday and Steamtown's 30th anniversary in 2016.

The 16 entrance-free days for 2016 will be:

January 18 – Martin Luther King, Jr. Day
 April 16-24 – National Park Week
 August 25-28 – National Park Service Birthday
 September 24 – National Public Lands Day

November 11 – Veterans Day

Steamtown normally has an entrance fee of \$7 per person; children 16 and younger, with adults, are admitted free. The entrance fee waiver does not cover train rides or excursions, but includes the Park visitor center and museum complex, which features history, roundhouse, and technology museums, plus a digital theater that presents the Park's 18-minute movie, *Steel and Steam*. The entrance fee-free days also include all staff and/or volunteer-led walking tours.

In 2014, Steamtown National Historic Site had more than 84,000 visitors. It is open daily from 9:00 AM to 5:00 PM, except between January 2 and March when winter hours are 10:00 AM to 4:00 PM. More information is available by visiting Steamtown's website, www.nps.gov/stea/.

PENNSYLVANIA RAILROAD 

Next time your husband goes to New York or Chicago he'll probably do something he shouldn't.

He'll get into a tizzy.

All that rushing about. Zipping out at the speed of sound. Zipping back. Airport traffic. Trays on the knee. Cramped space. It's enough to drive a husband psycho.

All of which could have been avoided if he'd taken the Broadway Limited.

The Broadway Limited doesn't go at the speed of sound. It goes at the speed of a train. It is a train, in fact.

It takes a whole night to get there. But that's not its only advantage.

For one, your husband will be comfortable. We've solved the legroom problem by eliminating the other legs. All rooms are private and come in six sizes. Useful for sleeping, relaxing, working and contemplation of the countryside.

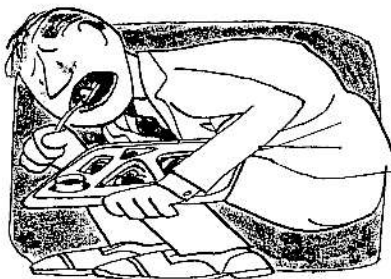
For another, he'll have a real choice of real food. Served on real plates on real tables.

Two club cars will give him an opportunity to meet other businessmen. And time to discuss important matters.

Of course, he'll be away from you a little longer. But he'll be much nicer when he comes back.

On second thought, why not go along with him for the ride? At half fare.

The Broadway Limited between
New York and Chicago

PENNSYLVANIA RAILROAD 

It's the era of supersonic speed, TV dinners, dehydrated cream, cramped space, airport traffic, and waiting for the fog to clear up.

We know a good escape.

It's called the Broadway Limited. It travels between New York and Chicago every day.

Being a train, it's a lot slower than a Wingjet, Speedjet, or a Jetjet. Slower but nicer.

If you have work to do, for example, you can do it in unmitigated privacy. In a roomette, bedroom, compartment, drawing room or master room. (How much work would you have done in your hotel room?)

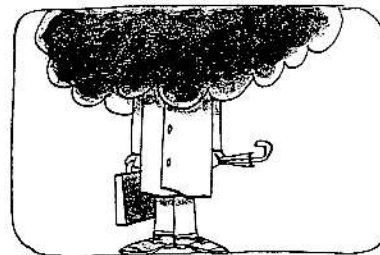
For the social minded, there are two lounges on the Broadway Limited. And enough time to strike up an acquaintance. Or consummate a business deal.

Our dining car is equipped with real tables, real plates and a real choice of food.

And if that isn't enough, it takes a whole night to get to New York or Chicago. Time to recuperate from the bedlam past and the bedlam to come.

What airline can offer as much?

The Broadway Limited between
New York and Chicago.

PENNSYLVANIA RAILROAD 

On cloudy days, don't you sometimes wistfully remember the Broadway Limited?

It went out weather permitting or no. In fact it was sort of fun to sit inside, warm and snug, and watch the elements rage outside.

All the while travelling at a dignified 60 mph. It took all night to get to New York or Chicago.

The passengers travelled in private rooms, where they could sleep, wash, work, relax, stretch out and enjoy many of the comforts that are virtually unknown today.

There were two club cars where men could talk together and make business deals. (One of the benefits of taking a little extra time to get to your destination.)

There was a dining car with a menu just like a restaurant. And real tables and plates.

If you're ever in the neighborhood of the station, you can still see what a crack express train looked like.

It still looks that way. And you can take it to New York or Chicago.

The Broadway Limited between
New York and Chicago.

--Shown above are some more panels from the same Pennsylvania Railroad

advertising folder from the 1960's era, which was illustrated in our December issue.

"Rails & Ales" April 16 at Railroad Museum of PA

The Railroad Museum of Pennsylvania has announced a new event which is sure to interest rail historians and non rail aficionados alike. The craft beer tasting event, "Rails & Ales" will take place on Saturday, April 16, 2016 in the Rolling Stock Hall of the Strasburg institution, from 7:00 to 10:00 PM with a VIP hour from 6:00 to 7:00 PM. The event will feature breweries, food trucks and live music. Proceeds from the evening will benefit the Friends of the Railroad Museum.

St. Boniface Craft Brewing Company of Ephrata, PA will be developing a new beer especially for the Museum and the

evening, which will be on tap for the first time during the VIP hour. Tickets for Rails & Ales are:

\$40.00 per person general admission
\$50.00 per person VIP
\$15.00 per person designated driver

Potential participants are invited to purchase four general admission tickets and receive one designated driver ticket free.

Interested parties should check the event website at www.railsandalcs.org for tickets, which should be available soon, and other updates. The Museum anticipates attendance of at least 500 individuals for this first-time gathering. Philadelphia Chapter, NRHS members and their friends are invited to join Rails & Ales for an evening of responsible adult fun.

1979 Program Refurbished SEPTA's ex-Penn Central MP54's

by Harry Garforth

According to an article, "SEPTA's Philadelphia: Land of the Silverliners", written by Tom Nelligan and published by *Passenger Train Journal* in its February, 1980 edition, SEPTA began a rebuilding program in 1978 involving 27 ex-Penn Central MP54's and 38 former Reading Blueliners. The work was to be performed at the ex-Reading Shop in Reading, PA. The cars received work on their trucks, overhauled traction motors, interior refurbishment and an attractive new red-white-blue paint scheme.

On April 28, 1976, 29 MP54-E6 cars were assigned to Philadelphia, as follows: #411-413, 415-417, 424, 426-427, 429, 437, 439, 441-450, 451-458. In a publication written by the late Philadelphia Member John Pawson, MP54 #424 was actually shown as being owned by New Jersey Transit.

The E6 series MP54 cars were rebuilt from older locomotive-hauled coaches at the Pennsylvania Railroad's Altoona Shop during 1951-1953. The rebuilding included new aluminum window sash, a cam and roller switch group and four 127-hp General Electric traction motors suspended in rubber to reduce vibration. The rebuilding also included interior changes with advanced lighting, lowered ceilings, improved ventilation and fans. These cars provided an improved ride quality over previous E class cars with a top speed of 91 mph and were initially assigned to New York service. Cars #411-450 (except 415) were equipped with Automatic Train Stop.

Because these were the newest cars in the MP54 fleet, they were chosen for continued service in Philadelphia, while New York had been receiving new Arrow-series MU cars purchased by New Jersey DOT in 1968 and 1969.

The program for the SEPTA rebuild was originally intended to cover 27 MP54's, the program is known to have completed only 15 cars out of the 27. The car numbers known to have received the red-white-blue paint included: #413, 416, 426-427, 437, 441-444, 446, 448-449, 451-453 and 457. The cars ran for a short time before being retired by 1981. Car numbers 421 and 429 were also suspected of being repainted into SEPTA's red-white-blue scheme, but photographic evidence has not provided confirmation.

Philadelphia Chapter, NRHS operated a fan trip on Sunday, April 29, 1979 covering the Northeast Corridor to Trenton, the Chestnut Hill West and Media-West Chester Lines. A hoped-for feature of the trip was to include passage over the West Philadelphia High Line, but a derailment accident at "Zoo" involving the Tropicana Orange Juice train prevented the unusual move. The consist of that special train was MP54-E6's #442, 443, 427, 413, 446 and 441, all resplendent in fresh red-white-blue colors on a gorgeous Spring day.

If other MP54's were repainted in the red, white and blue colors, *Cinders* readers are asked to contact the Editor with evidence.

The Conductor

by Peter F. Vaira

In the early days of passenger train service the most familiar railroad official known to most travelers was the conductor. He often was referred to as the captain. He took tickets, sold passage to those who boarded without tickets, supervised other trainmen, kept control of unruly children, admonished inebriated passengers; whatever was necessary to keep control of the passenger car. They dressed formally in keeping with their status. Whatever his dress, he was the man to see for passengers with questions.

An example of the quality of those early conductors was the Erie conductor, Henry Ayers, a genial teddy bear of a guy weighing nearly 300 pounds, known to passengers and others as "Poppy Ayers". He completely filled the aisle, and had to squeeze through the doors of all passenger cars. During the winter months he wore a fur-trimmed overcoat and coonskin cap. To his passengers he was anything but a tough guy. He presided with fatherly dignity, dispensing information, and giving an aura of good cheer. A story is told of a train departing from the docks at Piermont, when an elderly lady began sobbing that she had left her family's treasured umbrella on the ferry boat. "Don't worry, Mother," said Poppy, "I'll send for it on the telegraph."

Poppy reached for the bell rope and did some fancy jiggling. The lady quickly brightened, but did not ask how an umbrella could be sent by telegraph. The telegraph was all new to all passengers, and the railroads were still installing them to control train traffic. Poppy Ayres knew that the cabin attendants on the ferry went through all cabins and put all loose articles on the train's baggage car. Poppy knew the umbrella would appear. Shortly thereafter he presented it to her with a theatrical flourish. She was flabbergasted and gave the conductor a hug and a kiss. She exclaimed that she had heard of papers and letters being sent by telegraph, but who could imagine an umbrella!

During the 19th Century, many conductors stayed in their jobs—the same trains—at the same time—for years on end. They became figures of prominence. Asa Porter was a conductor on the Fall River Boat Train from 1864 to 1896, and was said to have entertained every President of the United States that was in office during that time. Newspaper reporters wrote that Asa Porter made the Fall River Line.

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