



CINDERS

SEPTEMBER 2016



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Volume 77

Number 8

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

Wick Moorman Named to Head Amtrak

Former NS CEO Has Long Railroading Career

Charles W. ("Wick") Moorman last month was elected president and CEO of Amtrak, succeeding Joseph Boardman. The appointment, which came as a pleasant surprise to many in the railroad industry, became effective September 1. Anthony Coscia, chairman of the Amtrak board of directors, said that "Wick's deep operational background and track record of building teams and driving innovation is exactly what we need to provide unparalleled service to the more than 500 communities we serve."

Moorman, 64, retired last year as chairman, president and CEO of Norfolk Southern Corp., after a 40-year career with NS and predecessor Southern Railway. He has always been given high marks for his knowledge of the business and his management style. Railfans, of course, will remember his interest in the history of railroads—most notably marked by his initiative to have 20 new NS diesel locomotives painted in the "heritage" colors of predecessor companies. Among these were General Electric ES-44AC units #8098 (Conrail) and 8102 (Pennsylvania Railroad), and EMD SD70Ace #1067 (Reading).

Many Amtrak observers believe that Moorman will bring new life to the passenger carrier, given his record of good labor relations and the respect he's earned among the leaders of America's freight railroads. Amtrak depends on these "host" railroads for all of its operations away from the Northeast Corridor, and relations with some of them often have been strained. Another challenge for Moorman, as the chief advocate for Amtrak, will be to coax more funding from the Federal government as well as from state governments.

"Wick," as he likes to be called, grew up in Hattiesburg, MS, and after graduating as a civil engineer from Georgia Tech, hired on with the Southern as a supervisor in the Maintenance of Way Department. After taking a leave to study at the Harvard Business School, he rose steadily through the ranks to the top job at NS, from which he retired in 2015 with the intention of spending more time with his family. His decision to come out of retirement to lead Amtrak demonstrates "his true passion for America's rail system," said Jim Mathews, president and CEO of the National Association of Railroad Passengers. The two Republicans in the House of Representatives who have the most influence on railroad legislation also issued a statement praising Moorman and saying

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Important Notice About Our September & December Meetings

During the month of August, Drexel University informed us that our normal meeting space would not be available to us for our normal September 16 (third Friday) and December 9 (second Friday) meetings. The University has told us that new student welcome events would conflict in September and final exams in December.

Accordingly, we have asked Drexel for meeting space on the **FOURTH** Friday of September (the 23rd) and the **THIRD** Friday in December (the 16th), and have asked Drexel to confirm these dates to us sooner rather than later. We are publishing a Meeting Notice for Friday, September 23, 2016 in anticipation that we will receive approval for that date. If for some reason we are unable to hold the September 23 meeting, that will be posted on the Editor's home phone number (215-947-5769), and hopefully on the Chapter website (address above).

We continue to experience frustration in arranging our monthly meetings at Drexel. The difficulty arises because their academic people hold all space until the last minute each semester, before releasing same to their Events and Conference Services office. This occurs in spite of the fact that the Main Hall building we use for our meetings is virtually deserted every Friday evening. These facilities are not only physically well-located for our members, but are also equipped with the proper audio-visual equipment we need for our presenters. Stay tuned!!

Because of the ongoing transportation issues at SEPTA, we decided to cancel our Summer, 2016 Board of Directors meeting, which was to have been held on Tuesday, August 9. We will hold a Fall, 2016 Board of Directors Meeting on Tuesday, October 11, 2016. Please see notice on Page 2 of this issue.

R. L. Eastwood, Jr.
 President and Editor

PROGRAMS NEEDED!

As we enter our new program year, Philadelphia Chapter is seeking presenters with programs that would be of interest to our members. All months, except November, 2016 are available. 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 can deal with slides.

PHILADELPHIA CHAPTER, NRHS Board of Directors Meeting Autumn, 2016

**Tuesday, October 11, 2016
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)**

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

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 November. The donation requests for Philadelphia Railfriends are mailed during November via separate mailing from November *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.

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.

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 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, SEPTEMBER 23, 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

On Friday, September 23, 2016 (please note, 4th Friday), Philadelphia Chapter will hold its first program of the new meeting year. Please refer to the Notice on Page 1 because our meeting space has not been confirmed by Drexel University. Our program will feature *Trains Magazine's* new 70-minute DVD program, **Colorado Railroads**, featuring steam trains and diesel freights in the Rockies. This program will whet the appetite of those who were unable to be at the 2016 Denver NRHS Convention in July.

Summer Dinner Attracts 20

A total of 21 members and relatives signed up for the Chapter's Annual Bill Wagner Summer Dinner at Freddie's Restaurant in West Trenton (Ewing), NJ on Friday evening, August 20. In spite of SEPTA's Silverliner V crisis and the use of the enhanced Saturday schedules on the Regional Rail lines, nearly half of those attending utilized SEPTA's West Trenton Line going to and from the event, located just two blocks from the West Trenton station.

We advised members to use Train #5350, scheduled to arrive at West Trenton at 5:42 PM, about 18 minutes prior to dinner service. The train was experiencing power and dynamic brake problems, and actually arrived at West Trenton just about at 6:00 PM. The service was quite efficient, so much so that those riding the train were about to make Train #3563, departing West Trenton at 8:02 PM, rather than #3565 at 9:02 PM. The return trip was nearly on-time, with the six-car Silverliner IV consist maintaining track speed along the way.

The meal was served family style, and the food was plentiful and excellent, so much so that the majority of those present expressed a desire to return to Freddie's in 2017. The Chapter expresses its thanks to Member Les Dean, who was unable to attend, for once again capably arranging the event.

SEPTA Riders Learn to Live with Reduced Service

Leasers Help Ease Crowding Caused by Loss of 120 Silverliner V Cars

It's been a rough summer for SEPTA's Regional Rail customers, what with the hot, humid weather and all 120 Silverliner V cars sidelined since early July for a potentially dangerous defect in their trucks. In late August it was still not clear when the entire fleet of Silverliner V's would be repaired and returned to service, but indications are that it likely will be sometime in November, depending on the availability of satisfactory replacement parts.

SEPTA tried to ease the pain by leasing 19 cars from MARC, eight from NJ Transit and five from Amtrak, with Amtrak supplying the locomotives for three of the four trains created from the extra equipment. As the end of August approached, these 32 leased cars were on the property, most of them in weekday service. Then SEPTA announced on August 25 that it will lease 16 more cars from MARC, to be placed in service "shortly after September 1." There was no indication of where the locomotives to pull these cars will come from. (MARC is able to release the cars due to the purchase of new multilevels for its own operations out of Baltimore and Washington.) All of this borrowed equipment is adding thousands of extra seats beyond what SEPTA's own fleet of 231 aging Silverliner IV cars and 45 push-pull coaches can provide.

To deal with the car shortage, SEPTA adopted a series of interim weekday train schedules for each line, which were actually "enhanced" Saturday schedules with added rush-hour trains. Posted on the SEPTA website, these reflect a substantial reduction in the number of trains normally operated. (The Cynwyd line is served by shuttle buses.) Further schedule enhancements on certain lines were made on July 11 and 18, August 8 and 15 to include additional trains and other changes, particularly on the former Reading side of the system. Another change made to cope with crowded trains in the afternoon rush became effective August 1, as SEPTA "ambassadors" began collecting fares at the Jefferson, Suburban, 30th Street and University City stations before passengers could reach the platforms. This is being done on weekdays from 3 to 6:30 PM, relieving train crews from trying to collect fares on often standing-room-only trains out of center city.

Initially, the MARC equipment was used on the Reading side, then assigned to Newark expresses. The NJT

Initially, the MARC equipment was used on the Reading side, then assigned to Newark expresses. The NJT trainset was placed in center city-Trenton service and the Amtrak Keystone trainset on Bryn Mawr locals. But effective August 22 one MARC set was reassigned to Trenton service. The two MARC-equipped trains were dubbed "Frankentrains" by SEPTA employees, since they are made up of various disparate parts—an Amtrak ACS-64 locomotive, MARC coaches and SEPTA cab car.

The full effect of the equipment shortage was not apparent during the summer because ridership normally dips during this vacation period and schools are not in session. But SEPTA is mindful of the increased ridership expected after Labor Day (in spite of the possible temporary defection of some unhappy passengers), and is taking several steps to help meet that demand:

- o Leasing additional cars from other systems (see above).

- o Effective September 6, starting express bus service during the morning and evening rush hours between selected close-in stations and the Fern Rock Transportation Center or AT&T station on the Broad Street subway. Regular transit fares apply. Stations to get the supplemental service are Fox Chase, Jenkintown, Elkins Park, Ivy Ridge, Manayunk, Wissahickon, Swarthmore and several on the two Chestnut Hill lines.

- o Expediting repairs to the Silverliner V fleet.

General Manager Jeffrey Kneuppel said in late August that SEPTA plans to repair ten Silverliner V's per week, which he hoped would begin during the week of August 29. The reason that the cars were pulled from service was the discovery of hairline cracks in the equalizer beams and beam seats fitted to the trucks of each car. There are four of these beams on each car, the function of which is to transfer the weight of the carbody to the trucks. A test run with a refitted car was expected over the weekend of the 27th and 28th, Kneuppel said. He noted that hundreds of beam assemblies are now being manufactured by subcontractors for the carbuilder, Hyundai-Rotem. How the cost of dealing with this unexpected crisis, including car repairs, leased equipment and revenue losses, will be paid for is still to be negotiated. SEPTA holds a warranty from Rotem, but it has not been made clear how much of the cost it will cover. Kneuppel plans to hold a press conference sometime around September 1 to update the public on the Silverliner V restoration project.

---Frank Tatnall

Wick Moorman Named to Head Amtrak

(Continued from Page 1)

that he "knows the railroad business extremely well, and he is capable of running Amtrak like a business, rather than a bureaucracy. This will be essential to improving U.S. passenger rail service and fostering a more business-like structure at Amtrak..."

James Squires, Moorman's successor as CEO at NS, made the following comment: "With Wick on board, Amtrak and its passengers, employees and business partners will benefit from forward-looking, customer-focused and innovative leadership... We look forward to the opportunities ahead for both freight and passenger railroads."

Obviously, much will be expected of Wick Moorman in the very difficult position of running a federally-chartered company, which is so dependent on the whims of the political establishment. But many who are familiar with Amtrak's situation feel that he is up to the job, and will eventually join the ranks of such esteemed and effective leaders as W. Graham Claytor, Jr., Paul Reistrup and David L. Gunn.

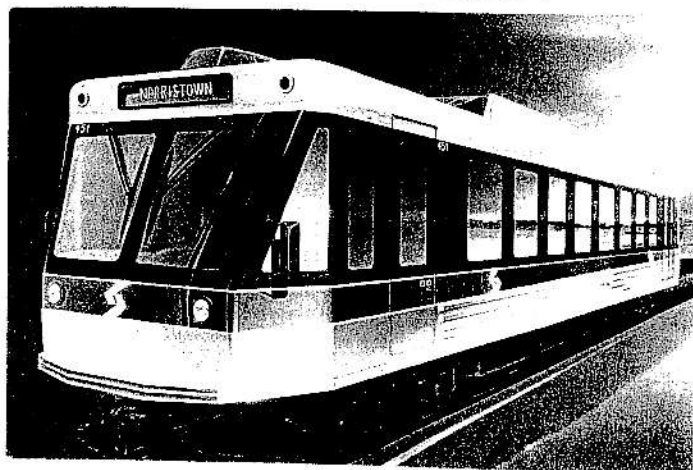
2017 NRHS Convention
Nashville, Tennessee
June 20-24, 2017

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT

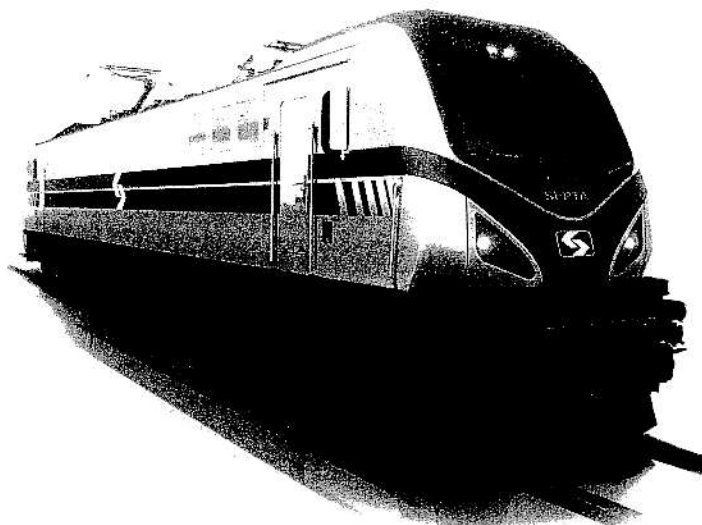


SEPTA did a good job of coping with the crowds during the Democratic National Convention in July. There were a few hitches, such as shuttle buses sometimes being delayed by the numerous protest marches. And there were times when regular passengers on the Broad Street subway were told to detrain at Oregon station rather than continuing on to AT&T station, which is close to the Wells Fargo Center where the convention was being held. A SEPTA spokesman explained that Philadelphia police sometimes ordered service to be suspended south of Oregon station "due to DNC-related security actions." At other times only passengers with DNC credentials were permitted to travel on to AT&T station.

NARP reports that the platform adopted at the Democratic convention favors increases in government spending for passenger and freight rail, as well as for roads, bridges, public transit and airports. But the Republican platform approved two weeks earlier at the convention in Cleveland looks to cut Federal spending on mass transit projects, saying that transit is "an inherently local affair that serves only a small portion of the population concentrated in six big cities."

SEPTA issued new schedules for virtually all city and suburban transit routes effective Sunday, September 4, and Tuesday, September 6. The Norristown High Speed Line will see a new timetable on September 19.....The media reported a nice story about a visitor from Colombia who got off a Route 58 bus on August 4, accidentally leaving her backpack behind. The passports for her two children were in the backpack, which surveillance footage revealed was taken by a male passenger. The woman contacted SEPTA police and Chief Thomas Nestel III stepped in, publicly offering the man full amnesty if he would return the backpack. He did and the children got their passports back.

SEPTA REGIONAL RAIL



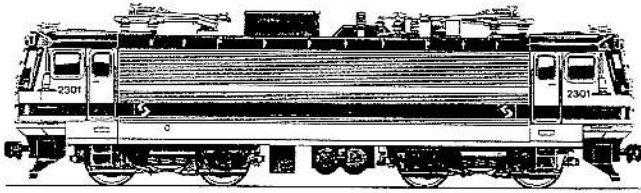
By the end of August SEPTA was completing the construction of its new Crum Creek viaduct on the Media-Elwyn line at Swarthmore. The \$90-million project to replace a 116-year-old steel bridge is one of four improvements on the line being carried out during a summer shutdown of rail service between Swarthmore and Elwyn (see June *Cinders*). The others involve building a new retaining wall in a rock cut at Media station, replacing overhead wires and carrying out some major repairs on the Ridley Creek bridge south of Media. At presstime, new track had been laid on the Crum Creek span with 115-pound rail, new catenary was being strung and SEPTA's website indicated that the railroad to Elwyn would reopen for service on September 6 Positive Train Control (PTC) was activated along the Manayunk-Norristown line on August 15 and on the Chestnut Hill West Line August 22. Five other lines had earlier been equipped with PTC and SEPTA is working to initiate PTC on three routes that operate over AMTRAK.

Members of the Brotherhood of Locomotive Engineers & Trainmen last month ratified a new two-year contract with SEPTA. The agreement, which runs through March 2018, provides for wage increases of two percent in 2016 and three percent next year, as well as extending other benefits. Now the most important labor contract still to be finalized is that between SEPTA and Local 234 of the Transport Workers Union, which represents most bus, trolley and subway-elevated workers.....A \$10-million Federal grant to the Delaware Transit Corp. will assist in DTC's \$40-million project to expand and upgrade SEPTA's Claymont station near Wilmington.....Some of the out-of-service Silverliner V cars stored near the Overbrook shop already have been tagged by the graffiti "artists." (Continued on Page 5)

PHILADELPHIA EXPRESS

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The *Inquirer* ran a major front-page story in its August 12 editions headlined "Why Your Train Is Running Late." The article focused on the problems that existed even before the sidelining of 120 Silverliner V cars for mechanical defects (see separate article). These problems, the article said, include aging equipment, inadequate funding, increased ridership, spotty communications with riders and staff shortages. It states that last year an average of more than 100 weekday trains were reported arriving at least six minutes late or were annulled. An editorial in the newspaper a week later emphasized the message that much needs to be done to improve Regional Rail service.



SEPTA and AMTRAK experienced numerous overhead wire problems in late July and through August. Here were the major ones:

Saturday, July 23—SEPTA train 1552 annulled after pantograph hit downed tree fouling catenary at 5:07 PM on Amtrak just east of Thorndale

Monday, July 25—Overhead power loss on Amtrak "Zoo" to Paoli 9 AM. Several trains delayed, power soon restored. Lost catenary power on Warminster Line 6:30 PM. Numerous delays and annulments

Friday, July 29—Service suspended on Fox Chase Line 2:25 PM after CSX oil train on parallel track struck fallen tree near Lawndale, knocking down SEPTA wires. 11 trains annulled

Tuesday, August 9—Pantograph flipped on train #5350 at Wayne Junction 5 PM. Many trains delayed, six annulled. Wires down on Amtrak Harrisburg line near Thorndale 6:45 PM, causing power outage. Passengers on SEPTA trains #1549, 9551, 9553 stranded on #4 track between Malvern and Thorndale for up to two hours, evacuated by bus. Amtrak trains also delayed

Wednesday, August 10—Service still suspended in early AM Malvern-Thorndale due to repairs from previous night's outage. Trains turning at Malvern until service restored at 7:20 AM

Friday, August 26—Pantograph on #210 damaged catenary at Conshohocken 12:10 PM. Many delays ensued Manayunk-Norristown line due to single-tracking between Conshohocken and Norristown through afternoon and evening

SEPTA also has had to deal with high temperatures on several days last month, forcing it to issue Rule F-S1 alerts to reduce train speeds. This is a precaution against possible heat kinks in the track or sagging catenary. A trespasser was struck and killed by Swarthmore-bound SEPTA train #5331 just north of Fernwood-Yeadon station at 9:13 PM on Wednesday, August 3. The 90 passengers were transferred to buses. That and two other trains had to be annulled until the track was reopened at

12:35 AM. By this writer's count, 14 trespassers have been killed on rail lines in the Philadelphia area so far this year, some of them likely suicides.



AMTRAK

In a special appearance in Wilmington on August 26, Vice President Joseph R. Biden announced that AMTRAK will get a \$2.45-billion loan from the Department of Transportation. The announcement was made at the Amtrak station, which has been named in Biden's honor. The loan, the largest ever made by the DOT, will go toward the purchase of 28 new trainsets for the Acela high-speed service, rebuilding infrastructure on the Northeast Corridor and upgrading stations in Baltimore and Washington. Biden thinks of Wilmington as his hometown, since his family still lives nearby and he commuted by train almost daily for more than 35 years to and from Washington while he served as a U.S. Senator. He estimates that he made more than 8,400 round-trips on the railroad! It is rumored that the Acela equipment will be built by Alstom at its Hornell (NY) plant.

The last revenue run of an AMTRAK AEM-7 locomotive reportedly occurred on Monday, August 1, when #946 powered MARC train #419 from Baltimore to Washington. The faithful locomotives were honored with a commemorative excursion from Washington to Philadelphia and return on June 18 (see July *Cinders*). Amtrak issued a press release saying that its fleet of new ACS-64 "Sprinter" locomotives has reduced delay times on the Corridor by 30 percent. AMTRAK has decided to retire one of its beloved relics, the Solar train departure board at 30th Street Station. Known for its clattering mechanical flip panels, the 30th Street board is one of the last of its kind remaining in service. The board is named after its Italian designer, and has been in service for more than 30 years. Amtrak also has been making noises about retiring its Quik-Trak ticket kiosks, which it apparently considers obsolete in the digital age.



CSX, NS OTHER ROADS

After five years of working without contracts and coming close to a work stoppage, two major operating unions have ratified a new eight-year agreement with NJ TRANSIT. They are the Brotherhood of Locomotive Engineers & Trainmen and the United Transportation Union (SMART). The members will receive wage increases of 23.3 percent over the life of the contract, plus full retroactive pay. Out-of-pocket costs to employees for health coverage will increase under the new contract

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Saturday, September 10, 2016:

Monthly meeting of the Philadelphia Chapter, Pennsylvania Railroad Technical & Historical Society, Drexel Hill Methodist Church, 600 Burmont Road, Drexel Hill, PA. Doors open at 10:30 AM, Modelers Meeting 11:00, Dining Car 11:30, Business Meeting 1:00 PM, Presentation 1:30. September program will feature Rich Kerr of the Haverford Township Historical Society on how the railways precipitated the township's transition from rural farms to suburban development. Philadelphia & Columbia RR, PRR Main Line, PRR Newtown Square Branch, Philadelphia & West Chester Traction Company and the P&W will be included.

Saturday, September 10:

SEPTA Bus Roadeo 2016, SEPTA Cornwells Heights Park & Drive Lot, 799 Station Avenue, Bensalem, PA on SEPTA's Trenton Regional Rail Line, immediately adjacent to I-95 northbound. Registration starts at 7:00 AM, events begin at 8:30 AM. SEPTA Transit Museum Store will be on hand with items for sale.

Tuesday, September 13:

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 start at 7 PM. Program will feature Dr. Joseph Winberry with "Return of Milwaukee Road's 4-8-4 steam engine #261 to the Rails". Presentation will cover the 261's most recent restoration, completed in 2013.

Friday, September 23:

Regular monthly meeting of Philadelphia Chapter, NRHS. **PLEASE NOTE THE DATE CHANGE OF THE MEETING TO THE 4TH FRIDAY.**

Saturday, September 24:

"Christiana Railroad Day", Open House and Railroad Expo at Lancaster Chapter, NRHS's Christiana Freight Station, 10 Railroad Avenue, Christiana, PA. Event starts at 10 AM with open houses at the Freight Station, as well as the former Passenger Station on Slocum Avenue. Plans call for a self-guided walking tour of Christiana, and the town's Underground Railroad Museum, which will be open for visitors. There will be many railroad and historical vendors in the area as well. Highlight of the day will be the formal Dedication of Lancaster Chapter's restored Conrail caboose #21153 at 1:00 PM. Refreshments and souvenirs will be available. Come out and enjoy the quaint, quiet town of Christiana, PA.

Saturday and Sunday, September 24-25:

40th Anniversary celebration of the Reading Company Technical & Historical Society. See separate article in this issue on Page 8.

Sunday, September 25:

Lehigh Valley Chapter 40th annual Train Show Chrin Palmer Community Center, 4100 Green Pond Road, Easton, PA. Admission: \$5 per person; food available on site. This is an excellent show with plenty of space as well as convenient parking. For directions to the show, please visit www.palmercommunitycenter.org.

Monday, September 26:

Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 625 Station Avenue, Haddon Heights, NJ, 7:30 PM. Program will be Ron Baile with digital program on the PRSL's Grenloch Branch.

PHILADELPHIA EXPRESS

(Continued from Page 5)

.....A bill working its way through the New Jersey Legislature would require railroads to publicize the routes their crude oil trains follow in the State. A reaction to several serious derailments of oil trains in other states and in Canada prompted the legislation, which the railroads oppose.

Heavy thunderstorms which struck the area on Saturday afternoon, July 23, disrupted PATCO service for a time. Normal operations were restored around 9 PM..... PATCO continues to receive refurbished cars from Alstom's Hornell (NY) shop. As of July, 17 married pairs had arrived back at Lindenwold, with 30 cars in service (DVARP)..... PATCO has received a "gold standard" award from the Transportation Security Administration for its dedication to building a strong security system and commitment to its riders. SEPTA also is among the 13 transit agencies nationwide to be so recognized.

CSX and NORFOLK SOUTHERN reported lower revenues for the second quarter of 2016, but both also had reduced expenses. CSX achieved an operating ratio of 68.9 percent while NS had an operating ratio of 68.6 percent, both showing an improvement over the same period last year. The biggest revenue declines were in coal, down 30 percent on CSX and 25 percent on NS.....An eastbound CSX autorack train was spotted near Chester on August 10, in which the second locomotive was NS heritage unit #1071 painted in Jersey Central colorsThis year marks the 50th anniversary of the death of famed railroad author and society bon vivant Lucius Beebe.

Friday, October 21:

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

Saturday & Sunday, October 29 & 30:

"Two Rivers Steam Special", Worcester-Putnam, CT-Groton-Old Saybrook-Essex, CT to Goodspeeds and return, operating over three railroads with diesel and steam power, sponsored by Mass Bay RRE. For complete information, contact Mass Bay RRE by mail at P. O Box 1810, Andover, MA 01810, by telephone at 978-470-2066 or visit website: trips@massbayrre.org.

Through October 30:

"Bridges of the Reading Railroad" at the Reading Railroad Heritage Museum, 500 S. Third Street, Hamburg, PA 19526. Many different photos and models of the RDG bridges. Museum hours are Saturdays, 10 AM to 4 PM and Sundays, Noon to 4 PM. Admission: Adults \$7, seniors (65+) \$6, children (5-12) \$3, children 4 and under free. RCT&HS Members Free. Complete details on Page 7 of June *Cinders*.

Friday, November 18:

Regular monthly meeting of Philadelphia Chapter, NRHS, 121 Randell Hall, of Drexel University Main Hall, 3141 Chestnut Street, Philadelphia, 7:00 PM. Program will be another of Dale W. Woodland's excellent PowerPoint presentations, subject to be announced.

SEPTA Train Consists at Bethayres

For *Cinders* readers who follow train consists, below are listed the SEPTA trains arriving and departing Bethayres station on the West Trenton Line between 5:30 and 8:30 AM Friday, August 26, 2016.

SEPTA – BETHAYRES OBSERVATIONS

Friday, August 26, 2016

(all times shown are AM, scheduled and (actual))

Train #3509–West Trenton to 30th Street, deadhead to Paoli
(became revenue train #3509 – CC to Paoli, effective 8/29/16)
Departs 5:42 (5:44)
AEM-7 #2304, coaches 2558, 2519, 2524, 2501, 2511, cab car 2406

Train #3511–West Trenton to Malvern–Departs 6:29 (6:30)
Silverliner IV's #180-179, 278, 403, 185-186

Train #306–Swarthmore to West Trenton--Arrives 7:05 (7:09)
Silverliner IV's 277, 441-442, 283, 438-437

Train #3705–Neshaminy Falls to Trenton--Departs 7:09 (7:12)
Silverliner IV's 366-367, 372-373, 457-458

Train #3515–West Trenton to Malvern--Departs 7:19 (7:21)
Silverliner IV's #368-367, 299, 293, 386-387

Train #X-6389–West Trenton to 30th Street--Departs 7:40 (7:40)
AEM-7 #2301, coaches 2517, 2513, 2503, 2552, 2409, cab car #2409

Train #6391–Neshaminy Falls to 30th Street--Departs 7:59 (8:01)
Silverliner IV's #131-132, 120-119, 384-385

Train #5314–Malvern to West Trenton--Arrives 8:13 AM (8:14)
Silverliner IV's #153-154, 123-124, 173-174

Train #3519–West Trenton to Malvern--Departs 8:29 AM (8:32)
Silverliner IV's #186-185, 283, 442-441, 277
(return of equipment from outbound Train #306)

SPECIAL NOTES:

Two deadhead outbound moves, one of which was at 7:18 AM to turn to Train #6391 at Neshaminy Falls.

Trains X-2389 and X-2390 are West Trenton trains which are not shown on the revised schedule issued on August 15. They were, however, shown on SEPTA's TrainView on August 29, 2016. Train X-2389 departs West Trenton at 7:08 AM, Train #X-2390 departs Suburban Station at 5:20 PM. Both trains make local stops between West Trenton and Center City. The equipment overnights at West Trenton.

“The Winter Park Express”: Colorado Ski Train Returns

The much-loved and discussed Ski Train is returning to the Colorado slopes this winter, with a new name: **Winter Park Express**. On August 25, officials from Amtrak, the Winter Park ski resort, Union Pacific Railroad and the Colorado Rail Passenger Association announced that the popular ski train would operate weekends between January 7 and March 26, 2017 over the former Denver & Rio Grande Western route.

The **Winter Park Express** will depart Denver at 7 AM for the two-hour trip to a newly-constructed, ADA-compliant platform directly below the ski slopes at the resort village. The return trip is set to depart from Winter Park at 4:30 PM, arriving back in Denver at 6:40 PM. The **Express** will be operated by Amtrak, featuring Superliner equipment, and will depart Denver

Lac-Megantic, QC Three Years Later

A runaway Montreal, Maine & Atlantic Railway crude oil train brought death and destruction to the small town of Lac-Megantic, Quebec, Canada on July 6, 2013. Three years later, trains still roll through downtown just feet from restaurants and shops. The investigation into the accident revealed that a railroad worker had failed to set a sufficient number of hand brakes during an overnight stopover, allowing the unmanned train to roll downhill into the town in the dead of night, setting off a conflagration that took the lives of 47 people, destroying 40 buildings and 53 vehicles. As various news reports at the time indicated, 63 of the tank cars derailed and bunched up, causing the massive fire that destroyed several blocks of the downtown area.

Three men, including the train's conductor, still face charges of criminal negligence causing death. The route the MM&A used (ex-Canadian Pacific) runs through Lac-Megantic on a crescent alignment. Residents now recall these trains as a haunting reminder of the tragedy and have sought to have the rail line rerouted around the town. The town's people, as they recalled the horrific accident and those who perished, are reviewing a study of a proposed bypass, estimated to cost \$155 million Canadian dollars. It calls for seven miles of new track around downtown, but many of Lac-Megantic's 6,000 residents fear the study will take years.

Chief Executive Officer John Giles of successor railroad Central Maine & Quebec, said no crude oil has moved through Lac-Megantic since the incident. He also said that traffic on the CM&Q is growing, but that funding for any bypass would need to come from the Province of Quebec and/or the Canadian government. The small railroad simply does not have the dollars to invest in the project.

Just hours after the 1:30 AM explosion, 30 firefighters from adjacent Maine towns arrived in Lac-Megantic to help local firefighters. In 2014, Rangeley Fire Chief Tim Pellerin testified before the U. S. Congress in support of increased hazardous-material training for fire departments after he saw firsthand the challenges emergency first responders faced after the explosion. Three years since the devastation, Lac-Megantic is still working to rebuild, but parts of the town are still gated off.

--From the Portland Press Herald, Portland, ME

and Winter Park in advance of Amtrak Trains 5 and 6, the *California Zephyr*, assuming those trains are operating on time.

Fares will be as low as \$39 each way, with children 2-12 riding at half-price. Fares will be available in daily, overnight or all-week packages, exclusively on Amtrak's website, www.amtrak.com. While the **Rio Grande Ski Train** last operated in 1988, a sold-out test train was operated between Denver and Winter Park in March, 2015.

The Winter Park ski resort will shoulder more than half of the total \$3.5 million in infrastructure improvements, spending nearly \$1.8 million. Other contributors include the Colorado Department of Transportation (\$1.5 million), the cities of Denver and Winter Park, \$100,000 each, and Colorado Rail, \$1,000. With completion of Denver's Airport rail line, and several new light rail lines, Denver will become an exciting city to ride numerous rail lines during the winter.

--Trains Magazine Newswire.

B&O's First Terminus at Ellicott City, MD Hit by Deadly Historic Flood

(courtesy Courtney B. Wilson, Baltimore & Ohio RR Museum)

Ellicott City, MD, the first terminus of the Baltimore & Ohio Railroad (B&O), was struck by a deadly flash flood on July 30, 2016. A confluence of meteorological and geographical factors turned a hard summer rain into a destructive torrent. The most intense rain fell over an area upstream of the Patapsco River and three channels combined to propel the water toward it: two tributaries, the Hudson and the Tiber, as well as Main Street itself. In less than two hours, the river rose 14 feet above its normal flow. Shops and restaurants that line Main Street were swamped and flooded as churning water rushed down the street. The Tiber, usually just an inch or two of water coming through a reinforced channel below some of the buildings, swelled during the storm, smashing through floors.

Two individuals were swept away to their deaths by the raging waters that coursed through Ellicott City's historic district when 6-1/2 inches of rain fell in about two hours. TV images showed the river raging down Main Street, carrying and spinning automobiles (some occupied) along its path. There were water rescues of drivers and Saturday evening diners retreating to upper floors to escape the rising waters. In the aftermath, several buildings have been identified as in danger of collapsing.

On August 3rd, the B&M Museum issued the following flood report: The B&O Railroad Museum Ellicott City Station remains closed until further notice. Museum staff and representatives from Howard County Recreation and Parks were permitted access to the historic B&O Ellicott City station on August 2. Other than some minor damage to electrical wiring and ductwork in a crawl space, the building was found safe, secure and undamaged, as were the artifacts and equipment within. Given the station's location at the corner of Main Street and Maryland Avenue and its north face at the confluence of the Tiber and Patapsco Rivers, it seemed miraculous that little to no damage occurred. The north portion of the plaza in front of the station and the buildings across Main Street are some of the hardest hit areas.

The B&O Museum intends to continue to support its business and residential neighbors and the Howard County Government who were so hard-hit by this natural disaster. The B&O Railroad Museum Ellicott City Station will likely remain closed for the foreseeable future.

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.

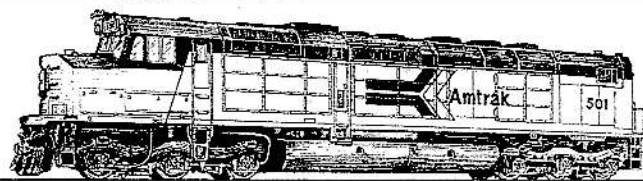
AMTRAK	800-331-0008
CSX	800-232-0144
CONRAIL Shared Assets	800-272-0911
NJ TRANSIT (NJ only)	800-242-0236
NORFOLK SOUTHERN	800-453-2530
PATCO Transit	856-963-7995
SEPTA	215-580-8111

SEPTA to Get More MARC Cars

During the week of August 22, four additional MARC coaches were noted in Penn Coach Yard in Philadelphia, destined for loan to SEPTA. As of August 29, cars #7706, 7722, 7733 and 7719 were observed.

On August 25, SEPTA General Manager Jeffrey D. Kneuppel announced that, "sometime after September 1", another 16 MARC coaches would be on their way to help provide additional seats as vacations end and school starts, increasing demand on Regional Rail trains.

See Frank Tatnall's article on Page 3, this issue.



Reading Company Tech Marks 40th Anniversary

The Reading Company Technical & Historical Society will mark its 40th anniversary with a whole weekend of events on Friday, September 23 through Sunday, September 25. Beginning on Friday, September 23, the Reading Railroad Modelers Meet IV will take place, beginning with registration at the Reading Railroad Heritage Museum, 500 S. Third Street, Hamburg, PA 19526 from 10 AM to 5 PM. From 6 to 10 PM, there will be layout tours.

On Saturday, September 24, there will be registration beginning at 8 AM at the Hamburg Area High School, Windsor Street, Hamburg, PA 19526, followed by model displays, vendor sales, clinics, modeling awards and door prizes. The Meet is sponsored by the RCT&HS.

Saturday evening, RCT&HS will mark its 40th Anniversary with a banquet to be held at the Hamburg Area High School, Windsor Street, Hamburg, PA 19526, with the meal based on an actual Reading Railroad dining car menu. Tickets for the banquet are \$40.00 and must be ordered in advance prior to September 15, 2016.

Finally, on Sunday, September 25, a chartered Budd RDC train will be operated, departing Port Clinton, PA at 9:00 AM, visiting Tamaqua, Auburn, West Cressona, Schuylkill Haven and Minersville. Steam locomotives CNJ #113 and RDG T-1 #2102 will be on display. Ticket includes lunch on board Budd RDC-3 #9166. Return to Port Clinton is scheduled for 3 PM. Tickets are \$29 for RCT&HS members, and \$35 for non-members. No telephone, internet or credit card orders accepted, only orders by mail. Deadline for mail order tickets is September 5, and should go to: RCT&HS, P. O. Box 15143, Reading, PA 19612-5143.

For complete information, visit the RCT&HS website: www.readingrailroad.org. The telephone number for the Reading Railroad Heritage Museum is 610-562-5513.