



CINDERS

JULY 2013



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Newsletter of the
PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.
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SEPTA Scores During U. S. Open Week

Chapter's 23-Year Relation with Thomas Jefferson University Ends; New Meeting Location Sought

Philadelphia Chapter has held its monthly meetings, with optional dinner at Thomas Jefferson University's Alumni Hall, 1020 Locust Street, Center City, since September, 1990. Regrettably, that relationship of more than two decades with Jefferson was brought to a close as we held our June 14 meeting.

In 1990, Chapter was invited to meet and have an optional dinner at Jefferson through the efforts of Member Dr. David M. Goodman, a staff pathologist at Jefferson. Sadly, Goodman was fatally injured on Interstate 80 near Colfax, Iowa on June 18, 2000, while driving a vintage automobile he had purchased in the Pacific Northwest.

In the Spring of 2011, Jefferson's Catering Manager, Chuck Mullin, informed us that the Faculty Club in the University's Alumni Hall was to be closed and converted into a computer facility. Alternate accommodations within the Hall were actually an improvement, with the classroom the Chapter used having tiered theater seats and a complete multi-media installation. For the 2011-2012 year, Mullin personally sponsored our Chapter, and we breathed a sigh of relief for another 12 months. This was in spite of a new Jefferson administration that was not in favor of hosting "outside groups" on the TJU campus.

As Summer 2012 approached the Room Reservations staff at TJU told us they would accommodate us again for the 2012-2013 year, thanks again to Catering Manager Mullin's efforts. Even though we were informed at that time that we would need to seek a new location for the 2013-2014 year, Catering told us not do anything to relocate. When we received our June 2013 dinner menu, we were surprised when the Chapter was asked if we wanted a special menu for "the last dinner at Jefferson."

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Early on, SEPTA was recognized as a key transportation link for fans coming to the much-heralded U.S. Open tournament, held at the Merion Golf Club in Ardmore from June 10 to the 16th. There is general agreement that SEPTA met the challenge and then some. The Norristown High Speed Line alone carried 6,500 ticketholders and volunteers on the first day, Monday, in addition to the 10,000 or so regular NHSL weekday riders. On Saturday the tournament ridership on NHSL swelled to more than 10,000! Spectators also were bused from and to the Rosemont Regional Rail station, the busiest day being Friday when some 5,600 fans were carried. SEPTA's passenger load for the entire seven days of the tournament was tallied at 56,400 on the NHSL and 31,000 on Regional Rail, for a week's total of almost 88,000 passengers.

SEPTA put up directional signs emblazoned with the official "U.S. Open Merion 2013" logo and a number of NHSL cars carried vinyl Comcast ads on their sides with a golfing theme, as well as messages from other advertisers. SEPTA deployed a large contingent of employees wearing "Ambassador" golf shirts and yellow safety vests, who helped manage the crowds at Ardmore Avenue, Rosemont and the Norristown Transportation Center. (The SEPTA marshals at Rosemont even included a watchman who sounded a maintenance-of-way horn to signal the approach of westbound trains rounding the curve from Bryn Mawr.)

To ease the strain on NHSL train crews a cadre of black-clad revenue employees collected fares at access points to the platforms at Ardmore Avenue. Fares also were collected before boarding at Norristown, which proved to be a major embarkation point for Merion-bound fans. SEPTA's busiest times at Ardmore Avenue and Rosemont usually were after 6 PM, but there was a constant flow of arriving and departing spectators for most of the day. SEPTA had a contract with the sponsoring U.S. Golf Association to be reimbursed for some of its operating costs.

Total daily attendance at the elite but relatively small Merion golf course was around 38,000 on Thursday through Sunday, when the actual competition took place. Monday through Wednesday were reserved for practice rounds, which also attracted capacity crowds. Some 150 players qualified for the Open, one of

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PHILADELPHIA CHAPTER, INC.
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2014 ANNUAL MEMBERSHIP DUES: \$68.00 per person, which includes National (\$50.00) 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 \$11.00 for the year 2014.

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.

Chapter's Jefferson Era Comes to an End

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As this issue of *Cinders* is prepared, our meeting location for the 2013-2014 year is unknown. The Chapter has reached out in early July to principals of some potential sites; this action was delayed because there was still a faint glimmer of hope that we would be able to continue to meet at Jefferson, but it is now known that era has ended.

Chapter management will delay for the time being issuance of a 2013-2014 meeting schedule, something that is normally done on July 1 each year. If we are able to maintain our longtime 3rd Friday night meeting date, our September, 2013 meeting would fall on Friday evening, September 20. We expect that the September issue of *Cinders* will actually come out during the latter part of August, to provide complete meeting information.

Subsequently, the Chapter has learned that the Alumni Hall will apparently be undergoing major renovations, thus the reason for our inability to return there. It is a building that dates back a few decades, and it needs to be upgraded to be in full compliance with the Americans With Disabilities Act.

"All Aboard" for Ambler Dinner

Chapter members are reminded that the deadline is near for the annual Bill Wagner Summer Dinner at Bridget's Steakhouse in Ambler, on Friday evening, August 16. Bridget's is located at 8 West Butler Avenue, less than one block east of SEPTA's Ambler Regional Rail station on the Lansdale/Doylestown Line. Tickets for the dinner are \$52 per person, and reservations must be received by the Chapter by Monday, August 5, 2013. The dinner menu was printed in June *Cinders*. Orders, with remittances payable to Philadelphia Chapter, NRHS, should be sent to Summer Dinner, Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.

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.

Chapter Holds Summer Board Meeting; Serious NRHS National Problems Continue

Philadelphia Chapter held its Summer, 2013 Board Meeting on Tuesday, July 9 at Amtrak's 30th Street Station. While considerable discussion was centered around seeking a new meeting location for the 2013-2014 year after the end of the Chapter's 23-year run at Thomas Jefferson University, most discussion centered around the ongoing financial crisis with parent NRHS. National Representative Peter M. Senin, Jr., with his wife Judy, attended the recent NRHS Summer Conference in Minneapolis, MN, and provided a 35-page PowerPoint presentation which was sent to the National Representatives.

Much of this presentation was very general and seemed to blame everyone except the current National management for the crisis the Society finds itself in. Continued requests for financial statements are rebuffed, with NRHS losses for the year 2012 believed to be in the range of \$276,000, this on a budget of between \$400,000 and \$500,000.

Chapters are increasingly hostile toward the parent Society because of the lack of detailed information. Indeed, it has deteriorated to the point where President Molloy has dispatched National Treasurer Robert Bitzer and National Secretary Joseph Maloney to visit chapters in an attempt to "quell the riots". One item that arose during the summer meetings was that, after six years in storage, NRHS was considering possibly selling the NRHS Library. What a shame it would be to disperse to the four winds an irreplaceable resource that many worked hard to build.

Fueling the dissension is the large increase in National dues for 2014, from \$39.00 to \$50.00. Mr. Molloy spent precious funds to dispatch a "mea culpa" letter on June 12 to members trying to justify why things are so bad. But then, following the mailing of the annual proxy to members, it was discovered that an important attachment was missing and so a second complete mailing will be necessary. Is anyone in charge at National?

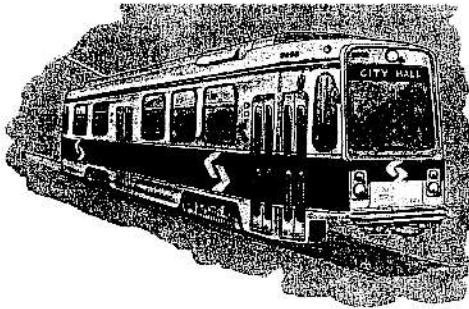
We have been told that 2014 NRHS dues bills will be mailed on September 1 – earlier than normal to try and stem a serious cash drain on the Society. More details next month.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



Any hopes that SEPTA had for a quick infusion of new money from Harrisburg were dashed when the Legislature began its summer recess without taking final action on any of three transportation funding proposals. Neither a \$2.5-billion plan approved by a vote of 45-5 in the Senate nor Governor Corbett's earlier \$1.8-billion proposal came up for a vote in the House, and a \$2-billion plan offered by House Republican leaders also was ignored. The opinion of a vociferous minority of House members was loudly voiced by Representative Daryl Metcalfe of Butler County, who said that he didn't want to throw any more money down "the black hole of mass transit." He made no mention of the State's deteriorating roads and bridges which also are in need of a substantial boost in funding. Transportation Secretary Barry Schoch said that as a result of the lawmakers' non-action some 12,000 construction jobs will be lost and PennDOT will begin to impose load restrictions on at least 1,200 aging bridges throughout the State.

Many observers said that transportation funding had become a pawn in a long-running dispute between the leadership of the Senate and House—all of them Republicans. The House wanted action on its plan to privatize the State liquor store system, and would not move on transportation funding until the controversial liquor bill was approved. Also in the mix was the Governor's request to reform the State's deep-in-debt pension system. But at the end of the day none of the Governor's three big-ticket items were enacted, the Legislature's only major accomplishment being the mandatory passage of a new State budget of \$28.4 billion. But when the lawmakers return to Harrisburg in September, a new effort will be made to pass a transportation funding bill.

SEPTA Chairman Pasquale T. Deon, a Bucks County Republican leader, was critical of the inaction in Harrisburg. He favored the Senate proposal, calling the House plan a "step backwards" which would not "come close to addressing [SEPTA's] most critical state-of-good repair needs and is likely to create a near-term operating budget shortfall." A few days before the Legislature went home, the SEPTA board approved \$97.2-million—a one-month slice of the \$1.32-billion operating budget for the current fiscal year—to keep the trains and buses running through July. But absent legislative action in the fall session,

service cuts and a new fare increase may be needed to fill a gaping \$38 million hole in the SEPTA budget. The Board will be forced to act at its July meeting to fund at least part of the remaining 11 months of FY 2014.

Systemwide fare increases did indeed take effect on July 1, as part of SEPTA's practice of raising fares every three years. SEPTA issued a new fare guide folder spelling out the details.....The *Inquirer* reports that a new long-range study by the Delaware Valley Regional Planning Commission, "Connections 2040," states that the Philadelphia region can expect less than half of the \$120 billion in funding needed for its transportation systems over the next 27 years. The nine-county area in Pennsylvania and New Jersey likely will be short some \$68 billion to maintain and slightly expand its network of highways, bridges, airports and public transit between now and 2040. The five counties in southeastern Pennsylvania may get only \$33 billion for the estimated \$95 billion in transportation needs, according to DVRPC projections.

On Monday, July 8, SEPTA shut down the 3,175-foot-long steel deck bridge which carries the Norristown High Speed Line over the Schuylkill River at Bridgeport (see April *Cinders*). The date was moved back two weeks from the originally scheduled June 24 and a new NHSL timetable was issued effective July 8. The closure will allow SEPTA to begin a five-month, \$7.5-million project to replace track, ties and timbers on the 102-year-old span and do some minor structural repairs, but more work needs to be done in the future on the steel and concrete support structure when funding becomes available. On weekdays during the outage shuttle buses will operate between Norristown Transportation Center and Bridgeport station, where some platform improvements have been made, and between Norristown and Gulph Mills on Saturdays and Sundays. Trains will be turned back at Hughes Park on weekends. About 2,400 passengers use the NHSL into and out of Norristown on a normal weekday.....A 49-year-old man was struck and killed by a northbound NHSL train at Penfield station in Haverford Township around 3:30 PM on Tuesday, July 2. Shuttle buses were pressed into service between 69th Street Transportation Center and the Wynnewood Road stationWork on the new NHSL platforms at 69th Street appeared to be complete in mid-June.

DVARP has published a timeline for the introduction of SEPTA's \$200-million New Payment Technology (NPT) system (see April *Cinders*). This summer an "advance pilot test" will begin on certain transit lines. A few of the new turnstiles and other devices will be installed and the name of the new "contactless" farecard will be announced. In the fall there will be a troubleshooting phase when about ten percent of the new equipment will be installed as SEPTA employees and contractor Xerox carry out testing. During the winter a "Friendly User" test will occur when some members of the riding public are selected to

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test the system. About 25 percent of the new equipment will be in place and the SEPTA farecard will be introduced. By next spring NPT will be launched on the transit side as half of the new equipment will be in service. New cards will be available to all riders and at least one new fare line will be in place at each station. By the summer of 2014 all equipment will be installed as full operation on the transit side begins. Tokens and other old fare instruments will be phased out. On the Regional Rail side an advance pilot test will start next spring with full operation planned during the winter of 2014-2015. By then all new equipment is scheduled to be installed and passengers will have to pass through turnstiles at center city stations.

With 10.56 inches of rain officially recorded during June at International Airport, it was the wettest June on record in Philadelphia. But all the dampness seemed to have little adverse affect on SEPTA operations or construction projects. Work continued on a track project along trolley Route 10 in West Philadelphia, with shuttle buses operating to and from the 33rd & Market Streets station. In mid-June new tracks and switches were installed at the intersection of 49th Street & Woodland Avenue, with some trolley detours and busing required..... Morning rush-hour service on Route 101 Media and Route 102 Sharon Hill was disrupted about 7:45 AM on Wednesday, June 5, when a hanger on the overhead wire fell onto a Route 101 trolley near Lansdowne station. Single-track operation was necessary until 12:25 PM when repairs were completed and full service restored.....The new Bakers Square shopping center in Nicetown was set to open on August 1, at the site of the old Tasty Baking plant. SEPTA will extend the Route 56 Erie Avenue bus line to Bakers Square.

A bill in Congress will allow transit commuters to continue receiving \$245 a month in pre-tax benefits, the same as automobile commuters enjoy. The transit benefit expires at the end of this year, after which it will drop to \$125 a month unless Congress acts on the current bill (*Trains*).....SEPTA is among the agencies receiving \$5.4 million in Federal and State funding to pay for additional "reverse commute" services. This will pay for more bus service to suburban malls, corporate centers and the Parx Casino, earlier rail service to the Airport and on the Paoli-Thorndale line.....SEPTA added extra service to and from the July 4 Welcome America celebration along the Parkway in Philadelphia. Ten extra trains were run on the Market-Frankford Line, eight on the Broad Street Line, trolley trips were added on the subway-surface lines and 15 Regional Rail trains departed Suburban Station from 11:30 PM to 12:45 AMSEPTA expected to earn \$14 million in advertising revenue during the fiscal year ended June 30, up from \$11 million in the previous year. Ad agency Titan is aggressively selling space on almost all available SEPTA-owned surfaces, including structures and on many of its 2,500 vehicles. This includes not only the traditional space on trolleys and buses but now on Norristown High Speed Line N5 cars, which have never previously carried display ads on their sides. Silverliner V Regional Rail cars and even push-pull coaches also are targeted.



SEPTA REGIONAL RAIL

As part of the fare increase package effective July 1, SEPTA has restructured the fare zones on Regional Rail. This affects the former Zones 1 through 6, with the old Zone 4 stations folded into Zones 3 and 5. Zone 5 is redesignated Zone 4. The new zones are: 1 (Philadelphia), 2, 3, 4 and NJ for Trenton and West Trenton.....All Regional Rail timetables will be reissued effective August 11. A new express train will be added to the Paoli-Thorndale service.....As it does each year, SEPTA provided half-hourly train service on the Manayunk-Norristown line for bike race enthusiasts on Sunday, June 2 (see June *Cinders*). But this year there was no special one-day timetable issued, just posters displayed at center city stations and elsewhere.....After a long absence for installation of a public address system and other upgrades, the Comet push-pull cars returned to service on July 12. They are again assigned to West Trenton expresses #6374 and 6321, the six-car trainset laying over at West Trenton yard.....Radnor Township commissioners have asked SEPTA to install video security cameras at all stations in the township. These would include Regional Rail stations Villanova, Radnor, St. Davids and Wayne, as well as six stations on the Norristown High Speed Line.

SEPTA expects that ridership on the Regional Rail system will reach a 40-year high in Fiscal Year 2013 ended June 30......Rail passengers endured a major service breakdown during the afternoon rush hour on Wednesday, May 29. Paoli express #9559 deadheading out of Roberts yard went into emergency near North Broad station at 4:50 PM, blocking the key "16th Street Junction" interlocking for almost an hour. That train was annulled and 68 other trains delayed from six to 47 minutes. The next day SEPTA issued a written apology—especially to the estimated 20,000 people who were directly affected—for the long delay in getting information to frustrated passengers wondering where their trains were.....High temperatures in late June forced SEPTA to impose its F-S1 rule which restricts trains on SEPTA lines to 50 mph when the temperature exceeds 90 degrees. The heat continued for several more days into early July. Heavy rains with resulting high water on June 7 and 10 also slowed service on the Manayunk-Norristown line, as Rule F-S1 also mandates the issuance of flood warnings. The high temperatures may have been responsible for car shortages on a couple of the hot days.

A female trespasser was struck by Lansdale-bound train #592 near Fort Washington station at 9:25 PM on Monday, July 1. The person was removed from under the train and taken to Abington Hospital. Service was suspended for an hour as two other trains were annulled, but northbound trains 594 and 596 were able to pass the scene on #1 track. A tree fell into the catenary at Shawmont on the Manayunk-Norristown line around 2:30 PM on Tuesday, June 11. Only track #2 was blocked and the tree was cleared within an hour. Three trains were delayed. Numerous

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Lansdale-Doylestown trains were held back on Wednesday afternoon, June 19, when a wire train powered by diesel #60 became disabled on track #2 at Ambler. Several northbound trains got around the scene by using track #1 between "Carmel" and "Gwynedd" interlockings until the work train was towed to Lansdale around 6:25 PM. A disabled person was injured when he drove his motorized cart off the platform at Market East Station early on Tuesday, July 2. The individual was removed from the track area before sustaining any further injury.



In May and June the first three of AMTRAK's 70 new ACS-64 electric locomotives rolled off the assembly line at Siemens' Sacramento, CA, plant (see June *Cinders*). While #600 and 601 were sent to the railroad test center at Pueblo, CO, #602 was deadheaded east for testing on the Northeast Corridor. The streamlined unit was moved in train #6 **California Zephyr** to Chicago and forwarded on to Washington in train #30 **Capitol Limited**, arriving on Monday, July 1. From there it was moved to the Wilmington electric shop. The so-called "Cities Sprinter" units will replace all of the existing AEM-7 locomotives, which have logged millions of miles in service, as well as the newer but unreliable HHP-8'sAMTRAK has repainted P42 #42 in a red, white and blue scheme to honor military veterans. It was on display in 30th Street Station during the week of July 1, and is scheduled to visit Steamtown in Scranton during Railfest over the Labor Day weekend—possibly in the company of NORFOLK SOUTHERN's veterans unit #6920. Amtrak also said that it aims to have military veterans making up at least 25 percent of its new employees by 2015.

AMTRAK issued its 144-page summer-fall National timetable effective July 15. The cover photo, taken during cherry blossom season in Washington, shows a train crossing a bridge with the Washington Monument in the background. Last year's summer edition was issued on May 7..... One of AMTRAK's staunchest advocates in Congress, Senator Frank Lautenberg of New Jersey, passed away on June 3 at the age of 89. After his funeral service in New York City, he was honored at a ceremony at the Secaucus station, which was named in his honor. His remains were carried to Washington aboard a special train consisting of AEM-7 #928, baggage #1762 (which bore the casket), café #48140, coach #81512 and office car #10001 **Beech Grove**. He was to be buried at Arlington National Cemetery.

The Senate last month voted 100-0 to confirm Anthony Foxx as the new secretary of transportation, replacing Ray LaHood who retired. When nominated by President Obama, Foxx was the mayor of Charlotte, NC, and had been active in promoting transportation improvements in that city..... Secretary of Homeland Security Janet Napolitano resigned last month before her expected appointment to head the University of California system.....In its June 27 editions the *Inquirer* ran an article about how AMTRAK hosts an annual gathering of well-known chefs from across the country to offer advice on preparing

new and healthy dishes in its dining cars. The sessions take place in a test kitchen at Amtrak's Wilmington operations center*Trains Magazine* has two current articles of interest to our region. The July issue has a story about AMTRAK's state-of-the-art signal repair shop at Lancaster and the August issue describes the work of car #10002 **Corridor Clipper**, the laser-equipped track geometry car which patrols the Northeast Corridor checking on track conditions. The July issue also contains a detailed two-page map, in color, of Philadelphia-area freight lines as of 1949. This writer was able to detect only a handful of small errors.

A 2008 law gave AMTRAK and the Federal Railroad Administration the power to set performance standards for passenger trains running on freight railroads. But a U.S. Court of Appeals ruled in July that the section of the law that gives Amtrak a share of this authority is unconstitutional. The court said that allowing Amtrak—ostensibly a private company—to help set the operating standards of freight railroads is akin to General Motors having the power to regulate the automobile industry. The Surface Transportation Board, a government agency, does have the authority to investigate railroads accused of delaying passenger trains and possibly assess penalties, but Amtrak is now barred from helping to establish the standards for on-time performance. This ruling could have a long-term negative effect on Amtrak's long-distance service or it could spur better cooperation. The court action stemmed from a suit filed by the Association of American Railroads whose president, Edward Hamberger, said that the freight carriers "recognize Amtrak wants to run trains on time, and they work closely with Amtrak to make this happen." NARP's view is that Congress now needs to rewrite the law.

AMTRAK's Keystone service was suspended between Lancaster and Harrisburg on Tuesday, July 2, when a propane tank car caught fire on the Maibach private siding east of Mount Joy. Westbound trains began turning back at Lancaster after 2 PM and no substitute bus service was provided except for passengers on train #43 **Pennsylvanian**. After the fire was extinguished the first westbound train to run through to Harrisburg was #649 which left 30th Street at 4:45 PM, and the first eastbound was #656 leaving Harrisburg at 5:35 PM.....In spite of the Pennsylvania Legislature's failure to pass a transportation funding bill (see above), PennDOT said that the State will honor its \$3.8-million commitment to help fund the operation of the **Pennsylvanian** west of Harrisburg after the new Federal fiscal year begins October 1. By law, states then will be required to support "short-distance" AMTRAK trains such as #42 and 43.....Train #640 out of Harrisburg struck and critically injured a 34-year-old Christiana man at the Parkesburg station early on Friday, June 21. The train was held for almost two hours and three others were delayed.

AMTRAK President Joseph Boardman has been busy defending his railroad in congressional hearings, and in making the case for increased Federal support for the system. A major fight is in the works over funding for Amtrak in Fiscal Year 2014 beginning October 1, with \$1.45 billion already approved by the Senate Appropriations Committee but the corresponding House Committee proposing only \$950 million, a 31-percent cut from this year's appropriation. For one thing, Boardman said that the railroad needs \$386 million a year just to maintain the Corridor in its present condition. "There is insufficient NEC infrastructure investment to meet both the ongoing normalized replacement and the backlog capital requirements" he said. "And that means we are

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eating our assets alive.” He put the cost of catching up on the backlog of NEC work at \$6 billion. On July 8 Pennsylvania Senator Robert P. Casey told a press conference at 30th Street Station that the \$350 million cut in Amtrak funding proposed by the House would be a serious mistake that would cost the jobs of Amtrak workers and passengers their rides. “Amtrak rail service along the Corridor is crucial to the long-term economic competitiveness of the region,” Casey said.

Work is proceeding on AMTRAK’s project to improve its 24-mile “New Jersey Raceway” between New Brunswick and Trenton to the point that will enable top speeds of 160 mph. Train service has been adjusted several times in the past six months, most recently on July 1 to allow for construction in that area and elsewhere in North Jersey. A related project will include tie replacement on track #4 between Metuchen and New Brunswick, which will put that track out of service for several months. This will add a few minutes to some running times between New York and Trenton. There will be a further schedule change effective August 5. The Federal Transit Administration in May approved \$185 million for preliminary construction work on the Gateway Program, which is Amtrak’s name for the project to build two new tunnels under the Hudson River connecting North Jersey with Penn Station in New York City. The first phase will be the placement of an 800-foot-long concrete casing between 10th and 11th Avenues in Manhattan, preserving the right-of-way for future tracks beneath the proposed Hudson Yards office tower development. Without this, it would be almost impossible for the new Hudson River tunnels to connect with Penn Station.



**CSX, NS
OTHER
ROADS**

Crude oil moving in unit-train lots has become an important source of revenue for major railroads including CSX, NORFOLK SOUTHERN and BNSF. But a horrendous accident at Lac-Mégantic, Que., on Saturday, July 6, resulted from a runaway 73-car oil train on the regional MONTREAL, MAINE & ATLANTIC RAILWAY. The train, loaded with crude from North Dakota, was parked seven miles from the town when the brakes failed to hold and it ran downhill before derailling about 30 cars and causing huge explosions which wiped out part of the village. At this writing at least 50 people are presumed dead. The engineer of the one-man train, who said he had set a sufficient number of hand brakes, was taken into custody by police. This, of course, gives pipeline advocates another talking point in their efforts to discourage oil shippers and their refinery customers from using rail. Just what effect this will have on the growing volume of oil traffic to East Coast refineries—including those in the Delaware Valley area—remains to be seen.

At a cost of \$1 million, NS has installed a new crossing at Porter, DE, to make it easier to move loaded oil trains into the PBF Energy refinery at Delaware City. Symbolized 64R, the unit

trains from the North Dakota fields arrive at Delaware City at the rate of nearly one per day, coming from Harrisburg via the Port Road branch to Perryville and the AMTRAK Northeast Corridor to Newark. These trains have become a favorite with railfans because they often feature one or more of NS’s specially-painted Heritage locomotives. But some in Delaware are not happy with the new rail business, as the State House of Representatives in June passed a resolution urging NS to reduce the grade crossing delays and noise caused by the growing tide of oil trains. Meanwhile, oil shippers have thousands of new state-of-the-art tank cars on order with builders. ACF Industries has reopened its carbuilding plant at Milton, PA, after a four-year shutdown to help meet demand for new tank cars (*Trains, Railpace*).

The Port Authority of New York & New Jersey is considering a plan to turn NS’s intermodal terminal at Bethlehem into an “inland port,” where containerized international freight could be brought in or picked up by trucks. NS then would haul the freight in bond to and from the North Jersey ports, similar to the shuttle operation NS has long been running between Norfolk and the inland port at Port Royal, VA (Harrisburg Chapter) The NS local freight that serves the Arcelor Mittal steel plant at Coatesville derails several cars in North Coatesville on Monday, July 8, two empty gondolas plunging off a bridge into the Brandywine Creek. The crew had just finished interchanging with the BRANDYWINE VALLEY and was preparing to reverse up the hill to the connection with AMTRAK’s Harrisburg line. The reporter for the *Daily Local News* of West Chester rather comically referred to “train carts” on the “Northfork Southern” railroad (Paul Kutta).

CSX Selkirk (NY) to Waycross (GA) freight train Q409 struck a trash truck at a private crossing in Rosedale, just east of Baltimore, on Tuesday, May 28, derailling about a dozen cars and causing a hazardous materials release. The Philadelphia Subdivision was shut down for three days, with numerous trains detoured via NS and over other CSX lines. The truck driver responsible was arrested and now faces numerous charges (*Trains*) An 11-year-old boy walking along the CSX tracks in Darby on Tuesday morning, July 9, was injured when struck by train Q031 near the 6th & Main Streets crossing. Two weeks earlier, on June 25, a Darby woman was killed by a train at the same location. It was a possible suicide.

Chapter Member Henry Posner may get some help in his effort to take over the “Dinky” branchline service and prevent Princeton University from moving the Princeton rail station (see February *Cinders*). In June NARP and the New Jersey Association of Railroad Passengers jointly filed a position with the Surface Transportation Board seeking to thwart the plan to move the ex-Pennsy NJ TRANSIT station further away from the town center. NARP and NJ-ARP contend that any shortening of the rail line must be approved by the Federal agency, which has jurisdiction over abandonment of rail lines in interstate commerce (NARP) Eleven of NJT’s 35 new dual-power ALP-45DP locomotives were damaged by floodwaters in last October’s Hurricane Sandy disaster. Now, there are reports that NJT has signed a \$28.5-million contract with manufacturer Bombardier to repair the units at NJT’s Meadows Maintenance Complex in Kearny The new \$36-million Pennsauken Transit Center should open for service sometime next month. The two-level station is located at the point where the Atlantic City Line crosses over the River Line, near the east end of the Delair Bridge,

(Continued on Page 7)

PHILADELPHIA EXPRESS

(Continued from Page 6)

and will facilitate transfers between the two routes as well as with bus service.....NJT will contract with Cablevision of New York to equip all of its trains and stations with Wi-Fi, allowing passengers high-speed access to the Internet.

The cost of rebuilding PATCO's two lines across the Ben Franklin bridge will be about \$102.8 million, according to an Inquirer report, some 47 percent higher than originally estimated. The project will include replacement of tracks, ties, power, signal and communication systems, repair the supporting structure and applying paint. Rail service over the bridge began in 1936The National Transportation Safety Board began hearings in Washington on July 9 concerning the spill of toxic vinyl chloride last November, when tank cars plunged off CONRAIL's Mantua Creek swing bridge in Paulsboro, NJ. Local police and fire personnel were questioned as to why they did not wear protective emergency equipment when responding to the hazardous spill. The NTSB also heard from Conrail officials as well as the engineer of the train who had been given verbal permission to take his train across the bridge in spite of a stop signal at that location. Earlier, the *Inquirer* reported that Conrail and its parent companies, CSX and NS, filed court papers contending that they are "exempt from strict liability" for injuries and damages because they are common carriers legally obligated to carry hazardous materials.

The Pennsylvania Historical & Museum Commission has received approval from Strasburg Township for a new roundhouse to be built on the grounds of the Railroad Museum of Pennsylvania. When opened in 2015 the structure will house several of the ex-Pennsylvania Railroad steam locomotives now stored in the open yard, plus E6s #460 currently undergoing restoration. The first construction contracts could be advertised this fall. PHMC also has allocated \$72,000 for the plastic "cocooning" of the museum's historic former PRR DD1 third-rail electric locomotive, to protect it until restoration can beginWe erred last month in reporting that STRASBURG RAIL ROAD had sold its ex-Pennsy 44-ton diesel #9331 to the WALKERSVILLE SOUTHERN tourist line in Maryland. Actually, the small General Electric unit was sold to Jamie Haislip, one of WSRR's volunteers, who had it moved to Walkersville (Tim Moriarty).....GE Transportation has confirmed that it will proceed with some 950 job cuts at its Erie (PA) locomotive plant (see May *Cinders*). Starting in October GE will transfer some of the work to a new assembly plant in Fort Worth, TX (*Trains*).

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



AUGUST 25, 2013: 38th Annual Train Meet, sponsored by Central Pennsylvania Chapter, NRHS, at Warrior Run Fire Department Social Hall, Second Street, Allenwood, PA (convenient to US Route 15), 9:00 AM to 2:00 PM. Admission: \$3.00 per person, children under 12 free. Dealer's tables \$15.00 each, as available. For additional information, contact Allen Bubb (570-850-4264) or Dave Hollenbach (570-524-4703).

SEPTEMBER 23: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM. Program will feature Scott Spencer with a program covering Amtrak's Northeast Corridor improvements, both near term and in the coming decade. Presentation will begin with a brief history going back to the Metroliner program of the 1960's.

SEPTEMBER 29: Friends of Philadelphia Trolleys will commemorate the 75th anniversary of the PCC streetcar in Philadelphia, with a special charter trip, using one of the PCC-II cars. Trip will depart SEPTA's Elmwood Depot at 11:00 PM, returning about 3:30 PM, and cover sections of all six surviving City lines. Fare: \$45.00 per person. Snacks, drinks and shirts available on the car. To reserve a seat, send check, payable to FPT, to Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843. Additional information, if needed, from Harry Donahue at IAD2709@aol.com or FPT2799@comcast.net.

OCTOBER 4-5: Reading Railroad Modelers Meet, sponsored by Reading Company Technical & Historical Society, Hamburg, PA. Event will be coupled with the RCT&HS Fall Train Show at Leesport, PA on Sunday, October 6. Full details in our September issue.

OCTOBER 5: NYC Model Transit Association and Shore Line Trolley Museum will sponsor 13th annual Mass Transit & Trolley Models Convention at Rutgers University Student Center, 126 College Avenue, New Brunswick, NJ, 9:30 AM to 5:00 PM. Admission: \$20 per person – spouse and children free. Event includes lectures and clinics, operating model layouts, vendors and restored antique motor coach display. Food court available on site. Proceeds (after expenses) will benefit the Shore Line Trolley Museum.

OCTOBER 6: Reading Company Technical & Historical Society annual Fall Train Show at Leesport, PA. Full details in our September issue.

OCTOBER 12: Railroad Symposium, sponsored by Susquehanna Valley Chapter, NRHS and the Sayre (PA) Historical Society, at the Sayre Theater, 205 S. Elmer Avenue, Sayre, PA, 9:00 AM to 4:00 PM. Registration fee, \$25.00, which includes USO Canteen-style box lunch. See separate article on Page 8..

OCTOBER 28: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM. Program will be NRHS National Secretary Joseph Maloney and National Treasurer Ralph Robert Bitzer with a short PowerPoint presentation explaining the significant changes to the mission and goals of NRHS and what it means to the "rank-and-file" member. A digital photo presentation will follow, anticipated to be about the 2013 NRHS Convention in Anchorage and Fairbanks, Alaska.

SEPTA Scores During US Open

(Continued from Page 1)

the world's four major golf tournaments, but it was the first time in 32 years that it had come to Merion. SEPTA worked closely with USGA, several police departments and various agencies to coordinate train and bus service at this intricately-planned event. Several top SEPTA officials were onsite to keep tabs on the operation, and no major incidents were reported during the week.

The NHSL Ardmore Avenue station was a very busy place, located within easy walking distance of entrance #3 to the Merion Golf Club. Over the previous year the station was completely rebuilt with longer platforms capable of handling two-car N5 trains, which were the norm during the entire week. In addition, SEPTA used as many as 44 buses for the free shuttle service between Rosemont station and a loading/unloading area on a closed section of Haverford Road, which allowed riders easy access to the club via a temporary steel pedestrian bridge built by SEPTA over the NHSL tracks. The area also was convenient to the massive tent city erected on the adjacent Haverford College campus which catered to tournament visitors and corporate guests. All streets around the club, including Haverford Road, Ardmore and College Avenues, were closed to traffic for the seven-day period and public parking was prohibited.

Special paper timetables were issued for the NHSL and the Paoli-Thorndale line. Railfriend Ed Springer made a supply of these collectors' items available at Philadelphia Chapter's regular June meeting on Friday the 14th. Two-car trains were operated all day Monday through Sunday on the NHSL, and many of them were packed with standees. Trains ran on ten-minute headways from 4:30 AM to 7:30 PM Monday through Friday, except for four hours during middays when the service was reduced slightly to 15-minute intervals. Ten-minute headways were maintained all day between 5 AM and 8:40 PM on Saturday and Sunday. Reports indicate that 24 of the 26 cars in the N5 fleet were needed for the operation, which went off virtually without a hitch except for some late running due to delays in loading and unloading the crowds. Destination signs on each of the cars were programmed to read in sequence "Welcome U.S. Open," "Merion," and the actual destinations of 69th Street or Norristown Transportation Center.

On the Paoli-Thorndale line seven extra trains were run on Thursday and Friday. On Saturday the regular service was operated with some extra cars and on the final Sunday half-hourly service was in effect instead of the normal hourly. This included 11 inbound trains originating at Thorndale and ten outbound trains extended to Thorndale, in contrast to a normal Sunday on which there is no service west of Malvern.

Parking was at a premium at many outlying stations along the NHSL, to the point that one entrepreneur on the weekend was seen charging \$25 per car to park in a lot near the Radnor station. Many attendees were directed to the Norristown Transportation Center, where the commuter lot usually was full but space often could be found in the SEPTA parking garage or at other parking facilities.

More than six inches of rain fell in the six-day period from Friday, June 7 to the following Thursday, delaying some tournament play and causing problems for spectators who had to deal with occasional downpours and mud along the course. Rainfall on Monday the 10th, Thursday the 13th and—briefly—on

Sunday the 16th caused some suspension of play, but the tournament finished on schedule late Sunday afternoon. Justin Rose of England emerged as the winner at one stroke over par, the Merion course once again proving to be a very tough challenge for the pros!

On Monday the 17th SEPTA resumed its regular service on the NHSL and Paoli-Thorndale line, and the massive clean-up around the Merion club began. The grandstands and tents began coming down and the temporary bridge over the tracks was gone within a couple of days. SEPTA could begin toting up the results and perhaps quietly congratulating its people for a job well done. USGA itself called SEPTA "the best transit agency that we have ever dealt with."

Already, it is rumored that officials at Merion are discussing proposals to host future tournaments, including a possible reprise of the U.S. Open. The sponsoring organization reportedly was well satisfied with Merion's performance with this year's event and would like to return. One possibility would be in 2030 to celebrate the 100th anniversary of the legendary Bobby Jones's Grand Slam triumph in 1930, which was completed at Merion!

—Frank Tatnall

Railroad Symposium Set for Sayre, PA on October 12

The Susquehanna Valley Chapter, NRHS and the Sayre (PA) Historical Society have jointly scheduled a Railroad Symposium on Saturday, October 12, 2013. Sayre, of course, was the home of the Lehigh Valley Railroad's man repair shops. The day-long program will be held at the historic Sayre Theater, 205 S. Elmer Avenue. The program schedule is as follows:

8:00-8:45 AM – Registration and displays
8:45-9:00 AM – Welcome and introductions
9:00-10:15 AM – Chapter President William Caloroso.

Pennsylvania Railroad's Elmira Branch

10:15-10:30 AM – Break

10:30-11:45 AM – Robert Gongelski of SVRS, **Scenes Along the Lehigh Valley Railroad**, followed by Robert Pastorskey, also of SVRS, **Steam and Early Diesel Era of the Lehigh Valley Railroad**

11:45 AM-1:00 PM – Lunch break

1:00-2:15 PM – Richard Palmer, noted LV author, **The Early Years of the Black Diamond Express**.

2:15 -2:30 PM – Break

2:30-3:30 PM – John Goodnough, **Overview of Neighboring Fallen Flag Railroads, 1830-1976**

3:30-4:00 PM – Short subject: **Modern Day "Heritage" Units on Southern Tier Rails**, by SVRHS

The cost is \$25.00, which includes a "USO Canteen"-style box lunch, choice of chicken, ham or cheese box lunch, with chips, fruit, drink and dessert. Reservations, with remittance payable to **Sayre Historical Society**, should be sent to: Sayre Historical Society, 103 S. Lehigh Avenue, P. O. Box 311, Sayre, PA 18840-0311.

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.

Around the Delaware Valley: What was the last passenger train operated by the Pennsylvania Railroad? That's correct, PRR Train #367 departed Suburban Station at 11:59 PM on January 31, 1968, and by the time this lowly Paoli Local arrived at 30th Street Station, it had become a Penn Central train!! (C. T. Baer).....On March 19, 1960, a new lift span of the Delair Bridge was floated into place and installed by the Pennsy. Completion of the lift towers, however, took another six months (C. T. Baer).....Jackson & Sharp of Wilmington, DE was founded in 1863. Its first order was for "fruit cars" for the Philadelphia, Wilmington & Baltimore Railroad. They started building passenger cars in 1865, as well as horse streetcars and later electric trolley cars. J&S often used the name "Delaware Car Works" on its products. In 1901, the firm was purchased by American Car & Foundry, which promptly designated the facility as its "Wilmington Works" (Ian Arnold).....You may be able to tie this record, but we doubt you can beat it. There was at one time a handful of Pullman cars in North America that had short three-letter names. In 1910, the Pullman Company built a group of (13-1) parlor cars for the Pennsylvania Railroad and one of these cars celebrated an on-line station - **Gap** (Lancaster County) received that rare short name - however, if you can do better (or similar), let us know.

We know that Matthias Baldwin built an 0-4-0 named **Old Ironsides**. In November, 1832 it was tested and hauled 30-ton loads at a record-breaking 28 miles per hour. Its four driving wheels were 54-inches in diameter with iron hubs and tires and wooden spokes. The little locomotive operated on the Philadelphia, Germantown & Norristown RR for more than 20 years (Red Dingco).....In 1955, the Reading, with its Black Diamond herald, still was the Number One anthracite railroad in America, carrying 10.5 million tons, almost all originated on-line. But, in a sign of the times, the RDG also handled 22 million tons of bituminous coal, all of which was received from connecting railroads. All the coal handled added up to 40 percent of Reading's total freight revenue for the year (*Handbook of American Railroads*).....On May 25, 1967, the Atlantic City Race Track spur opens for service off the Pennsylvania-Reading Seashore Lines main track just west of Atlantic City. "**Pony Express**" race track extra trains begin to operate from Philadelphia and New York. The railroad also enjoys the business of hauling equines in horse cars during the season (P. R. Essel. From *Pennsylvania Magazine* we learn that scuba divers enjoy the abandoned water-filled quarry at Dutch Springs Aqua Park near Nazareth in Northampton County. Divers supposedly can explore sunken planes, buses, trucks and boats. Does anyone know whose former trolley car is also on the bottom??? (*Pennsylvania Magazine*).

The Boston *Herald* ran a front-page story about a "Kat Lady" who brought her cat in a baby carriage on the MBTA's Red Line in South Boston during rush hour. Some passengers "hissed" at her for coming on a crowded train but others were amused and "purred" at the whole incident (*Steel Wheels*, Boston Chapter NRHS).....At one time, most New Yorkers on the West Side could see the bright lights and fireworks from New Jersey's Palisades Amusement Park. It was among the largest and most

visited in the USA. It was built by the Bergen County Traction Company in 1898 and BCT became part of Public Service Railways in 1910. In the 1950's and early 1960's the Park still had over 200 rides and attractions, but real estate values won out and the Park, still served by bus, closed on September 12, 1971 (*NJ Transport Heritage*).....The last train, a two-car freight, ran over the New City (NY) Branch of the New Jersey & New York Railroad (Erie) on July 5, 1939. Passenger service was discontinued two months earlier (*NRHS Bulletin*).....Some Wilmington, DE fire trucks are equipped with railroad-style five-chime Nathan Air Horns that they use when "mentally-challenged" drivers fail to get out of the way for the regular blaring sirens and flashing lights (*The Transfer Table*).

In 1848, Attorney John Taylor Johnson, at age 28, was the President of what was to become the Central Railroad of New Jersey. He is credited with building a 25-mile railroad into a 400-mile prosperous coal carrier that was one of the principal terminal lines serving the New Jersey/New York Harbor. His efforts created value for thousands of workers and hundreds of firms using CNJ's transportation network. The Belgian block paved Johnson Avenue next to the restored Jersey City Terminal was named for him, but fame is fleeting and recently its name was changed to Zapp Avenue to honor Audrey Zapp, who helped establish Liberty State Park (*NJ Transport Heritage*).....During the Spring of 1880, Thomas Edison's men laid some track for about 1/3 of a mile at Menlo Park. Electric power was supplied to the rails, one rail positive and the other negative. On May 13, Charles Batchelor manned the throttle for the first time ever on an electric railway in America. Visitor Frank Thompson, head of the mighty Pennsylvania Railroad examined the system, rode the train and pronounced it "impractical and electric systems would never replace steam!! (Maury Klein).....Vintage movie buffs should be on the lookout for Paramount's 1938 film "Wells Fargo" with Joel McRea and Frances Dee (Mrs. McRea), supported by the Baltimore & Ohio Railroad's ancient 1842 0-4-2 "William Galloway". The loco's scenes supposedly take place on the Tonawanda Railroad around Batavia, NY, but in reality the "Galloway" was shipped in a gondola to Chino, CA where shooting and sets were built on a bucolic Southern Pacific branch (*B&O Magazine*).

Philadelphia Chapter LCL (Less-than-Carload)

On the same day, June 21, 2013, the rail history/enthusiast community lost two icons who spent much of their lives enhancing the lives of railfans everywhere. Legendary former Delaware & Hudson Railway locomotive engineer **Bernard C. O'Brien**, of North Wilkes Barre, PA, passed away at the age of 85 in Wilkes-Barre General Hospital, following an illness. Bernie's long career spanned 51 years, with the D&H and Canadian Pacific. In his retirement, he was a fixture at Steamtown National Historic Site in Scranton, PA, operating the many locomotives in the Steamtown "stable". Although highly experienced on Alco diesels, he operated Philadelphia Chapter's ex-Reading EMD FP7 #903 (and sister #902) on one excursion in 2010. Services were held on June 24 in West Pittston.....Noted author and former Kalmbach Publishing Company employee **George H. Drury** passed away at the age of 73 after a long struggle with Parkinson's Disease. A native of Reading, MA, Drury began work at Kalmbach as a copy editor in the Books Department in 1972. He held numerous positions, including librarian, until he retired in 1997. One of his passions was the Boston & Maine Railroad, plus passenger trains.

NRHS Announces 2013 Heritage Grants

In spite of their dire financial circumstances, National Railway Historical Society has managed to fund \$50,000 in Railway Heritage Grants for the year 2013. There are 16 total grant recipients, with only six of them NRHS chapters. The six Society Chapters awarded Heritage Grants are:

NRHS Alexander Chapter, Hickory, NC, \$5,000 to purchase materials and parts to restore two rare narrow gauge passenger cars rescued with help of an NRHS Grant in 2012.

NRHS Cincinnati Chapter, Cincinnati, OH, \$650 to preserve and convert to digital format historic 8mm railway films.

NRHS George L. Carter Chapter, Johnson City, TN, \$2,500 to collect oral histories of southern Appalachian railroading, in connection with East Tennessee State University.

NRHS Lackawanna & Wyoming Valley Chapter, Scranton, PA, \$5,000 to restore to operation the trailing truck and booster on Boston & Maine 4-6-2 #3713, as part of the ongoing restoration of this locomotive.

NRHS Promontory Chapter, Taylorsville, UT, to cosmetically restore Denver & Rio Grande Western SD40T-2 #5371. This EMD unit was later owned by Southern Pacific and Union Pacific, all the while retaining its Rio Grande colors.

NRHS Southern Oregon Chapter, Medford, OR, to rebuild or replace the injectors, water sight glasses, blowdown and safety valves, oil firing controls and associated piping of Medford Corp. #4, a Williamette-gear steam locomotive.

Other groups awarded grants:

Bay Area Electric Railroad Association, Suisan City, CA, \$3,350 to refurbish Portland Traction interurban car #4001.

Branford Electric Railway Association, East Haven, CT, \$2,500 to repair hurricane damage to Brooklyn & Queens Transit #1001, the first production PCC car, built in 1936.

Electric City Trolley Museum, Scranton, PA, \$2,500 to restore to operation the "Electromobile", former Scranton Transit Co. car #505, a 1929 Osgood-Bradley Car Co. product.

Empire State Railway Museum, Kingston, NY, \$5,000 to remediate the last New York Central heavyweight dining car, *Lion Gardiner*, as part of a multi-partied project.

Louisville & Nashville Historical Society Archives, Bowling Green, KY, \$5,000 to digitize and organize Louisville & Nashville documents, many sole originals, dating to the 1880's.

Lake Superior Railroad Museum, Duluth, MN, \$2,500 to purchase boiler and heater tubes for former Duluth, Missabe & Northern #332, a 1906-vintage Pittsburgh Locomotive Works 2-8-0 being returned to operation.

Gold Coast Railroad Museum, Miami, FL, \$2,000 to repair glass in the dome of the *Silver Crescent*, a former *California Zephyr* dome-observation car.

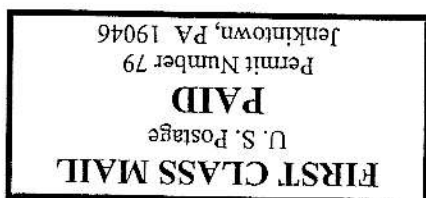
Nevada County Narrow Gauge Railroad Museum, Nevada City, CA, \$1,500 to purchase materials to restore rare Westside Lumber logging car #253.

New England Electric Railway Historical Society/Seashore Trolley Museum, Kennebunkport, ME, \$2,500 for brake and control stand parts for Laconia-built Bay State Street Railway Car #4175, completing a 30-year, \$112,000 restoration.

Wiscasset, Waterville & Farmington Railway Museum, Alna, ME to complete the operational restoration of WW&F locomotive #9 with a replicated "Russian Iron"-style boiler jacket. The locomotive dates from 1891 as one of only two surviving products of the Portland Company.



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