

CINDERS

MARCH

2016



IN THIS ISSUE

Philadelphia Chapter Meeting Notice.....	1
Miscellaneous Philadelphia Chapter Items.....	2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
"Mixed Train Daily", by Peter Vaira.....	6
Extra List.....	7

Volume 77

Number 3

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

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, MARCH 18, 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 March 18, 2016 meeting, Chapter Member Joel Spivak, well-known local traction historian, will present a PowerPoint program, *The Archeology of the Fairmount Park Trolley*. It covers things you can still see today if you look, some 70 years after the line quit operation. Joel has written a number of publications on the Philadelphia rail scene, and his programs are always entertaining and educational. Don't miss this event.

On Friday, April 15, we anticipate that SEPTA General Manager Jeffrey D. Kneuppel will be with us, and in our April issue we should know what he will speak with us about.

On Friday, May 20, Amtrak Vice President-Operations Chris Jagodzinski, who is expected to talk about ATC and PTC on the NEC. We have lined up some excellent programs and personalities this Spring – please come out and bring a friend.

Drexel University has informed us that they will be unable to accommodate our June 10 meeting because of graduation activities. We will be working to schedule an alternate activity or meeting location for June.

Notice of Annual Meeting & Election

Notice is hereby given of election of Chapter officers for the year 2016-2017, to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday evening, April 15, 2015, in Room 121, Randell Hall, Drexel University, 3141 Chestnut Street, Philadelphia, PA 19104, beginning at 7:00 PM.

Any member in good standing who is interested in service as President, Senior Vice President, Vice President & Treasurer, Secretary or National Representative, may be nominated from the floor at the April 15 meeting, or by placing your name in nomination by writing, before April 1, 2016 to: Daniel J. Murray, Chairman, Nominating Committee, Philadelphia Chapter, NRHS, 745 Sunflower Avenue, Langhorne, PA 19047-3747..

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.

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

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

Founded 1936, incorporated 1973 as a 501(c)3 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

COMMITTEE CHAIRS (Appointed)

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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.....John P. Almeida (215) 361-3953

2016 ANNUAL MEMBERSHIP DUES: \$18.00 per person, which covers only Philadelphia Chapter dues. (NRHS National membership dues for 2016 are \$50.00 per member, unchanged from 2015). NRHS chapters billed their members separately for 2016 Chapter dues, which was done in November, 2015. The donation requests 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.

50-Year Member Overlooked

It was recently brought to our attention that Philadelphia Chapter-only member David Briggs, of Citrus Heights, CA was among those NRHS members receiving their 50-year pin from the Society in 2015. Dave joined NRHS in 1965 and was a founding member of the Blackhawk Chapter, in Lockport, IL in 1969. During extensive business travel in southeastern Pennsylvania and northern Maryland in the late 1907's and early 1980's he visited the Philadelphia area numerous times. Due in part to kindnesses extended by Frank Tatnall, he became enamored with the city's subway-surface rail systems, eventually joining our Chapter as a Chapter-only member, a status he holds today.

As a distant reader, he more recently has asked the question, "Has anything ever come of the various efforts to return rail service—historic, tourist or otherwise—to any portion of the Route 23 surface line? Is any of it still under wire?"

(Editor's Note: We traditionally have not, as a rule, indicated when Chapter-only members reach the significant "mile-posts" of membership, only because we often cannot account for it. If someone will provide the Editor with the answers to Dave's query on Route 23, which has now been split into two separate routes, the 23 (northern end) and 45 (southern end), we'll be happy to forward the info on to Dave. —RLEjr)

NOTICE!!

If there is a RED DOT on your address label, we have NOT received your 2016 Chapter dues payment, as of February 20, 2016!!

If you are unpaid, this issue of *CINDERS* will be the last issue you will receive. Please contact Editor Larry Eastwood is this in error!

Philadelphia LCL.....

Well-known railroad history author William E. (Bill) Griffin, Jr., passed away on January 5, 2016, following a battle with cancer. Bill was 71 years of age. He was an employee of the Richmond, Fredericksburg & Potomac Railroad and later CSX Transportation.

Griffin had authored detailed books on Virginia railroads, Seaboard Air Line, Atlantic & Danville, Seaboard Coast Line, Family Lines, Atlantic Coast Line and the RF&P.

Editor's Thoughts.....

We got a couple of things mixed up when listing the Membership Awards piece in the February issue of *Cinders*. Sixty-year member Carl F. Landeck is a longtime resident of Wayne, PA, and not Paoli, although he did live there at one time! We also said that Carl worked for Channel 10 television, but he actually worked for WCAU radio. I think we've got it right, now!! RLEjr

PHILADELPHIA CHAPTER, NRHS Board of Directors Meeting Spring, 2016

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

**Tuesday, May 10, 2016
7:00 PM to 8:30 PM**

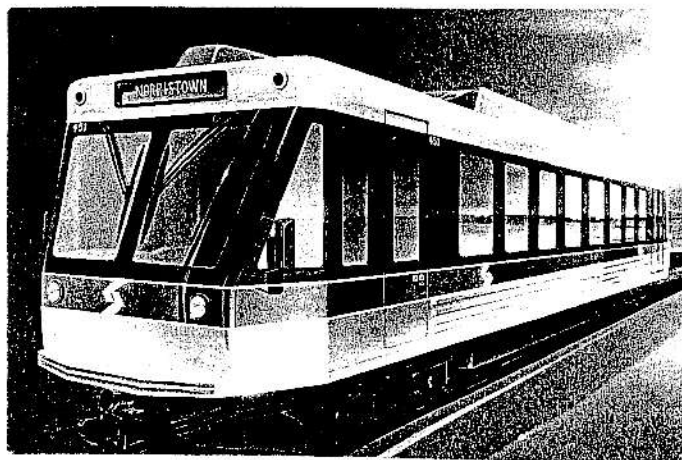
**Members of Philadelphia Chapter are
welcome and encouraged to attend**

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT

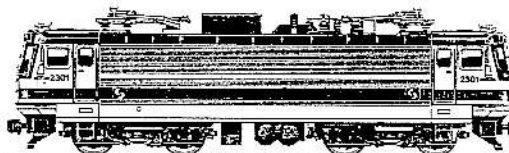


The new West Terminal at 69th Street Transportation Center was officially dedicated on January 29. The \$19.9-million project includes a new center platform waiting area, new canopies and pedestrian ramps, a new north platform and track and road surfaces, enhanced security and other improvements. The West Terminal houses two trolley lines and numerous bus routes. Trolley service to the terminal was restored last Labor Day even though construction was still in progress.

The Fixing America's Surface Transportation (FAST) act approved by Congress in December (see January *Cinders*) authorizes a total of \$281 billion for the Highway Trust Fund over five years. Another \$25 billion in the law is intended mostly for transit and rail projects SEPTA and two energy services firms will team up to expand the first-of-its-kind battery storage system at seven substations on the Market-Frankford and Broad Street Lines, according to an *Inquirer* report. These facilities will capture power from the regenerative brakes on each train, for reuse during peak periods..... A man who fell to the tracks at the City Hall station of the Broad Street Line on February 19 was rescued by other riders before he could be struck by an oncoming train. One of the rescuers was a Temple University marketing student.

As it does every year, SEPTA expects to handle throngs of people heading to the 2016 Philadelphia Flower Show at the Convention Center March 5-13. SEPTA ticket offices are selling Flower Show tickets at discounts of up to \$6 each. Jefferson Regional Rail station and the 11th and 13th Street Market-Frankford stations are closest to the Convention Center, making SEPTA an easy way to get to the show without worrying about traffic jams and parking..... SEPTA riders now can sign up for automatic service alerts sent to their e-mail addresses or texted to their mobile phones. To do so, those interested should go to the website septa.org/ready.

SEPTA REGIONAL RAIL



SEPTA was preparing to launch its Positive Train Control (PTC) system on February 29—if it receives the necessary approvals from the Federal Railroad Administration. FRA was scheduled to run a test of PTC during the week of February 22. After that the plan is to activate PTC on the Warminster Line as an FRA-mandated revenue service demonstration (RSD), beginning the 29th. SEPTA's PTC system also must interface with the AMTRAK version, known as ACSES (Advanced Civil Speed Enforcement System), so priority also will be given to the Trenton and Wilmington-Newark lines. Among all the freight and passenger railroads in the country, SEPTA and Amtrak are almost alone in placing PTC in service before or close to the original government deadline of December 31, 2015. Late last year Congress acted to extend that deadline to the end of 2018.

Since recovering from the "Blizzard of 2016" in January, SEPTA enjoyed relatively few weather troubles through last month. Extremely cold temperatures in mid-February did hamper operations to some extent—the mercury fell to 8 degrees on Valentine's Day morning, Sunday the 14th causing some delays—but on-time performance was no worse than 83 percent. The cold continued into the following day, then on Tuesday the 16th after nearly an inch of rain fell, high water alerts briefly slowed service on the West Trenton, Media-Elwyn and Manayunk-Norristown lines. In mid-afternoon of the 16th there were intermittent power outages between Suburban Station and 30th Street which delayed a handful of trains. That evening a low-hanging wire on #1 track at the phase break near Temple station was repaired with little effect on service.

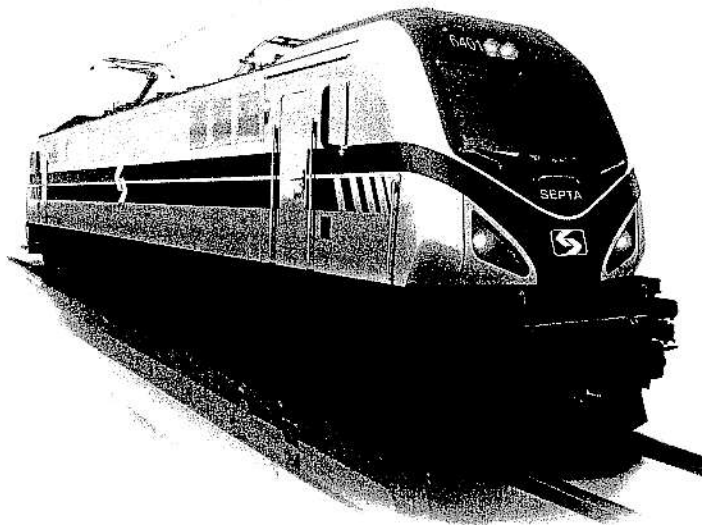
A serious problem developed on Thursday, February 18, when an old warehouse went up in flames near Holmesburg Junction in Northeast Philadelphia. Because the building was adjacent to AMTRAK's mainline, the railroad was forced to shut down all four tracks starting at around 5:15 PM. The fire was brought under control and all but #4 track restored to service by 6:40 PM. During the outage many Amtrak and SEPTA Trenton line trains were delayed. SEPTA sent buses to rescue stranded passengers on two trains and four other trains were annulled. Earlier that same day, around 11:30 AM, a broken rail was found in the #1 track just south of Jenkintown station. The break was repaired by 3 PM but 25 trains were delayed due to the necessary single-track operation.

(Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)

A bizarre incident on Friday evening, February 19, found seven passengers on Cynwyd-bound train #1089 clambering down a fire truck ladder after their train was stranded by an AMTRAK power failure on the overhead bridge near 52nd Street. Television images showed the passengers leaving the single Silverliner IV car and descending on the ladder to a point where a bus could pick them up. Four other Cynwyd trains were annulled, with shuttle bus service provided from Overbrook station, and three Paoli-Thorndale trains were delayed by the outage. The bridge has not carried Amtrak trains in many years but is still used by outbound Cynwyd trains. SEPTA is building a new connecting track to bypass the bridge, but the project has been inactive in recent months (see February *Cinders*)..... The café and tearoom in the restored Cynwyd station closed in January, after two years of operation.



Train #6212 bound for Norristown struck an unoccupied vehicle at the Ash Street crossing in Conshohocken at 6:25 AM on Wednesday, February 3. Service to and from Norristown was suspended until 8:30 AM, forcing six trains to be annulled entirely. Two other trains were turned back at Spring Mill or Miquon.....A 30-year-old male trespasser was spotted walking in the rail tunnel between Suburban and Jefferson Stations around 3:45 PM on Wednesday, February 10. A few minutes later he was struck by train #6237 operating on track #4 but survived and was evacuated to a hospital. More than a dozen trains were delayed.....A man attempted to jump in front of train #277 at Curtis Park station around 10:55 PM on Tuesday, February 23, but was restrained by others on the platform. Police arrived quickly to remove the individual and the train was delayed for 11 minutes.

A violent storm roared up the East Coast on Wednesday, February 24, resulting in several deaths and leaving much destruction in its path. Severe thunderstorms struck the Philadelphia area around 9 that evening, bringing heavy rains and high winds that impacted rail, highway and air travel. A total of 1.91 inches of rain was measured at the Airport, a record for the date. Trees fell, power outages were reported, roads were flooded

and several dozen flights at PHL cancelled or delayed. Regional Rail service took a hit. Media-Elwyn service was disrupted after a tree fell onto signal lines at Swarthmore around 9:20 PM. One train was annulled and six others delayed. About the same time an overhead wire fell on track #2 at Melrose Park, causing six trains to be delayed due to the resulting single-track operation. High water alerts delayed trains to and from Norristown. Service was suspended between Willow Grove and Warminster due to a disabled train, forcing two other trains to be annulled north of Willow Grove.



AMTRAK President Joseph Boardman last month issued an internal advisory to employees alerting them that the railroad's revenues "are falling further behind our budget commitment for the [2016] fiscal year." He said that this is due to low gas prices and to severe weather events such as the blizzard in January, which caused many trains in the Northeast to be cancelled. Cost-cutting measures will be needed, he warned, and department heads are being asked to reduce their FY 2017 budgets by 3.8 percent. One way to do this will be to leave vacant positions unfilled, although vital areas such as police, safety and train operations will "continue to get the resources they need."

AMTRAK has asked Congress for an increase in its appropriation for Fiscal Year 2017 beginning this October 1. The \$1.8-billion request includes \$613 million for the Northeast Corridor, as authorized in the so-called FAST law approved in December (NARP).....The last of the 70 ACS-64 electric locomotives ordered by Amtrak should roll off the Siemens assembly line in California this month. The final unit, numbered 670, normally would have been #669, but Amtrak decided to omit #666 in the numbering sequence. While this number has some religious significance, Amtrak for years has operated weekend Keystone train #666 without much comment. As of mid-February, only four of the old AEM-7 units were still in active service, three of them on loan to MARC.

The National Transportation Safety Board last month released more than 2,000 pages of documents and photos relating to the derailment of AMTRAK train #188 in Philadelphia last May. Many of the photos were converted into three-dimensional images of locomotive #601 and the first four cars. These 3-D images supposedly will aid in the investigation of the wreck, in which eight passengers were killed and many more injured. But two interviews with the engineer on the train, Brian Bostian, have revealed little as to why his train speeded up to 106 mph as it approached the curve at Frankford Junction, which had a posted speed of only 50 mph. The NTSB said that there were no mechanical, track or signal problems, and no obvious "smoking gun" to explain why the accident happened. But it was also noted that if the new ACSES speed control system had been in place at the time, the wreck most likely would not have happened. The NTSB investigation will continue until a final report is issued, probably late this year.

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

AMTRAK has expanded its free Pets on Trains program to allow passengers to bring their small pets on trips of seven hours or less on most long-distance trains. A pilot program also has begun to allow small pets to be accommodated on weekend Acela trains. The experiment to carry these animals on certain Northeast Corridor trains as well as on selected midwestern corridor trains was such a success that it is being made permanent. Amtrak says that since the test was begun in October 2015, more than 2,700 pets have traveled with their human companions along the Northeast Corridor.....*Railpace* reports that AMTRAK has promised Lehigh Valley-area officials that it will run a test train this spring between New York and Allentown. The trip would check the feasibility of starting regular passenger service over the former Lehigh Valley mainline.

Unusually cold weather in the Northeast over the weekend of February 13-14 caused numerous train delays. An extreme case was train #97 **Silver Meteor** which was due to leave Philadelphia at 4:58 PM on Saturday but did not depart until 6:10 Sunday morning, 13 hours and 12 minutes late! Reportedly, the delay was caused by frozen-up equipment at Sunnyside yard in New York, where the temperature fell to minus 1..... A trespasser was struck by westbound AMTRAK train #143 about 12 noon on Sunday, February 7, near Croydon station. The man survived and was transported to a hospital with minor injuries. One SEPTA train was delayed and had to operate on #3 track through the area.....The old metal-flap Solari board at 30th Street Station may not survive much longer, as AMTRAK is installing new liquid crystal display (LCD) boards in other major stations along the Northeast Corridor (*Railpace*).



CSX, NS
OTHER
ROADS

CANADIAN PACIFIC is forging ahead with its much-discussed plan to take over NORFOLK SOUTHERN. But in recent weeks CP Chairman E. Hunter Harrison has adopted a more conciliatory tone in the face of repeated rejections of his offer by the NS board of directors. Instead of launching a proxy battle for shareholder support, Harrison now is seeking a non-binding resolution at the NS annual meeting in May, asking the board to enter into good-faith negotiations with CP. The Canadian railroad also has established a new website, cpcconsolidation.com, which touts the benefits of the proposed merger. CP said it will file a request with the Surface Transportation Board to issue a declaratory order confirming that a voting trust may be used to control NS while the merger effort goes forward. In response, NS issued a slick color brochure entitled "Executing on Our Strategy," detailing its efforts to increase efficiency, create shareholder value, enhance performance and offer superior service. Meanwhile, one

major intermodal shipper, United Parcel Service, said that it would oppose the merger (*Trains*). Strong opposition from several shipper groups and Congressmen also has been heard.

In a test run on February 2, NS successfully operated a 176-car 12G train from Conway to Harrisburg, possibly the longest train ever to operate over the west and east slopes of the Allegheny Mountains to Altoona. The train had two locomotives on the point and two DPU midtrain remote control units (*Trains*).....An empty NS oil train struck an automobile at a grade crossing in Gladwyne on February 4, according to a TV news report. This may have occurred at the Mill Creek Road crossing along River Road. The report did not mention any injuries.....NS has released locomotives #4000 and 4001, the prototypes of a series to be rebuilt with AC instead of DC power. Painted in a special blue and light gray scheme with wide cabs, the former C40-9 units are redesignated as AC44C6M's (Harrisburg Chapter).

NS has operated its first train using Positive Train Control technology. On January 25 an NS crew ran a PTC demonstration train between Charleston and Columbia, SC, the district which has served as NS's pilot territory for PTC since 2005. This effort began ahead of the Federal requirement to install PTC on all lines where regular passenger service is operated or where certain hazardous materials are handled. NS said that it has about 8,000 route miles that require PTC installation under current law, which mandates that all installations be completed by 2018.

NS reported total operating revenues for the year 2015 of \$10.5 billion, producing net income of \$1.6 billion. Revenues were down ten percent from the previous year as traffic volume declined by three percent, driven by a 23-percent reduction in coal tonnage. Intermodal revenues dropped by six percent, to \$2.4 billion. The operating ratio suffered an unfavorable increase to 72.6 percent, from 69.2 percent in 2014. By contrast, CSX previously reported its 2015 operating ratio had dropped to 69.7 percent from 71.5 percent the previous year.

UNION PACIFIC and CSX placed first and second in the transportation & logistics division of *Fortune Magazine's* annual ranking of the World's Most Admired Companies. The rankings are based on several factors, from investment value to the company's social responsibility.....CSX Chairman & CEO Michael Ward told *Trains Magazine* Editor Jim Wrinn last month that he planned to stay at the helm of CSX for another three years, when he will retire at age 68. This will afford more time to groom a successor since the presumed new CEO, Oscar Munoz, left the company last year to head United Airlines.....U.S. railroads handled 410,000 carloads of crude oil in 2015, down 1.4 percent from the previous year. Oil shipments made up 1.4 percent of total carloads in 2015 (*Trains*).

NJ TRANSIT and its riders are facing a strike by 17 rail unions on March 13. That's the date when the cooling-off period ordered by President Obama will expire. NJT's interim Executive Director Dennis Martin said that the agency cannot afford the cost of the settlement recommended by the second Presidential Emergency Board, which has been studying the dispute. Martin said that one of the most onerous provisions in the proposed settlement is the "platinum level" of health benefits for employees.

(Continued on Page 6)

Mixed Train Daily

by Peter F. Vaira

Until about 1950 on most connecting railroads, one could see a familiar sight known as a mixed train. It usually consisted of a medium steam engine, usually a 2-6-0 or a 4-4-0, pulling a string of assorted freight cars and on the rear a passenger car or combination baggage-passenger car. On a few rail lines, a caboose configured to carry passengers was the last car. In the first half of the 20th Century, before there were many passable roads and before the automobile became readily accessible, the mixed train was a common method for connecting lines to transport freight and passengers at the same time. Although there was not enough passenger traffic to justify regular passenger service, there was enough passenger demand that the railroads could afford to attach a passenger car to freight trains to provide local service to the many small towns along their routes. For a great many Americans the mixed train was their only contact with the railroad. Young boys grew to know the familiar sight of the friendly engineer or fireman who waved at them as the local train shuffled into their small town. This was a time when a rider could board a single coach at the rear of a freight train, and ride from one small town depot to another.

The equipment, schedules, atmosphere and romance of the mixed train was captured by the writer Lucius Beebe and the photographer C. M. Clegg, Jr., in the book, *Mixed Train Daily*, first published in 1946. The book deals with the 300 lines in operation at that time. The automobile and freight trucks would eventually wipe out most of them in the next 30 years, but their significance to the transportation history of the United States cannot be forgotten.

The book discusses lines such as the East Tennessee and Western North Carolina, deep in the heart of Appalachia; the Virginia and Truckee in the Nevada desert; the Bath and Hammondsport in the wine country of New York, and the Rio Grande Southern, high in the Rockies.

The authors make an effort to describe special features of the many mixed train railroads, such as the New Albany and Corydon in Indiana, which feeds the Southern Railway System. They describe the scene at Corydon Junction when the conductor thinks nothing of waiting an hour for the eastbound mail train on the Southern main line. "If we don't get it down to the post office until this afternoon's trip, it won't get delivered until tomorrow. The mail is about half our reason for being", says Charles Gibson, the conductor with 39 years of service.

The authors wait with the crew. Three cars of less-than-carload lots had been picked up for delivery to local stores and manufacturers and await on a nearby transfer track. To pass the time waiting for the mail, the crew goes across the dusty street to P. C. Hendricks' General Store or the Triangle Food Store to drink Cokes, among packages of soap flakes, copies of the *Ladies Home Journal* and mounds of ready-made cakes from Louisville.

Once the eight sacks of mail are dropped off by the Southern express, the mixed train departs, tender-first, as there is no turntable or wye at that station. That day was good for passenger traffic, being market day in the town and matinee day at the local theatre. Passengers ride in a refurbished caboose. Two young girls in their print dresses, accompanied by their mother, are

picked up at the town of Davis. They climb into seats in the cupola as if they have done it before. At Huntstown, a journeyman carpenter joins the group with his bag of tools. The train proceeds through the high prairie grass in the Indiana countryside.

Not all the equipment on the connecting line passenger service was steam driven. In 1930, in a move to economize passenger traffic, the chief mechanic of the Rio Grande Southern in Colorado, fashioned seven rail buses which became known as the Galloping Geese. The silver painted rail fans had Winton and Pierce Arrow motors, and a less than carload compartment in the rear, and seats for seven passenger in a compartment with the driver. The Galloping Goose clipped along sharp curves and steep grades at 25 miles an hour. On one trip Author Lucius Beebe described the driver having within ready reach a Winchester rifle, and stooping to pick up several Indian dressed in colorful holiday finery. Beebe said despite the uncomfortable accommodations, the Galloping Goose was the best way to view the dramatic scenery traversed by the Rio Grande Southern.

There are five pages of the book devoted to railroads which carry passengers in cabooses, some 30 in all. Several pages of photos are included, and descriptions of various customs and accommodations in the cabooses. What railfan of today would pass up an opportunity to take a regular ride in a caboose.

Mixed Train Daily is a wonderful book, and a necessary part of a railfan's library to read at leisure by a fire with a coffee or something stronger. It is a great history of the small connecting railroads that were a vital part of transportation and the development of the United States. Amazon Books has numerous copies available, new at \$90.00 and used for \$25.00.

PHILADELPHIA EXPRESS

(Continued from Page 5)

Union members have been working without a new contract since 2011.....NJ Transit last month banned all of the new "hoverboards" from its trains, buses and stations. The small scooters on which people (mostly kids) can ride sometimes catch fire due to their lithium ion batteries, and pose a falling riskAtlantic City Line service was disrupted at least twice in the past two months when the 120-year-old Delair bridge over the Delaware River became stuck in the open position. The most recent occasion was on Tuesday, February 2, forcing NJT to provide shuttle bus service between 30th Street Station and Pennsauken Transit Center.

PATCO Assistant General Manager Bennett Cornelius was fired last month, in spite of many favorable comments about him from riders. Earlier in his 38-year career Cornelius had long service with AMTRAK and other agencies. The members of the board of PATCO's parent organization, the Delaware River Port Authority, are politically appointed, and the change in the governorship in Harrisburg may have been responsible for his departure.....Former U.S. Secretary of Transportation Drew Lewis died last month in Arizona at the age of 84. He had long been politically active in Pennsylvania, had served as a trustee of the Reading Company during its bankruptcy years, then was named to head the DOT by President Reagan in the 1980's. He later became chairman and CEO of UNION PACIFIC, before retiring to his home near Schwenksville, Montgomery County.

NS #611 to Run Spring Trips

The Virginia Museum of Transportation and the North Carolina Transportation Museum, in cooperation with Norfolk Southern Corporation, have announced a 2016 schedule of steam excursions behind famed N&W Class J #611.



The 611 was to move in February from Roanoke to the North Carolina Transportation Museum in preparation for maintenance and its annual Federal Railroad Administration inspection. Following that work, the Spring, 2016 season will see a total of four weekends of public excursions behind the 611 on the Norfolk Southern system. A variety of seating options, including coach, first class, and dome cars is planned for each excursion.

April 9, 2016 – Spencer, NC to Lynchburg, VA
 April 10, 2016 – Spencer, NC to Asheville, NC
 April 23, 2016 – Greensboro, NC to Roanoke, VA
 April 24, 2016 – Greensburg, NC to Roanoke, VA
 May 7, 2016 – Roanoke, VA to Lynchburg, VA
 May 7, 2016 – Roanoke, VA to Walton (Radford), VA
 May 8, 2016 – Roanoke, VA to Lynchburg, VA
 May 8, 2016 – Roanoke, VA to Walton (Radford), VA
 June 4, 2016 – Manassas, VA to Front Royal, VA (one

run)

June 5, 2016 – Manassas, VA to Front Royal, VA (two

runs)

Ticket sale dates were to be announced during February. For information, visit www.FireUp611.org. In addition, special appearances by 611 are planned for Roanoke, Manassas, and Danville, VA, and Spencer, NC.

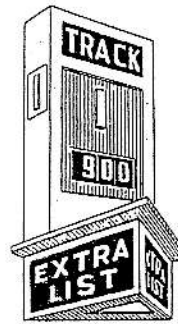
There will be other special appearances throughout the year by the 611, although no excursions have been announced in conjunction with the special display appearances.

Reading, Blue Mountain & Northern Has Restoration Plans for 2102

In a release dated January 21, 2016, Reading, Blue Mountain & Northern Railroad has revealed plans to restore former Reading Railroad T-1 4-8-4 #2102 to operating condition.

The 2102's tender was split away from the locomotive on January 7 and preliminary work started on January 9. RBM&N expects to complete disassemble the locomotive to permit complete ultrasonic testing and inspection. Following that, crews plan to perform the Government-mandated Federal Railroad Administration Form 4, a 1,472-day inspection.

Railroad Owner Andrew Muller, Jr., anticipates that the T-1 will be operational by mid-2017. In a statement from Matt Fisher, General Manager of RBM&N's passenger division, "total ridership in 2015 hit 100,000 people. This is approximately 30 percent higher than our previous year's ridership. The amount of ticket sales and interest in riding trains is phenomenal. Impressive ridership numbers along with the amount of teamwork and determination by employees of the railroad has made it time to



Saturday, March 12: Rail History Symposium Series, presented again this year by the Southampton Railroad Station Society at the North & Southampton Reformed Church, 1380 Bristol Road, Churchville, PA 18966. Doors open at 8:00 AM for coffee and donuts, presenters begin at 9:00 AM. Price is \$35.00 per person, including lunch. See article with complete details on Page 8 of the February issue of *Cinders*.

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. Chapter Member Joel Spivak will present a PowerPoint program on the Fairmount Park Trolley. See Meeting Notice this issue.

Monday, March 28: 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 be Dr. Hank Culler with a lecture on the Philadelphia, Marlton & Medford Railroad. Check Chapter website, www.westjersey-nrhs.org for updated information.

Sunday, April 10: George School, in Bucks County, will celebrate the heritage of the Philadelphia, Newtown & New York Railroad with a dedication of two historical markers at the site of the original George School station site. The event begins at 1:15 PM. The markers are the idea of Walter Hoffmann, of the Class of 1984 from George School. Hoffmann is also President of the Anthracite Railroads Historical Society; the markers are courtesy of ARHS. Chapter President Larry Eastwood is expected to make historical remarks on the Newtown Line at the event.

Friday, April 15: Regular monthly meeting of Philadelphia Chapter, NRHS, 121 Randell Hall, Drexel University, 3141 Chestnut Street, Philadelphia, PA, 7:00 PM. Guest speaker expected to be SEPTA General Manager Jeffrey D. Knueppel (rescheduled from January 15). Further information will follow in our April issue.

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 on Page 7 of January *Cinders*.

Friday, May 20: Regular monthly meeting of Philadelphia Chapter, NRHS, 121 Randell Hall, Drexel University, 3141 Chestnut Street, Philadelphia, PA, 7:00 PM. Amtrak VP Operations Chris Jagodzinski is expected to present program ***ATC and PTC on the NEC***. Complete details in forthcoming issues.

begin working on the 2102". Fisher also indicated that opportunities are endless to use the 2102 in special excursion service on the RBM&N as well as its related tourist railroad, the Lehigh Gorge Scenic Railway.

The 1925 Wissahickon Transportation Center *by Harry Garforth*

Although SEPTA passengers transfer today between numerous bus routes at the Wissahickon Transportation Center adjacent to the Wissahickon Falls and a former electric trolley substation building on Ridge Avenue, it was not always the case.

What might be surprising to some, is the fact that Wissahickon once hosted trolleys operated by three separate private transportation companies in addition to the Philadelphia and Reading Railroad (P&R) train service. The three trolley companies worked in concert offering joint fares and frequent service to establish convenient connections between their routes. One route also provided across the platform connections with the P&R RR at Wissahickon station. The concentration of transit service in Wissahickon was no surprise as the Pencoyd Iron Works, located nearby on both banks of the Schuylkill River, employed thousands of workers who found residence in the Roxborough, Manayunk and Wissahickon communities.

The Roxborough & Barren Hill Passenger Railway opened on November 28, 1874 as a horse car line and converted to electric operation on October 20, 1894. The route operated from a single terminal track located adjacent to the outbound Wissahickon Station platform over two tracks on Ridge Avenue up through Roxborough's business district. The route slimmed to one track past the business district and terminated in Barren Hill. Service was provided by small double truck cars which provided a comfortable ride without sacrificing the ability to navigate sharp curves.

The Wissahickon Electric Passenger Railway Company began operation on September 29, 1893 over a primarily single track routing between the Wissahickon and Manayunk P&R Rr. Stations. Later a shuttle connecting the main route with the PRR Manayunk Station was operated. The small four wheel trolleys navigated through the narrow streets of Wissahickon, Manayunk and Roxborough, running every 12 minutes. A powerhouse built in Wissahickon powered the streetcars and local street lighting for many blocks in the community. A three track car barn was also built adjacent to Wissahickon Station to house the cars and provide maintenance.

The tracks of these first two companies came within close proximity to each other in Wissahickon, but were never connected. When the companies were later combined, a connection was established in Roxborough at Ridge and Leverington Avenues, allowing the cars to reach the larger carbarn on Ridge Avenue near today's Andorra neighborhood.

The third trolley operator was the Philadelphia Traction Company which commenced operation on July 1, 1894. Service included an electric trolley from Philadelphia starting at Front and Arch Streets to the Wissahickon Falls with a connecting horse car shuttle along Main Street to Green Lane in Manayunk. The horse car lasted until August 30, 1894. This line was later designated Route 61 in 1913. Passengers could transfer between Route 61 and the Wissahickon routes via a staircase which connected Main Street and the Pencoyd plant with the P&R Wissahickon railroad station.

Today the staircase, the train station and the numerous bus routes remain, but little evidence of the trolley routes exists. The traces are there for those who look for the clues.

Fifty Years of Progress in Philly (1942) (Courtesy *The PTC Traveler* from that era)



Thursday, December 15, 1892.....the first electric car in Philadelphia was about to clatter down Catherine and Bainbridge Streets. Would she really go? Would she eventually replace Dobbin's trailer, and the lurching, rather uncertain cable car?

The answer is obvious. Today, on Philadelphia's 50th anniversary of electric traction service, 240 streamlined PCC cars glide along her streets. Luxurious *Liberty Bell Limiteds* speed between 69th Street Terminal and Allentown, Queen City of the Lehigh Valley. Big, fast interurbans and Brilliners of the Red Arrow Lines whisk crowds to western suburbs in nothing flat. The little car line on Catherine and Bainbridge Streets has grown to a system huge enough to form a single track between Philadelphia and Chicago.

Dinky single-truck cars of '92 were pretty primitive by modern standards. However, they were a great advance over horse cars upon which most of the city then depended for transportation. Cable cars had been some improvement, but were unsatisfactory in many respects. The cable ran at a fixed speed, and when the gripman hooked on, the car started with a terrific lurch at full speed of the cable. Since cables did not go around corners it was necessary, upon approaching the corner, to release the grip and "fly the corner" by momentum. This maneuver was accompanied by a great clanging of the bell and a silent prayer that nothing would get in the way of the careening car. Even worse was the not infrequent accident of a loose cable strand fouling the grip so that the car could not be released. When this happened, the car had to continue down the street, clanging all the while, until word could be gotten to the powerhouse to stop the cable. As there were few telephones in service, this usually took some time.

Storage battery cars were tried on a number of routes for two or three years, but by 1891 they had been abandoned in favor of horse cars.

Steam "Dummy" cars were also in service, operating on Kensington and Haverford Avenues, but they never met with wide acclaim. Although accustomed to splashing and pounding of drays and carriages through the mud holes and over rough cobbles of Philadelphia streets, the citizens found noise of steam dummies fully as annoying as the smoke and cinders they produced. The horse car remained a part of the American scene in New York and several other cities until well after the turn of the century, but in Philly the electric trolley found immediate public favor (still retained!), and all horse car lines, 400 miles of track, were electrified during the next four years, with the exception of the Callowhill Street line. In 1897 this route finally bowed to progress, and on January 13 of that year the last horse car to be operated in Philadelphia made its final journey.

Today (1942), Philadelphia ranks among the foremost trolley centers of the nation. The city will not regret its retaining of trolleys for hauling wartime transport loads. And it looks as if cars will run long after this struggle is over. The PCC and Brilliner rule today.....long may they reign!