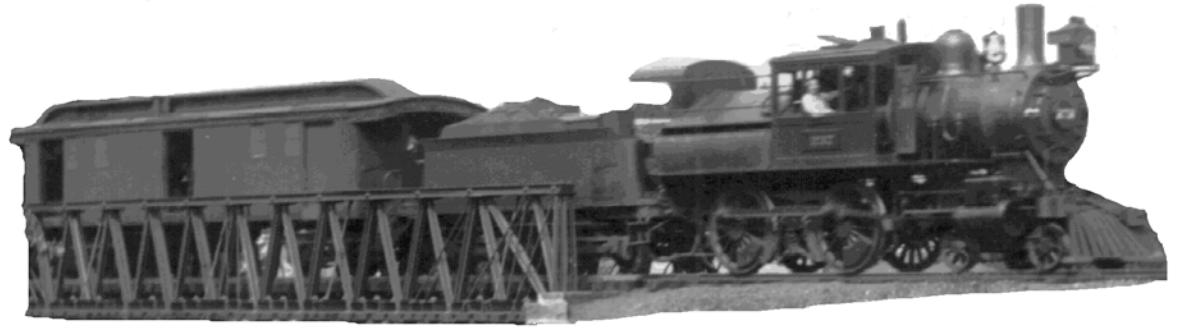




Pottstown & Reading  
Chapter, NRHS Inc.



# THE COLEBROOKDALE LOCAL

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Saturday, June 28, 2008: Pottstown & Reading Chapter members & guests ride the WK&S. Details on page 2.

Our next scheduled meeting will take place on Thursday, August 28, 2008, at our present meeting location - the Exeter Bible Church's cafeteria - Off Route 422 in Extern behind the Sheets. After the meeting, there will be a video on PEGRAM truss bridges by T.Waite, plus several slides of the WK&S in August, 1983.

Thank you to John Funk for his slide show at the July meeting.

Don't forget to sign up for the Fall Banquet on Sept. 13th. Flyer on the last page. Please note the change of mailing address.

October meeting will be member slide/photo/powerpoint/video night. We have a slide projector, computer projector, DVD, and VHS player for your "stuff". Try to limit your presentation to 5-10 minutes.

### P&R Chapter rides the WK&S:

The Day - June 28, 2008 started warm and reasonably clear as about 20 Chapter members and guests gathered at the Kempton Station of the WK&S for the 2PM train. Most had arrived early and spent the time looking over equipment and going through the gift shop. We enjoyed the ride and the shop tour before the rain came!

The Ride- We had a coach assigned to our group - with the small number there, we all had a window seat and/or a double walk-over seat. The 80-ton Whitcomb diesel was the motive power. An open gondola, two coaches, and a cabooses made the consist. A moderate load of passengers were carried. All enjoyed the tranquil ride to Wanamaker. The time for the loco to change ends was enough for some to take photos of the station. On returning to Kempton, the group had a shop tour.

The Tour- WK&S has a two-track engine house north of the Kempton station. It appears large enough to store their locomotive fleet. They have acquired an impressive number of machine tools for their machine shop. There were lots of questions about future plans, tool purchases, and shop space, and the "kit" that is stored on a flat car.

The Kit- Another steam engine is on the property. Unfortunately, it is in kit form at 12" to the foot! The frame, cylinders, running gear, and wheels of the 2-6-2 are near the entrance road. The boiler and cab are on the flat car in the engine house. The tender is near the coaling station. The boiler flues are "in pretty good shape" but seeing this engine run is a long-term project.

The Equipment- The coaches and cabooses (cabeese?) are primarily ex-Reading Co. Exteriors are in good shape with the paint in good condition and color. The interiors are very good and appear to have been recently re-upholstered.

Overall it was a good day and a good trip. If you have any photos, bring them in October for Member Picture Night.

-Richard Freeze

### From The President:

I arrived at the NRHS Convention on Thursday because my term ended June 30th for another organization, related to my work. As President, I had to give out commendations to some members, awards, achievement awards, and the Annual President's Award to the outstanding member for the past year.

I enjoyed the portion of the Convention that I attended, and the ride on Saturday to Quanah, Texas, close to the border of Oklahoma, on the route that trains went to Denver. I will tell you more about the "blue man", that stopped our train on the BNSF, and all freight service down for a period of time at a future meeting.

After the Convention, my wife and I took AMTRAK from Fort Worth to San Antonio for a few days. Our train, the Texas Eagle, was late due to the flooding that was occurring in Illinois and Missouri. But, also the freight railroads really do not want AMTRAK, because they delayed the train between Dallas and Fort Worth for more than many hours, instead of the normal 1 hour and 35 minutes trip. AMTRAK promptly turned off the interior lights at exactly 10 PM, after making an announcement that there is ruling they must abide by. Several people turned on their individual reading lights to read during the remainder of the trip.

Thanks to Dick Freeze for making the arrangements for the ride, snack, shop tour, and about the history of the WK&S. Sorry, more of you did not take the opportunity be apart of this special trip.

A nominating committee will be appointed in the future for Chapter officers. Please take an opportunity to serve the Chapter in 2009. All positions are open. We especially need an Editor.

John D. Sweigart, President

Redners' Warehouse Markets has issued new "Save-A-Tape" cards - just stop at the Courtesy Counter to pick one up. In the past, the old cards gave some problems with certain stores and the self checkouts. The new cards are supposed to be more user friendly.

## RAIL NEWS

J.B.Hunt has increased its intermodal service by 28% due to rising fuel prices. They claim that they are actually moving more loads on intermodal service than by over highways.

Norfolk Southern has started using ECP (Electronically Controlled Pneumatic) equipped hoppers on their Andover, VA, to Clover, VA, and other coal trains in Pennsylvania. The 100-115 car trainsets use the new TrinityRail RD-V1 aluminum hoppers equipped with ECP brakes from 3 suppliers: New York Air Brake, Webtec Railway Electronics, and Zeftron. Norfolk Southern has equipped 15 ES40DC's for ECP service. ECP uses the existing brake pipe only as a reservoir charging pipe. Cylinder pressure is controlled through a computerized network. Each car is equipped with one or more car control device (CCD), which act, through solenoid valves, to fill and exhaust the brake cylinder. Brake cylinder pressure is controlled by the CCD with commands from the engineer. The important feature is that all brakes are actuated instantaneously rather than the series application on conventional braking systems. The electronic signal travels from the locomotive to the car thru the trainline, reaching all cars simultaneously, eliminating run-in and run-out resulting in improved train handling. The trainline electronic connector is an AAR-standard glad-hand type fastener (devised by Amphenol) that quickly and easily connects or disconnects. This bi-directional electronic trainline network allows data to travel in both directions, allowing the engineer to monitor the health of the train's brakes continuously. BNSF has also equipped special trains to operate over the 1500-mile run between Wyoming's Powder River Basin and a Southern Company powerplant near Birmingham, AL.

The STB has ruled for the establishment of the Patriot Corridor between Albany, NY, and the greater Boston area, to be operated by NS and Pan American Southern Railways (PAR). It will transfer some 155 miles of railroad between Mechanicsville, NY, to Ayer, MA, in CT, MA, NY, and VT. PAR's Springfield Terminal Railway would provide service for the joint venture. Norfolk Southern will provide cash and property valued at \$140 million to the project.

Last month, Norfolk Southern took delivery of its first six-axle genset locomotive. The model 3GS21CDE, from National Railway Equipment, is rated at 2100 HP derived from 3 engines. #3850 has been shipped to Altoona for final inspection and fine tuning.

Norfolk Southern has placed into service the first 13 new Uni Level Railcars supplied by TTX Company. The fully-enclosed Uni Level car is designed to handle large motorized vehicles, including Class 5-8 trucks, busses, and RV's. At the present, service will be concentrated on local NS service lanes and terminals, with future expansion into Mexico, Canada, and the West Coast. NS has ordered a total of 55 of the new carriers.

East Penn Manufacturing Co. plans to build a railroad siding at their plant near Lyons. They presently use the siding on #1 track, near MP 5, to transfer materials to the plant. The proposed siding will come off #2 track in the vicinity of MP 14.5 (between Deka Rd. and the highway overpass). East Penn also plans to construct a 60' tall building to hold materials at the offloading site, and they claim it will eliminate 10-15 heavy trucks daily using local roads. Lead and sulfuric acid would be the primary products offloaded.

## - Coming Events -

Future NRHS Conventions: 2009 switched from Orlando, FL to Duluth, MN on August 10-16, 2009. Tentative dates for the 2010 convention at Scranton, PA, is set for June 22-26, 2010.

Now thru Jan. 10, 2009 - "All Aboard the 175th Anniversary of the Reading Railroad" exhibit at the Historical Society of Berks County, 940 Centre Ave., Reading. Sponsored by Norfolk Southern. Hours Tues-Saturday, 9-4PM. Admission: free.

The COLEBROOKDALE LOCAL is the official newsletter of the Pottstown & Reading Chapter of the National Railway Historical Society, Inc. The NRHS is a non-profit organization for historical and educational purposes. Opinions expressed are those of the writers and/or contributors and not of the Chapter or Society. Items of interest should be addressed to Richard White, 918 Charles St., Reading, PA 19606-3708. Phone (610)-582-1437, Fax # (610)-404-0666, E-MAIL: ewewhite@juno.com (Editor) or rwhite2@dejazzd.com (Rich White). Chapter web site: [www.rrsignal.com/nrhs](http://www.rrsignal.com/nrhs)