

CINDERS

FEBRUARY 2007



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Volume 68

Number 2

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

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

MEETING NOTICE:

FRIDAY EVENING, FEBRUARY 16, 2007

(Members are reminded that our meeting in December, as usual, will be held on the second Friday of the month!)

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.)*

The program portion of our meeting for Friday evening, February 16 will be a presentation by the Reading Company Technical & Historical Society on their developing museum at Hamburg, PA. Chapter Member Dale Woodland and RCT&HS Member John Brown will make the presentation, very pertinent as we look to relocate former Reading FP7 #903 to a new venue. Also to be shown will be a slide presentation on the 903 from its operating days through the restoration process. The program promises to be informative, so make plans to attend.

The evening begins with our usual optional 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, FEBRUARY 13, 2007 to Chapter Secretary Marie Eastwood at 215-947-5769.** The menu for February will be entrée choice of Lemon Pistachio crusted chicken with sweet potato rosettes or Cajun style Catfish served with New Orleans-style rice. Grilled vegetables, rolls and butter and lemon cream layer cake will finish out the meal. **NO-shows will be responsible for payment for meals ordered! (Please note that meetings for the 2006-2007 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall.)**

Plan to be present for the February 16 meeting of Philadelphia Chapter. Why not join your fellow members for dinner at the reasonable cost of \$20.00 per member, beginning at 6:15 PM.

MEETING CANCELLATION NOTICE!

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting day, Chapter officers will make a decision on whether to hold the meeting as scheduled. If in doubt, members should telephone 215-947-5769 after 12 Noon on the day of the meeting for a recorded advisory. Thank you.

Lancaster Chapter Gives 902 to RCT&HS; 903 Still Ours

At its meeting on Monday evening, January 22, Lancaster Chapter, NRHS, in an anticipated move, donated former Reading Company FP7 #902 to the Reading Company Technical & Historical Society. Former RDG FP7 #903, owned by Philadelphia Chapter, will remain the property of the Chapter.

Over the past few years, because of only minimal operating opportunities, Lancaster Chapter seemingly lost interest in the 902, devoting their energies to other revenue producing activities. Their Chapter board of directors was reluctant to provide adequate funding to maintain their unit in operating condition as part of the joint agreement forged in the 1980's between Philadelphia and Lancaster Chapters when the locomotives (plus #900) were acquired.



Because it is desired to keep the two locomotives together, Philadelphia Chapter's officers will meet with RCT&HS board members at an early opportunity to discuss a new joint operating agreement between the two groups for the 902 and 903 and hopefully operate them at some point during 2007.

It is the goal of Philadelphia Chapter to move the 903 to Hamburg during the coming year to achieve this goal, but movement of both units is dependent upon the repair of a bridge on the route leading from Reading to Hamburg, which is hoped for in late spring.

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**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

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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: \$37.00 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.

John J. Burke, Jr.

January 23, 2007

It is with deep sadness that we report to you the unexpected passing of Chapter Member John J. Burke, Jr., of Exton, Pa on Tuesday, January 23, 2007, of complications arising from a brain tumor. John was 62 years of age.

Burke was a native of New Jersey but graduated with an engineering degree from Drexel University in Philadelphia. He rose to become a vice president of manufacturing at Burroughs Corp. and made the transition to successor Unisys Corp. John joined Philadelphia Chapter in 1967, but rarely attended Chapter meetings. He was a regular at many Ted Maurer auctions held at the Ridge Fire Company near Spring City, and was an avid railroaddiana collector.

John was best known for his pursuit of the steam locomotive. As a young man he had been a stock car driver, and his skills behind the wheel served him well as he could be found chasing mainline steam locomotives almost anywhere a plume of smoke appeared on the horizon.

John's professional career took him temporarily to Colorado, where he recorded much Rio Grande and Union Pacific action on film. He and a small group of hardcore steam enthusiasts would often charter a train to provide photo opportunities and recreate historical scenes.

Over the years, John has been generous toward Philadelphia Chapter, providing support as we took on the acquisition and restoration of former Reading FP7 #903. While enduring a stressful, high-level managerial career, he found relief in being trackside, and would extend a friendly hand to any rail enthusiast he encountered.

John is survived by his wife, Barbara, and Lindsay, the daughter he was so proud of. Funeral services were held on Monday, January 29 at Saints Philip and James Church in Exton. Those of us who knew John have lost a treasured friend. We extend our heartfelt sympathy to Barbara, Lindsay and his extended family.

---Larry Eastwood

A Note from the Editor:

As many of you are aware, the delivery of January *Cinders* was nothing short of atrocious. We mailed 554 copies under our First Class Mail permit at Huntingdon Valley, PA on Monday, January 8, 2007. We generally mail *Cinders* at least ten days before our meeting date. The mailing went that day, in two trays, as usual, to the Postal Service's new Processing & Distribution Center on Lindbergh Boulevard in the Eastwick section of Philadelphia.

At first, we believed the delay was limited to those who have 190 mailing addresses. Not so. Some members received their mailing as early as January 10, others as late as January 20. We polled some 35 members. A member in Wynnewood (19096) received his on January 10, yet another in 19096 didn't receive hers until January 16 (the date most were delivered in the Philadelphia area).

As things unraveled, it appeared that USPS had suffered a major meltdown in the Philadelphia P&DC, which replaced 30th Street late last year. On January 8, a Priority package was mailed from Fort Washington (19034) to Huntingdon Valley (19006) and it was also delivered on January 16, taking eight days to go five miles!

When *Cinders* non-delivery was discovered on January 12, we attempted to contact USPS officials (remember, the undersigned is a USPS retiree!), and it was virtually impossible to contact anyone before or over the MLK, Jr. holiday weekend. The USPS shut down the nationwide 800 number both Sunday and Monday, and when asked for contact numbers on Tuesday, January 16, they "didn't know"! When asked for a FAX or telephone number for the Postmaster General in Washington, "we don't have it".

We have made Senator Arlen Specter, Congresswoman Allyson Schwartz, the Postal Inspection Service and the USPS Consumer Affairs Office in Philadelphia aware of the situation, although 12 days after those contacts were made, there has been no response.

This is the third time in three years we have encountered serious delays in getting *Cinders* to you, and you may be assured that the undersigned will not rest until we get satisfaction!

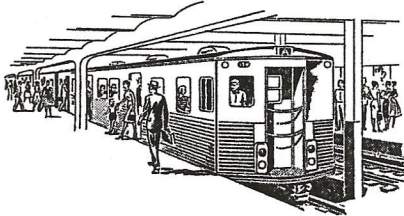
R. L. EASTWOOD, JR., Editor

PHILADELPHIA

EXPRESS



FRANK G. TATNALL, JR.



SEPTA TRANSIT

Now that SEPTA has raised the specter of a “final crisis” (see January *Cinders*), attention has shifted to Harrisburg and the prospects for a new approach to transit funding. In his inaugural address last month, Governor Rendell said that solving the transportation funding crisis—both for highways and transit—will be high on his agenda. He promised to find ways to end the perennial budget shortfalls that afflict mass transit agencies across Pennsylvania and to bring deteriorated highways and bridges up to a state of good repair. But getting these proposals through a conservative legislature may prove difficult—even with nominal Democratic control of the House of Representatives and a presumably friendly Speaker in Philadelphia Republican Dennis O’Brien.

SEPTA is predicting an operating deficit of \$120 million to \$140 million for Fiscal Year 2008, beginning this July 1. Absent any favorable action in Harrisburg to close the budget gap, SEPTA would be forced to make some draconian service reductions and/or substantially increase fares. That grim prospect will face the SEPTA staffers charged with preparing the FY 2008 operating budget, which is set for public hearings from April 10 to 16. The budget will go to the SEPTA board for approval at its May meeting, a month earlier than usual. (Hearings on the capital budget are set for April 5.) One suggested strategy for addressing the crisis would be to create a statewide transit agency, similar to those already in place in New Jersey, Delaware and Maryland. But that idea is generally discounted as impractical.

Mild weather helped boost SEPTA ridership by four percent in December, and passenger revenues increased by 3-1/2 percent over the same month a year ago. For the first six months of the current fiscal year the average daily “linked” ridership of 776,000 was three percent higher than the same period in 2005, and passenger revenues of \$167.8 million were five percent higher. The cumulative surplus after subsidies for the six months was \$8 million.....SEPTA has issued its annual report for Fiscal Years 2004 and 2005 in a single printed booklet..... The Department of Homeland Security said last month that it will distribute \$445 million to “help protect ports, subways, rails and other infrastructure from possible terrorist attacks.” Philadelphia will receive \$9.7 million for transit security enhancements, while the New York City-North Jersey region will get \$61 million, Washington, DC, \$18.2 million and AMTRAK \$8 million.

For the first time in six years SEPTA has reissued its Philadelphia transit and street map. Always considered one of the most detailed city maps available, it went on sale last month for

\$9.90 (including tax) at the Transit Museum Store, 1234 Market Street, and possibly elsewhere as well. A new suburban transit and street map also has been issued. Now that the maps are in digital format, SEPTA hopes to update them annually..... SEPTA has begun a multimedia promotional campaign for its new “Pass Perks” program (see December *Cinders*). The program will allow the holders of weekly and monthly TransPasses and TrailPasses to earn discounts at many local shops, restaurants and events—and hopefully boost the sales of these passes. For further information, visit the special website at www.septaperks.orgSEPTA has granted easements to CSX after it was discovered that certain fiber optic cables laid in CSX right-of-way were actually on property owned by SEPTA. The property in question is the former City branch which SEPTA purchased from CONRAIL.

Trolley Route 15 suffered a major service interruption last month. At about 7 PM on Friday, January 12, westbound PCC-II #2337 became disabled near 51st & Girard Avenue in West Philadelphia when a truck-mounted part known as a torque arm failed. Seven other PCC’s were behind the 2337, some which supervisors were able to turn for eastbound service at the 41st & Girard cutback loop. It is reported that when the torque arm broke on the #2 axle of the front truck a drive shaft fell to the street, derailling the car. The ailing PCC was not rerailed until after 10 PM, and was then towed to Callowhill depot by a Kawasaki car. All of the other active PCC-II’s were quickly moved to Elmwood depot for inspection, while buses substituted on the route for the next ten days. Regular rail service resumed on Monday, January 15, with a full complement of 15 cars on the line. (Three PCC’s are now out of service for repairs.) This was not the first time that SEPTA encountered cracks in the PCC torque arms and has asked Brookville, the car rebuilder, to supply new heavy-duty armsEarlier, on Friday, January 5, another water main break on Girard Avenue near 3rd Street forced the shutdown of Route 15 trolley service for three days.

Otherwise, service on Route 15 has steadily improved since the rebuilt trolleys took to the streets in September 2005. On-time performance has risen from 58 percent to 74 percent over the ensuing period. Delays due to interference from trucks and automobiles have been reduced as neighborhoods along the line become accustomed to the trolleys, and the operators themselves have grown more familiar with the cars. Currently, 72 operators working out of Callowhill depot are qualified on both the Route 15 PCC’s and the Route 10 Kawasaki cars—and also on buses when they are needed for fill-in service. Ridership too has recovered, from the estimated weekday average of 9,740 on the buses in November 2004 to only 8,047 on the trolleys in 2005 and back up to 9,512 in 2006. One problem unique to the PCC’s is the handling of wheelchair passengers, who average about 15-25 boardings per week. Due to the configuration of the car and the wheelchair lift, it requires about ten minutes for a disabled

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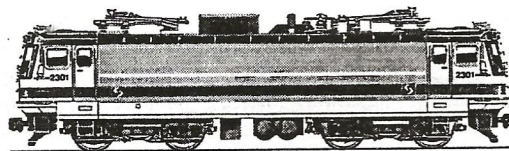
passenger to be boarded or unloaded, while other passengers are forced to wait. (The "transaction time" for this maneuver, however, has been reduced from 15 to ten minutes as operators become more familiar with the equipment.) But advocacy groups such as the Girard Coalition regard the trolleys as a unique asset, helping to revitalize the on-line neighborhoods.

SEPTA expects to have its fleet of Route 100, 101 and 102 railcars equipped with global positioning system devices this year, which will allow the Control Center to know the exact location of each car. All SEPTA buses already are equipped with GPS tracking devices.....Newly-imposed weight restrictions on two deteriorating bridges in Philadelphia have forced SEPTA to impose detours on several bus routes. Due to structural defects on the 40th Street bridge over AMTRAK's mainline, Routes 38 and 40 began detouring on January 8. (The bridge also carries two out-of-service trolley tracks.) Effective January 22 all Route 40 and certain Route 12 buses began detouring away from the crumbling South Street bridge which spans the Schuylkill River, the Schuylkill Expressway and several rail lines. The 80-year-old bridge will be closed entirely next year for 18 months during which time a replacement structure will be built.....Broad Street subway service was shut down for a time on the afternoon of Sunday, January 14, when SEPTA police officers heard a "pop" and found a trash can smoldering at the North Philadelphia station. A bottle containing an unidentified liquid was found in the can.

SEPTA once again will offer special Bouquet Passes during the week of the annual Philadelphia Flower Show, which will be in the Pennsylvania Convention Center from March 4 to 11. The \$8 passes are good for unlimited one-day travel anywhere on the system, and SEPTA ticket agents also will be selling discounted show tickets.....Faced with less-than-expected patronage, SEPTA has reduced the parking fees at its new Frankford Transportation Center garage. The 1,000-space structure opened to the public last September..... In his State of the Union address to Congress on January 23, President Bush set a goal of a 20-percent reduction in gasoline consumption over the next ten years. But he failed to mention mass transit or passenger rail as among the ways in which Americans can reduce their dependence on foreign oil, and there was no reference to possible incentives to encourage greater use of transit.

The SEPTA board last month extended General Manager Faye Moore's contract for another year, to February 2008. She has been GM since 2002.....Transit ridership in the U.S. increased by nearly three percent in the first nine months of 2006 compared with the year-ago period, as Americans took 7.8 billion trips, the American Public Transportation Association reported. Light rail led the way with an increase of 5.4 percent, with Philadelphia chalking up an 11.9-percent rise. (The national increase was partly the result of new light-rail lines being placed in service).....Transit riders who use Federal tax benefits to help pay for their commuting costs received a break on January 1, when the monthly maximum was increased from \$105 to \$110. The most common method for using this benefit is through an employer-paid tax-free program such as TransitChek, which is available to SEPTA and PATCO riders (Trains).

SEPTA REGIONAL RAIL



SEPTA plans to reissue its Regional Rail timetables effective April 1. Both the R5 north and R5 west services will be affected by major capital projects, which include new track construction between Paoli and Overbrook and the installation of a new signal system in the five miles from Penllyn to Lansdale. Some single-track operation will be required north of Penllyn and the reconfiguration of "Dale" interlocking at Lansdale also will continue through the summer. On the R5 west, AMTRAK work trains early last month began dropping strings of welded rail along the #1 and #4 tracks of the Harrisburg mainline to prepare for the installation of concrete ties and new rail beginning in May. One rail train had GP38's #723-724 on one end and P32 #513 on the other. This is a project to be funded by SEPTA because the #1 and #4 tracks are used mostly by R5 trains. During the past two years Amtrak installed concrete ties and welded rail on the inner #2 and #3 tracks along the 14 miles between Paoli and Overbrook, as well as on #1 and #2 between Overbrook and "Zoo."

The \$63.5-million reconstruction of Suburban Station was formally concluded last month with a dedication ceremony on January 9. Participating were SEPTA General Manager Faye Moore and several officials from the City of Philadelphia, the Center City District and Liberty Property Trust, which is building the Comcast Center skyscraper adjacent to the station. The more than 100,000 SEPTA riders who pass through the station every weekday have had to contend with the decade-long renovation project, but they have now been rewarded with many improvements including air conditioning of the concourse level, new elevators, new restrooms and audio-visual public address and fire alarm systems. The designers tried to preserve as much as possible of the original Art Deco styling of the station, which was opened by the Pennsylvania Railroad in 1930. Those features include the refinished brass doors and fittings, the restored original ticket windows, bronze railings, marble walls and terrazzo flooring. In addition, the retail clutter in the center of the waiting room has been cleared to improve pedestrian flow and offer a more spacious appearance. SEPTA has mounted a series of eight colorful posters in the station showing the history of center city since 1930.

But last month SEPTA took what some may consider a backward step at the Suburban, Market East, 30th Street, Trenton and Airport stations. It shut down the last of its automated ticket vending machines, which are standard equipment on many other major transit systems. SEPTA said that the old machines had become too unreliable.....SEPTA is ready to begin the demonstration phase of its new Train View system, which is designed to provide real-time information on the location of specific Regional Rail trains. Initially, the map and text versions will appear on SEPTA's website, but later the text version will be expanded to reach the cell phones and personal digital assistant (PDA) devices of riders who sign up for the program. Train View will be rolled out first on SEPTA-owned lines, where dispatchers

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have the ability to track the location of individual trains. Less specific information will be available for trains located on AMTRAK-owned lines until further technological advances are made. All of SEPTA's 104 new Silverliner V cars to be delivered in 2009 and 2010 will be equipped with global positioning system devices which will give precise location data.

Those red pantographs retrofitted on certain Silverliner IV cars are a new current collection device thought to be less susceptible to damage or dewirement.....Brushcutting work on the R8 Chestnut Hill West Line has impacted midday service during the week, with all trains operating on the inbound #2 track through February 23. A revised public timetable was issued effective January 7. A second phase of the project will follow later.....SEPTA has approved a plan to rebuild the Croydon station on the R7 Trenton line, located on AMTRAK's mainline three miles west of Bristol..... SEPTA and other commuter rail agencies that utilize AMTRAK's Northeast Corridor facilities are hoping that the change of power in Congress will defuse the Bush Administration's plan to substantially increase the user fees charged by Amtrak (see February and April 2006 *Cinders*). The Administration's proposed budget for the current fiscal year calls for an increase of \$59 million in fees, but that budget has not been approved by Congress.

SEPTA trains encountered several delays on AMTRAK last month, both on the Corridor and the Harrisburg mainline. On January 7 R7 train #2712 out of Trenton was held by police for 20 minutes north of Tacony because a trespasser was found lying in the gauge of #4 track. Early in the morning of the 11th R5 train #518 from Thorndale became stranded on #1 track west of Frazer with pantograph damage and no catenary power. It was 3 PM before the track could be cleared and service resumed, and in the meantime all SEPTA trains were turned at Malvern. That same evening Amtrak's CETC shut down for nearly an hour, delaying several Amtrak trains and 22 SEPTA trains on the Corridor, plus forcing the annulment of three Airport trains. The next day Harrisburg-bound Amtrak train #641 became disabled at Paoli station, delaying four R5 trains between 13 and 50 minutes. Finally, SEPTA's R2 service south of Wilmington had to be cancelled for the entire morning of the 18th because Amtrak train #90 was stranded a mile north of Newark with a broken wheel on one car (see below).

SEPTA also had problems with pantographs and catenary on its own lines. Around 1 PM on Saturday, January 6, power was lost on the entire Norristown Line after a pantograph on train #4612 got snagged in the wire near Miquon station. Two trains were annulled and several others delayed before power was restored at 5:45 PM. This also was the day that heavy travel to the rescheduled Mummers Parade caused delays on all lines, and inbound R5 trains from Paoli had to operate on #2 track because #1 was out of service for rail work. On the 11th R8 train #812 got a pantograph tangled in the wire at Tulpehocken station about 6:25 AM, forcing the annulment of all trains on the line until 4 PM. A recurrence of switch and signal failures at "Newtown Junction" in Olney caused a host of delays during the afternoon rush hour on January 17. The same thing happened again the following morning but on a much smaller scale.

A pedestrian fatality occurred at the Primos station on the R3 Media-Elwyn line at 4:15 PM on January 2. A 63-year-old

woman tried to cross the tracks at Oak Lane when she was struck by a four-car express deadheading toward Philadelphia. Six trains were annulled and at least eight others delayed during the evening rush. Vandalism also reared its ugly head in recent weeks. On December 29 several R5 trains were delayed when thieves stole a section of signal cable on the Doylestown Line. That same afternoon inbound R3 train #363 struck a large rock placed on the #1 track south of Langhorne station, disabling lead MU #316. The rear three cars were uncoupled to move north to "CP Wood," then reversed south to Somerton where passengers were transferred to #369. Numerous other trains were delayed due to the resulting single-track operation. On January 4 the same train #363 again struck a boulder rolled onto the track near Langhorne, but this time was able to proceed. Less than two hours later the crew of northbound #6378 reported more rocks on #1 track at the same location. The next night police staked out the area and arrested two teenagers in the act of placing more rocks on the track. On December 30 vandals placed stones on the track at Crestmont station on the R2 Warminster Line, then threw rocks at train #1162 when it stopped at the station. The debris was removed and police notified.



AMTRAK

Senators Frank Lautenberg, Democrat of New Jersey, and Trent Lott, Republican of Mississippi, have reintroduced their Passenger Rail Investment & Improvement Act, which passed the Senate 93-6 in the last session but was never acted on in the House. The bill not only reauthorizes AMTRAK for five years but also would provide Amtrak with nearly \$12 billion in Federal funding over the next six years. Included would be \$3.3 billion for operations, \$4.9 billion for capital improvements and a \$1.4 billion capital grant program for the states. (Federal funding for state projects would be on an 80-20 basis, the same as for highway work.) The bill also requires that Amtrak management take several actions, such as finding a means to reduce operating costs by 40 percent over the six-year period and develop a five-year business plan as well as a financial accounting system for operations. Federal funds would be used to bring the Northeast Corridor up to a state of good repair by the end of 2011. Representative Corrine Brown of Florida, the new Democratic chair of the House Transportation Subcommittee on Railroads, said last week that "Amtrak reauthorization is very important to the entire country; we are going to get this country moving again and rail is the way to do it" (NARP, *Trains*).

Since there has been no action to approve major spending bills for this fiscal year, Congress may enact a continuing resolution to extend the present funding levels for Federal agencies through September 30. If so, AMTRAK probably will receive \$1.29 billion for all of FY 2007, although there is some sentiment to increase that to \$1.4 billion. The current continuing resolution expires on February 15 (NARP).....January 4 marked the 20th anniversary of the disaster at Chase, MD, in which 16 passengers were killed and 175 injured when a northbound AMTRAK train slammed into three CONRAIL locomotives which had run through a stop signal onto the mainline. The Conrail engineer was found to be under the influence of drugs at the time. The accident had far-reaching effects, including the enactment of Federal legislation mandating random drug testing, the licensing of engineers, passenger car retrofits and a requirement that all

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locomotives and cab cars operating on the Northeast Corridor be equipped with automatic train control (*Weekly Rail Review*).

AMTRAK's new president, Alex Kummant, has made some very positive statements in recent weeks about the future of the railroad. In December he told the *New York Times* that he thinks "the stars may be aligning for a renaissance of rail" and that he wants to see Amtrak ridership grow by 50 percent over the next decade. Kummant defended Amtrak's network of long-distance trains, calling them "irreplaceable" and a "national asset that, once lost, would likely never be recovered." He acknowledged the need for new rolling stock which he said could be purchased through public-private partnerships, and seemed to rule out the idea of privatizing parts of Amtrak's unionized workforce, saying that it seemed to make more sense to expand services with union jobs while outsourcing only peripheral functions. The new Amtrak president also does not support the Bush Administration's concept of splitting the Northeast Corridor into separate organizations, or to break certain long-distance routes into multiple state-funded corridors. And in a letter to the U.S. General Accountability Office in response to GAO's negative report on Amtrak, he said that "(c)ontrary to GAO's impression, profitability was not one of Congress's goals when it created Amtrak." He also took issue with GAO on its statements regarding long-distance trains and various financial matters (NARP, *Railway Age*, *Weekly Rail Review*).

Train #90, AMTRAK's Savannah to New York Palmetto, was involved in an almost unbelievable incident during the evening of January 17. While the train was operating in 135-mph territory just north of Newark, DE, an air hose broke, setting the train in emergency. An inspection by the crew found that a wheel on the fifth coach, #25085, was broken and a large chunk of the wheel tread had penetrated the floor of the car, lodging under a passenger seat (which fortunately was unoccupied). Amazingly, the train was brought to a halt without derailling and no one was injured. All passengers were transferred to following train #198. The *Palmetto's* equipment could not be cleared from the scene until early afternoon of the next day and, as noted above, SEPTA service to and from Newark that morning had to be cancelled.

The Tredyffrin Township Zoning Board has approved a plan to create a special "transit district" around the Paoli rail yard site, where AMTRAK and SEPTA intend to build a new station and parking garage. The plan, which is expected to receive final approval in April, was developed in coordination with neighboring Willistown Township, which encompasses part of the rail property. Officials intend that the new designation will encourage transit-oriented development, a walkable area of multi-family residences, offices, retail shops and parking, all of which would be easily accessible to the rail station.....The *Daily News* last month carried a story about how AMTRAK has been impeding the efforts of Philadelphia's Graffiti Abatement Team to clean the so-called "art" off the High Line walls north of 30th Street Station. The ugly scrawling is all too visible by Amtrak passengers, by the thousands of daily motorists on the Schuylkill Expressway and by people along Boathouse Row. At one time, officials say, Amtrak management was cooperative in allowing crews to cross the tracks late at night to clean the walls, but lately has changed its policy.

Britain's Prince Charles and his wife Camilla were expected to visit Philadelphia over the weekend of January 26-28.

Their stay was to end with a trip to New York aboard a private AMTRAK train, reportedly with Bennett Levin's ex-Pennsy open-platform business car *Pennsylvania 120* carrying the royal couple in the style to which they are accustomed..... ExpressTrak, the company that ran refrigerated boxcars at the end of AMTRAK long-distance trains, has ceased operations. The service grew out of then-Amtrak President George Warrington's initiative in the late 1990's to begin handling premium freight business, but the program turned out to be a loser and was cancelled in 2004 by Warrington's successor, David Gunn. ExpressTrak, however, claimed that it had a long-term contract and Amtrak was forced to continue handling its fresh produce shipments until last October, even though ExpressTrak was in bankruptcy. Last month the company was liquidated, so no more of ExpressTrak's white cars will be seen in Philadelphia (*Trains*).

In order to improve the on-time performance of its newly-electrified Keystone Service—which had been spotty for weeks after the start-up on October 30—AMTRAK tweaked the schedules of three Keystone trains effective December 18. Five minutes were tacked onto the Philadelphia-Harrisburg schedules of #607, 642 and 646.....A bill introduced in the U.S. Senate last month would authorize \$1.2 billion to improve security on the nation's passenger, commuter and freight rail lines. Entitled the Surface Transportation & Rail Security Act of 2007, the legislation includes \$43 million to upgrade AMTRAK's 130-year-old tunnels in Baltimore, \$400 million for the Hudson River tunnels between New Jersey and New York City, and \$32 million for the First Street tunnel in Washington. The bill also includes \$3 million for the preliminary design of a new tunnel or tunnels under Baltimore (*Trains*).....AMTRAK last month began a 30-day trial of the DigEplayer aboard the Washington-Chicago *Capitol Limited*. The DigEplayer is a hand-held entertainment device pre-loaded with movies and videos that can be rented in the lounge car for \$19.95. Also available in certain stations, the device is intended to replace the movies previously shown in the lounge cars of long-distance trains (NARP).



CSX, NS,
OTHER ROADS

An eastbound NORFOLK SOUTHERN train ran into a landslide just across the Schuylkill River from Manayunk early on January 2, derailling both locomotives and three empty boxcars. The 54-car train had just rounded a curve beneath the Schuylkill Expressway bridge when it encountered the obstacle, in an area that for decades had plagued the Reading with slides. The Expressway passes above the slide area but was not affected. After the track was cleared, the two locomotives, SD40-2 #3202 and ex-CONRAIL GP38-2 #5345, and the three cars were rerailed by late afternoon.....CSX has appointed Cindy Sanborn as vice president of the Northern Region based in Chicago, which oversees five divisions including CSX's former CONRAIL territory. She is the daughter of Richard D. Sanborn, the former CSX executive who was chosen by L. Stanley Crane to succeed him as CEO at Conrail, but who died two months after taking over the job in 1989.

(Continued on Page 7)

PHILADELPHIA EXPRESS

(Continued from Page 6)

Both CSX and NS have reported strong earnings for the year 2006. CSX's surface transportation operating income was \$2.1 billion on revenues of \$9.6 billion. The operating ratio improved to under 80 percent for the first time since the CONRAIL takeover in 1999. NS reported record net income of \$1.5 billion on operating revenues of \$9.4 billion. For the year, NS's operating ratio improved 2.4 percentage points to 72.8 percent.....Nationwide, freight volume in 2006 increased 2.5 percent over the previous year to a record high of 1.74 trillion ton-miles. Carloadings rose 1.2 percent to 17.4 million while intermodal loadings increase five percent to 12.3 million. There was, however, a slowdown in freight shipments toward the end of the year, resulting mainly from weaknesses in the automotive and housing industries. Both CSX and NS reported declines in carloadings but increases in intermodal volume (*Traffic World*).

NJ TRANSIT Executive Director George Warrington resigned last month "to pursue other opportunities," after five years on the job. A former president of AMTRAK, Warrington gave no other reasons for his departure (*Trains*).....NJT has achieved another milestone in its \$7-billion plan to build two new tunnels under the Hudson River into Manhattan. It was announced last month that the Federal Transit Administration had approved the release of NJT's draft environmental impact statement, which will allow public hearings to be convened and is vital to securing Federal funding for the Trans-Hudson Express (THE) tunnel project (see September *Cinders*). "This is a critical step toward getting a shovel into the ground in 2009," said New Jersey Governor Jon S. Corzine (*Railpace*).....NJT rail conductors have rejected a proposed new contract by a vote of 814 to 22. The conductors have been working without a contract since June 2004 (*Weekly Rail Review*).

The Maryland MTA has placed a formal ban on all photography of their equipment and facilities in publicly-accessible areas. This is in direct contrast with NJ TRANSIT and the NEW YORK CITY TRANSIT AUTHORITY, which have lifted similar restrictions after they were the subject of protests and challenges from organizations such as NRHS and civil liberties groups. In Maryland, the American Civil Liberties Union already has assigned an attorney to develop a case against the ban, and Walter E. Zullig, a vice president of NRHS and former general counsel for METRO-NORTH, also is working on the problemThe chairman of the National Transportation Safety Board last month endorsed the FRA's decision to approve a positive train control (PTC) system to help alert crews to dangerous conditions and control train speeds. The satellite-based system will be tested on several BNSF lines. FRA Administrator Joseph Boardman called it "a major achievement that marks the beginning of a new era of rail safety" (*Railpace*).

The Altoona Railroaders Memorial Museum has received additional State funding to further the restoration of K4 #1361 and complete a new quarter roundhouse at its museum site in Altoona. The additional \$2 million will bring the total cost of the project to \$7.7 million (Harrisburg Chapter).....CANADIAN PACIFIC has cancelled its order for 35 GG20B "Green Goat" hybrid switcher locomotives. Five units had been delivered, of which one was sold to AMTRAK as #599 now assigned to Los Angeles and the others returned to builder

RailPower Technologies (*Railfan & Railroad*)..... BNSF last year formed its "Citizens for Rail Security," and is recruiting railfans and others as additional "eyes" to report suspicious activity along its thousands of miles of track. The new program grew out of a similar initiative among BNSF employees, which has proven highly successful in alerting authorities to vandalism, arson and other criminal behavior, the railroad said. Individuals can register for the program through the website newdomino.bnsf.com/website/crs.nsf/ and will receive an official ID card. Thus far, no railroads in the East have attempted to emulate BNSF's idea (*Trains*).

SEPTA to Celebrate Century of Market Street Subway-El; Dedicate 56th Street Station

SEPTA will mark 100 years of continuous service to the community of the Market Street Subway-Elevated with a day-long series of public events on Sunday, March 4, 2007. The line was officially opened for service on March 4, 1907.

Service on the Market-Frankford Line will be free to the public from Noon until 5:00 PM on that date, to permit El riders to view the opening of three public exhibits of historic photos, as well as attend the dedication of the new 56th Street Station in West Philadelphia.

The special activities will begin at 1:00 PM at 69th Street Terminal in Upper Darby, where the first of the displays, covering the El from 63rd Street to 69th Street Terminal, the original Philadelphia & Western route from 69th Street to Strafford (opened May 22, 1907) and 69th Street Terminal, itself a century old, will be unveiled.

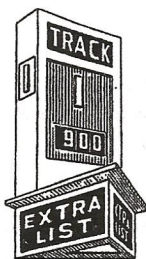
From there, the celebration will move to the new 56th Street Station, where, at 2:00 PM, the station will be dedicated and a second photo display will be shown for the first time.

Finally, at 3:30 PM, the third historic photo display will be opened to the public in the lobby of the SEPTA headquarters at 1234 Market Street downtown.

Chapter members (and SEPTA employees) John Calnan, Larry Eastwood and Harry Garforth have worked over the past three months to gather historic photos and other ephemera to be placed on the display panels, which are currently being developed. Many individuals, among them Chapter members John Calnan, Larry Eastwood, Harry Garforth, Joseph Mannix, Edward Springer, Jim Sparkman and Bill Thomas, have generously loaned material from their individual collections to provide a meaningful display for SEPTA riders to enjoy.

As part of the celebration, SEPTA's March and May, 2007 TransPasses will commemorate the anniversaries with historic photos, and new schedules for the Market-Frankford Line and the Route 100 Norristown High Speed Line will each have a historic photo on the cover honoring these two vital transportation arteries.

While the above events have been firmed up, members will be advised at the February 16 Chapter meeting of any last-minute adjustments to the schedule.



FEBRUARY 26, 2007: West Jersey Chapter, NRHS regular monthly meeting, 7:30 PM at Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ (several blocks east of PATCO station). West Jersey Member Russ Jackson will present program on 25 years of Kawasaki light rail vehicles on SEPTA routes. Coverage will include design, construction and delivery of the cars.

MARCH 11: EastRail 2007 at Warren Hills Regional High School, 41 Jackson Valley Road (off NJ Route 31), Washington, NJ, sponsored by United Railroad Historical Society. Multimedia and slide programs on a variety of rail subjects. Free parking and food available on site. Admission: \$12 adults in advance, \$15 at door, children \$8 in advance, \$10 at door. Send check payable to "URHS", 36 Banstead Way, Jackson, NJ 08527-4495. Tickets will not be mailed but may be picked up at door. For information, telephone 732-928-7758 (7-9 PM only).

MARCH 11: Jersey Central Chapter NRHS annual train show & sale at Mother Seton Regional High School, Clark, NJ (off Exit 135 of Garden State Parkway), 9 AM-4 PM. Model trains, books, railroiana and slides for sale, plus circus train display, door prizes and trainset raffle. Free parking. Admission: \$4 adults, \$8 family. For information, send stamped, self-addressed envelope to: NRHS Train Show, c/o Mitchell Dakelman, 334 South 3rd Avenue, Highland Park, NJ 08904-2515.

MARCH 17: 21st annual Railroad Show & Collectors Market sponsored by Harrisburg Chapter NRHS, 9 AM-3 PM at I. W. Abel Union Hall, 200 Gibson Street, Steelton, PA. Railroiana, movies, model railroad items, workshops, food and door prizes will be featured. Donation: \$5 adults, children free. For information, telephone 717-732-3867.

MARCH 17: Annual Canal History & Technology Symposium at Lafayette College, Easton, PA, sponsored by National Canal Museum. Details in next issue of *Cinders*.

MARCH 26: West Jersey Chapter, NRHS regular monthly meeting, 7:30 PM at Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ (several blocks east of PATCO station). West Jersey Member Bob Farrell will present slide program on last four years of Union Transportation Company freight service between Fort Dix and Shrewsbury Road.

THROUGH APRIL 15: "A Moveable Feast: From the Farm to the Table by Train," exhibit at Railroad Museum of Pennsylvania, Strasburg, showing how the railroads have delivered food to Americans over the years, and how they served millions of passengers in their dining cars. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.rtmuseumpa.org).

MAY 5: "Mason-Dixon Line Ramble" motorcoach tour to Walkersville Southern Railroad at Walkersville, MD and Pioneer Lines Scenic Railway at Gettysburg, PA, sponsored by Friends of the Railroad Museum. Bus leaves Railroad Museum of Pennsylvania, Strasburg, at 8 AM, returns at 10 PM. Tour includes round-trip train rides on both lines, buffet lunch at Thurmont, MD, an dinner on board the Pioneer Lines train. Fare: \$160 per person (\$145 for Friends members). Order tickets from: AAA Central Penn Travel, P. O. Box 1354, Harrisburg, PA 17105-1354, making checks payable to "AAA Travel". Payment is due by February 20. For information, telephone 717-898-6900+2+2228.

NRHS Announces 17 Chapter Members Due Awards in 2007

NRHS Membership Records Director Joseph Maloney has announced that a total of 17 Philadelphia Chapter members are due membership awards this year.

Leading those to be recognized is **Joseph M. Mannix** of Lancaster, PA, who will celebrate 70 years of continuous membership in NRHS and this Chapter. Joe has served in many positions over his seven decades at both national and chapter level. He has recently shared color slides of the Market Street Elevated in West Philadelphia as well as the Philadelphia & Western for the forthcoming Centennial observance (see article elsewhere this issue).

Others to be recognized are **Robert L. Abrams** of Chevy Chase, Md, for 60 years of continuous membership. Three members will observe 50 years: **Thomas E. Bradley** (Camp Hill, PA), **Franklin M. Davis, Jr.** (Schwenksville, PA) and **J. David Engman** (Warwick, MA).

Twelve members will be awarded 25-year NRHS pins: **Robert L. Bertino** (Spring Hill, FL), **R. Roger Cole** (Bruceton Mills, WV), **Ralph V. Curcio** (Trenton, NJ), **Harrison A. Garforth** (Feasterville, PA), **Barbara J. Hanson** (Cromwell, CT), **C. Bruce Irvin** (New Holland, PA), **John La Force** (Philadelphia, PA), **Michael J. Mc Carrie** (Narberth, PA), **John P. Sweeney** (Swarthmore, PA), **Edith M. Thomas** (Philadelphia, PA), **William Wall** (Branford, CT) and **Charles J. Wilkie, Jr.** (Spring Hill, FL).

Presentation of the anniversary pins and letters will be made to the above members at the March 16 meeting.



**Chattanooga Rails 2007
NRHS Convention
August 21-25, 2007
Chattanooga, TN**

www.chattrails.com

(Pre-Registration Deadline: April 15, 2007)

Wilmington Amtrak Station Marks 100th Anniversary

On January 28, 1907 the first Pennsylvania Railroad train left the new Frank Furness-designed station in Wilmington, DE, which was still under construction. Last month, the Friends of Furness Railroad District hosted a celebration of the station's 100th anniversary with an open house featuring historical exhibits, model trains and photos to showcase the station's history and its importance to the city. Famed Architect Frank Furness not only designed the PRR station but also the adjacent office building and the nearby Baltimore & Ohio depot, forming a unique "campus" of related buildings. The station was part of the PRR's project to raise its mainline tracks above street level through Wilmington.

The open house kicked off an 18-month series of events focused on the historic station and its recent renovation project (DART, *Railpace*).

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).

Pennsylvania Railroad calendar art fans: Have \$40,000 burning a hole in your pocket? Artist Dean Cornwell painted the patriotic scene that was for PRR's 1944 issue of the famous series of calendars. It was called "Forward" and the lower half or another painting that looks just like the bottom part is for sale at Philadelphia's Newman Galleries. Buy it or just look in at Newman's, 1625 Walnut Street. Whatever it is, it's very attractive and is original! (Roy).....The Pennsylvania Railroad's "Off the Beaten Track" excursions began in the summer of 1936 with two trains hauled by Class G5s 4-6-0's as power from Broad Street Station, covering the lowgrade freight lines, the Octoraro Branch and the New Holland Branch (Bert Pennypacker).....A group called "Save Packerton Yards" has been in court to try doing just that. They want to block demolition of the shop building and yard that served the Lehigh Valley Railroad from 1863 to 1971 (*Standard Speaker News*, Hazleton, PA).....Recently, a 12-ton Vulcan switch engine was added to the Railroad Museum of Pennsylvania's collection, and rightly so. Vulcans were built in our home state at Wilkes-Barre, PA (Lancaster On Line).

Railroad Private Party – 1968

Date: August 20-24, 1968
From: Los Angeles Union Passenger Terminal or Pasadena, Calif.
To: Miami, Fla.
For: Two passengers plus cook and attendant
Luggage: approximately 25 pieces
Private Car: *Sea Level* (properly pointed)
Routing: ATSF Super Chief to Kansas City - MP St. Louis - IC Birmingham - CofGA Albany, GA - SCL Miami
Cost: Deadhead from East Coast - 10 First Class fares; In service to East Coast - 18 First Class fares; plus storage charges in Los Angeles; Super Chief extra fare eastbound.
Additional Costs: to be billed to SCL, Jacksonville, Fla.
Publicity: None
Account Of: Jackie Gleason (and guest)

SOURCE: ATSF Transportation Info from Tony Fey in The Mixed Train.

Remember the Jersey Central's double-ended Baldwin passenger diesel locomotives? There were a total of six units (#2000-2005). A builder's plate from one of the six recently sold on eBay for \$4,500. Wow! (NJ Transport Heritage).....The 1863-vintage ex-Reading North Wales brick station may be saved and restored, even though SEPTA will be placing high-level platforms at the R5 stop this summer (*North Penn Life*).....To many of us, the historical reproductions of old transportation scenes in the little books published by Arcadia Press can be of much interest. Readers are probably aware of Arcadia's images of rail scenes, including *Philadelphia Trolleys*. Local scenes in less-known postcard series also include many rail, trolley, station and track

views. "Eastern Montgomery County Postcards" and its sequel *Eastern Montgomery County Revisited* have as many as 40 rail-oriented views. Check your library, bookstore or website www.arcadiapublishing.com; you might, however, be able to improve on some of their captions! (John Pawson).

On December 12, NJ Transit unveiled and operated its new double-deck commuter cars from Trenton to New York's Penn Station. Philadelphia Chapter Member and transit aficionado Al Gaus, Jr., was on hand and was interviewed by the national media (*New York Times*).....Recent changes to Boston's "T" restored Greenbush commuter rail line have been made to mollify community opponents along the route. This action, however, could increase the cost by \$18 million. One of the critical issues that officials seriously considered was a woman's request to have the "T" pay for Prozac for her dog, who she said would be traumatized by the train noise; fortunately, better sense prevailed and the claim was eventually denied (*Steel Wheels*).....Many remember the Gulf, Mobile & Ohio's primary overnight train between Chicago and St. Louis that carried the name **Midnight Special**; however, most don't know that the famous folk song of the same name actually refers to a Texas & Pacific run! (Mike Schafer).....The Central Arkansas Transit Authority is spending \$88,000 on video cameras in order to catch thieves stealing cooper wire from the Little Rock trolley line. Roy suggests that perhaps they should just leave the power on all night! (*USA Today*).

For a couple of years in the late 1950's the small Class 1 Minneapolis & St. Louis Railway (merged into Chicago & North Western and the Union Pacific) owned two Budd RDC4 (railway post office-baggage-coach) cars. Cars #32 (*Gopher*) and 33 (*Hawkeye*) could handle a crowd of 17 seated passengers each. Beside the Duluth, South Shore & Atlantic, did any other railroad have individually-named Budd RDC's? (Roy's note: *The Editor of this publication is ineligible to answer!*) (Gene Green).....On January 7, 2007, local residents celebrated the 100th anniversary of the Northwestern Pacific Railroad at the landmark rail and ferry terminal at Tiburon, CA. Fred Codoni (one of 300 NWP employees), who wrote a book on the line, said "the railroad used to be a big presence, but now the town is all condos!".....Alco diesel locomotive lovers: A new book, *Alcos Northeast*, by M. Confalone and J. Posik, covers some 60 Alco-powered railroads from northern New England to Pennsylvania. The 176-page, hardcover book sells for \$59.95 plus \$6.00 shipping and handling. Order through Railroad Explorer, P. O. Box 248, Goffstown, NH 03045-0248 (*The Shortline*).

Letter to the Editor Dept.: BRT (bus rapid transit) is still a dream of the oil/highway lobby, showing their "environmental concern" while still hoping most passengers will elect to drive, fulfilling the desire of the old National City Lines. NCL is still very much alive and well pushing for BRT while still pushing its hidden agenda of more roads to make its "big oil" backers happy." William R. Wright, Cranford, NJ (*Metro Magazine*).....Rabbit Transit Bus Service, based in York County, PA, is considering running a bus route to the Hunt Valley Light Rail Station on Baltimore's light rail line. If approved, service would begin in October 2007. Lower cost of living (and homes) in Pennsylvania has many Baltimore area workers moving to the Keystone State (*USA Today*).....Where is Amtrak? Nearly 3.4 million people visited Las Vegas in October 2006, up 2.5% from the previous high month. The year total was 32.7 million visitors. They all arrived by plane, automobile and bus. Wouldn't one wonder who Amtrak doesn't share in this feast? (*USA Today*).

(Continued on Page 10)

RDG FP7's (Continued from Page 1)

One of the obstacles to using the 902 and 903 from their present site on the East Penn Railway at Pocopson, PA is that any move, north or south, requires the cooperation of four different carriers. It would appear the movement from the new location in Berks County would be somewhat easier to arrange, plus it would be expected that some operating arrangements could be made in the Reading area.

As our meeting notice for February indicates, the RCT&HS will provide Chapter members with a detailed update on the Reading Railroad Museum currently being developed at Hamburg. Chapter Member Dale Woodland has been instrumental in the negotiating process between the two groups.

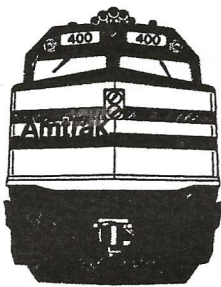
Philadelphia Chapter had originally owned both 900 and 903, and the 900 was sold to the RCT&HS and is expected to be maintained as a static display in the Society's collection. It has never been restored to operating condition, as have the 902 and 903.

Celebrating 100 Years of Service
MARKET STREET SUBWAY-ELEVATED
March 4, 1907-March 4, 2007

See article on Page 7 of this issue

ODDS AND ENDS... (Continued from Page 9)

Attention Philadelphia rail and transit historians: The Philadelphia Department of Records has thousands of photographs that can be viewed and purchased on-line. Older views very often include trains and trolleys. The catalog photos can be enlarged to 4" x 6" and you can download them for private use if you have a printer. Search by neighborhood and/or street address. If you try it, we think you'll find some interesting items. The address is: www.phillyhistory.org (*The City Paper*).....For sale: heavyweight parlor-drawing room-observation *Queen Anne*, built by Pullman in 1925. The car once worked on the Lehigh Valley's *Black Diamond* and is a sister car to the Pennsy's *Queen Mary*. The car includes original hardware and furniture and the asking price is \$18,000 (www.OzarkMountainRailcar.com).



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