



CINDERS

SEPTEMBER 2004



IN THIS ISSUE

Philadelphia Chapter News.....	1-2
PHILADELPHIA EXPRESS, by Frank G. Tatnall.....	3
Extra List.....	7
ODDS AND ENDS, by Roy L. Hudson.....	8
Take a Ride on the Reading.....	9

Volume 65

Newsletter of the

Number 8

PHILADELPHIA CHAPTER

National Railway Historical Society

Post Office Box 7302

Philadelphia, PA 19101

PHILADELPHIA CHAPTER, NRHS WEBSITE: www.trainweb.org/phillynrhs/

MEETING NOTICE

FRIDAY EVENING, SEPTEMBER 17, 2004

Faculty Club, 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
(\$5.75 after 6 PM), or Downtown Garage, Walnut Street east of
10th (\$4.00 after 6 PM) *(Please note that some of the above
parking prices have been adjusted and we will update them for a
future issue of Cinders)*

We'll begin our 2004-2005 meeting year on Friday, September 17, with a narrated slide show on Philadelphia Rapid Transit, Philadelphia Transportation Company and the Folsom Division. This will be a nostalgic presentation from the past, and you won't want to miss this program.



The evening begins with our usual sit-down dinner in the Faculty Club, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$20.00 per person. DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, SEPTEMBER 14, 2004 to Dinner Chairman Bill Gardiner at 215-632-7016. The menu will feature a tossed garden salad, choice of honey maple glazed pork loin or stuffed flounder, mashed sweet potatoes, vegetable medley Mandelin style, cheese cake with cherry topping. You must specify when ordering whether you wish a MEAT or FISH dinner. Please call Bill Gardiner with your reservation. NO-shows will be responsible for payment for meals ordered! *(Please note that all meetings in the 2003-2004 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall.)*

Looking ahead, our October 15 program will be a members' slide participation program, and November 19 and December 10 a couple more vintage rail programs. Meanwhile, join us on September 17 as we relive PRT and PTC with Stan Bowman.

NOTICE OF MEETING

**Philadelphia Chapter, NRHS
Board of Directors**

**Wednesday, September 22, 2004
7:00 PM – 8:30 PM**

**National Railway Historical Society
Headquarters
100 N. 17th Street, Suite 1203**

Chapter Meeting Dates Set For 2004-2005 Season

Philadelphia Chapter has announced its meeting dates for the 2004-2005 season, all of them Fridays, as follows:

- September 17, 2004
- October 15
- November 19
- December 10 (*second* Friday)
- January 21, 2005
- February 18
- March 18
- April 15
- May 20
- June 17

As in past years, our meetings will be held in the Faculty Club, Thomas Jefferson University Alumni Hall, 1020 Locust Street, downtown Philadelphia. Meetings begin at 7:30 PM, with optional cash dinner beginning at 6:15.

Go By Train
2005 NRHS Convention
Portland, OR -- July 5-9, 2005

PHILADELPHIA CHAPTER, NRHS WEBSITE: www.trainweb.org/phillynrhs/

**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

President.....David Kopena (215) 671-0605
 Senior Vice President.....William Thomas III (215) 545-3198
 Vice President & Treasurer.....Richard Copeland (215) 343-2765
 Secretary.....Marie K. Eastwood (215) 947-5769
 National Director.....Frank G. Tatnall, Jr. (610) 688-5623
 Historian.....Larry A. DeYoung (610) 293-9098
 Editor.....R. L. Eastwood, Jr. (215) 947-5769

COMMITTEE CHAIRS

Equipment.....Robert F. Morris (610) 543-8010
 Membership.....Sheila A. Dorr (610) 642-2830
 Program.....William Thomas III (215) 545-3198
 Publicity.....William C. Faltermayer (215) 591-9018
 Sales.....Dave Kopena (215) 671-0605
 Trip.....R. L. Eastwood, Jr. (215) 947-5769
 Webmaster.....John P. Almeida (215) 361-3953

MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Faculty Club, Second Floor, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

ANNUAL MEMBERSHIP DUES: \$35.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 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 Chapter-only membership.

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 7302, Philadelphia, PA 19101-7302. If your *Cinders* is received damaged or incomplete, contact the Editor at the address shown below for replacement.

EXCHANGE COPIES should be sent to: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

Keep Your Eyes Open!!

Following is an updated list of police telephone numbers for each of the major railroads in the Philadelphia area. These numbers should be used to report any suspicious sightings, emergencies or other conditions affecting rail operations, including trespassers, vandalism, fires, defective railcars or grade crossing problems.

The 800-numbers are toll-free and may be used systemwide, 24 hours a day. It might be a good idea to carry this list with you if you are traveling near any of these railroads.

AMTRAK	800-331-0008
CSX	800-232-0144
CONRAIL	800-272-0911
NJ TRANSIT (N.J. ONLY)	800-242-0236
NORFOLK SOUTHERN	800-453-2530
SEPTA	215-580-8111

Basic RailCamp 2005 Announced

NRHS, in cooperation with the Steamtown National Historic Site in Scranton, and the Canadian Pacific Railway and the University of Scranton, successfully hosted the seventh annual Basic RailCamp 2004 the week of July 18-24. This year's session was completely filled up, with 22 young men and two young women making up the complement of 24 RailCampers. NRHS and the Park Service will host **Basic RailCamp 2005** during the week of July 17-23, 2005, with most of the logistics and program repeating the 2004 (and earlier) session.

Because of an increase in passthrough charges Steamtown to NRHS, the 2005 tuition will be set at \$825.00 for the weeklong event. That price includes the program, food and lodging. An "early-bird" tuition fee of \$725.00 will be in effect through March 1, 2005. Scholarship assistance is available through NRHS as well as numerous chapters. The age for RailCamp is basically 14-18 years of age. For complete information and a folder and registration form, contact: Basic RailCamp 2005, National Railway Historical Society, P. O. Box 58547, Philadelphia, PA 19102-8547.

The two advertisements in this column are taken from the Pennsylvania Railroad Form 1 dated October 31, 1954. We can still ride Philadelphia-Cincinnati in 2004, it just takes a lot longer!!



THE CLEVELANDER
 PULLMAN AND COACH FAVORITE
 between
 Cleveland • Philadelphia • New York
 Cleveland • Baltimore • Washington

Restful sleeping car accommodations for a good night's sleep. Inviting Lounge Car for leisure. Comfortable reclining seats in overnight coaches—Cleveland-New York. Delicious Dining Car meals.

For complete schedules consult Table 5.

*Finest and Fastest
 Pullman and Coach Train*

BETWEEN CINCINNATI AND THE EAST!

Cincinnati Limited

Everything you could ask for in overnight travel! Six types of sleeping car accommodations . . . beautiful Pullman-Lounge Cars. Restful reclining coach seats and smart Club-Lounge for Coach passengers. Delicious dining car meals!

Lv. Cincinnati 5:15 P.M.
 Ar. Philadelphia (N. Phila. Sta.) 6:39 A.M.
 Ar. New York (Penna. Sta.) . . . 8:20 A.M.

For complete schedule, see Table 4

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA
REGIONAL
RAIL



SEPTA this month will begin a major effort to upgrade the R6 Norristown Line between Norristown and "16th Street Junction" in North Philadelphia. The work will include the replacement of 22,000 wood ties, brushcutting, and resurfacing of the entire 15-mile line over the next 15 months. A new timetable to become effective September 12 will provide somewhat longer running times during midday hours due to the need for single-track operation in the seven-mile work area between "16th Street Junction" and the "River" crossover at Miquon. A later phase of the project will upgrade the railroad between Miquon and Norristown.....The R3 Media-Elwyn timetable also will be reissued on September 12 to reflect faster running times, following completion of heavy maintenance work on that line.

SEPTA plans to reconfigure the "Newtown Junction" interlocking over four weekends in October, as part of its twin projects to rebuild the Mainline between Wayne Junction and Glenside and to separate the R8 Fox Chase Line from CSX freight traffic (see December 2003, August 2004 *Cinders*). "Newtown Junction" (formerly Reading's "NX" interlocking) is located on the Mainline one mile north of Wayne Junction. Some weekend service interruptions can be anticipated for R1 Airport, R2 Warminster, R3 West Trenton, R5 Lansdale-Doylestown and R8 Fox Chase passengers.....Construction of the new Melrose Park station building is complete, and it opened for service in late August. On August 30, crews began digging up the south end of the outbound platform to begin construction of a high-level platform.....On three Sundays last month SEPTA operated shuttle buses for R5 passengers between the Malvern and Paoli stations, because of tree cutting work by AMTRAK west of Paoli. Regular R5 service continued between Paoli and center city Philadelphia. (There is no SEPTA service on Sundays between Malvern and Thorndale)SEPTA wire train crews have completed the installation of 29 miles of new catenary wire on the R3 West Trenton line, replacing wire originally installed by the Reading in 1931. According to a story in *Metro*, the daylight crew has completed stringing new wire on the #1 track between West Trenton and Yardley, and now will shift its efforts to the #2 track in that two-mile section. There is still another 11 miles to be installed in this multi-year project, between Woodbourne and Neshaminy Falls stations.

One of the soon-to-vanish Sperry Rail Service detector cars paid its annual visit to SEPTA last month. Car #149 was used to inspect rails on several SEPTA lines, amid reports that Sperry intends to phase out its remaining self-propelled cars in favor of state-of-the-art hi-rail trucks. Although #149 resembles the earlier Sperry cars, it was not converted from an old-time doodlebug.

Instead, it was built new by Sperry in 1986..... President Bush has named a second board to investigate the long-running dispute between SEPTA and Local 61 of the United Transportation Union, which represents conductors on the Regional Rail system. The recommendations of a previous Federal panel were rejected by both sides, and under the law if an agreement is not reached this fall the union would be free to strike in December.....The battle still rages in Ardmore over the Lower Merion Planning Commission's proposal to demolish several buildings in order to make way for a new Ardmore Transit Center (see June *Cinders*). In addition to revitalizing the Ardmore shopping district, the \$140-million plan envisions a new station for SEPTA and AMTRAK passengers. But there is heated opposition to the whole idea on the part of many merchants and residents, who chafe at the Commission's designation of downtown Ardmore as a "blighted" area.

SEPTA Regional Rail riders continued to experience delays last month, due to a number of factors. One recurring problem was equipment failures on its older Budd Silverliner II and St. Louis-built Silverliner III cars. This was illustrated by a traction motor fire at Woodbourne station on August 10, an air compressor fire at Trenton on the 11th, brake problems at Market East on the 16th and at Wayne Junction on the 19th, and an electrical breakdown at Jenkintown on the 13th. Other delays were caused by faulty signals on four successive days at the "Arsenal" interlocking in Southwest Philadelphia (false indications by track occupancy lights), and by several fallen tree incidents. Train #392 struck a tree at Meadowbrook on July 28, and a tree caught fire when it fell into the catenary on AMTRAK's mainline near "Phil" interlocking. Train #4670 ran over a tree on the Chestnut Hill West Line August 4, delaying four trains. High water during a rainstorm on August 3 briefly affected service between Elkins Park and Melrose Park and near Willow Grove.....While they are often pleasing to the eye, it seems that trees have long caused problems for Philadelphia-area commuters. An apology leaflet placed on the seats of Pennsylvania Railroad trains to Media and West Chester on June 7, 1961, explained that "(O)ur train service was interrupted this morning when a 80-foot tree pulled down the overhead power lines as it fell across our tracks near Wallingford at 6:00 AM."

Perhaps the most unusual cause for delays occurred on August 17, when two Airport trains were held because of a presidential motorcade. On August 14 westbound train #1734 struck and killed an elderly male trespasser at Frankford Junction on the AMTRAK Northeast Corridor, delaying the train for two and a half hours. The passengers were transferred to Amtrak train 147. Several incidents of catenary and signal power failures occurred during August. (The problems caused by the torrential rains on Sunday, August 1, were reported in the last issue.) On the morning of the 3rd, train #534 struck debris in the catenary nears Downingtown on Amtrak's Harrisburg mainline, breaking the

(Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)

auxiliary wire. Numerous trains R5 trains were delayed, and several were annulled west of Malvern. On the 4th, train 9361 reported that the pantograph on car #385 had been torn off. A catenary wire was found to be broken and hanging down on the #1 southbound track just south of Media yard, delaying four trains and forcing others to reverse direction at Media. The same day an Amtrak switch failure in "North Philadelphia" interlocking halted R8 service to Chestnut Hill West for an hour and a half during the evening rush hour. The R3 Media-Elwyn line was hit again the next day when catenary power was lost south of Morton at 5:55 AM. Power was quickly restored on the #2 northbound track, but delays ensued for the next two hours. The cause was a fire in the Lenni substation south of Elwyn. Eleven days later, on the morning of the 16th, it happened again. A defective insulator caused a power outage on the #1 southbound track from Morton to Elwyn during the morning rush, with the predictable effect on train service until power was restored a half-hour later. On August 10, a massive signal failure on the "Reading" side of the system at 6:58 AM caused delays to 23 trains until power was restored at 7:28.....Service on the R2 Warminster Line was disrupted twice on Sunday, August 29. A major vehicle accident at Easton & Susquehanna Roads, adjacent to Roslyn station shut down the line in the early morning hours, and then service was suspended north of Roslyn after 9 PM when Train 2158 struck a male trespasser on Grove siding, in an apparent suicide.



SEPTA TRANSIT

SEPTA is playing a waiting game with its \$919.7-million operating budget for Fiscal Year 2005, which currently is facing a \$62-million deficit (see August Cinders). The best hope seems to be for passage of a bill in the Pennsylvania Legislature to provide dedicated funding for transit, which was introduced in June by Senator Stewart Greenleaf of Bucks County and Representative John J. Taylor of Philadelphia. Action on the bill may come during the Legislature's "lame-duck" session after the November elections.....President Bush has modified his long-standing opposition to higher Federal funding for highways and transit. The President has agreed to support House legislation calling for \$284 billion to be spent over the next six years, up from the \$256-billion figure which he had proposed months ago, while threatening to veto anything higher that might be passed by Congress. But no final action is immediately in sight, because the Senate is insisting on an even higher number--\$318 billion. To fill the gap Congress has again extended the old TEA-21 law, this time to the end of September, while waiting for negotiations on a reauthorization to resume.

Work continues on the long-promised communications-based train control system (CBTC) in the 2.5-mile subway-surface trolley tunnel. According to an account in *Railway Age Magazine*, completion had been expected this past spring but it has not yet been placed in service. CBTC, it is said, will double the capacity of the tunnel as compared with the present color-light wayside signals, and allow double berthing at all stations..... Contrary to our report last month, the new timetable effective August 30 does not restore the express runs that were eliminated in the Route 100 Norristown High Speed Line summer schedule (see

August *Cinders*). There is still just one morning limited outbound and one afternoon limited inbound, plus one afternoon express to Bryn Mawr. All other trains make all local stops, meaning a slower ride for those accustomed to the express service.

SEPTA has begun a project to replace the antiquated grade crossing protection devices at all 36 road crossings on the Route 101 Media and Route 102 Sharon Hill suburban trolley lines. The project is funded by a grant from PennDOTMetro last month reported that SEPTA is working with a non-profit group known as UC Green to beautify the area around the 40th Street trolley portal. A botanical heritage garden has been placed along the Woodland Avenue side, featuring flowers and certain exotic plants.....The Woodland Avenue track replacement project is to be completed this month, allowing Route 11 subway-surface cars to end their summer-long detour via Chester Avenue and 58th Street.....The *Daily News* on August 18 carried a full-page story alleging that some SEPTA bus drivers have been spotted talking on their private cell phones while maneuvering their buses through traffic. Both SEPTA and union officials said that such actions were unsafe and would not be tolerated.



AMTRAK

AMTRAK was forced to take decisive action as Hurricane Charley approached the West Coast of Florida last month. In the face of the most powerful storm to strike the State since Hurricane Andrew in 1992, Amtrak on August 12 cancelled train 52 **Auto Train** out of Lorton, VA, Silver Service trains 89 **Palmetto**, 91 **Silver Star** and 97 **Silver Meteor** out of New York, and their northbound counterparts. Trains 1-2 **Sunset Limited** did not operate east of New Orleans. The service suspensions lasted for three days as the deadly hurricane with its 140-mph winds carved a destructive path from the Fort Myers-Punta Gorda area through Lake Wales, Orlando and Daytona Beach, finally crashing ashore at Myrtle Beach, SC before turning northeastward and dying out over the Atlantic Ocean. (The New York-New Orleans **Crescent**, #19-20, the New York-Charlotte, NC **Carolinian**, #79-80, and Northeast Corridor trains to and from Virginia points were not affected.) On Sunday, August 15 Amtrak said that the **Palmetto** would resume operations to and from Jacksonville, FL only and the **Silver Meteor** would terminate at Sanford, FL, because of serious track and signal problems and commercial power outages on the CSX mainline through the Orlando area. The **Auto Train** also resumed its regular runs between Lorton and Sanford. By Monday the 16th both the **Meteor** and the **Star** were operating through to Miami but they were detouring over the **Palmetto's** route via Ocala, to avoid the hard-hit Orlando area. The **Meteor** and **Star** did not return to full service via Orlando until Wednesday the 25th, the same date the **Palmetto** began running through to Miami on its regular route via Ocala and Tampa. With Charley having caused many billions of dollars in damage, neither Florida nor Amtrak can afford another such costly storm this season.

As this is being written, AMTRAK, NJ TRANSIT and the LONG ISLAND RAIL ROAD are gearing up for the Republican National Convention at Madison Square Garden in New York City set for August 30-September 2. A massive security effort is being mobilized by City and railroad police, the

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

FBI, Secret Service and other agencies to protect the convention delegates from a possible terrorist attack. Beginning Sunday the 29th passengers using Penn Station—located directly below the convention site—will be subject to intense scrutiny. Police with bomb-sniffing dogs will conduct sweeps of many trains before they enter the station, and NJ Transit plans to lock most on-board bathrooms, seal trash cans and ban the use of overhead luggage racks. Plainclothes officers will ride many trains to be on the lookout for suspicious activity. Checked baggage on Amtrak trains will be screened and Amtrak will require reservations on all trains except for the Clocker and Keystone Services. Amtrak plans to operate on its regular schedule but NJT will divert its Midtown Direct trains from Penn Station to Hoboken Terminal, where PATH will honor NJT tickets for trips into Manhattan. The LIRR is asking passengers to transfer to subways at outlying stations in order to avoid going into Penn Station. Passengers will be allowed to enter and exit the station at only two locations—7th Avenue & 32nd Street and 7th Avenue & 34th Street. The possibility remains that the Secret Service may order the station closed entirely during the time that President Bush is attending the convention on Thursday the 2nd.

AMTRAK last month unveiled its first fully-rebuilt Superliner I sleeper, #32016. The car, which was involved in a 1999 **Sunset Limited** wreck in Texas, has received a complete rebuilding inside and out, not merely the repair of wreck damage (NARP).....Fifty-one Senators, a majority of the U.S. Senate, have signed a letter urging Congress to appropriate the \$1.798 billion that AMTRAK President David Gunn believes is necessary in the upcoming fiscal year to maintain current operations and continue to bring the railroad to a "state of good repair" (NARP)As a cost-saving measure, Greyhound has eliminated bus service to over 200 communities in 18 states. In a press release, the company showed the distances between 120 former Greyhound locations and the nearest AMTRAK station (NARP).....AMTRAK suspended all service between New York City and Albany on Monday, August 16, after a flash flood caused a washout on METRO-NORTH's ex-New York Central mainline near Peekskill, NY. Metro-North service to Poughkeepsie also was affected, but with one track reopened Tuesday morning both Amtrak and M-N were able to provide limited service. Full service resumed on Wednesday (*Trains*)The State of New York has filed suit against AMTRAK over the lack of progress on the high-speed rail program between New York and Albany. The State DOT and Amtrak have been unable to agree on the issues of track upgrading and refurbishing the Turboliner fleet (NARP)

Some Paoli residents were alarmed last month when they saw work crews cutting down the row of trees along AMTRAK's four-track mainline, where it closely parallels Lancaster Avenue west of Daylesford station. After receiving several inquiries, local officials called Amtrak and were informed that the work is part of the renewed \$145-million program to upgrade the railroad for faster Harrisburg-Philadelphia service (see August *Cinders*). Trees along the right-of-way have been allowed to flourish over the past 50 years, resulting in many service disruptions when they are blown over in storms. Amtrak said that the tree cutting will continue all along the railroad, especially in the heavily-grown areas between Paoli and OverbrookJuly ridership was up nine percent over July a

year ago on New York-Chicago trains 40-41 **Three Rivers** and Washington-Chicago trains 29-30 **Capitol Limited** (NARP).....A recently-discovered commemorative coin issued by Penn Central reminds us that it was 35 years ago, on January 15, 1969, that Metroliner service was inaugurated between New York and Washington.....An AMTRAK conductor working the **Missouri Mule** between St. Louis and Kansas City has resigned rather than face an investigation over "inappropriate" remarks he made on the train's PA system last month. The conductor, Leslie Farr, told passengers that they should vote against John Kerry in November because they were being delayed by a special train carrying the Democratic presidential candidate on a whistle-stop campaign tour. It so happens that Farr is running for a Congressional seat against an incumbent Democrat. The 15-car campaign special was enroute from St. Louis to Kansas City via UNION PACIFIC, then west to Albuquerque, NM and Williams, AZ, via BNSF, and on to the Grand Canyon over the GRAND CANYON RAILWAY. Kerry used the rear platform of private car **Georgia 300** for his speeches.



CSX
NS
OTHER ROADS

CSX seems to be in a giving—or rather a selling—mood these days. It has offered numerous parts of its vast system for sale or lease to shortlines, among them: 300 miles of its coal lines in Maryland and West Virginia, including a part of the old Baltimore & Ohio mainline from Cumberland, MD to Grafton and Clarksburg, WV; another ex-B&O line from near Cincinnati to Cambridge, OH; the ex-Pennsy mainline from Crestline, OH, to the Chicago area; and the old Chesapeake & Ohio main from Richmond to Clifton Forge, VA, via Charlottesville—a total of more than 1,200 miles of track. According to a statement from CSX these are lines "with limited traffic growth, redundant or parallel routes, or those that require large sums of capital with little or no return." Reports have also surfaced that CSX is interested in getting out of South Florida market, by selling or leasing its former Seaboard mainline to Miami. Earlier, it was learned that CSX intends to lease the 135-mile C&O line—part of which is used by AMTRAK's **Cardinal**—to the BUCKINGHAM BRANCH RAILROAD, while shortline operator RailAmerica already has snapped up two of the other properties. Subsidiary INDIANA & OHIO CENTRAL intends to purchase 107 miles of the B&O Midland Subdivision between Cincinnati and Columbus, OH, and RailAmerica's new CHICAGO, FORT WAYNE & EASTERN has taken over the 250-mile ex-Pennsy line (*Bull Sheet, Trains, Railfan & Railroad*).

On the morning of August 8 eastbound NORFOLK SOUTHERN train 16G derailed 38 cars at McVeytown, PA on the Pittsburgh Line, blocking both main tracks for most of the day. Some freight trains were detoured via the Buffalo Line and the NITTANY & BALD EAGLE, which rejoins the mainline *at Tyrone, PA, but AMTRAK was forced to bus passengers around the derailment site (*Railpace*).....On August 25 IKEA opened its gigantic new furniture store on Columbus Blvd. in South Philadelphia, the site of CSX's former B&O Jackson Street intermodal yard. The location became available for

(Continued on Page 6)

PHILADELPHIA EXPRESS

(Continued from Page 5)

development when CSX built a new state-of-the-art intermodal terminal on the location of CONRAIL's Greenwich freight yard a mile to the south.....It was exactly ten years ago, on September 23, 1994, that the CONRAIL board of directors elected David M. LeVan as president & chief operating officer. It was LeVan who led the way in the sale of Conrail to CSX and NS, which was accomplished just three years later.

A suspicious package on the track just south of the Haddonfield station delayed NJ TRANSIT train #4610 for an hour on August 12. The train was enroute from Atlantic City to Philadelphia. Investigation revealed that the package contained only trash (*Trains*).....Looking at the massive stonework on CONRAIL's High Line in West Philadelphia, one hopes that the 100-year-old structure does not suffer the same fate that the equally-aged Rockville bridge did a few years ago. It will be recalled that the weight of a coal train on that classic span near Harrisburg caused a large section of the stone sidewall to collapse into the Susquehanna River.....CSX has been posting billboards near grade crossings around its system, warning motorists of the dangers of challenging trains. One ad features the line "People outrun trains in movies. They also save the world, get the girl, and own a talking dog. If you're thinking about beating a train—Don't!" The messages are written in white letters on a dark background that shows barren trees and a bright light in the distance. CSX has some 30,000 crossings in 23 states (*Trains*).

Headline on a report in the Philadelphia Inquirer dated December 15, 1964: "Low-flying trains proposed." The story went on to say that a plan was under consideration in the White House and Congress to build a system between Boston and Washington that would whisk railless trains riding on a cushion of air from Boston to Washington in less than two and a half hours. The idea, which seems to have been an earlier version of the maglev concept that's still floating around, originated with the late Senator Claiborne Pell of Rhode Island. Pell already had introduced a bill in Congress to permit a public authority to modernize and operate rail passenger service in the soon-to-be-named Northeast Corridor, a concept which seven years later resulted in the creation of AMTRAK.....The Delaware House of Representatives has approved a bill to create a task force charged with making recommendations on how to start rail passenger service between Newark and Middletown, DE. The intention would be to later expand the service to Dover via NORFOLK SOUTHERN's Delmarva secondary track.

The cost of capital for U.S. railroads has declined again, to 9.4 percent in 2003, according to a study by the Surface Transportation Board. The 2003 figure is the lowest in the 25 years that the figure has been calculated, ranging from 11 to 12 percent during most of the 1990's. The cost is derived from a government formula, and is used to determine revenue adequacy in rate-increase cases (*Railway Age*).....The Federal Railroad Administration intends to improve the crash survivability of locomotive event recorders, which are the railroad equivalent of an airplane's "black box." A proposed rule will impose standards to insure that the recorders survive accidents, and be improved to store additional data on the train's performance (*Traffic World*).

Major railroads are increasing many of their freight rates in the faced of surging demand and a limited ability to handle the increasing traffic. While BNSF and NS appear to be in the best

position to cope with the growing volume, CSX and UNION PACIFIC have been struggling to keep up with demand. CSX said that it is training more than 1,400 new train and engine employees for the fall peak, and this year has received a fleet of new locomotives. It expects that volume in the second half of 2004 will exceed the same period last year by 150,000 carloads.....CANADIAN PACIFIC President Robert J. Ritchie has defined the railroad industry's major challenge over the next 20 years as "adequate additional investment in the network." The demand for surface freight transportation will likely double during that period, he said, yet in reality the rail infrastructure "is already stretched." He cited freight yards that are too small for today's trains and long sections of congested single track with inadequate capacity. "But now that we are bumping up against the limitations of the network, it is crunch time," he declared. "We must avoid a future of the rail mode being boxed in by the slimmed-down network we have inherited from another era...The time is approaching when we will have to spend heavily on the network to grow." Ritchie later suggested that a "rail summit" be held to discuss ways in which the industry can increase its capacity to handle the expected higher volumes of traffic. The conference tentatively is scheduled for next May in Chicago (*Railway Age, Traffic World*).

Railroads could increase their profits by hundreds of millions of dollars a year if they would adopt the concept of "scheduled railroading," according to a government-commissioned study. Railroad executives interviewed for the study estimated cost savings from efficiency gains at ten to 30 percent for rail cars and ten to 20 percent for locomotives. Currently, only CANADIAN NATIONAL operates what it terms a fully scheduled railroad. NORFOLK SOUTHERN has overhauled its automotive network to incorporate a scheduled operation, the reliability of which NS believes has allowed it to pick up \$28 million in additional auto business from the highway over the past two years (*Traffic World*).....A rail analyst for the Wall Street firm of Smith Barney says that an east-west merger of major U.S. railroads could occur as soon as next year, but only if they can improve their current tarnished reputations (*Traffic World*).....A non-profit grassroots organization dubbed "GoRail" has been formed in Washington by railroad and rail supply leaders to mobilize the industry's half-million employees and retirees "to promote a positive agenda and get the word out about the public benefits of railroading." (GoRail can be reached by telephoning 877-446-7245 or visiting its website at www.gorail.com).

PennDOT has announced another \$7.4 million in grants to railroads and rail shippers in the Commonwealth. Among the grants are \$211,000 to upgrade NEW HOPE & IVYLAND's track in Bucks County, \$122,000 to EAST PENN RAILWAYS to improve its ex-Reading track between Perkasio and Quakertown and to remove an obstruction in the Perkasio tunnel to permit larger loads to pass through, and \$250,000 to the OCTORARO RAILROAD to rehabilitate its mainline in Chester County. Other grants went to the DELAWARE-LACKAWANNA RAILROAD for track upgrading along its Pocono mainline(\$175,000), to PENN EASTERN RAIL to improve its ex-Reading Perkiomen branch (\$231,000), and the DELAWARE & HUDSON subsidiary of CANADIAN PACIFIC for trackwork and improvements to the ex-Lackawanna Nicholson tunnel north of Scranton (\$250,000).....The BethWorks Now development group reportedly is poised to spend \$4 million to purchase a 120-acre parcel of former Bethlehem Steel property in South Bethlehem, for conversion into

(Continued on Page 10)



SEPTEMBER 25, 2004: Schuylkill Haven Borough Day "mini-trips" on Reading & Northern Railroad, using R&N diesels and open-window coaches. Trips leave from historic ex-Reading station in Schuylkill Haven at 11 AM, 1 and 3 PM. Fares: \$10 adults, \$5 children (12 and under). Tickets may be purchased trainside or in advance from sponsor Schuylkill Haven Borough Day Committee, P. O. Box 442, Schuylkill Haven, PA 17972-0442.

SEPTEMBER 26: Annual Railroadiana and Model Railroad Show & Sale at Dieruff Senior High School, Irving & Washington Streets, Allentown, PA, 10 AM-4 PM, sponsored by Lehigh Valley Chapter NRHS. Admission: \$3 adults, \$5 family. For information, telephone Paul Kuehner at 610-261-0133.

OCTOBER 2-3: Altoona Railfest 2004 at Altoona, PA, featuring special tours, entertainment and vendors, sponsored by Railroaders Heritage Corp. There will be no Horseshoe Curve excursions this year, but it is expected that Juniata Terminal's ex-Pennsy E8's #5711 and 5809 will be on display at the Railroaders Memorial Museum. For information, telephone 888-425-8666 (website: www.railroadcity.com).

OCTOBER 2-3, 9-10, 16-17, 23-24, 30-31: New Hope & Ivyland Railroad will sponsor "Shoppers Express/Fall Foliage Trains" between New Hope and Warminster station. Regularly-scheduled NH&I trains will leave SEPTA Warminster station at 10:30 AM each day, departing New Hope at 3:00 PM for return trip to Warminster. Tickets: adults \$19.00, children \$14.00. Tickets may be purchased on board train. For additional information, telephone 215-862-2332 or visit website: www.newhoperailroad.com.

OCTOBER 9: "Fall Festival Express" using MARC equipment from Washington, DC, College Park and Dorsey, MD to Catocin Colorfest at Thurmont, MD, via CSX and Maryland Midland, sponsored by Washington, DC Chapter NRHS. Fares: \$75 adults, \$59 children (2-12). Order tickets from: Washington, DC Chapter NRHS, P. O. Box 251, Savage, MD 20763-0251, enclosing stamped, self-addressed envelope. For further information, telephone 703-273-8440 (website: www.dcnrhs.org).

OCTOBER 9: "The Pittsfield Express" excursion train will operate from Danbury, CT to Pittsfield, MA and return, sponsored by Mass Bay RRE and operated by High Iron Travel Corp. Special train leaves restored 1903 Danbury station, 120 White Street, at 10:15 AM, returning about 7:15 PM. Fares: adults \$79, children (12 and under) \$49. Limited first class tickets are available, including meals and beverages, for \$349 per person. Special joint price available for October 9 and 10 trip, shown below. For information, send self-addressed, stamped envelope to: Mass Bay RRE, P. O. Box 4245-BV, Andover, MA 01810-0814, or E-mail trips@massbayrre.org. For information, telephone 978-470-2066 or visit website: www.massbayrre.org.

OCTOBER 9, 16: Annual Fall Foliage Specials from Port Clinton to Jim Thorpe, PA and return via Reading & Northern Railroad, using R&N diesels, open-window coaches and Pullman car **Lehigh Gorge**. Trains leave Port Clinton at 9 AM, returning about 6:30 PM, with a 3-1/2 hour layover in historic Jim Thorpe. Fares: \$29 per person in coach, first-class room \$150. Order tickets from: Reading & Northern Railroad, Passenger Department, P. O. Box 218, Port Clinton, PA 19549-0218.

OCTOBER 10: "The Derby Local" excursion train from Danbury to Derby Jct., CT and return, sponsored by Mass Bay RRE and operated by High Iron Travel Corp. Special train leaves restored 1903 Danbury station, 120 White Street, at 10:15 AM Sunday, returning to Danbury about 3:15 PM. Fares: \$45 adults, \$29 children (12 and under). A limited number of First Class seats are available for \$129 per person. For further information, see October 9 "Pittsfield Express" listing above.

OCTOBER 10: Tamaqua Heritage Day "mini-trips" on Reading & Northern Railroad, using R&N diesels and open-window coaches. Trips leave from restored ex-Reading station in Tamaqua at 11 AM, 1 and 3 PM. Fares: \$10 adults, \$5 children (12 and under). Tickets may be purchased at trainside or in advance from sponsor Tamaqua Historical Society, 204 East Broad Street, Tamaqua, PA 18252-2054.

OCTOBER 16: "Autumn Leaves Special" excursion from Hagerstown to Oakland, MD and return via CSX's former Western Maryland and Baltimore & Ohio mainlines, sponsored by Hagerstown Railroad Museum and Hagerstown Chapter NRHS. Fares: \$90 adults, \$85 seniors, \$50 children. Order tickets from: HRM, P. O. Box 1858, Hagerstown, MD 21741-2858. For further information, telephone 301-739-4665.

OCTOBER 16: "Putnam Express" chartered Providence & Worcester excursion train from Worcester, MA to Putnam, CT and return, sponsored by Mystic Valley Railway Society. Special train leaves P&W offices, 75 Hammond Street, Worcester at 10:00 AM, returns 6:00 PM. Free parking available. Reserved-seat tickets are \$45 per person, and should be ordered from: Mystic Valley Railway Society, P. O. Box 365486, Hyde Park, MA 02136-0009. For further information, telephone 617-361-4445 or visit website: www.mysticvalleyrds.org.

OCTOBER 16-17: Round-trip excursions Binghamton to Syracuse, NY over Susquehanna's 80-mile ex-Lackawanna Syracuse branch, sponsored by Central New York Chapter NRHS. Susquehanna's Chinese-built 2-8-2 #142 will lead the train northbound on Saturday and southbound on Sunday, with diesels on the return leg of each trip. Fares: coach \$40 adults, \$20 children, reclining-seat coach \$60 adults, \$40 children, deluxe observation car \$100 per person. Photo opportunities will be available both days. Order tickets from: Central New York Chapter NRHS, P. O. Box 229, Marcellus, NY 13108-0229, enclosing stamped, self-addressed envelope.

OCTOBER 30: "Susquehanna Limited" diesel-powered excursion from Harrisburg, PA to Philadelphia, Perryville, MD and return, via Amtrak Northeast Corridor and Norfolk Southern's scenic Port Road branch along the Susquehanna River. The special, sponsored by Harrisburg Chapter NRHS, will be powered by Juniata Terminal's ex-Pennsy tuscan-red E8's #5711 and 5809, and will consist of Amtrak coaches, café car and parlor car **Warrior Ridge**. Train leaves Harrisburg Amtrak station at 8:30 AM, returning about 4:30 PM (there will be no passenger stop at Philadelphia). Fares: \$100 per person in coach, \$300 in parlor car. Order tickets from: Ticket Agent, Harrisburg Chapter NRHS, P. O. Box 444, Boiling Springs, PA 17007-0444, enclosing stamped, self-addressed envelope. Passengers should indicate whether they wish a turkey or ham sandwich in their box lunch.

(Continued on Page 10)

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

(This column will appear from time to time to provide Cinders readers with some hopefully interesting, yet useful information which has been gathered from miscellaneous sources)

End of An Era: As of this spring, there are only two round-trips between Paris and Munich which are equipped with Deutsche Bahn trainsets that include a "classic" or standard restaurant car. These are also the only two such trains in France as SNCF has no active dining cars (*Modern Railways*).....Let's talk about the Pandrol steel clip which has replaced the standard railroad spike in many instances. It was invented by Norwegian Engineer Per Pande-Rolfen, whose invention is a contraction of his name. The spring-steel clip can be quickly driven into place with a hammer and is easily removed. It is unaffected by vibration, doesn't work loose and prevents "rail creep". Rail changing is simplified and the clips, unlike most spikes, can be re-used (*Guinness Book of Rail Records*).....West of Buffalo, NY, where New York Central and Nickel Plate Road trains raced neck and neck beside each other, the short, fast NKP freights darted past a 1954 NYC inspection train carrying new Central President Alfred E. Perlman in a dazzling display of technological superiority. To add to the humiliation, the NKP was doing it with steam locomotives (R. Saunders, *Main Lines*).

Toronto is the only city in North America with three "grand union" streetcar track switches. It could possibly be the only city in North America with any! If you don't know what a "grand union" is, talk to the volunteers at the NRHS Library on Wednesdays and they'll explain!.....Modern travel magazines usually know a lot about airline and cruise ship travel, but are shamefully ignorant about ground transportation. The headline of one recent piece is called "A Streetcar Named Nostalgia" and here comes a snippet of the actual text: "In an effort to curb traffic, cities across America are following San Francisco's lead and (are) reinstating their cable car systems. Philadelphia's Girard Avenue (service) ended in 1992.....now World War II era cars run along its electric cables" (*Travel & Leisure*, July 2004).....Popular and well-known train attendant Mauis Emeka recently retired from Amtrak. Many will remember him from his train books including "Amtraking" and "Heart and Soul of the Train" (Transport Communications Union *Interchange*).....Pennsylvania Station in New York City was reportedly the only location in the world where trains (PRR, New Haven) regularly exchanged one electric locomotive for the other (*The Lionel Inspiration*, W. J. Brennan).

On September 14, 1891, a locomotive got away from its crew on the Pomeroy & Newark Railroad (PRR). With a full head of steam, the engine ran 20 miles, luckily without serious damage or loss of life. The locomotive was taking water when it was struck by runaway freight cars and the crew "joined the birds" when they saw what was about to happen. The impact jolted the throttle open and off the steamer went (*Railway World*).....Early in World War II (before U. S. involvement), the Bank of England revealed that all the top Nazi leaders (except Der Fuhrer) took care to deposit fortunes outside of Germany to hedge their bets on the final outcome of the conflict. Fat boy Hermann Goring (Luftwaffe leader) had securities held for him by a German shipping firm in New York City. It was \$750,000 in bonds invested in Illinois Central, Cities Service Oil, Bethlehem Steel and mostly (Oh! My!) the Pennsylvania Railroad (*Time Magazine*, October 2,

1939).....In 1959, with dividends suspended, an investor group secretly purchased Joshua Lionel Cowen's 55,000 shares and then gained control of Lionel Trains (Corp.) after a bitter corporate takeover. The head of this group was none other than Roy Cohn (Cowen's great nephew) and the attorney who gained national attention as aide to "Senator Joe" during the McCarthy hearings on "Communist infiltration in the U. S. Government". Lionel Corporation continued to go downhill afterwards (*Railroad History*).

Amtrak's **Empire Builder** celebrated its 75th birthday in style. In the consist on June 11 was Amtrak's last full-length dome, 10031, an ex-Great Northern "Great Dome" which was once a regular on the **Builder** when GN operated it.....Service problems on the freight railroads this summer have played havoc with Amtrak's train performance. During the month of July, the **Sunset Limited** had a zero on-time record. The **California Zephyr** didn't do much better, running on-time only two percent of the time. The **Silver Meteor** and **Silver Star** managed a nine percent level, while the **Capitol Limited** hit 13 percent and the **Coast Starlight** 16 percent. The **Sunset** performance is not new, for it has not been on time once in the past five months! The train is scheduled to complete its trip in 68 hours, but routinely runs six to 10 hours behind. One horrendous trip found the westbound train being terminated in El Paso, TX, arriving **35 hours late!** (*Wall Street Journal*).....North of the border, VIA Rail Canada is likewise experiencing delays due to freight train operations. In 2001, some 61 percent of VIA delays were due to Canadian National and in the first quarter of 2004, 85 percent of VIA delays were due to CN problems.

Norfolk Southern operated a deadhead office car special via CSX to the Democratic convention in Boston. The 10-car train was pulled by SD70M #2616, and included office car #1, sleeper 2-Carolina, office car 3, sleeper 9-Alabama, sleeper 11-Illinois, sleeper 12-Indiana, diner 18-General William Mahone, diner-lounge 19-Kentucky, office car 20 and inspection-observation car 23-Buena Vista (J. P. Krattinger).....SEPTA's finest? There was a wire problem at Thorndale on Amtrak's Harrisburg Line on August 13, and substitute bus service west of Malvern was provided by Krapf's Coaches - a yellow non-airconditioned school bus!.....Last month we told you about how the Florida group "Derail the Bullet Train" (DEBT) got \$300,000 from the Florida Transportation (highway builders) Association. But we failed to tell you that donations were also received from CSX (\$50,000) and Florida East Coast (\$25,000) (*The Draw Bar - Palm Beaches Chapter NRHS*).....Do you like horror movies? Union Pacific is apparently starting a program of installing video cameras on locomotives to insure accurate recording of highway crossing accidents (*New York Times*). Our guess is that if any of these recordings get out on video or DVD, it will be scary stuff.

General Electric's GE Transportation Systems division reports that orders for diesel locomotives are up 28 percent over the same quarter in 2003. Total production for GETS in 2003 was approximately 500 units (Lake Shore Chapter, NRHS *Timetable*).....But it (the Erie Railroad) had a sub-mediocre management as parochial as the PRR's but without the Philadelphia panache, a corporate culture that featured "inspection" tours of the railroad in executive business cars with the blinds tightly closed, the cards on the table and the bottles uncorked! (*Mainlines - R. Saunders, Jr.*).....In 1946, the Lionel Corporation contacted the Pennsylvania Railroad to obtain

(Continued on Page 10)

BETHLEHEM BRANCH AND CONNECTIONS

Effective September 27, 1953

Subject to Change

Take a Ride on the Reading.....Some 51 years ago, in September, 1953, you could take any number of trips to view fall foliage in Pennsylvania and New York. Look at this schedule and just imagine the possibilities!

READING Railway System



Time Tables PHILADELPHIA BETHLEHEM BRANCH

WILKES-BARRE SCRANTON BINGHAMTON SYRACUSE ROCHESTER BUFFALO TORONTO

T.T. 18 (100A) 3rd Ed 12-2-53 Lrt Printed in U.S.A.

Main schedule table with columns for WESTWARD, WEEKDAYS EXCEPT HOLIDAYS, and SUNDAYS AND HOLIDAYS. Includes sub-tables for B. & O. R. R. Train No., Reading Co. Train No., C. R. R. of N. J. Train No., and L. V. R. R. Train No.

THROUGH CAR EQUIPMENT

WESTWARD COACHES ON ALL TRAINS EXCEPT No. 301 EASTWARD

Train No. 313-25. Daily except Saturdays, Sundays and Holidays. Train No. 306-2306. Mondays to Saturdays, Sundays and Holidays. Train No. 317-9. Daily. "Black Diamond." Train No. 4-356. Mondays to Fridays. Train No. 4-1356. Saturdays. Train No. 4-2306. Sundays and Holidays. Train No. 327-29. Daily except Sundays and Holidays. Train No. 327-39. Holidays only. Train No. 329-7. Daily. Train No. 331-11. Daily except Saturdays. Train No. 1331-11. Saturdays only. Train No. 301. Daily. "The Interstate Express."

Continuation of schedule table with columns for EASTWARD, WEEKDAYS EXCEPT HOLIDAYS, and SUNDAYS AND HOLIDAYS. Includes sub-tables for L. V. R. R. Train No., C. R. R. of N. J. Train No., and Reading Co. Train No.

ABBREVIATIONS: S-Section, C-Compartment, D.R.-Dressing Room, B.R.-Bedroom, D.B.R.-Double Bedroom, S.B.R.-Single Bedroom. PASSENGER TRAFFIC REPRESENTATIVES: W. DWIGHT D. PRINCE, Passenger Traffic Manager; SIDNEY K. SPENCER, General Passenger Agent; WILLIAM S. COOKE, District Passenger Agent.

PHILADELPHIA EXPRESS

(Continued from Page 6)

a retail, entertainment and residential complex. Over the past several years at least two other developers expressed interest in the property, now owned by Bethlehem Steel successor International Steel Group, but eventually walked away.

WILMINGTON & WESTERN RAILROAD is hard at work restoring to service its 95-year-old ex-Mississippi Central 4-4-0 #98, which has been idle for over a decade (Lantern).....That old ex-Jersey Central ferry **Elizabeth**, which has been tied up on the Delaware River in Philadelphia for years, has partially sunk at its pier at the foot of Callowhill Street. The *Daily News* last month carried a photo of the 1901-vintage relic, which last was used as a dining room for the now-closed Hooters club but is still decked out in its orange-and-white Hooters paint scheme. The City has ordered the 194-foot-long vessel removed, if its real owner can be found, but the Independence Seaport Museum wants to rescue its steam engine for display in the museum.....The September issue of *Smithsonian Magazine* carries an interesting article about private railroad cars. Dean Levin, a Chapter member now based in New Orleans, is featured in photos with his 1916 Pullman-built car **San Marino**, which he acquired last year. His father Bennett, owner of the famed **Pennsylvania 120** office car and **Warrior Ridge** parlor, also is mentioned in the article.....The Pennsylvania Trolley Museum at Arden, near Washington, PA, has dedicated a new \$2-million, 28,000-square-foot trolley barn and maintenance shop. Merritt H. Taylor, Jr., the last president of Philadelphia

Suburban Transportation Company prior to its sale to SEPTA, was present for the ceremony which featured ex-Red Arrow St. Louis-built car #14. He also presented the museum with a collection of Red Arrow photos and archives (*Trains*).

ODDS AND ENDS..... (Continued from Page 8)

information on the GG1 electric motor for a future O-gauge model. The PRR's Public Relations Department happily arranged to provide extensive data including blueprints and a sample of "Brunswick green" paint. In 1947 the first model electric GG1 (of many) appeared and the mighty PRR did **not** demand any royalties from Lionel (*The Lionel Inspiration*, W. J. Brennan).....New York Cross Harbor Railroad's claim that it received an illegal ruling from the Surface Transportation Board to stop operating its float bridge terminals and facilities in Brooklyn has convinced the U. S. Court of Appeals. The Court agreed with the short line and has sent it back to the STB for reconsideration. NYCHRR has a new lease on life but it could be only temporary. We mention this unique short line as it is the only railroad in North America that currently provides intra-harbor carfloat service (*Traffic World*).

Extra List (Continued from Page 7)

NOVEMBER 13-14: Grand reopening of the B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, following repair of roof and other damage sustained during the record-setting snowfall of February 2003. For information, telephone 410-752-2490 (website: www.borail.org)

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

FIRST CLASS MAIL
U. S. Postage
PAID
Permit Number 12
Huntingdon Valley, PA
19006



FIRST CLASS MAIL

Paul G. Moore
1957 Inverness Dr
Scotch Plains NJ 07076-2636

