



CINDERS

JUNE 2007



IN THIS ISSUE

Philadelphia Chapter News Items.....	1, 2
Extra List.....	2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
ODDS AND ENDS, by Roy L. Hudson.....	9

Volume 67

Number 6

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

PHILADELPHIA CHAPTER, NRHS WEBSITE ADDRESS: www.phillyNRHS.com

NRHS PROPOSES 50% DUES INCREASE

As outlined in May *Cinders*, NRHS has proposed a 50-percent increase in National dues for 2008, from \$22 to \$33 per member. Some discussion was held at the May 18 meeting. More information will be in August *Cinders*, to provide input to officers before the National Convention vote in late August. Philadelphia Chapter's Board of Directors was scheduled to meet on June 6 to discuss our future relationship with NRHS.

MEETING NOTICE:

FRIDAY EVENING, JUNE 15, 2007

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) *(Note that some of these parking prices
 have changed and will be adjusted in a future issue of Cinders.)*

Philadelphia Chapter's meeting on Friday evening, June 15, 2007 will feature our sort-of annual Railroadiana Auction. Registration for the auction will begin at 7:00 PM, with no business meeting conducted. Rules for the Railroadiana Auction will be found on Page 2 of this issue. The auctioneer's gavel sounds at 7:30 PM, and the auction will continue until 9:30 PM, at which time all unsold material will be returned to the sellers. Cull through your excess railroadiana material, load up your wallet and come out and enjoy another fun-filled Philadelphia Chapter Railroadiana Auction.

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, JUNE 12, 2007 to Chapter Secretary Marie Eastwood at 215-947-5769.** The menu for June was unknown at presstime. **N0-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.)*

As we wind down another meeting season, you're invited to come out and enjoy a leisurely Railroadiana Auction.

2007 Bill Wagner Summer Dinner Returns to Main Street Café in Berwyn on July 20

Because it was one of the more popular summer dinner venues in recent years, the Chapter's annual Bill Wagner Summer Dinner will return this year to the Main Street Café, 660 Lancaster Avenue, Berwyn, on Friday evening, July 20. Located immediately across Lancaster Avenue from SEPTA's R5 Berwyn station, cocktail hour will begin about 5:30 PM, with dinner beginning between 6:00 and 6:30.

Two different salads will be offered this year, including spinach salad, with entrée choices of **Drunken Shrimp, The Main Filet, Chicken Saltimbucca or Sesame Seed Crusted Salmon.** Chocolate mousse will be the dessert.

The cost of the meal will again be \$36 per person, and checks, payable to **Philadelphia Chapter, NRHS** should be mailed to: Summer Dinner, Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, to arrive on or before Monday, July 2, 2007. Liquid refreshments will be available by individual settlement throughout the evening.

Members will want to note that, while most evening rush-hour outbound service on the R5 Paoli-Thorndale route remains the same as in July, 2006, return trains to Center City leave Berwyn at 8:03, 9:03, 10:08 PM. The earlier two trains reflect a minor adjustment.

Cinders Summer Issue About August 1

The Summer, 2007 issue of *Cinders* will be dated August 2007 and should be mailed to members about August 1. This will follow a long-standing tradition in which those who prepare this newsletter take a "vacation".

Members are reminded of the 2007 NRHS National Convention, scheduled to take place in Chattanooga, TN from August 22-25, 2007, and which has been detailed in the recent issue of *NRHS News* mailed to members during May.

**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.....	R. L. Eastwood, Jr. (215) 947-5769
Historian.....	Larry A. DeYoung (610) 293-9098
Editor.....	R. L. Eastwood, Jr. (215) 947-5769

COMMITTEE CHAIRS

Equipment.....	David R. McGuire (856) 241-8046
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

**PHILADELPHIA CHAPTER, NRHS
2007 RAILRODIANA AUCTION RULES**

The following rules will apply to our 2007 Railrodiana Auction:

1. Minimum bid on any one lot is \$2; increments in bidding will be in multiples of 50 cents, please.
2. Each seller will be limited to a **MAXIMUM** of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify each lot to be sold. Each item must be listed separately on the registration form. **EVERY EFFORT WILL BE MADE TO ROTATE LOTS, GIVING EQUAL EXPOSURE.**
3. Each **BUYER** will be given a **BIDDER NUMBER**. In an effort to speed the auction, payment on all items will not be made until the **END** of the auction, or until the bidder is finished bidding on lots. Settlement for items sold **SHOULD BE MADE** at the end of the evening providing sufficient cash is on hand. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders. The Chapter retains 20 percent of the proceeds from each sale.

**HUCKSTERING OF RAILRODIANA ON THE SIDE IN
THE AUCTION ROOM IS DISCOURAGED WHILE THE
AUCTION IS IN PROGRESS!**

We urge you to dig through your attics and come up with some material for sale, and fill your wallet so you may also bid!! Contribution of lots of material to the Chapter are always welcome as a means of raising additional funds for Chapter projects.

Don't miss Philadelphia Chapter's 2007 Railrodiana Auction, on Friday evening, June 15, 2007. Bring a friend along to enjoy this fun evening! Have fun while adding some needed items to your railrodiana collection!

**2008 NRHS National Convention
Fort Worth, Texas
June 16-24, 2008
Mark Your Calendars Now!**

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.



JUNE 14, 2007: Dedication of bronze plaque at NJ Transit's Princeton Junction station, commemorating first high-speed passenger train tests operated over Pennsylvania Railroad mainline 1967-1969. Ceremony in eastbound waiting room begins at 1:30 PM. Admission is free. PRR Technical & Historical Society assisted in producing the plaque.

JUNE 21: NRHS Media Director Mitchell Dakelman will present slide program on the history of the Lehigh Valley Railroad at the National Canal Museum, 30 Centre Square, Easton, PA, beginning at 7:30 PM. Admission is free. He will autograph copies of his recent book *The Lehigh Valley Railroad in Color, Vol. IV*. For information, telephone 610-559-6613.

JUNE 22-23: Delmarva Chicken Festival at Federalsburg, MD. Diesel-powered train rides via Maryland & Delaware Railroad to Hurlock and return leave at 11 AM, 1, 3, 5 and 7 PM both days. For information, telephone Connie Parvis at 302-856-9037 (E-mail parvis@dpichicken.com).

JUNE 23: Special chartered train on Maine Eastern Railroad from Brunswick to Rockland, ME and return. Train departs Brunswick at 11 AM, returns about 6:30 PM. Fare: \$35 per person. Optional connecting motorcoach from Boston area, \$15 additional. Optional Rockland harbor tour during layover. For complete information, contact: Mystic Valley Railway Society, P. O. Box 365486, Hyde Park, MA 02136-0009; telephone 617-361-4445 or visit website www.mysticvalleyr.org.

JUNE 30: Steam excursion from Scranton to Delaware Water Gap, PA and return sponsored by Steamtown National Historic Site, including visit to the town's annual Founders Day celebration. Train will leave Steamtown at 9 AM, returning about 5 PM, with three-hour layover at Delaware Water Gap. Fares: \$51 adults, \$46 seniors (62 and over), \$30 for children (6-16). Reservations may be made by telephoning 570-340-5204 from 9:30 AM to 4:30 PM daily.

Extra List

(Continued on Page 10)

PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA TRANSIT

The day of reckoning for SEPTA riders is still July 1. This is likely to be the effective date for step one in a package of fare increases and service cuts which SEPTA says is needed to close the looming \$129.6-million deficit in its operating budget for Fiscal Year 2008. But, at the board meeting on May 24, the two-part package was vetoed by Philadelphia's two representatives, which means that the proposal will come up for another vote at the next regular meeting on June 28. It is expected then that the entire package will be approved, with a three-quarters majority of the 15-member board voting to override the City's veto. With only three days left until the start of the new fiscal year on July 1, SEPTA will need to be ready to impose the planned 11-percent average fare hike on that date. This will be SEPTA's first fare increase since 2001, and actually is less than the rate of inflation since that time.

Following a series of public hearings on the operating budget held in April, the examiners pretty much endorsed SEPTA's strategy to overcome the deficit. But they decided—and SEPTA's staff agreed—that the proposal for a 31-percent average fare increase and 20-percent service reduction should be modified and split into two parts. The first part, now known as "Hybrid Plan A," would hike fares by 11 percent on July 1, producing about \$35 million in additional annual revenues, although the \$2 cash fare and the \$1.30 price for tokens will not be increased. The current 60-cent paper transfers will be discontinued effective July 31, and a transit-only DayPass introduced. The plan to consolidate the six Regional Rail fare zones into four includes a six-month transition period for Zone 1 stations within Philadelphia, and a new discount for advance round-trip purchases will be available. Charter rates also will be substantially increased.

If the Legislature during the summer fails to approve at least \$94 million in supplemental funding for SEPTA, another and much more drastic step will be taken effective September 2. On that date, fares would go up by an average of 24 percent over the present level, the 20-percent across-the-board cut in weekday service would take effect and up to 1,000 jobs eliminated. (The hearing examiners previously had recommended that the service changes be deferred to October 1.) In total, the fare increases are expected to generate \$69 million in additional annual revenues while the service cuts would produce savings of at least \$60 million, but these actions will result in a projected ridership loss of 20 percent or about 40 million annual trips. It should be noted that the 24-percent figure is an *average* increase, as TransPasses for example would rise from 31 to 34 percent, and Regional Rail TrailPasses anywhere from 20 to 30 percent. The service cuts would affect all routes, and on weekends Sunday-level service would be operated on Saturdays.

Governor Rendell made an unprecedented appearance at the May 24 board meeting. In an impassioned speech, during which he sometimes pounded his fist on the table, he urged board members—both Republican and Democratic—to lobby State legislators for at least \$700 million dedicated to transit. "Don't settle for less," he said over and over, "or we will be blowing our best opportunity. Don't settle for 12 pieces of silver—this is our time and it's no time for compromise!" Clearly fired up, the Governor added that it "is not just a transportation issue but an economic issue" which is vital to the entire State. Earlier this year he announced a plan for raising \$760 million to help support Pennsylvania's 38 mass transit systems through a new 6.2-percent tax on oil company profits from their sales and other activities in Pennsylvania. For the oil companies, this would replace the present corporate net income tax which last year allowed six highly-profitable oil companies to pay Pennsylvania an average of only \$5 million each, a figure that the Governor termed a "disgrace." So far, the plan has received only a lukewarm reception in the Legislature. The Governor is expected to submit specific legislation that will provide the needed subsidies for transit, but he said that he is open to other proposals that would accomplish the same goal.

During the May 24 meeting several speakers took issue not only with the plan for fare increases and service cuts but also with the "simplification" proposal to eliminate paper transfers. They pointed out that this will mean at least a 40-percent increase for riders who use more than one vehicle, especially school children. It was stated that several other cities such as New York and Chicago abolished paper transfers but did so only after the introduction of new electronic fare cards. (SEPTA reports that only about eight percent of its riders use paper transfers.)At the same meeting, the SEPTA board approved the non-controversial \$426.1-million capital budget for FY 2008.

In reaction to the impending crisis, lawmakers from the Philadelphia area are joining together in a "SEPTA caucus" to push for dedicated transit funding from Harrisburg On May 10 Mayor Street led a rally at Suburban Station with political, labor and business leaders, including former Republican Governor Mark Schweiker who is now president of the Greater Philadelphia Chamber of Commerce. "Without a resolution [to the SEPTA crisis], Schweiker said "this area is about to experience an economic heart attack." The Mayor chose Suburban Station, his spokesman said, because it is adjacent to the new Comcast Center now under construction. "As the tower goes up, we anticipate it will create 5,000 new mass-transit riders a day. The tie-in between our business community, our workforce and mass transit is clear"A public rally in support of dedicated transit funding was scheduled for City Hall Plaza on May 31General Manager Faye Moore last month put up a message on the SEPTA website entitled "Where would you be without SEPTA?" She said that you don't want to find out.

(Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)

"You could be stuck in gridlock traffic, standing on a street corner unable to get to work or left with products you can't sell or employees you can't pay." She urged everyone in the region to call or write their legislators in Harrisburg and that workers should make sure their employers know of the impact that service reductions would have on their ability to get to work.

For the first ten months of Fiscal Year 2007, SEPTA reports that passenger revenues were \$6.3 million or two percent above budget and \$11.4 million or four percent above the year-ago period. Average daily "linked" ridership of 753,000 trips is running one percent above budget and two percent above last year. City Transit Division handled 590,000 daily riders, Suburban Transit 53,000 and Regional Rail 111,000. SEPTA expects to report a small surplus after subsidies for the entire year ending June 30. The only downer was senior citizen ridership, with State reimbursement payments running seven percent below budget. SEPTA is planning targeted mailings to 40,000 senior households in the City and suburbs, showing how to ride free or at a reduced rate.

SEPTA has received some news coverage over its proposal to wrap two stories of its headquarters building at 1234 Market Street in a full-color, 280-foot-long ad. This idea is an extension of the wrapped ads seen on the exteriors of many buses, but the building ad first must be approved by the City Zoning Board. SEPTA last year took in over \$10 million in advertising revenues. Time Magazine last month quoted a new report from the Urban Land Institute saying that while global investment in infrastructure is soaring, the U.S. is falling behind in critical areas such as maintenance. Among the sectors suffering from insufficient investment are mass transit, railroads, highways, airports, dams and water distribution facilities.

The first of 38 new trackless trolleys that SEPTA ordered from New Flyer should arrive this month. They will be assigned to Routes 59, 66 and 75 operating out of Frankford depot. In July SEPTA expects to receive a staff recommendation on the economics of future bus orders—to opt for either straight diesel or diesel-electric hybrids. Construction shutdowns of the Market Street el will continue every weekend this month, from 8 PM Friday to early Monday morning. Extended shutdowns are scheduled for July 13-23 and August 10-27. Substituted bus service will operate between 69th Street Terminal and the 40th Street subway station (30th Street for disabled passengers).



SEPTA REGIONAL RAIL

While major construction projects began on the R5 lines north and west, perhaps the biggest Regional Rail story last month was the low-speed collision between two trains in the tunnel near Market East Station on Monday, May 14. Thirty-two people

were injured, none seriously, including eight SEPTA employees. R5 Doylestown express #6572, with Silverliner IV #286 leading four other cars, rear-ended Norristown-bound R6 train #4646 at 4:53 PM, shortly after both trains had left Market East. The speed of #6572 was estimated at five mph at the time of the collision. Some passengers were walked back to the Market East Station while others remained on board and were discharged at Temple U, where ambulances were waiting. Evidently, #6572 was moving at such a slow speed that the automatic train stop feature of the cab signal system was not activated. At least 25 other trains were delayed and two annulled as a result of the accident, which is still under investigation.

As advertised, AMTRAK began replacing the #1 local track between Paoli and Overbrook on May 7 (see May Cinders). Crews manning the Track Laying System, a quarter-mile-long set of machines and flatcars, are installing welded rail and concrete ties on a track which has seen precious little maintenance over the past 30 or more years. SEPTA has reduced its weekday R5 service during non-rush hours from half-hourly to hourly, in order to allow longer windows for the trackwork. From Paoli to Bryn Mawr all inbound R5 trains are operating on the #2 express track, forcing passengers to use the wooden platform extensions to board their trains which creates longer dwell times and lengthens the schedules by at least three minutes. Most stations are equipped with only two platform extensions which are inadequate for loading the longer rush-hour trains, leading SEPTA to ask AMTRAK for more and wider extensions. The work is expected to be completed to Overbrook by mid-August, at which time the TLS will shift over to rebuild the #4 westbound track to Paoli. The project is being funded by SEPTA.

Meanwhile, on the R5 Mainline north, a major construction project is underway between Glenside and Lansdale. In addition to the scheduled track and signal work, which will extend "Rule 261" bi-directional signaling from the new "Gwynedd" interlocking north of Penllyn to Lansdale, "Dale" interlocking is being reconfigured to allow two trains to pass into and out of the Lansdale station simultaneously. Two highway crossings also are being rebuilt, which will mean the closure of what is believed to be the last manual grade crossing control tower in the U.S. Some of the work at "Dale" was being done on weekends through May 19-20, with bus shuttles operated between North Wales station and Doylestown. New timetables for both R5 lines were issued effective May 6. Work is well along on the new R5 station at Fort Washington, with the high platforms and canopies complete. The station building itself is taking shape a few hundred feet south of the old ex-Reading depot, but no opening date has been announced.

SEPTA has received a consultant's report on projected Regional Rail ridership growth and its impact on the car fleet. The study concluded that after all of the 120 new Silverliner V cars are delivered over the next few years, and the aging Silverliner II's and III's retired, another 13 new cars will be needed by 2015 to accommodate the anticipated passenger loads. The estimated need for 133 new MU cars assumes that the 45 existing Bombardier locomotive-hauled cars will remain in service. And, as mentioned here last month, SEPTA also is thinking about a possible "Silverliner VI" design, which would replace the present fleet of 231 Silverliner IV cars which are fast approaching the end of their useful service lives.

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

SEPTA will open new ticket offices in two more stations where selling cash fares on board trains has become a problem. By September, a ticket office should be in service at the busy Temple U station, which was built during the RailWorks project but without a ticket office. The R6 Manayunk station also will get a ticket office in a now-unused room on the inbound platform. It may be open in time to serve the crowds expected to arrive for the Philadelphia International Cycling Race on Sunday, June 10, when thousands of spectators flock to Manayunk to watch the bikers climb the steep incline known as "The Wall." As it did last year, SEPTA will operate half-hourly R6 service that day between Norristown and Philadelphia, with ticket offices also open at Norristown DeKalb Street, Conshohocken and East Falls.

SEPTA's new Train View system, which allows riders to check an individual train's performance in real time, has gone beyond the computer screen. Cell phone users can access the information by going to trainview.septa.org/mobile and PDA users by typing in trainview.septa.org/pda.....SEPTA's system control center on the 19th Floor at 1234 Market Street oversees all transit modes from Regional Rail to buses. It was featured in an *Inquirer* article on May 5, with photos showing the large wall-mounted model board and the diagram of the power distribution system.....SEPTA's wire train last month was completing work on renewing the catenary along the R3 West Trenton Line, on tracks north of Woodbourne that actually are owned by CSX.....In a three-year project, SEPTA plans to replace bridge 10.12 on the Mainline south of Jenkintown station. The ex-Reading bridge spans Tacony Creek.

SEPTA trains again ran into an assortment of problems over the past few weeks. For example, on Tuesday, April 24, R3 train #328 became disabled at Wallingford station when it struck a deer. The train was delayed for half an hour but there was no word on the fate of the deer. Three days later, on Friday the 27th, the wire train stalled for a time at Elkins Park when RL1 locomotive #61 shut down. That same afternoon, five R5 trains were delayed by a brief catenary power outage between Jenkintown and Lansdale. But heavy rains that day, along with flash flood warnings, delayed a host of other trains. Monday, April 30, saw a disruption for R7 Chestnut Hill East passengers when train #4764 got a pantograph entangled in the catenary on #2 track at Washington Lane station, causing a power outage on that track. Several following trains were delayed when all traffic had to operate over #1 track. With several wire hangers damaged, #2 remained out of service during part of the next morning's rush. Two trains were annulled and four others delayed.

Seems like it happens every month. On the afternoon of Tuesday, May 1, a female trespasser reportedly was struck and killed by a CONRAIL freight train near Bridesburg station on AMTRAK's Northeast Corridor. Five SEPTA R7 trains had to be annulled and Amtrak service also was affected for the next hour as police conducted an investigation at the scene. A signal failure at "Arsenal" interlocking south of University City station early on Thursday, May 3, delayed numerous R1 Airport and R2 Wilmington trains. An inexperienced operator in AMTRAK's "Thorn" tower misrouted several SEPTA R5 trains entering and leaving Thorndale station during the week of May 7. Heavy showers and winds on Wednesday, May 16, caused signal

problems and numerous train delays, particularly on the R2 Warminster Line and the R3 Media-Elwyn line. On the evening of Friday, May 18, police were called to the R1 Eastwick station to deal with a disgruntled passenger on train #4157, who reportedly was threatening the crew. Police then pursued the fleeing miscreant down the track. The incident delayed several Airport trains, as passengers off #4157 were transferred to train #0159 operating on #2 track.

Lower Merion Township last month posted on its website a draft request for proposals (RFP) for the planned Ardmore Transit Center. A meeting was scheduled for May 30 to receive initial public comment on the proposal, which has been discussed for several years as part of a controversial project to make over the Ardmore business district. An appropriation of \$6 million in Federal funds has been earmarked for the transit center, which would replace the utilitarian R5 Ardmore station dating from the Pennsy days.....Reportedly, a set of SEPTA Bombardier coaches will be used on the RailFest 2007 excursion from Harrisburg to Altoona July 7 (see May *Cinders*).

The April 8 edition of the *Inquirer* carried a feature article on William T. Coleman, Jr., now 86, a Philadelphia native who took high honors at Harvard Law School but at first could not find a job with a Philadelphia law firm. The fact that he is African American no doubt was a factor but he later was hired by Richardson Dilworth at his Dilworth, Paxson firm. From 1975 to 1977 Coleman served as President Gerald Ford's secretary of transportation, during which time he was instrumental in securing more than \$300 million in Federal funding for building SEPTA's center city commuter rail tunnel. A photo in the article shows Coleman with then Philadelphia Mayor Frank Rizzo signing the agreement to build the tunnel. Currently, Coleman is a senior partner in a prestigious Washington law firm.....The *Inquirer* on May 9 published a column written by DVARP Newsletter Editor Matthew Mitchell entitled "SEPTA devalues its own gem." The opinion piece contended that Regional Rail trains have a poor on-time record as compared with several other major commuter rail systems, but SEPTA counter-attacked in a letter from Director Public Affairs Richard Maloney published on May 25, which charged that DVARP's "political agenda discolors fundamental facts." Maloney said that Regional Rail's on-time performance has improved by eight to nine percent over the past four years, and now is "comparable to any peer railroad in the nation." He said that SEPTA reports late trains whether caused by its own actions or by conditions beyond its control such as weather, which certain other agencies tend to under-report.



AMTRAK

AMTRAK ridership during the first seven months of Fiscal Year 2007 increased by five percent over the previous year, to 14.3 million passengers. (The fiscal year began last October 1.) Amtrak said that the biggest growth was in short-distance corridors outside the Northeast. But the Northeast Corridor between Boston, New York, Philadelphia and Washington continues to be its busiest route with 5.7 million passengers handled, up from 5.4 million the previous year. The next most popular routes during the most recent seven months were: Pacific Surfliner in California (1.46 million passengers), Capital Corridor in California (815,000), Empire Corridor in New York State (705,000) and the Keystone

(Continued on Page 6)

PHILADELPHIA EXPRESS

(Continued from Page 5)

Corridor in Pennsylvania (553,000). The Philadelphia-Harrisburg Keystone Corridor enjoyed a 17-percent increase over the previous year. "Amtrak has seen record ridership increases for each of the past three years," said Amtrak President Alexander Kummant, "and these mid-year numbers suggest that will continue."

On May 17 hundreds of AMTRAK employees rallied in front of Washington Union Station to demand new labor contracts. Some 10,000 Amtrak employees have been working under a contract that ran out in 1999 and about 5,000 others under a contract that ended in 2004. (Technically, under terms of the Railway Labor Act, contracts only expire when they are replaced or when the parties are released by the National Mediation Board to exercise "self-help," meaning a strike or lockout. And when this happens Congress often has intervened in rail labor disputes, ordering a settlement to keep the trains running.) The unions say that the main sticking points are issues of back pay and wage increases, while Amtrak wants to address productivity issues. Without a new contract workers receive only cost-of-living pay increases (NARP). In its May 13 edition the *Inquirer* published a lengthy article on the subject headlined "Amtrak's labor talks are stymied," which included interviews with local-area employees.

On the afternoon of Sunday, May 20, northbound train #92 Silver Star with AEM-7 #940 in the lead derailed a baggage car as the train was approaching 30th Street Station. One passenger received a minor injury in the low-speed accident. After a considerable delay passengers were transferred to another train which brought them into the station, and those headed for New York were accommodated on a northbound Keystone train. Tracks #1 through 4 were blocked until later that evening (Trainorders.com).....AMTRAK no longer will accept personal checks in any food service car, now that all of these cars are equipped with electronic credit card validation devices. Travelers checks will continue to be accepted (NARP)All remaining Railfones have been removed from AMTRAK trains, since the proliferation of personal cellular phones has rendered the Railfone service non-cost-effective. It was Penn Central's original Metroliner service that pioneered the Railfone concept and what we now call cell phone technology (NARP).

AMTRAK's project to rebuild the #2 track on the Susquehanna River bridge between Perryville and Havre de Grace, MD, was to be completed early this month (see May *Cinders*). A special Corridor timetable was issued reflecting an extra ten minutes added to the schedules of most southbound trains due to the single-track operation on the bridge. In an effort to keep northbound trains on time into New York's Penn Station, left-hand operation was in effect between "Perry" interlocking at Perryville and Wilmington. This is no problem since all tracks are governed by "Rule 261" bi-directional signaling, but only two are signaled for high-speed operation (125 mph or higher)..... In addition to the major track replacement project on its Harrisburg mainline (see above), AMTRAK this spring had a tie gang working along the Northeast Corridor in the area of North Philadelphia station. Some switches also were being replaced. Interestingly, the catenary wires remain over three tracks that have been removed through the station (former #2 and #5 and the westward station track).....Chapter Member John Pawson had a letter published in the June issue of *Trains*, in which

he urges AMTRAK to extend the **Auto Train** concept to other long-distance trains, allowing "car-oriented" passengers to bring their automobiles with them.



CSX
NS
OTHER ROADS

Former CSX CEO John Snow has turned up as chairman of Cerberus Capital Management, the private equity firm that plans to purchase Chrysler from the German automaker Daimler for \$7.4 billion. Critics say that CSX still has not recovered from Snow's management, before President Bush hired him away as U.S. secretary of the treasury..... Investor Carl Icahn has purchased 2.6 million shares of CSX common stock, while Warren Buffett's Berkshire Hathaway Corp. revealed that it now owns 6.36 million shares of NORFOLK SOUTHERN in addition to major holdings in UNION PACIFIC and BNSF (*Traffic World*). CSX has announced that it plans to buy back \$1-billion more of its own stock, boost its quarterly dividend by 25 percent and increase capital investments in its rail system. The stock repurchase plan extending through next year now totals \$3 billion, or about 15 percent of CSX's outstanding stockThe nation's railroads in 2006 posted the safest year in their history. For the 18th consecutive year, NS won top honors in the E.H. Harriman Awards competition among major carriers whose employees worked more than 15 million hours during 2006, and CONRAIL won the second place award among switching & terminal carriers (Association of American Railroads).

Five Class 1 railroads including CSX and NORFOLK SOUTHERN have been hit with a Federal lawsuit alleging that the railroads engaged in an illegal conspiracy to fix fuel surcharge rates......CONRAIL has turned over operation of the four-mile-long Bustleton industrial track in Northeast Philadelphia to EAST PENN RAILWAYS, adding another line to EPRY's growing shortline empire. The ex-Pennsy branch, which connects with AMTRAK's Northeast Corridor at Holmesburg Junction, serves a number of industries in the area (*Railpace*)A new operator has reversed the previously-announced plan to shut down the B. L. England electric generating station at Beesleys Point, NJ, near Ocean City. The plant burns both coal and oil delivered by CONRAIL in unit train lots. Its closure would have removed the last customer on CR's Beesleys Point secondary track south of Winslow Junction (*Railpace*).

On May 22 NS operated a three-car inspection train over its Lehigh, Reading and Harrisburg Lines through Allentown and Reading, powered by newly-rebuilt F9A #4270 and two B-units. The train was enroute from the Croxton (NJ) yard to Chicago via Harrisburg, Pittsburgh and Cleveland. As in the case of earlier F-unit inspection trains, lineside photographers were plentiful.....NS last month ran an Operation Lifesaver special from Newark to Harrington, DE, and return, part of the industry's nationwide campaign to educate the public about highway grade crossings and why it is dangerous to trespass on railroad property. The train was powered by a GP38-2.

(Continued on Page 7)

PHILADELPHIA EXPRESS

(Continued from Page 6)

A private company is seeking permission to place full-length "billboard" ads on the sides of freight cars, reminiscent of the days when meat packers, breweries and potato-hauling railroads painted huge ads on their cars. The AAR currently has a rule prohibiting such displays, but they would be preferable to the ubiquitous graffiti which now defaces the sides of many freight cars (*Trains*).....The Transportation Security Administration is in the process of conducting risk assessments in what are termed "high-threat urban areas." Assessments already have been completed in Washington, DC, and North Jersey, among other places, and now are planned for Philadelphia and Chicago. The purpose of the program is to determine ways to reduce the number of hazardous chemical shipments moving by rail—and presumably truck as well—through these areas (*Railway Age*)The deteriorating Route 202 DeKalb Street bridge over NS's Harrisburg Line in Bridgeport, Montgomery County, will be closed in September. A replacement span should open in two yearsThe AAR reports that freight traffic on U.S. railroads declined by 4.4 percent during the first 19 weeks of 2007 as compared with the same period a year ago. Severe weather across the country was cited as one reason.

Governor Rendell last month announced the cancellation of a plan to build a new regional produce market at the eastern end of the Philadelphia Navy Yard property (see April *Cinders*). The proposal stirred opposition from local maritime interests, who have their eye on extending the Port of Philadelphia south to the Navy Yard, and also was jeopardized by the discovery of nesting bald eagles—a protected species—in the area. If the plan had been carried out, a long highway bridge would have been built south from Pattison Avenue over CSX's Greenwich yardU.S. freight railroads have begun an advertising campaign to stress their importance to the nation's economy. You can check it out on a newly-established website: www.freighttrailworks.orgEx-CONRAIL, ex-Erie Lackawanna E8A locomotive #4022 was sold last year by Bennett Levin's JUNIATA TERMINAL to shortline NEW YORK & GREENWOOD LAKE (see January *Cinders*). Now the big unit, wearing its original #833, has been moved to the BLACK RIVER & WESTERN shop at Ringoes, NJ, where it will regain its EL and Lackawanna yellow-maroon-gray paint scheme.

CSX has unveiled an ambitious plan to redevelop its Washington-Florida mainline into a three-or-four-track "Corridor of the Future." Passenger and freight train speeds would be increased and 1,700 grade crossings closed. Last year the U.S. DOT asked for proposals to "accelerate the development of multi-state transportation corridors of the future for one or more transportation modes." If the CSX plan is selected, a massive influx of Federal funding would be needed for reconstruction south of Richmond. CSX and its predecessors reduced much of the former Atlantic Coast Line route to a single-track with passing sidings (*Trains*)Supplementing our storm report in last month's *Cinders*, the CONRAIL mainline at Bound Brook, NJ, was flooded for two days in mid-April, halting both CSX and NS trains which operate over the jointly-owned track (*Railpace*)The 1913-vintage ex-Reading station at Valley Forge will be restored for use as a museum display facility, as part of an ongoing project to upgrade Valley Forge National Historical Park. The station area currently is fenced off from public access.

NJ TRANSIT and Montreal's transit agency are planning to place a joint order for a fleet of new dual-mode locomotives, which can operate either with diesel or straight electric power. NJT would take 26 of the state-of-the-art units while the METROPOLITAN TRANSIT AGENCY is asking for five (*Trains*). NJT would use them for through service from its non-electrified branches directly into New York City, either to Penn Station or through the yet-to-be-built Trans-Hudson Express (THE) tunnels.....NJT has acquired four of AMTRAK's surplus General Electric P40 diesel locomotives, #808, 810, 812 and 820, which will be assigned to the Atlantic City Line (*Railpace*).

NJT has been slow to place its new multilevel commuter cars into revenue service, due to some ongoing brake problems. Deliveries began in late 2006 but at last report only one six-car set was in service on the Northeast Corridor Line. The total order from Bombardier calls for 234 cars.....The latest rebuilding of the NJT-owned Trenton station is well underway, but won't be completed until next year. The \$76-million project will more than double the station's size from 19,000 square feet to 46,000 square feet, including a new two-story concourse and entranceway on the Walnut Street side. It is hoped that a few upscale eateries will lease space in the building, as well as other tenants. About 6,000 daily travelers pass through the station, which was last renovated in 1972 (*Railpace*).

The State of New Jersey will commit an additional \$1 billion over and above its original investment of \$500 million toward the \$7-billion Access to the Region's Core (ARC) project. This will include the new THE rail tunnels under the Hudson River, additional station capacity in Manhattan and other improvements. The State will "flex" Federal highway funds to the transit project, which is permitted under the existing SAFETEA legislation. The Federal Transit Administration already has approved NJT's draft environmental impact statement, which opens the way for a substantial contribution to the project by Uncle Sam.....NJT's River Line began late evening light rail service between Camden and the Route 73 Pennsauken station on May 27. This is the result of a new signaling system installed between the 36th Street station and Route 73, over track shared with CONRAIL freight trains (see August 2006, May 2007 *Cinders*). Instead of ending at 10 PM, departures from Camden will extend to midnight, making the service more convenient for people attending evening events at the Tweeter Center, Campbell's Field ballpark or the Battleship New Jersey.

New Jersey and Pennsylvania last month settled their long disagreement over dredging the Delaware River to a depth of 45 feet to allow larger ships to reach the Port of Philadelphia. For the last 17 months, Governor Rendell, who is chairman of the Delaware River Port Authority, has refused to let the DRPA board meet because of the dredging issue. This has delayed the approval of several DRPA projects and held up capital funding for PATCO. As part of the deal, which allows the deepening of the river so long as Pennsylvania pays for it and accepts all of the dredged spoils, PATCO will be allowed to pursue its proposed expansions into Gloucester County and to South PhiladelphiaPATCO has created a new website (www.ridepatco.org) containing a variety of information about its service and projects (DVARP).

(Continued on Page 8)

PHILADELPHIA EXPRESS

(Continued from Page 7)

This summer PATCO expects to put its new "Freedom Card" in general circulation, replacing the obsolete fare-collection system in use since the 14-mile high-speed line opened in 1969. Having been tested for the past year, the new card is a type of so-called "smart card" with an embedded computer chip that allows it to be read as the customer passes through the gate. It also will be good at PATCO parking lots. This type of card can be "charged" in advance with cash or from the holder's credit card account, and indeed similar cards already are in use on transit systems in Washington, DC, New York City and Boston. Ultimately, according to a report in the *Inquirer*, it is hoped that the smart card can be used for a variety of purchases off the property, or alternatively that existing credit cards such as Visa and MasterCard may be used directly as farecards. Meanwhile, SEPTA and NJ TRANSIT have begun exploring the possibilities of smart card technology but seem to be years away from adopting it. NJT this summer plans to begin a pilot program on its buses in Jersey City, using cards that are compatible with a system being developed for PATH trains.

Officials in Cecil County, MD, are pushing hard for an extension of MARC commuter trains as far north as Elkton, where they say a heavy demand exists for rail service to Baltimore and Washington. Currently, MARC operates over AMTRAK's Northeast Corridor only as far as Perryville, 14 miles south of Elkton, where many residents of fast-growing Cecil County now drive to take the train. For years, there also have been suggestions that MARC extend its service all the way to Newark, DE, for a link-up with SEPTA. Maryland's Governor O'Malley is said to support the Elkton proposal but if approved by Amtrak the State would need to invest as much as \$18 million for infrastructure improvements, possibly to include a new interlocking (Lee Mistrik).....Governor Rendell last month announced another round of grants to improve rail service across the State. Among the 40 grants totaling \$10 million is \$250,000 for the Bucks County Railroad Preservation & Restoration Corp., to be used to help rehabilitate the NEW HOPE & IVYLAND's track between New Hope and Warminster.

The STRASBURG RAIL ROAD will celebrate its 175th birthday on June 6 with a series of special events. Governor Rendell has issued a proclamation commemorating "America's oldest shortline railroad," which was chartered by the State in 1832 to connect with the new Philadelphia & Columbia RailroadThe Railroad Museum of Pennsylvania last month dedicated its impressive new front entrance and clock tower. Along with a new museum store, a model railroad and other improvements, the project cost \$1.4 million The June issue of *Railpace* has an interesting piece by Chapter Member Dale Woodland on the Reading Company Technical & Historical Society's ambitious plan to create a Reading Railroad Heritage Museum in Hamburg, PA. Already, RCT&HS has one of the largest collections of artifacts and equipment devoted to any one railroad in the U.S. Included are 11 former RDG diesel locomotives, 18 freight cars, three cabooses, eight passenger coaches, two Budd RDC's, a training car and a "big hook."

Two magazine articles of particular local interest appeared last month. One is the cover story in the summer issue of *Classic Trains* entitled "Destination Valley Forge," by Dale Woodland. It recounts in detail how the Reading and Pennsylvania Railroads moved thousands of Boy Scouts to and from the 1950

and 1957 Jamborees held at Valley Forge Park, a vast undertaking that only the railroads could muster (and no longer could attempt). Meticulously researched, the article is enhanced by many photos and charts, including four color photos supplied by West Jersey Chapter Member Frank Kozempel. The other article, in the latest issue of *Private Varnish*, is titled "No soldier, sailor, or marine left behind." In 11 pages, it tells the story of the colorful 2006 "Liberty Limited" special which carried 132 wounded veterans of the Iraq and Afghanistan wars, plus 26 medical staff, from Washington to the Army-Navy football game in Philadelphia and return on December 2. Spearheaded by Bennett, Vivian and Eric Levin, the effort was an unqualified success, bringing together 18 private cars hauled by the Levins' gleaming, tuscan-red PRR E8A's #5711 and 5809. The railroads, together with car owners, numerous sponsors and suppliers, all donated their services.

The "Federal Railroad Safety Improvement Act of 2007" was introduced in Congress last month by the chairman of the House Transportation & Infrastructure Committee, Representative James Oberstar of Minnesota. The bill would add a word, "Safety," to the title of the Federal Railroad Administration and double the number of its safety inspectors from 400 to 800 by 2011. It also would outlaw the practice of holding train and engine crews on "limbo" time when they have exceeded their legal 12 hours on duty but have not yet been relieved, and generally reform how long employees must be able to rest before being called to duty. Labeling fatigue as "the silent killer," Oberstar said his bill would create fatigue management programs and strengthen protection for employees reporting unsafe conditions, improve safety in unsignaled territory and establish training standards for all rail workers. Penalties for violations would be sharply increased (*Traffic World*).

General Electric last month unveiled its prototype "Evolution Hybrid" locomotive, the first heavy-duty road unit designed to recycle dynamic-braking energy as stored power in on-board batteries. The 4,400-hp diesel-electric-battery unit carries the number 2010, the year when the locomotives could be ready for mass production. The technology would result in reduced fuel consumption and emissions, GE said (*Trains*).....The Environmental Protection Agency has proposed regulations that would require substantially-reduced particulate and nitrogen oxide emissions for all new rail and marine diesel engines. The first phase of this effort, designated "Tier 3," would take effect in 2009, and tougher "Tier 4" standards several years later. Emissions standards also will be tightened when existing engines are rebuilt. In earlier rulings, the EPA issued standards governing trucks, buses and off-road construction equipment (*Trains*).

An amazing new book has just been published. It is titled the *Encyclopedia of North American Railroads*, which in 1,281 pages attempts to cover virtually all aspects of the railroad industry from its early history to the latest technology, along with numerous treatises on the effect that railroads have had on America's cultural and economic development. Edited by William Middleton, George M. Smerk and Roberta L. Diehl, this is more than just a book but rather a vast compilation of information written by dozens of experts in their various fields, including John H. White, Jr., retired curator of transportation at the Smithsonian Institution; Christopher Baer of Wilmington's Hagley Museum (misspelled "Harley" in the list of contributors); Penn State's Michael Bezilla and local NORFOLK SOUTHERN Director of Corporate Affairs William Schafer. With subjects arranged alphabetically by title, the *Encyclopedia* is published by Indiana University Press (\$99.95 plus shipping).

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).

OK, experts! What railroad would you use to visit the following in one day? They are Princeton, Harvard, Yale, Stanford, Vassar, Cornell and Purdue. Well, Amtrak can get you to some, but to get to all you need and automobile or go back in time on the Washington, Idaho & Montana Railway. All are locations on that road in Idaho. The 48-mile route eventually became part of the Milwaukee Road. The young Ivy League surveyors and builders of the line are believed to have been the culprits (*Model Railroader Magazine* – 1975).....Speaking of names, in the 1880's a number of the stations along the "Main Line" (today's R5) were renamed by Pennsylvania Railroad President George B. Roberts to reflect towns in his ancestral Wales. Some are Narberth, Ardmore, Bryn Mawr and perhaps Malvern. Paoli, however, is named after Corsican Patriot Pasquale Paoli (Clark DeLeon – *Metro*).....On November 8, 1933 (174 years ago), the first major train wreck in the United States occurred near Hightstown, NJ with the first passenger train fatalities recorded. A Camden & Amboy train derailed over a broken axle, killing two and injuring others. Notables aboard that train included former U.S. President John Quincy Adams and rail tycoon Cornelius (Commodore) Vanderbilt (*The Transfer Table*).

In 1874, the Reading (actually P&R) remained in first place (for the last time) in total annual freight tonnage of all U. S. railroads. The tally: RDG 11.3 million tons, PRR 8.6 million, NYC 6.1 million and B&O 2.7 million (*Reading Firsts*).....Did you know that all Reading multiple-unit electric cars hand their pantograph ends facing Reading Terminal? Also, before electrification, Reading Terminal had a turntable so that local train locomotives did not have to deadhead to Green Street for turning. Even so, some locomotives did run in reverse, and as a result, their tenders were equipped with headlights and pilots (Bert Pennypacker).....It was 176 years ago, on August 9, 1831 that the first steam train in New York State ran over the Mohawk & Hudson Railroad from Albany to Schenectady and was pulled by the "*DeWitt Clinton*" locomotive. (*American Railroad Chronology*).

There used to be an old Vaudeville joke – Salesman (out of breath): "I have to get to Chicago in the worst way!!" Station gate attendant: "Have you tried the Erie?" If Amtrak keeps putting back the departure from Chicago of the eastbound **Lake Shore Limited** to protect late arrivals from the West, it might find itself the new butt of that old joke. The 1960 schedule of the **Erie Limited** (47 years ago) is only about four hours longer (to 32nd Street and Eighth Avenue) than that of the latest **Lake Shore** schedule (Amtrak and *The Official Guide*).....More than a century ago, Pacific Fruit Express was a railroad refrigerator car leasing company that was founded (December 7, 1906) as a joint venture between the Union Pacific and Southern Pacific. At one time during the 1930's the company was the largest refrigerator car operator in the World with over 40,000 cars. The company was dissolved on April 1, 1978 (Wikipedia Encyclopedia – on line).....Santa Fe Railroad Employee Timetable #10 of the Albuquerque Division, Grand Canyon District says, "#15 will turn on wye and back into Grand Canyon". In August, 1967 *Trains*, reader George Weiss exclaimed "I have no desire to ride this train!"

Philadelphia Transportation Company

(PTC)

(A 1946 Snapshot)



General Office: 1405 Locust Street, Philadelphia

President: Charles E. Ebert

<u>Vehicles</u>	<u>Number</u>	<u>Route Miles</u>	<u>Gauge</u>
Surface Cars	1,902	650	5' 2-1/4"
Subway/El Cars	541	50	4' 8-1/2"(1) 5' 2-1/4"(2)
Buses	756	640	N/A
Trackless Coach	74	21	N/A

(1) – Broad/Ridge/Bridge Line – 4' 8-1/2" (standard gauge)

(2) – Market-Frankford Line – 5' 2-1/4" (PA broad gauge)

<u>Repair Shops</u>	<u>Location</u>
Surface rail/bus	Kensington Ave. & Cumberland St
Market-Frankford Line	69 th & Market Sts.
Broad/Ridge/Bridge Line	11 th & Grange Sts.
Bus	3 rd St. & Hunting Park Ave.

SOURCE: 1946 Mass Transport Directory

Those interested in highway diners know that in the old days some were actually made from railroad car or trolley car bodies no longer needed for transportation service. Most, however, were built new from roadside dining and therein lies a connection to Philadelphia. As you may know, J. G. Brill had subsidiaries in other states. Two of them built all-steel Brill "highway diners" from 1927 to 1932. They were G. C. Kuhlmann Car Company of Cleveland and Wason Mfg. Co. of Springfield, MA. Both made Brill's boxy diners with monitor roofs. Some reportedly were shipped to Pennsylvania, but none are known to exist today (*Diners of Pennsylvania* – Butko/Patrick).....The World's top train spotter is Bill Curtis of Clacton-on-Sea, England. His sightings include about 60,000 locomotives including about 20,000 diesel and electric units, seen over a period of almost 50 years and in a number of countries (*Guinness Book of World Records*).

Chesapeake & Ohio Railway Chairman Robert R. Young had many innovations to improve railroading. For instance, he introduced a "modern" public timetable consisting of a cardboard rectangle with disks on each end (now a popular item with collectors). There were slots in the disks and the user would line up his/her origin and destination towns in the slots, which would then reveal the times of train departure and arrival. (*Editor's Note: we anticipate that there will be one of these in our June 15 auction*). A newspaper reporter asked the president of the Southern Railway whether his road intended to follow the C&O's lead. "Humph", the Southern President snorted, "He can do that – he's only got three through trains!! We couldn't get all of ours on a disk without making it the size of a manhole cover!!" (Louis D. Rubin, Jr.).

Extra List (Continued from Page 2)

JULY 5-8: "Reading Railroad Days" at Railroad Museum of Pennsylvania, Strasburg, featuring tours of Reading equipment, special presentations and a large model railroad display. The Reading Company Technical & Historical Society will participate. Regular museum hours and admission charges apply. For information, telephone 717-687-8628.

JULY 7-8: "RailFest 2007" at Altoona, PA, sponsored by Railroaders Memorial Museum, featuring excursions over Norfolk Southern (ex-Pennsylvania Railroad) mainline, railroaders show and sale, special tours and historic equipment displays including newly-installed 105-foot turntable. Museum will be open 9 AM-6 PM both days. Excursions powered by Juniata Terminal's former PRR E8 diesel locomotives #5711 and 5809 include the "Capitol Tripper" from Harrisburg to Altoona and return, leaving Harrisburg Amtrak station at 7:15 AM July 7, and a "Gateway Tripper" extension from Altoona to Pittsburgh and return. The special will leave Altoona at 4:30 PM Sunday the 8th, arriving Harrisburg about 7:15 PM. In addition, the "Horseshoe Special" using the same equipment will make three two-hour round-trips from Altoona to Gallitzin via Horseshoe Curve on Saturday the 7th, leaving Altoona station at 10:20 AM, 12:30 and 2:45 PM. Three more trips will be operated on Sunday the 8th at the same times. Fares for the Horseshoe Curve trains are \$30 each and \$60 first class in lounge car **Warrior Ridge**. Fares for the long-distance trains vary, with first class already sold out. To order, telephone 888-4ALTOONA or 814-946-0834 Monday-Friday 9 AM-5 PM (website: www.railroadcity.com). Mailing address is: Railroaders Memorial Museum, 1300 Ninth Avenue, Altoona, PA 16602-2413.

JULY 14: "Steam Through the Notch" steam-powered excursion North Conway, NH to Fabyans and return with 0-6-0 steam locomotive #7470, sponsored by Mass Bay RRE. Trip departs North Conway, NH at 10:00 AM, returns about 5:00 PM. Coach, first class and dome seating will be offered, along with optional box lunch. For complete information, contact Mass Bay RRE at 978-470-2066, or check website www.massbayrre.org.

JULY 20: Philadelphia Chapter's annual Bill Wagner Summer Dinner, at Main Street Café, Lancaster Avenue, directly across from SEPTA's R5 Berwyn station. See details on Page 1, this issue.

AUGUST 21-25: NRHS 2007 national convention at Chattanooga, TN, to be headquartered at Chattanooga Choo-Choo Holiday Inn located in former Terminal Station. Events include excursions on Tennessee Valley Railroad Museum mainline through Missionary Ridge tunnel, shop tour, night photo session, Civil War battlefield tour and annual banquet. NRHS members will receive the official convention brochure. Hotel rate for conventiongoers is set at \$89 per night. The Convention Committee's address is: Chattanooga Rails 2007, 2025 Zumbel Road, St. Charles, MO 63303-2723 (website: www.chattrails.com).

THROUGH APRIL 2008: "Spanning Centuries: Railroad Bridges of Pennsylvania" exhibit at Railroad Museum of Pennsylvania, Strasburg, including historic photos, blueprints and artifacts. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.railroadmuseumpa.org).

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



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

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

FIRST CLASS MAIL

