

CINDERS

APRIL 2013



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Volume 74

Number 4

Newsletter of the

PHILADELPHIA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

Post Office Box 7302

Philadelphia, PA 19101-7302

MEETING NOTICE

FRIDAY EVENING, APRIL 19, 2013

Room 207, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, Philadelphia, PA (three blocks south of
Market East Station)

Dinner at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM

Parking in Wills Eye Hospital garage, 9th Street above Locust
(\$6.00 after 6 PM), Parkway garage, also 9th above Locust
(\$9.00 after 5 PM). There is a new underground garage directly
across from the Jefferson Alumni Hall (entrance on 11th Street just
above Locust) which is very handy. *(Please note that we are in the
process of updating the garages and prices and this will
hopefully be completed during the coming months.)*

Our April 19 meeting will feature Chapter Member Dale W.
Woodland with a really excellent PowerPoint presentation,
Railroading on the North Penn, a comprehensive program
covering the history of the railroad line from Philadelphia to
Bethlehem, from 1856 to the present day. Included in the talk are
the North Penn, Reading, Conrail, CSX, SEPTA, East Penn and
Pennsylvania Northeastern. Disasters such as the train wrecks at
Camp Hill and Hatfield will also be covered. This is a "don't
miss" program, so be sure to mark your calendars for April 19.

The evening begins with our usual optional sit-down dinner in the
Eakins Lounge, ground floor, Jefferson Alumni Hall, beginning at
6:15 PM, at a cost of \$20.00 per person. Wine is available for
\$3.00 per glass. The entrée choices were not available at
presstime, but will be on Larry Eastwood's answering machine by
Saturday, March 13, 2013. **DINNER RESERVATIONS ARE
MANDATORY and MUST BE MADE BY TUESDAY
EVENING, MARCH 16, 2013 to President Larry Eastwood at
215-947-5769. PLEASE DO NOT CALL AFTER 10 PM OR
BEFORE 7 AM.**

The Chapter needs to meet a minimum
guarantee of 18 meals in order to provide a meeting room for
members. Come out for dinner before our meeting. Enjoy a full-
course meal, plus informal conversation, at a very affordable
\$20.00 per person. **MEMBERS WHO RESERVE A DINNER
AND DO NOT SHOW UP ARE STILL OBLIGATED TO
PAY THE CHAPTER FOR THAT MEAL, BECAUSE THE
CHAPTER IS BILLED FOR EACH DINNER
RESERVED!!!!!!** The Chapter's officers thank the membership
for their support of the optional dinners. It is of assistance to
Philadelphia Chapter.

Notice of Annual Meeting & Election

Notice is hereby given of election of Chapter
officers for the year 2013-2014, to be held at the Annual
Meeting of Philadelphia Chapter, National Railway Historical
Society on Friday evening, April 19, 2013, in Room 207,
Thomas Jefferson University Alumni Hall, 1020 Locust Street,
Philadelphia, PA 19107, beginning at 7:30 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 19 meeting, or by placing
your name in nomination by writing, before April 1, 2013 to:
C. Bruce Irvin, Chairman, Nominating Committee, 116 Linden
Drive, New Holland, PA 17557-9490.

2013 Alaska Update

Cinders has received some updated information on the
NRHS 2013 Convention, scheduled for September 14-23, 2013 in
Fairbanks and Anchorage, AK. Reports some individuals may
have received regarding some sales weakness are apparently not
true, and below is what our staff knows as of March 25.
Indications are that the Convention is in the black as of the
beginning of March.

The Alaska Railroad tours in Anchorage are full, even
after an additional 33 slots on trips there were added. All rail
excursions have been approved, and an additional dome car was
added, which is now also full. Convention staffer Bart Jennings
indicated that they were trying to add another Gold Star dome to
all of the Anchorage trips due to early ticket sale. At the same
time, it was reported that coach tickets are still available on all rail
trips.

There are still a number of tickets available for the
Saturday Fairbanks events, including the boat cruise and the
Pioneer Park event with Tanana Valley #1 (0-4-0T). Editor Larry
Eastwood, who did an Alaska cruise in 2009, says that the boat
cruise is very well done, and a lot of fun.

Jennings also indicated that the Committee was trying
to add one or two additional local events in both Anchorage and
Fairbanks, because there are wait lists for other events.

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

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Trip.....R. L. Eastwood, Jr. (215) 947-5769
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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December and June), at Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Meeting is held in Room 207, Jefferson Alumni Hall. Check at Security Desk in Lobby for exact dinner location. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

2013 ANNUAL MEMBERSHIP DUES: \$57.00 per person, which includes National (\$39.00) and Chapter (\$18.00) dues. Additional Chapter membership dues \$18.00 per person per year. Membership applications should be forwarded to: Membership Chair, P. O. Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold an Additional Chapter membership. Members joining this category are required to furnish Philadelphia Chapter with their home chapter and membership number. Note: National NRHS dues are increased by \$3.00 for the year 2013.

Individuals interested in supporting Philadelphia Chapter and its local rail preservation activities may become a part of Philadelphia Railfriends. This non-membership category is available for an annual contribution of \$25.00. Forward remittance, payable to "Philadelphia Chapter, NRHS" to the Chapter's P. O. Box above, indicating it is for "Philadelphia Railfriends".

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 E-mail address so our Membership List is complete. We will notify the NRHS National Headquarters of the change.

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* is received damaged or incomplete, please contact the Editor at the address above to receive a replacement copy. Requests may also be made by telephone to 215-947-5769, or by E-mail to ayrestower@comcast.net.

DVARP Elects Bob Clearfield VP

Longtime Philadelphia Chapter NRHS Member Bob Clearfield was elected vice president of DVARP, the Delaware Valley Association of Rail Passengers, at the organization's January meeting. Bob previously served as a director and continues in that position.

Newsletter Editor Matt Mitchell is DVARP's new president, succeeding Tony DeSantis who remains on the board as treasurer. DVARP meets monthly in its offices at 1601 Walnut Street. For information, go online to www.dvarp.org.

Philadelphia Chapter, NRHS Board of Directors Meeting - Spring, 2013

**Passenger Services Conference Room
Amtrak 30th Street Station**

**Tuesday, April 16, 2013
7:00 PM to 8:30 PM**

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

Chapter Stuff and Things.....

Philadelphia Chapter members enjoy a really fine program on Friday, March 15, as Kevin Tankersley of the Washington, DC Chapter provided a fine presentation, **Traveling by Pullman – Yesterday and Today**. Kevin had obviously done much research on the history of the Pullman Company, from its beginnings under George Pullman to the point in 1968 when it turned over sleeping car operations to the individual railroads. Washington, DC Chapter, of course, owns and operates in charter service the 1923-vintage heavyweight Pullman, *Dover Harbor*, currently undergoing some heavy repairs.

At the March meeting, Members **Bob Clearfield, William Gardiner, John Mawson, Bob and Helen Morris** were awarded their 25-year NRHS membership pins by Chapter President Larry Eastwood. Members **Richard Avy** (50-year), **Nathaniel Bowditch, John Calnan, Stephen L. McClellan, Robert and Christine Turner** and **Jeff Weaver** were unable to attend. Their pins were mailed to them during the last week of March. Congratulations to each member!!

As "advertised" on Page 1, our April 19 program will be Chapter Member Dale Woodland with **Railroading on the North Penn**, an excellent PowerPoint presentation covering the Philadelphia to Bethlehem line from 1856 to the present. This program was presented at the March 13 meeting of the Old York Road Historical Society in Jenkintown, and has to be rated as a "don't miss" meeting and program.

On Friday, May 17, we will be treated to a program arranged by Chapter Senior Vice President Bill Thomas covering the New York City Transit Authority's **Route 7 Line to Flushing**. This heavily-traveled line crosses the Long Island Rail Road at its Woodside station, and serves Citi Field, home of the New York Mets. The line played a pivotal role in the 1964-65 New York World's Fair. The name of the lecturer is presently available.

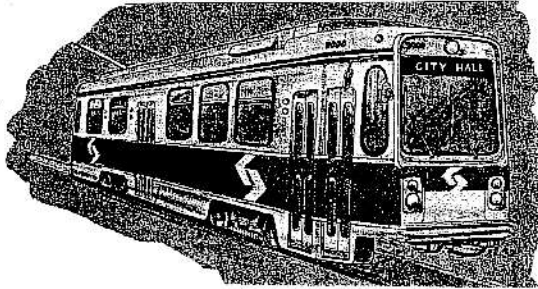
Our meeting season closes on Friday, June 14, 2013 with another in a long series of vintage slide programs from Chapter Secretary Frank Tatnall, entitled **The Pennsylvania Railroad in Twilight, Pittsburgh (PA) and Columbus (OH) – between 1966 and 1968**. Mark your calendar for this event, knowing of the thoroughness of Frank's many programs.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



Fiscal Year 2014 beginning this July 1 may be the most difficult challenge SEPTA has faced in quite some time. In spite of enacting an across-the-board fare increase, the agency must contend with rising costs and declining subsidies which could create a \$38-million deficit in the \$1.32-billion operating budget now under consideration. Unless more support from the State is forthcoming or other substantial revenues are found, some painful service cuts may need to be made later in the year. Until now, SEPTA had put together 13 consecutive years of balanced budgets but that record seems to be in danger even though ridership is at a 23-year high with 339.3 million trips taken in the last fiscal year. Already, SEPTA is projecting a \$91.5-million deficit for FY 2015 and \$124.9 million for FY 2016.

In the menu of fare increases to become effective July 1 is a 25-cent increase in the base cash fare to \$2.25, its first hike since 2001. Tokens will go up from \$1.55 to \$1.80 each. Passes will rise by anywhere from \$2.50 for a weekly TransPass on the transit divisions to \$15 for a monthly Zone 4 TrailPass on Regional Rail. In a long-debated move SEPTA no longer will place gender stickers on passes. Extra-fare zones will be eliminated on 26 bus routes as well as on the Norristown High Speed Line, which will have a base cash fare of \$2.75 over the entire line. Bus Routes 123, 124, 125 and 150 serving King of Prussia will have their multiple fare zones eliminated and one base cash fare of \$3.75 established. TransPasses no longer will be honored on Railroad Division trains on weekdays. The present suburban Zone 4 will be eliminated with its stations split between Zone 3 and Zone 5 fare levels, e.g., Zone 4 passengers at stations such as Paoli and Langhorne will pay higher Zone 5-level fares while those at stations like Devon and Gwynedd Valley will pay cheaper Zone 3 fares. The old Zone 5 will be redesignated as Zone 4. Some cash fares and ten-trip tickets to Zone 6 stations (Trenton and West Trenton) will rise while others will not.

SEPTA's policy has been to boost fares at regular three-year intervals, but there will be some further adjustments after the \$200-million New Payment Technology (NPT) system becomes fully effective next spring. That is when the new "Smart Media" cards should be fully in use, replacing current fare instruments. Senior fares will be available only with presentation of a State-issued photo ID card such as a valid driver's license or a SEPTA-issued photo ID "Smart Media" card. Most of the riding

public, however, will have a choice of using any bank-issued "contactless" credit card that contains a computer chip or a "smart" card issued by SEPTA. Before that happens, SEPTA will conduct a 30-day pilot program this fall to try out NPT on a selected group of passengers. Cash fares still will be accepted under NPT, but the cost will increase to \$2.50 per ride. Public hearings on the FY 2014 operating budget will be held in all five SEPTA counties between April 15 and 22, with the Philadelphia hearings set for Wednesday, April 17 at SEPTA headquarters, 1234 Market Street, beginning at 11 AM and 5 PM.

Press reports indicate that leaders in the State Legislature are pressing for passage this spring of a transportation appropriations bill of around \$2.7 billion, higher than the \$1.8 billion proposed by Governor Corbett (see March Cinders). Such action we be sure to benefit SEPTA and other transit systems in the State, in addition to highway and bridge improvement projectsMost Federal highway and mass transit funding will not be affected by cuts in the Federal budget required by the so-called "sequester" which began last month (see March Cinders). This is because they are paid out of the Highway Trust Fund, which is exempted from the sequester..... SEPTA last month issued its first "NPT Advisor" which updates the public on the new electronic fare system and tells why NPT will increase efficiency and realize cost savings. ACS Transport, the principal contractor for installation of NPT, is now a part of Xerox Corp.Hearings on SEPTA's \$308-million capital budget for Fiscal Year 2014 will be held on Tuesday, April 23, at SEPTA headquarters, starting at 11:30 AM and 5 PM. Major items include \$45 million for Positive Train Control on the Regional Rail system, \$28 million for repair projects and \$51 million for debt service on the Silverliner V cars, subway cars and the 1234 Market Street headquarters building.

On June 24 SEPTA will close the bridge which carries the Norristown High Speed Line over the Schuylkill River at Norristown. The closure will continue indefinitely while old ties are replaced, but this will not address the structural defects on the 102-year-old, 3,175-foot-long steel bridge (see January Cinders). Shuttle buses will be pressed into service between Norristown and Bridgeport (possibly Gulph Mills on weekends)..... Route 10 will be bused all summer to allow for new track to be installed on Lancaster Avenue between 40th and 44th StreetsThe first bus in SEPTA's order for 245 new hybrid vehicles is due to be delivered this month from Nova Bus of Canada.....SEPTA says its new regenerative braking and wayside storage systems on the subway lines will save about \$1.8 million a year in electric propulsion costs..... SEPTA made two more high-level appointments last month. Andrew Gillespie is the new chief engineer, one of the jobs held by Jeffrey Knueppel before his elevation to deputy general manager. James Fox was named to head the System Control Center, replacing Ronald Hopkins who was promoted to assistant general

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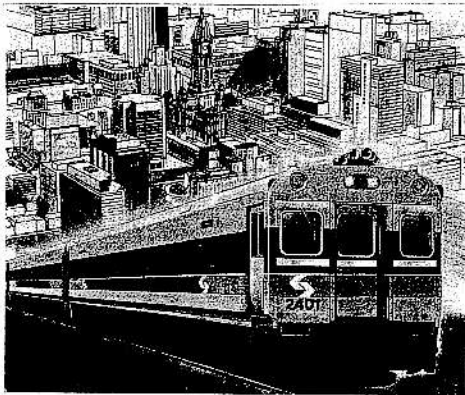
PHILADELPHIA EXPRESS

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manager for operations.....SEPTA has completed construction of a new 15-foot-high concrete retaining wall to support the Radnor Township parking lot at the Bryn Mawr NHSL station, replacing an old timber wall which had collapsedOn the evening of Wednesday, February 27, a 64-year-old man was struck and killed by a northbound Broad Street subway train at the Tasker-Morris station in South Philadelphia.

Mass transit ridership across the U.S. increased last year, with some 10.5 billion trips recorded, the second highest level since 1957.....The *Daily News* in its February 26 edition carried a cover story on SEPTA winning the Outstanding Public Transportation System Achievement Award for 2012. The article gives SEPTA Chairman Pasquale Deon, Sr., much credit for getting the agency "on track to become No. 1 in the U.S." The award was actually announced last year (see September *Cinders*)SEPTA is making a big push to increase advertising revenues, with the new Silverliner V cars to be featured. In addition to the interior and exterior wraps mentioned here in past months, new technology will allow SEPTA to sell ads on the TV screens inside the cars targeted geographically to the advertisers' locations. Some push-pull cars also will receive large ads, with #2518 the first one spotted with a Villanova University wrap on its sides. There also will be more station naming rights sought (like AT&T station on the Broad Street subway), more internal and external wrap ads on trains and buses, digital billboards, exclusive station ads and use of the website. The goal is to bring in at least \$1.5 million a year in advertising revenues.

SEPTA REGIONAL RAIL



Yes, you heard right: The final two Silverliner V cars were delivered to SEPTA last month, more than two years late. A ceremony was held at the Hyundai-Rotem plant in South Philadelphia on Wednesday, March 20, as married pair 881-882 emerged from the assembly line. General Manager Joseph M. Casey was on hand for the occasion, along with officials from Hyundai. The entire 120-car order cost SEPTA about \$330 million, including training and spare parts, less the fines assessed for late deliveries. The last single car, #734, was received on February 28. On any given day about 109 of the new cars are in revenue service. Nine rush-hour trains have had a car added to reduce crowding.....Meanwhile, SEPTA continues to send old Silverliners to North Jersey for scrapping, with #202, 211, 229, 254, 255 and 9002 moved out of Wayne Junction on February 28. The last three old timers in service, #230, 235 and 9010 which were being used as shifters at Overbrook shop, were retired in January and currently reside on the deadline at Overbrook.

Three timetables will be reissued effective April 7—Lansdale-Doylestown, Manayunk-Norristown and Wilmington-Newark. Catenary replacement work will be ongoing middays between Link Belt and Doylestown with shuttle bus service between Colmar and Doylestown. On the Norristown Line construction of the new "River" interlocking at Miquon should be completed this spring, but tie and surfacing work between Miquon and 16th Street Junction in North Philadelphia will begin. More of the old 1930's-vintage catenary will be replaced and tree cutting performed along the line. This work also will affect the timing of through runs to and from Wilmington. Later in the year "Ford" interlocking at Norristown will be rebuilt to end a conflict with NORFOLK SOUTHERN trains. The old hand-operated "Sawmill" crossover at milepost 17 just north of "Ford" already has been retired.....Even though the Philadelphia International bike race has been reduced in size this year, SEPTA again plans to operate extra train service on the Norristown Line for spectators wanting to reach the famed "Manayunk Wall." The date is Sunday, June 2.

The *Inquirer* reports that 28 trespassers were struck and killed by trains in Pennsylvania last year, a 22-percent increase over 2011. Twelve of the trains involved were operated by SEPTA. This is in spite of intensive educational efforts by the railroads, especially toward school students. Around 8:10 PM on Sunday, March 3, northbound train #228 on the Northeast Corridor narrowly missed hitting a woman who was lying in the gauge of the #1 track at Ridley Park station. Police later arrested the woman. The crew of train #396 reported that the train might have struck a trespasser in Lansdowne around 10:30 PM on Friday, March 15, but a police search found no evidence of a victim. The train proceeded after a 40-minute delay. A bomb threat at Market East Station halted all service for about 25 minutes on Tuesday afternoon, March 5. Police searched but found nothing. At least 25 trains were delayed for up to 30 minutes.....SEPTA suspended its QuietRide service during the Philadelphia Flower Show, which brought crowds to the Pennsylvania Convention Center from March 2 to 10.....SEPTA is pledging to complete the installation of Positive Train Control in time to meet the current Federal deadline of December 2015. Ansaldo STS has a contract for about \$100 million to handle the project.



AMTRAK

AMTRAK did indeed get hit by the much-feared "sequester" budget cut which took effect last month, costing the railroad about five percent of its Federal funding for the balance of Fiscal Year 2013 (see March *Cinders*). Amtrak has said that it can live with the cut and not reduce service, but some maintenance work could be affected. Congress last month did reinstate full funding in the surface transportation bill approved last year. Under the amended bill highways will receive about \$39.7 billion for the balance of Fiscal Year 2013 through September 30 and transit \$8.48 billion (not affected by sequestration). Amtrak will get \$1.35 billion for FY 2013, minus the five percent for sequestration (NARP).....AMTRAK President Joseph Boardman told Congress last month that during the last fiscal year the railroad covered 88 percent of its operating costs from ticket sales and other revenues. The Federal government paid just 12 percent of the costs, partly due to the government's capital investments which have helped reduce operating expenses.

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PHILADELPHIA EXPRESS

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The Pennsylvanian will continue to operate beyond September 30 thanks to a deal with Governor Corbett in which the State will pay \$3.8 million of its annual operating costs between Harrisburg and Pittsburgh. The train had been threatened with discontinuance due to a Federal law requiring states to absorb a greater share of the costs for Amtrak trains operating less than 750 miles.....AMTRAK did close "Cork" tower in Lancaster on February 19 (see March *Cinders*) but then reopened it temporarily due to certain communication problems. The tower finally was closed effective March 12. The five remaining manned towers on the Harrisburg line will be shuttered over the next two years as CETC control is extended to the entire 102-mile line. "Cork" was built in 1929 at the same time as the adjacent passenger station and named for the nearby Armstrong Cork Company plant. It is unlikely that any more work to extend Rule 562 operation (bi-directional running with cab signals only) east of Parkesburg will be done this year. "State" tower in the Harrisburg station will remain until that interlocking is rebuilt.

AMTRAK is gearing up for its sixth annual National Train Day on Saturday, May 11. As in past years one major event will be held at 30th Street Station starting at 11 AM with numerous displays and activities, many of them intended for children. There also will be the usual display of locomotives and cars on the Lower Level. Visit website www.nationaltrainday.com.....AMTRAK has launched a new advertising campaign for its already-popular Acela Express service. The "Business travel at another level" campaign carries headlines which take a shot at airline competition, such as "Seatbacks may remain reclined for as long as you like" and "Today's trip is full of leg room." It will utilize digital, print and television resources.

AMTRAK had a few service problems along the Northeast Corridor last month, but the Delaware Valley escaped any major disruptions from the series of storms that ravaged other parts of the country. (Another big snowstorm was moving through the Plains states as this column was being written.) During the first week of March a winter storm to the south caused some train cancellations and delays, mainly south of Washington. There was just rain and some light snow in the Philadelphia area. Then on Sunday morning, March 17, a Providence & Worcester freight train derailed on the Corridor mainline three miles east of New Haven, CT, forcing Amtrak to suspend all service in both directions until one track was reopened in late afternoon. During the blockage a few New York-Boston trains were rerouted via Springfield, MA and CSX. Delays continued into Monday morning..... A 21-year-old Philadelphia man was struck and killed by Acela Express #2175 west of Croydon station just after 10 PM on Tuesday, March 5. The Bucks County coroner ruled the death a suicide. Several Amtrak and SEPTA trains were delayed during the police investigation and #2175 was terminated. SEPTA #778 was held at Trenton station for more than two hours before proceeding west..... AMTRAK lost all signal power in the area of 30th Street Station for several hours on the afternoon of Saturday, March 2. At least 12 Amtrak trains were delayed and two NJ TRANSIT Atlantic City trains annulledAn NBC Channel 10 report last month called attention to the condition of AMTRAK's bridge over 52nd Street in West Philadelphia. Built by the Pennsy in 1902, the bridge—which carries four tracks of the Harrisburg line and used to have more—has been cited in the past for rusting steel supports and

falling debris. Amtrak says repairs have been made, the bridge is safe and is inspected twice weekly (Rich Werner).



CSX, NS OTHER ROADS

CSX plans to spend about \$2.3 billion in capital improvements to its rail network while NORFOLK SOUTHERN will invest \$2 billion. In both cases roadway improvements will account for the largest expenditures, with locomotive purchases and implementation of Positive Train Control also taking a large share. In the NS annual report for 2012, which proved to be the railroad's second-best year ever for revenues, net income and earnings per share, CEO Wick Moorman said "the future looks good"NS will handle the Ringling Bros. Red Unit circus train for its usual run from Trenton to Hershey on the morning of Monday, May 20. It is assumed that the previous move, from Hartford, CT, to Trenton, will be via CSX on May 13.

With new timetables issued effective March 24, NJ TRANSIT restored 21 more weekday trains, bringing rail service up to 97 percent of pre-Hurricane Sandy levels. Executive Director James Weinstein said that NJT had been awarded \$144 million in Federal emergency funding to assist in recovery from the superstorm. A law signed by President Obama in late January will provide nearly \$11 billion to help rebuild and upgrade transit systems such as NJT which suffered major damage from Sandy. Last month NJT approved \$17 million for eight contracts covering storm repairs, \$19 million for repairs and parts to equipment caught in the flooding, plus another \$1 million for work at Hoboken Terminal. Catenary power was restored to the terminal on March 24 after replacement of water-damaged transformers and repairs to other equipment, allowing electric trains to operate into Hoboken for the first time since late October.. Ever since service to Hoboken was resumed in November, trains had been powered by either dual-mode or diesel locomotives. All light rail lines are again fully operable, with passengers on the Camden-Trenton River Line getting a new timetable effective March 23.

Final figures show that a total of 70 NJT locomotives and 272 cars suffered significant water damage, either at the Meadows Maintenance Complex in Kearny or at Hoboken. By mid-March 45 locomotives and 97 damaged cars had been returned to service and 48 new multilevel cars were received, aiding in the recovery. NJT estimates total storm damage at about \$450 million, with \$300 million covered by insurance (*Trains*)..... Railpace reports that NJT is storing 28 of its out-of-service ALP-44 electric locomotives on a section of the old Lackawanna Cutoff near Port Morris, NJ. (Four other ALP-44's are leased to AMTRAK for work service.) The track being used is part of the Cutoff which NJT plans to restore for service to Andover, but lacks the funds to complete the work.....NJT's new ALP-45DP dual-mode electric-diesel locomotives made their first revenue trips into New York Penn Station on March 2, coming off the Morris & Essex Line (Bill Vigrass).....NJT is conducting a nationwide search for a deputy executive director to assist James Weinstein, the agency's top official (*Trains*).

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PHILADELPHIA EXPRESS

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PATCO suffered an embarrassing train breakdown on the Benjamin Franklin bridge on Saturday evening, March 16. A Jersey-bound train loaded with St. Patrick's Day revelers became stranded at mid-bridge for more than an hour when a brake pipe cracked. When the stalled train could not be moved another train was sent up behind it to transfer the passengers. PATCO General Manager John Rink apologized for the delay in notifying police, riders and the public, and said that PATCO would "re-educate train operators in communication and safety protocols." Two of the passengers were arrested by Delaware River Port Authority police when they got off the broken-down train and began walking along the track. It is hoped that when the current rebuilding of PATCO's 120-car fleet is completed by Alstom, failures like this will not occur.....PATCO plans to upgrade card readers at its fare gates to accommodate new versions of its Freedom Card which have an imbedded computer chip, as well as current farecards. But the *Inquirer* reports that the new "smart" cards will not be compatible with SEPTA's New Payment Technology (see above), although PATCO hopes that the same smart cards eventually will work on both sides of the Delaware.

CONRAIL has decided to replace rather than rebuild the ancient Mantua Creek bridge at Paulsboro, NJ, that caused the derailment of seven tank cars on November 30 (see March *Cinders* and previous issues). Vinyl chloride gas was released from one breached car, forcing the evacuation of many residents, some of whom were sickened by the toxic gas. Numerous lawsuits have since been filed against the railroad and its parent companies, CSX and NS, although Conrail has been offering cash settlements to those affected.....Car and Locomotive Owner Bennett Levin is planning a special excursion with his former Pennsy E8A locomotives and several private cars over the ex-PRR (now NS) Monongahela Line south of Pittsburgh. The trip reportedly will operate into the coal mining areas in southwestern Pennsylvania on July 28, but will originate in Philadelphia. Contrary to an earlier announcement, Levin's train will not be displayed on the STRASBURG RAIL ROAD during the PRRT&HS convention May 16-19.

A notable event in steam locomotive restoration was announced last month. The Railroad Museum of Long Island said that it has reached an agreement with the STRASBURG to have the museum's ex-LONG ISLAND RAIL ROAD G5s 4-6-0 #39 restored to operating condition at the Strasburg shop. The museum will undertake a fundraising campaign and the railroad itself will contribute to the project, which when completed will allow SRC to operate the locomotive for a period of up to 48 years.....Two Wilmington Chapter NRHS members now feel vindicated, after a Federal court in New York last month struck down the policy under which they were arrested for taking pictures on a New York City elevated line in 2010. Steve Barry, who also is editor of *Railfan & Railroad Magazine*, and Chapter President Michael Burkhart were charged by police with taking "unauthorized photos" of trains and failing to show proper identification. While the arrests later were voided by the Transit Authority, the New York Civil Liberties Union took up the case as a challenge to such restrictive regulations. It eventually won the court decision which declared that individuals have a constitutional right to take photos on such public property without showing ID's (*Trains*)Former PRR E8A #5706, which operated on the Blue Mountain & Reading Railroad in the 1980's, has been moved

to a shopping center in Irondale, AL, near Birmingham, for display. In recent years it had been stored in Sumiton, AL. Built as #5706 by EMD in 1952, the unit was renumbered PRR and Penn Central #4276, then became AMTRAK #284, one of five E8s rebuilt by Amtrak with head-end power. It was later sold to the BM&R, where it operated for a few years in excursion service with E8 #5898 (*Trains*).....Sperry Rail Service has rebuilt one of its former doodlebugs into a higher-speed rail-flaw test vehicle. Car #119 was built by St. Louis Car in 1927 for the Baltimore & Ohio Railroad (*Railway Age*).

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 be promptly be sent to you.

Construction to Alter SEPTA Rail Transit Service

Starting next month various SEPTA construction projects will affect the following surface transit routes:

May 3-6: Repair of Berkley Avenue Grade crossing on Route 102 Sharon Hill in Clifton Heights—cars turn back at Baltimore Avenue with shuttle buses beyond

May 17-20: Repair of Edmonds Avenue crossing on Route 101 Media in Drexel Hill—entire route bused

June 9-22: Renewal of specialwork at 49th Street & Woodland Avenue—entire Routes 11 and 36 may be bused

June 23-August 31: New track installed on Route 10 Lancaster Avenue from 40th to 44th Streets—entire route bused. Renewal of specialwork at Girard and Lancaster Avenues may require some weekend busing of Route 15. Oldest rails in SEPTA system (laid 1916), 200 feet on 41st Street south of Lancaster Avenue, also to be replaced

June 24: Norristown High Speed Line bridge between Bridgeport and Norristown closed indefinitely for track repairs. Shuttle buses used Bridgeport-Norristown

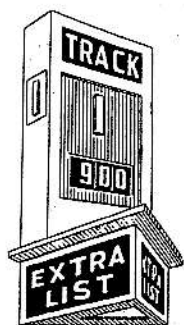
SEPTA plans to apply a full exterior wrap to a Kawasaki car (probably #101) with Philadelphia & West Chester Traction Company colors and lettering to commemorate the 100th anniversary of the Media line. A ceremony will be held in Media at a date to be announced. The car likely will be used on the Media 100th anniversary excursion scheduled for Sunday, May 5, sponsored by Friends of Philadelphia Trolleys.

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

THROUGH APRIL 19, 2013: "Frank Furness: Working on the Railroads", exhibit at the Library Company of Philadelphia, 1314 Locust Street, Philadelphia, PA 19107. Exhibit is free and open to the public. For hours and information, telephone the Library Company at 215-546-3181.



APRIL 22: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM. Program will feature *Tour of the Jersey Central from the Hudson to the Delaware*, by Paul Carpenito. This will be a multi-decade look at the CNJ from Jersey City to Phillipsburg, plus some coverage on the New York & Long Branch and Southern Division. Mr. Carpenito hails from Elizabeth and was well-positioned to extensively cover Miss Liberty's railroad. The program will start promptly at 7:30 PM, with the Chapter business meeting to follow afterwards.

MAY 3-4: East Penn Traction Club's 21st National Model Trolley Meet at the Greater Philadelphia Expo Center, Oaks, PA. Further information in future issues of *Cinders* or from East Penn website: www.eastpenn.org.

MAY 5: Friends of Philadelphia Trolleys will celebrate the centennial of trolley service to Media, PA with a special charter covering SEPTA's Media and Sharon Hill Lines, using a Kawasaki LRV. Trip departs 69th Street Terminal 11 AM, returns 3 PM. Fare: \$45 per seat. Order tickets from Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843, making remittances payable to "FPT". Additional information from Harry Donahue at has2709@aol.com, or Bill Monaghan at FPT2799@comcast.net. **Please Note:** *As of March 22, this charter was SOLD OUT. A waiting list for a second car has been started. Contact FPT personnel as above.*

MAY 11: National Train Day across America. Sixth annual event will include usual activities at Philadelphia's 30th Street Station, with Amtrak and SEPTA involvement. For up-to-date information, visit website NationalTrainDay.com.

MAY 14: Regular monthly meeting of Harrisburg Chapter, NRHS at Hoss's Restaurant, 743 Wertzville Road, Enola, PA. Optional dinner begins at 6:00 PM at Hoss's. Program begins at 7:00 PM, and will feature Mike Schafer, Editor, *Passenger Train Journal*, well-known rail historian, who will present an illustrated talk on Pennsylvania Railroad passenger trains. Anyone desiring further information on this program, call Editor Larry Eastwood at 215-947-5769.

MAY 16-19: Pennsylvania Railroad "Pennsy" Days at Railroad Museum of Pennsylvania, Route 741, Strasburg, PA. Further information available from the Museum at 717-687-8628 or website www.rrmuseumpa.org.

MAY 16-19: Coinciding with "Pennsy" Days at the Railroad Museum of Pennsylvania will be the 45th Annual Meeting of the Pennsylvania Railroad Technical & Historical Society, to be held at the Lancaster Host Inn, 2300 Lincoln Highway East, Lancaster, PA 17602 and the Railroad Museum itself. Many different activities, seminars, presentations. For a complete calendar of events, visit website www.prrths2013.com.

MAY 18: 5th Anniversary celebration at Reading Railroad Heritage Museum, 500 S. Third Street, Hamburg, PA 19526-1906. Free admission, children's activities, food, equipment tours, fun for all ages. See separate article this issue.

MAY 20: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM. Program will feature PRR and PRSL Railroad Stories, Part II, by George Huemmerich, who had 40-year career, including enginehouse foreman at Atlantic City. He also served as Wilmington Shop general superintendent, and has many PRR tales to relate as well.

JUNE 1: Spring Bus Fling, sponsored by The Museum of Bus Transportation on and in the Antique Automobile Club of America Campus, PA Route 39, Hershey, PA, 8:30 AM to 4:30 PM. For addition information (including table rentals), telephone 717-566-7100, extension 119, or visit website www.busmuseum.org.

JUNE 7-9: Conrail Days at Railroad Museum of Pennsylvania, Route 741, Strasburg, PA. Further information available from the Museum at 717-687-8628 or website www.rrmuseumpa.org.

JULY 2-7: Reading Railroad Days at Railroad Museum of Pennsylvania, Route 741, Strasburg, PA. Further information available from the Museum at 717-687-8628, or website www.rrmuseumpa.org.

Reading Railroad Heritage Museum Marks 5th Anniversary on May 18; Members' Treasures New Exhibit

On Saturday, May 18, the Reading Railroad Heritage Museum, 500 S. Third Street, Hamburg, PA will celebrate its 5th anniversary. Open that Saturday from 10 AM to 4 PM, there will be free admission, children's activities, food, equipment tours and fun for all ages. The Museum is also open on Sundays from Noon to 4 PM.

Also new this Spring is "Members' Treasures", an exhibit which will run from March 9 through November 17. The display, which will apparently change from time to time, will tell the story of the Philadelphia & Reading and successor Reading Company through a collection of artifacts, photographs, art and three-dimensional models. Several of the members exhibiting their personal items worked for the Reading before the advent of Conrail on April 1, 1976. The Reading's famed *Crusader* is recalled by an original oil painting, a model in HO scale, and the Reading diamond plate from one of its steam locomotives. The popular Iron Horse Rambles of the early 1960's are well represented with souvenir items, photographs and a model of one of the T-1 4-8-4 steam locomotives which powered those great trips. There will be some original paintings of Reading Railroad scenes and locomotives never before shown in public. Some of the models on display are painted with paint used on actual Reading diesels.

For complete information on these activities, visit the RCT&HS website, www.readingrailroad.org, or telephone 610-562-5513.

ODDS AND ENDS.....by Roy L. Hudson

(This column appears on a reasonably regular basis to provide Cinders readers with some useful as well as interesting information which has been gathered from miscellaneous sources. Mr. Hudson pens a column called "Comments from Track 34" for New York RRE; he has given us permission to use material from that publication for Philadelphia Chapter members. This month, Roy has even penned some items specifically of Philadelphia area interest for Cinders readers. We thank him—more next month!)

On William Penn's Radar Screen: Possible the best-known railroad station architect in eastern Pennsylvania was Frank Furness (1839-1912). Not only did he design well-known structures but he is the only architect to date to receive the Congressional Medal of Honor, awarded for his gallant service during the Civil War (*PRR Fax*).....The ability of early railways to transport trains of great weight was illustrated by the Philadelphia & Reading. By 1842 the railroad ran seven coal trains a day to Port Richmond and each train had 100-to-150 four-wheel coal cars each with a capacity of five tons (*Encyclopedia of North American Railroads*).....Miss Sugar Kane, a ticket clerk at Philadelphia's Connie Mack Stadium, walked up to a PTC Route 54 "Nearside" motorman and asked, "Is this trolley safe?" The motorman said, "Certainly". The young lady continued, "But won't I get an electric shock when I get on?" The motorman answered, "Not unless you place one leg on the trolley wire and the other on the rail!" (Lionel Tranes).

In The Region: April 23, 2013 will mark the 190th anniversary of the D&H Canal Company, forerunner of the historic Delaware & Hudson Railway (D. Barron, Bridge Line Historical

Society).....D&H/Canadian Pacific fans are seeing fewer freight trains in Pennsylvania. Trains 252/253 operated between St. Luc (Montreal) and Binghamton, Taylor (Scranton) and Harrisburg. They will handle traffic from Trains 258/259 between Binghamton and Scranton. CP Trains 458/459 between Scranton and Harrisburg are abolished, but shortened 258/259 will continue to operate between Allentown and connect with 252/253 at Scranton (Jay Brooks, *Railroads Illustrated*).....In 1930, the Delaware, Lackawanna & Western inaugurated electric passenger service between Hoboken, Dover and Gladstone, NJ. The high point of the opening day festivities was the appearance of Thomas Alva Edison. The Lackawanna purchased 141 MU motors to operate the 70 route miles and many of these cars eventually marched on into the NJ Transit era (*Electric Railway Journal*).

The Big Red Keystone: On November 13, 1920, the Pennsylvania Railroad operated 38 special trains from 47,365 football fans to the Yale-Princeton game at Princeton. There were 25 trains from New York, six from Jersey City, six from Philadelphia and one from Trenton. After the game, there were 32 trains returning on a 3-to-10 minute headway (C. T. Baer).....Some things never change: in the mid-1930's, town leaders supported PRR's electrification extension to South Amboy, NJ, but residents' opposition increased over closing of a number of grade crossings in town. Nonetheless, the Council voted 3-2 in favor of the closings. The three who voted in favor were (you guessed it!) employees of the PRR! (*West Jersey Rails*).....The Cumberland Valley RR pioneered sleeping car service in 1839 with a car named **Chambersburg**, operating between Harrisburg and Chambersburg. (Thanks to Mr. Anheuser Schlafwagen for this information).

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