



CINDERS

MARCH 2007



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Volume 68

Number 3

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, MARCH 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, March 16 will feature Chapter Member James Brazel with a mixture of personal reminiscences, industrial archaeology and rail operations on the Reading Railroad's 21-mile long Chester Valley Branch. The ChVRR dates back to 1853, and ran from Bridgeport to Downingtown, serving the farms, industries and quarries of the "Great Valley". Jim grew up in Bridgeport with the "Valley Local" freight and stone trains a half block from his home.

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, MARCH 13, 2007 to Chapter Secretary Marie Eastwood at 215-947-5769.** The menu for February was not available because of the early deadline for this issue of Cinders. **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.)*

Looking forward, our April 20, 2007 program will feature Dick Bell with a program on Swiss Railways. We urge you to mark your calendars for Friday, March 16 and enjoy a program on the Reading Chester Valley Branch. Why not come and enjoy a full-course dinner for only \$20.00 per person 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.

Reading Company Technical & Historical Makes Presentation at February Meeting

Chapter Member Dale W. Woodland, who is also on the Board of Directors of the Reading Company Technical & Historical Society, provided a DVD presentation at Philadelphia Chapter's February 16 meeting, detailing the history, purpose and museum plans of the RCT&HS. With the recent donation of former RDG FP7 #902 to RCT&HS by Lancaster Chapter, NRHS, the Reading group is looking to work out a new operating agreement with Philadelphia Chapter to keep our locomotive #903 (and their 902) together as an operating pair. With a history of operating passenger excursions, RCT&HS offers the best opportunity at the present time to return the FP7's to active service.

Mr. Woodland answered questions from members who were present at the meeting concerning the intentions of RCT&HS in acquiring the use of both locomotives. For the present, our Chapter will maintain ownership of the 903. Woodland said the continued participation of members from Lancaster and Philadelphia Chapters who have worked on the two locomotives in the past would continue to be welcome in the future.

Negotiations will begin soon between Philadelphia Chapter and the RCT&HS to forge an agreement beneficial to both groups. Much work and money has been invested in the 902 and 903 and their active operation is the goal of everyone involved.



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

www.chatrails.com

(Pre-Registration Deadline: April 15, 2007)

**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.

Market Street Subway-EI Centennial Update

As February came to an end, SEPTA announced some changes in the planned Centennial celebration for the Market Street Subway-Elevated, 69th Street Terminal, and the original Philadelphia & Western route from 69th Street to Strafford.

At 2 PM on Sunday, March 4, a reception was to be held in the lobby of SEPTA's headquarters at 1234 Market Street, where 12 commemorative panels depicting the history of the line were to be unveiled. They are expected to remain on display for at least six months.

The planned dedication of the new 56th Street station on the Market-Frankford Line has been postponed until later this spring, certain portions of the facility have not been completed.

Finally, the ten display panels featuring 69th Street Terminal and the original P&W route to Strafford will be unveiled at a date to be determined in May of this year to coincide with that centennial observance.

Transit riders will discover that no fares were to be collected on the Market-Frankford Line (only) on Sunday, March 4, from Noon until 5 PM. The public was welcome to attend the festive ceremonies at 1234 Market Street on that date.

Are YOU Paid Up for 2007?

As of March 1, 2007, some 366 out of approximately 440 members had renewed for this year, from information provided by Treasurer Rich Copland. In addition, most of the "Chapter-only" members had also renewed.

All members are reminded that this is the last issue of *Cinders* that will be mailed to you if your 2007 dues are unpaid.

Chapter members have generously contributed slightly over \$5,000 with their dues payments, and Chapter-only members an additional \$489. The officers of the Chapter express their sincere thanks for your generous support of our club again in 2007.

Notice of Annual Meeting & Election

Notice is hereby given of election of Chapter officers for the year 2007-2008, to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday evening, April 20, 2007, at the Faculty Club, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA 19107, beginning at 7:30 PM.

Any member in good standing who is interested in service as President, Senior Vice President, Vice President & Treasurer, Secretary or National Director, may be nominated from the floor at the March 16 or April 20 meeting, or by placing your name in nomination by writing, before April 1, 2007 to: Mr. C. Bruce Irvin, Chairman, Nominating Committee, Philadelphia Chapter NRHS, 116 Linden Drive, New Holland, PA 17557-9490.

2007 Membership Awards Dinner Changed to April 20

Philadelphia Chapter will change the date of its annual Membership Awards Dinner to Friday evening, April 20, 2007. While the actual anniversary of the Chapter's charter is March 13, it was deemed in the best interest of our 17 members receiving awards this year to hold the observance in April, with the prospect of better weather.

Letters of invitation to the event will be sent to each Membership Award recipient during March.

Do You Shop at GENUARDI's???

A number of our members over the years have participated in a program at Genuardi's Markets where the Chapter receives a percentage of your purchases. Only a minimal number of members are now participating, and this has been a source of additional revenue toward our FP7 and other historical programs. If you shop at Genuardi's and wish to participate, please contact Chapter Secretary Marie Eastwood at P. O. Box 7302, Philadelphia, PA 19101-7302 (E-mail: mkecat@comcast.net), and she will forward complete info to you.

PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA TRANSIT

It now seems doubtful that legislators in Harrisburg will provide any immediate relief for SEPTA's financial woes. On February 6 Governor Rendell proposed a \$27.3-billion budget for the State's upcoming 2007-2008 fiscal year, which includes a proposal to raise up to \$1.7 billion annually for transportation needs. In his budget address the Governor said that "a lack of a dedicated funding source is crippling public transit systems that provide more than 400 million rides a year and are facing 25-percent service cuts." While he specifically rejected any increase in the State's gasoline tax, part of his plan envisions a new 6.2-percent tax on oil companies' profits attributable to their activities in Pennsylvania. In theory, this would generate \$760 million a year in funding to be passed on to the State's cash-strapped transit systems.

But even if approved, the new tax would not kick in until early next year, providing little help in addressing SEPTA's projected deficit of \$150 million in Fiscal Year 2008 starting this July 1. SEPTA General Manager Faye Moore reacted to the proposal by saying that "We look forward to working with the Governor and the Legislature on the details of his long-term, comprehensive and innovative plan to solve the financial crisis facing public transportation throughout the State." Another part of Rendell's plan suggests that the Pennsylvania Turnpike be leased to a private entity or entities, which could produce a revenue stream to the State of up to \$965 million annually for badly-needed repairs to highways and bridges.

But SEPTA can't afford to wait on the Legislature to ride to the rescue in the next few weeks. In order to meet the funding needs of its proposed \$1.02-billion operating budget for FY 2008, the SEPTA staff has prepared two scenarios to deal with the looming revenue shortfall. The first option includes a cut in expenses of \$13 million, plus \$8 million in additional revenue from various sources and an 11-percent fare increase that would generate \$29 million. All of this assumes that the remaining \$100 million of the deficit will be covered by some type of increased State subsidy. If no such funding materializes, the second option proposes a 31-percent fare hike to generate \$68 million, a 20-percent across-the-board reduction in weekday service for a saving of \$60 million and the elimination of about 1,000 jobs out of SEPTA's current workforce of 8,800. (SEPTA last increased fares in 2001.) This second option likely would result in a ridership loss of about 20 percent, or 40 million rides a year. Public hearings on the operating budget will be held from April 10 to April 16 and the SEPTA board expects to vote on the plan at its May meeting. If approved, the fare increases and service cuts would go into effect on July 1. But Christian DiCicco, one of Philadelphia's two members of the board, told the *Inquirer* that "I don't need a public hearing to know that I'm not going to vote for Plan B. That's gutting the system, and that's not acceptable."

The Democratic-controlled Congress passed a \$436.5-billion resolution to keep most of the Federal government in business for the balance of the current fiscal year, and President Bush signed it into law on February 15. (The previous Republican-led Congress had approved funding only for the Departments of Defense and Homeland Security.) The Department of Transportation's appropriation is included in the new bill, with \$8.97 billion—a five-percent increase—to be directed toward Federally-sponsored transit programs. This is the maximum amount authorized for 2007 transit projects in the Safe, Accountable, Flexible & Efficient Transportation Equity Act of 2005 (SAFETEA). Without this action transit would continue to be funded at the FY 2006 level, or \$460 million below the authorized level for this year. Highway programs received a nine-percent boost to conform with SAFETEA. The resolution contains none of the "earmarks" which often are secretly inserted into appropriations bills by individual Congressmen, a practice denounced by critics of government spending practices. The Senate passed the bill on February 14, just one day before the previous continuing resolution was to expire which would have caused a widespread government shutdown.

Mayoral Candidate Chaka Fattah said last month that Philadelphia should consider imposing a new "congestion charge" on motorists who drive their cars into center city during peak hours. The funds received would go toward improving mass transit. "We cannot have a city in which everyone expects to be able to drive their car everywhere they want to go," Fattah said. His plan would be modeled after a program introduced in London, England, in 2003, which has been credited with sharply reducing vehicular traffic and congestion during rush hours. But one retiree from Southwest Philadelphia was quoted in the *Inquirer* as saying, "Only people who can afford it will go. People won't take SEPTA, at least not at night." And Don Shanis, assistant executive director for transportation planning at the Delaware Valley Regional Planning Commission, thought the plan "is certainly an idea for congested metro areas, but we don't really have the kind of congestion that requires it. You have to provide people with viable alternatives (but) the frequency of SEPTA service is not at all where we'd need it." Fattah also would create a City Office of Transportation and use the upcoming negotiations on SEPTA's lease of certain City-owned rail lines to press for expanded service and more City representation on the SEPTA board. (There are currently two City-appointed members of the 15-member board.)

A "centennial charter" will be operated over the Route 100 Norristown High Speed Line on May 20, to commemorate the 100th anniversary of the opening of the Philadelphia & Western Railway. The event is sponsored by the Rockhill Trolley Museum of Orbisonia, PA, home of #205, the only operating P&W Bullet car. (See the Extra List in this issue for details).....One Kawasaki trolley rear-ended another at the 22nd Street subway-surface station on January 29, which resulted in minor injuries to four passengers. If the long-delayed communications-based train

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PHILADELPHIA EXPRESS

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control (CBTC) system in the trolley tunnel had been operational the accident might not have happened. CBTC is supposed to maintain separation between cars while increasing the tunnel's capacity.....The first of SEPTA's new 40-foot, low-floor trackless trolleys is due to be delivered by New Flyer in June for testing out of Frankford depot. The 38-unit order, to be completed by July of 2008, will equip Routes 59, 66 and 75. But SEPTA recently decided not to order additional coaches for former trackless Route 29 and 79 in South Philadelphia SEPTA has finished work at the Oregon station of the Broad Street subway to bring the station into compliance with the Americans with Disabilities Act (ADA). The project includes new elevators between the street and the platforms.



SEPTA REGIONAL RAIL

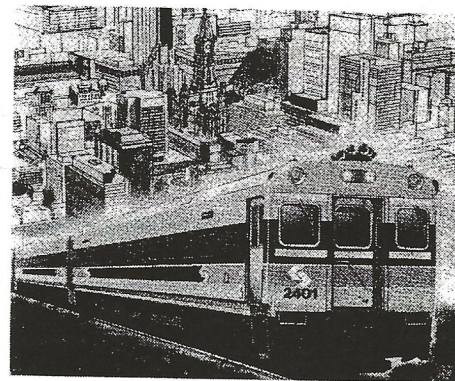
Even before the Valentine's Day snow and ice storm, SEPTA encountered numerous service problems on its Regional Rail system. At 6:45 AM on Monday, February 5, downed catenary wires were reported at Lamokin Street in Chester, blocking all four tracks of the Northeast Corridor during the morning rush. The #1 track was reopened in less than half an hour but SEPTA's R2 Wilmington-Newark, DE, service was suspended until 8 AM, when all but one track was restored. Five SEPTA trains were annulled and others delayed, while AMTRAK's New York-Washington service also was affected. The previous night, Sunday the 4th, eastbound R5 train # 2570 got two pantographs tangled in the catenary over #1 track near St. Davids station on the Harrisburg mainline, causing wire damage. That train and nine others were annulled and delays continued into the early rush on Monday morning. Around 6 PM on Monday, January 29, westbound AMTRAK train #649 bound for Harrisburg lost power at Downingtown, backing up Amtrak #651 and several SEPTA R5 trains behind it. Train 651 later took on passengers from three SEPTA R5 trains, making all local stops to Thorndale. The Amtrak dispatcher originally wanted the SEPTA AEM-7 leading train #9555 to couple to #649 and pull it into the clear, but apparently that was not done. Thirteen SEPTA trains were delayed between 20 minutes and an hour while running around the stalled train, and eastbound #586 was annulled.

The R3 West Trenton Line continued to have an assortment of problems. Among these was a recurrence of vandalism (see February *Cinders*) in the same area east (north) of Neshaminy Falls station where previous incidents occurred. On the afternoon of January 19 a report was received from a CSX freight crew that rocks were piled on the #1 track. Police were notified and the debris removed before any accident could occur. Then in mid-morning of Friday, January 26, CSX freight Q417 broke down at Woodbourne station, blocking the road crossing and delaying three SEPTA trains, including #345 held for 50 minutes—before the freight got underway again. A week later, on the morning of February 4, CSX train Q301 derailed one car on #1 track at Yardley. SEPTA was forced to operate in both directions on #2 track but fortunately it was a Sunday and delays were minor. The

car was not rerailed until 7:30 PM, nine hours after the accident occurred. Two days later, an early-morning switch failure at CSX's "Wood" interlocking east of Woodbourne station delayed six R3 trains.

If it's not one thing it's another. On Monday, January 29, inbound train #6321 became disabled north of Neshaminy Falls (not due to vandalism), forcing some 100 passengers to transfer to following #6325 and delaying several other trains. A week later, on Monday morning February 5, a switch failure at West Trenton yard delayed 11 R3 trains for up to 40 minutes. At the same time train #319 out of West Trenton had to be annulled due to a main reservoir problem. On the evening of February 8 West Trenton-bound train #6378 lost power at Woodbourne, halting #6380 behind it. Following train #6382 stopped to rescue the passengers from both of these trains. Train #394 enroute to West Trenton stalled at Jenkintown about 10:12 PM on January 26, with the pantographs on all four cars tangled in the catenary. Power was lost for a time due to downed wires at "Jenkin" interlocking and seven other trains delayed.

A bizarre incident occurred on Saturday, February 3, when two Silverliner IV cars with only the crew aboard were routed into an unwired siding in the Wayne Electric yard. Diesel #51 was sent from Roberts yard to rescue the now-powerless MU's, but the unit went on the ground in Wayne Electric yard when it ran over a derailing frog. On the morning of Monday, January 29, R7 train #4113 headed for the Airport became disabled with a brake line failure at Wister station on the Chestnut Hill East Line. Train #9722 which normally terminates at Roberts yard was sent on to Wister to pick up the stranded passengers, and at least five other R7 trains were delayed. At least once a week a suspicious bag is reported at one of SEPTA's center city stations, but usually the police are able to quickly perform a security check and release the scene. At 2:30 PM on Thursday, February 8, an unattended bag found on the platform between tracks #3 and 4 at Suburban Station caused delays to at least seven trains. Police investigated and determined the bag (left behind by a passenger) was harmless, and released the scene within a half-hour.



The new ticket office at the R6 Conshohocken station opened for business on February 12. The prefabricated building had been placed there last summer but not opened until now Easttown Township in Chester County is trying to find grant money to restore the somewhat-dilapidated Devon station on the R5 Paoli-Thorndale line. The township manager is quoted in local press reports to the effect that efforts by AMTRAK and SEPTA to lease the building to a private developer have been unsuccessful.....As reported last month, work will begin in early April to install a new signal system on the R5

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PHILADELPHIA EXPRESS

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Mainline between Penllyn and Lansdale. Tie replacement and resurfacing work between Glenside and Gwynedd Valley will start at the same time, necessitating some midday single-tracking. A new timetable for the line is to be issued effective April 1 Weekday brush cutting continued on the R8 Chestnut Hill West branch, with midday service adjustments in effect (although hourly service has been maintained).



AMTRAK

AMTRAK was included in the continuing resolution passed by Congress last month and signed by the President (see above). Under terms of the legislation, Amtrak's funding for the current fiscal year is frozen at the FY 2006 level of \$1.29 billion, but this is \$200 million more than contained in the previous funding resolution which expired on February 15 On February 5 President Bush submitted his proposed Federal budget for Fiscal Year 2008, which begins this October 1. He allotted only \$800 million for AMTRAK, of which \$500 million is intended for capital improvements and \$300 million for operations. The \$800-million figure is \$100 million less than Bush proposed last year, which NARP termed "comically inadequate." The new budget document is expected to receive a thorough overhaul by Congress, which likely will mean an increase in funding for Amtrak well above the Administration's level.

AMTRAK has requested \$1.53 billion in funding for FY 2008, \$240 million more than this year's appropriation. The railroad also is seeking an additional \$150 million for "strategic investment needs" (NARP)..... The authoritative *Kiplinger Washington Letter* recently stated that AMTRAK will get much of the cash that it wants. The publication predicted that the Democratic-run Congress will approve \$19 billion or so over six years for Amtrak. The *Letter* observed that this will be "a big switch from GOP proposals to privatize most of Amtrak's functions and shift more costs to the states."

AMTRAK took in a record \$1.37 billion in ticket revenues during Fiscal Year 2006 ended last September. This was a \$132-million increase over the previous fiscal year. Ridership of 24.3 million was nearly 300,000 more for the same trains as compared with FY 2005. This ridership increase does not include the passengers lost when Amtrak implemented a sharp increase in rates for monthly passes on the Northeast Corridor and the Clocker service was turned over to NJ TRANSIT. Overall ridership declined by 3.9 percent even though systemwide passenger-miles dropped by only 1.1 percent due to the short distances traveled by NEC commuters (NARP).

AMTRAK has launched two winter-spring advertising campaigns, one for its long-distance trains and the other for Acela Express service. The multi-media campaign for the long-distance trains will feature dramatic landscape illustrations from San Francisco-based artist Michael Schwab. The ads will feature headlines such as "Practice random acts of travel" and "Have an out-of-car experience." The Acela campaign will focus on the amenities which appeal to business travelers, with illustrations by Artist Christoph Niemann. Apparently, this will signal the end of the popular Art Deco-style ads which promoted Acela service over the past few years.

AMTRAK operated a private train for England's Prince Charles and wife Camilla from Philadelphia to New York on Sunday, January 28 (see notice in February *Cinders*). Powered by AEM-7 electric locomotives #946 and 923, the train consisted entirely of Bennett Levin's "fleet" of private cars: ex-Southern Pacific sleeper **Little Juniata Rapids**, ex-SP parlor **Warrior Ridge**, and open-platform business car **Pennsylvania 120**. A British Union Jack and "Royal Train" lettering were displayed in the keystone drumhead on the rear of #120. After discharging the passengers at Penn Station, the train was turned immediately and ran back to Philadelphia.....AMTRAK will eliminate Bank of America as the issuing bank for its Guest Rewards credit card. A new card will be offered beginning next month (*Trains*).

"Passenger service cannot come at the expense of freight traffic," a Government Accountability Office (GAO) official said recently. The director of GAO's physical infrastructure team said that Congress should give freight railroads and not AMTRAK a bigger say in any future actions affecting the nation's rail system. She told the National Surface Transportation Policy & Revenue Study Commission that Congress should establish another commission to look at possibly eliminating some Amtrak routes because—she claimed—freight trains often get delayed when Amtrak allegedly gets priority handling in peak periods. Train riders often could testify to the contrary (*Traffic World*).

AMTRAK has been having its weather woes this winter, especially in the Northeast and Midwest. With the heavy snows that struck upstate New York last month, AMTRAK was forced to cancel service west of Albany on several occasions. As of this writing, the most recent blast was the Valentine's Day storm which resulted in the cancellation that day of several trains west of Albany, and on February 15 all Empire Service trains were cancelled west of Albany (although the **Maple Leaf** and **Lake Shore Limited** did operate). The **Adirondack** ran only between New York City and Albany, while the **Vermont** originated and terminated at Springfield, MA. The **Ethan Allen** to and from Rutland, VT, was cancelled. On that day Amtrak also was forced to annul several Empire Service trains between New York City and Albany because fine snow particles got into the traction motors of some 700-series dual-mode diesel and electric locomotives. Shades of the GG1 problems of 40 years ago! (Amtrak, *Trains*).

On February 14 there were two cancellations and numerous delays on the Boston-New York-Washington Corridor. The Acelas continued to run but with their tilt mechanisms cut out to prevent damage caused by packed snow and ice. At least three Keystone trains to Harrisburg and three to Philadelphia were cancelled on the 14th and others delayed. One of the westbounds, #609, and one eastbound, #646, were terminated at Lancaster. The next day Amtrak said that Northeast Corridor service was back to normal but a few cancellations and delays still could be expected on the Keystone Corridor. By Friday the 16th the NEC was operating normally and other services were partially restored, but only a "limited number" of Keystone Service trains operated to Harrisburg and all Empire Service trains west of Albany remained cancelled (Amtrak, *Trains*).

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PHILADELPHIA EXPRESS

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CSX,
NS,
OTHER ROADS

DaimlerChrysler announced last month that it will close its Newark (DE) assembly plant in 2009, as part of a major restructuring program. Nationwide, more than 13,000 Chrysler workers will lose their jobs in the cutback, which is part of a large-scale effort to make the U.S. auto industry more competitive with foreign makers. This is bad news for NORFOLK SOUTHERN, which counts the Newark plant as an important customer for shipments of both auto parts and finished vehicles. The huge facility is located on the east side of AMTRAK's Northeast Corridor mainline, but NS has a separate yard to serve the plant. A Chrysler parts distribution center in Cleveland, OH, also will be idled later this year. NS and AMTRAK have appealed a Federal jury award of \$24.2 million to two young men who were severely burned when they climbed on top of a boxcar in Lancaster, PA, and came in contact with a 12,000-volt catenary wire (see December *Cinders*).

Chapter Member Dick Reuss last month put much of his vast collection of railroad memorabilia up for auction. The auction, encompassing some 300 lots, was to be held at Ludwig's Corner, Chester County, on February 23. Member Bill Vigrass, retired from PATCO but still serving as a rail transit consultant, has completed work on a master's degree in city & regional studies at Rutgers in New Brunswick, NJ. His graduation ceremony is planned for May. Member Henry Posner of Pittsburgh serves as chairman of Railroad Development Corp., which operates railroads around the world. He has gained considerable attention recently when he imported two huge QJ 2-10-2 steam locomotives for operation on his IOWA INTERSTATE RAILROAD. Henry was pictured in an article on the QJ's published in the February issue of *Trains*.

NJ TRANSIT ran a test train with two of its new bi-level coaches from North Jersey to Atlantic City on January 27. This was a preview of the direct weekend service between New York and the casino resort scheduled to begin later this year, using the bi-level equipment (see January *Cinders*). The special was made up of brand-new PL42AC diesel #4031, bi-level coach 7200 and bi-level cab car 7000 (Dick Barben, *Trains*). NJT's track geometry vehicle was parked at Cherry Hill on January 31, evidently working on the Atlantic City Line (Dick Barben). NJT is considering a proposal to build a new station in Delair, NJ, at the point where the River Line passes under the Atlantic City Line. Such a facility would allow passengers to transfer between the two lines without the need to take PATCO between downtown Camden and Lindenwold. Since the election of Democrat Eliot Spitzer as Governor of New York, the project to convert the Farley Post Office Building in Manhattan into a new rail station has been revived. The \$865-million plan for the new Moynihan station was on hold since the State Assembly blocked it last fall (*Trains*).

NJT announced last month that it is proposing a systemwide average fare hike of 9.6 percent to help meet record ridership demands as well as inflation-related cost increases. Executive Director George Warrington said that inflation alone costs NJT \$45 million annually on a \$1.5-billion operating budget, with new and expanded services adding on another \$17 million. Overall, the system needs an additional \$60 million to close a projected operating deficit in Fiscal Year 2008. A series of 13 public hearings will be held across the State between February 28 and March 8, with the nearest to Philadelphia scheduled for the Rutgers Camden Campus Center on February 28.

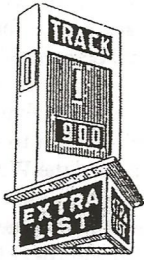
Lawyers for CSX, the government and the District of Columbia were back in Federal court in January to argue the legality of DC's ban on hazardous materials moving over CSX's mainline through Washington (see September *Cinders*). The DC council passed an ordinance two years ago prohibiting the movement of specific hazmats through the District, fearing that terrorists could rupture a tank car to imperil the Capitol and other Federal buildings as well as the City itself. CSX challenged the ban, which was stayed by an appeals court pending further court action. CSX has voluntarily rerouted some hazmats around Washington, but if the law stands several cities have indicated they will enact similar bans, disrupting the efficient transport of critically-needed chemicals such as chlorine (*Weekly Rail Review*).

Meanwhile, a series of recent derailments involving cars loaded with hazardous chemicals have focused attention on tougher standards for tank car construction. The Federal Railroad Administration said it would issue new design standards for tank cars by early next year. These would augment new standards adopted last year by the Association of American Railroads requiring modifications to car shells and improved head shields. But Congress may want faster action, with the introduction of the Surface Transportation & Rail Security Act of 2007 which was approved by the Senate Commerce Committee in mid-February. The bill authorizes \$1.25 billion for upgrading rail security and makes the Transportation Security Administration the lead agency for rail and transit security. Earlier, the TSA said it would order new levels of monitoring in the movement of explosives, radioactive cargoes and any chemicals that could cause a toxic cloud to spread over a broad area. This was in addition to a Department of Transportation proposal to oversee the routing of hazardous materials (*Traffic World, Trains, NARP*).

In his Federal budget proposal submitted to Congress last month, President Bush advances a "congestion initiative," designed to reduce the estimated \$200 billion annual cost of transport congestion in the U.S. This is calculated from the costs of wasted fuel, delays, environmental effects and higher inventory needs. Bush also planned to convene a high-level transportation summit to discuss the initiative, which might also touch on "congestion pricing" which would impose higher fees for airline passengers and urban drivers who travel during peak periods. But oddly no mention was made of the rail mode as a possible outlet for some of the increasing highway traffic. This was pointed out by NARP and others when then-Transportation Secretary Norman Mineta released his "National Strategy to Reduce Congestion" last May (see June *Cinders*).

The Tropicana Juice Train, which has been carrying fresh orange juice from Bradenton, FL, to North Jersey since the early 1970's, is finally being promoted—guess where—on the

(Continued on Page 7)



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, railroadiana 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: Annual Canal History & Technology Symposium at Lafayette College, Easton, PA, sponsored by National Canal Museum. Topics focus mainly on locks and canals in the eastern U. S. and Canada. Registration begins at 8 AM with first session at 9 AM. Registration fee \$65 per person, which includes continental breakfast, buffet lunch, symposium and copy of proceedings. Send application to: National Canal Museum, 30 Centre Square, Easton, PA 18042-7743. For information, telephone 610-559-6618.

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. Railroadiana, movies, model railroad items, workshops, food and door prizes will be featured. Donation: \$5 adults, children free. For information, telephone 717-732-3867.

MARCH 19: "The Newtown Railroad Revisited", presentation by Richard N. Mansley at meeting of the Newtown Historic Association, 8:00 PM at the Court Inn, Court Street and Centre Avenue, Newtown, PA. Program will feature architectural and civil engineering drawings from 2nd & Erie in Philadelphia to Newtown, including two connecting branches, in chronological order from 1876 to 1976. For further information, call 215-968-3914 or visit website www.newtownhistoric.org.

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).

APRIL 19: Slide lecture "Furnaces, Coal Breakers & Factories" in the Pennsylvania and New Jersey area, by Henry

Schmidt, photographer and retired Muhlenberg College professor, at National Canal Museum, 30 Centre Square, Easton, PA, starting at 7:30 PM. Admission free. For information, telephone 610-559-6613.

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.

MAY 18: Grand opening of new front entrance at Railroad Museum of Pennsylvania, Strasburg. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.railroadmuseumpa.org).

MAY 19 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.

MAY 20: Centennial charter on SEPTA's Norristown High Speed Line to commemorate the 100th anniversary of the Philadelphia & Western Railway's first run on May 22, 1907, sponsored by Rockhill Trolley Museum. Special two-car N5 train leaves 69th Street Terminal at 9:45 AM, returning about 1:30 PM. Several round-trips to Norristown will be made, including runbys and photo stops. Fares: \$35 adults, \$20 children (12 and under). Order tickets from: Railways to Yesterday, Inc., P. O. Box 1601, Allentown, PA 18105-1601. Tickets will be held for pickup at the terminal. For information, telephone Gerhard Salomon at 610-965-9028.

PHILADELPHIA EXPRESS

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Tropicana juice cartons. Some of the half-gallon cartons carry a drawing and a brief history of the train, which began in the Penn Central days and now is operated almost daily by CSX from origin to destination.....On December 12, 2006, the historic Cumberland Valley Railroad locomotive *Pioneer* was moved from a storage site at the former Bethlehem Steel plant in Bethlehem to a new climate-controlled facility near the Lehigh Valley Airport. The 1851-vintage 2-2-2 was used for display purposes by the Pennsy until it was donated to the Smithsonian Institution in 1961. In 1999 it was turned over to the Smithsonian affiliated National Museum of Industrial History (*Railfan & Railroad*)..... Here's one for the books. We recently came across a CONRAIL incident report from April 1986 at Marion, OH, in which westbound intermodal train TV-3M struck a trespasser who had set up his camera tripod in the gauge to take pictures of the oncoming train. He jumped out of the way at the last moment, sustaining only a broken arm and lacerations, and was taken to a hospital where he was cited by police. He told the arresting officer that he thought the train should have stopped for him!

Note to readers: This column is being filed earlier than usual so that the writer can take a "vacation" trip to Florida - F.G.T.

The Leiper Railway – The First Permanent Railroad in the United States?

Chapter Member Edward K. Morlok, retired University of Pennsylvania professor from Swarthmore, has extensively studied the Leiper Railway along Crum Creek in Ridley Township. Excerpts from a 2005 article by Mr. Morlok are below.

The Leiper Railway was built in 1809-10 to connect a quarry and stone mill owned by Thomas Leiper in Nether Providence Township (just south of Swarthmore) to Ridley Creek in Chester, PA. Originally, Leiper had wanted to build a canal between the two points, but the Commonwealth of Pennsylvania denied that request, based on objection from another mill owner who stated that this would interfere with his use of the creek's water for power. Instead, Leiper had a rail line constructed, with wooden tracks. Single-car trains, with flanged iron wheels, were pulled by horses. The line, 0.75 miles long, was built under the direction of John Thomson, a land surveyor, and Reading Howell, a mapmaker who assumed the role of project engineer.

Construction began in 1809 and the line was in service in 1810. The other usual contender for the first railroad in the United States opened on October 7, 1826, to haul granite for Bunker Hill Monument in the Charlestown section of Boston, from quarries in Quincy to a wharf on the Neponset River. There were two other lines built which pre-dated Leiper's Railway, but each was a temporary line, whereas his line was considered to be permanent. Leiper's railway lasted less than two decades; in 1827 the Commonwealth of Pennsylvania finally granted permission to build a canal. Thomas Leiper died in 1825, and his son, George, replaced the railway with a canal, which opened in 1828.

The canal was short-lived, and in 1852 George C. Leiper built a railway as a replacement for the canal. The second Leiper railway was longer, extending along Crum Creek for some 2.6 miles, almost reaching the Delaware River. The line was intersected by the Philadelphia, Wilmington & Baltimore Railroad's original New York-Washington line, and the crossing may have been at grade. When the "Darby Improvement" line of the PW&B (later PRR) was opened in 1873, this line was bridged over the Leiper line.

In 1886, the Baltimore & Philadelphia Railroad, a Baltimore & Ohio subsidiary, completed its new line between Baltimore and Philadelphia, crossing over the Leiper line and adjacent Crum Creek on a bridge. In 1887, the B&O purchased the Leiper line and it became B&O's Crum Creek Branch. There were two connections to the B&O line, one leading to the southern segment toward the Delaware River and the other on the northern end, to serve the quarry. With the B&O takeover, steam locomotives replaced horses as the power for the trains. Thus, the second Leiper railway became a common carrier, capable of hauling freight of any customer to and from any point in North America that was served by a standard gauge railroad.

An 1893 map shows that the Leiper line had been extended across Crum Creek for about a mile into the Borough of Eddystone to directly connect with the Philadelphia & Reading's Chester Branch. Much traffic, including passenger trains, passed over the southern section of the Crum Creek Branch, which connected directly to the sprawling Baldwin Locomotive Works, developed in Eddystone beginning in 1906. Passenger service was provided between Philadelphia and the Baldwin plant during and after World War I.

In addition to Baldwin, the southern end of the line served some shippers from team tracks, as well as one private siding for a barrel-making factory. The northern section of the line appears to have served only the quarries.

The rails on the section of the B&O's Crum Creek Branch to the Leiper quarry were removed in 1943 to provide steel for the World War II effort. By this time, trucks had replaced rail for transporting the quarry's products. The original sale of the line to the B&O, it is interesting to note, had a proviso that the B&O had to be ready to provide service whenever desired by the quarry owners. As a result, when the line was officially abandoned, special permission had to be obtained from Leiper family.

The section of the Branch south of the B&O main line remained in service for many years, with the original connection to the RDG Chester Branch truncated and a new connection made closer to Crum Creek. Thus, B&O was able to directly serve the Baldwin Locomotive Works and also directly connect to the Reading's Chester Branch. Baldwin finally succumbed in 1956, and the southern portion of the Leiper line was abandoned.

Thomas Leiper came to America in 1763 from Scotland. He was a prominent Philadelphia merchant at the time of the Revolution, and saw action at Trenton, Princeton, Brandywine, Germantown and Monmouth. In 1785 Leiper built a country home called "Avondale" on the bank of Crum Creek in Nether Providence Township. The area north of Crum Lynne was known at one time as Leiperville.

The Thomas Leiper House, at 521 Avondale Road in Wallingford, PA, is open to the public for guided tours every Saturday and Sunday from May to September. The house is maintained by the Friends of the Thomas Leiper House and Nether Providence Township and contains many documents including a number on the Leiper railway. The phone number is 610-566-6365.

Professor Morlok is continuing with his research on this line, and since writing the 2005 article has discovered that the B&O originally planned to extend the line beyond the quarries to Media. In the late 1930's, recognizing the line's historical significance, our own NRHS chapter led an effort to turn the northern section of the line over to a non-profit organization for preservation and perhaps operation, with the full support of the B&O. The outbreak of World War II ended this effort. Philadelphia Chapter member Joseph M. Mannix provided Ed valuable information on this phase of the Leiper history, and Ed is now preparing an updated article.

Ed is looking for additional information (including photographs) on the Leiper Railway. He may be contacted at 215 Cornell Avenue, Swarthmore, PA 19081-1933, (610-328-1472) or by E-mail to morlok@seas.upenn.edu. His original article appears at http://www.seas.upenn.edu/~morlok/morlokpage/transp_data.html#First%20Railroad. If you would like a copy and cannot download it, call Ed and he will provide one.

Editor's Note: This subject was first brought to our attention by a couple of paragraphs in Tampa Bay Chapter, NRHS's newsletter on early railways. Further research indicates articles by Philadelphia Chapter, NRHS Member Paul J. Schieck appeared in the NRHS Bulletin, Volume 11, Number 3, Pages 24-25 (1946). In addition, an article by Lawrence W. Sagle appeared on Pages 30-34 of the February, 1943 issue of Trains Magazine. Sagle was a well-known B&O public relations official for many years. -RLEjr

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).

On March 8, 1937, the Governor was established as an early morning train on the PRR from Philadelphia to Harrisburg, on a one-hour, 58-minute schedule. Seventy years later, Amtrak's Train #607 leaves 30th Street at 7:25 AM and makes the run in one-hour, 30-minutes (PRR Info and Amtrak timetable).....The fabulous GG1 electric locomotive was easily capable of routinely hauling heavy passenger trains of as much as 1500 tons on extremely fast schedules on the Pennsylvania Railroad. The speediest trains, such as the Congressionals were carded over the 226-mile route between New York and Washington in 215 minutes. Many of the hourly expresses boasted consists of 18 cars, including a diner and four parlor cars. The other hourly Clockers covered the 91-mile New York-Philadelphia route in 95 minutes and some of these trains duplicated the length of the Washington trains, but with as many as six parlor cars! (Bert Pennypacker).....Speaking of Washington, a real estate company has just purchased an 84-year ground lease of Amtrak's Washington, DC Union Station. It is perhaps the best retail center in the United States, with sales of \$700-800 per square foot – more than twice the national average for shopping malls. The Beaux-Arts station was opened in 1907 at a cost of \$125 million was the major access point to Washington for over a half-century. Washington Metro, MARC, Virginia Railway Express and Amtrak all serve the station (*Wall Street Journal*).

used. The reconstruction effort has been going on for over 15 years and the line only needs rehabilitation, not construction. "It's high time to stop playing around and get this project done." (N. H. Ressler, Penn-Jersey Rail Coalition).

**Short Line/Regional Railroad Snapshot
2006**

(Freight railroads generally less than 350 miles long and less than \$40 million in annual revenue)

- Pennsylvania – has the most lines (55)
- New Hampshire, Rhode Island and Vermont – served only by regionals and shortlines
- Largest Commodity – coal (20% of all shipments)
- Miles of Line – 42,750
- Miles (1980) – about 8,000
- Employment – 12,463
- Total Revenue -- \$2.99 billion

SOURCE: Wall Street Journal (from American Short Line and Regional Railroad Association)

What are they worth?? At a recent Ted Maurer auction, PRR builder's plates sold as follows: L1s 2-10-0 (\$500); H9s 2-8-0 (\$850); J1a 2-10-4 (\$1,150), and a Keystone number plate from J1a #6460 sold for \$3,100. Wow! (*New Jersey Transportation Heritage*).....We recently published a list of railroad nicknames or monikers where the railroad served its namesake, i.e., Monon—Monon, IN; Reading—Reading, PA. One of our sharp regular readers advises that we missed four classics and is he right! They are Bessemer (& Lake Erie)—Bessemer, PA; Quanah Route—Quanah, TX; Frisco—Frisco, TX and Wabash—Wabash, IN (John Pawson).....Yes, there still remain railroad families. Lester "Spot" Doster went to work for the Nickel Plate Road in 1944. His son Donald "Duck" Doster worked NKP/N&W until he retired. Don's son Frank Doster is a locomotive engineer for NS and his son Jordan is currently a student conductor for NS (*NS Newsbreak*).

A Look at
New York-Atlantic City Rail Service
(Past and Proposed)

Railroad -	CNI/PRSL	PRR/PRSL	NI Transit
Year -	1935	1935	Late 2007
Funding -	Private	Private	Public/private
Train -	<i>Blue Comet</i>	<i>Nellie Bly</i>	Upscale
Operation -	Daily	Daily	Weekends beg.
Food Service	Full diner	buffet/table	Counter (?)
Coach	Yes	Yes	Bi-level
First Class	Full-lounge	Parlor	?
	Obs. (free)		
Run Time	3 hours	3 hours	2 hours, 30 min.

SOURCE: Camden Courier-Post, Official Railway Guide

"Americans have not always embraced public transit. We had people carrying signs saying "Light Rail kills babies", recalls John English, head of the Utah Transit Authority, which has about 20 miles of line around Salt Lake City. LRV proponents were likened to communists. Now, the Salt Lake system has almost too many riders, recently up 39 percent! (*The Economist*).....Here is the average age of passenger vehicle by mode and years for 2006: commuter rail, 18.2; subway, 21.6; LRV, 16.7; trolley coach, 8.9; and long distance rail, 34.1 (*Metro Magazine*).....As Rome begins work on a new 15.5-mile subway, earth moving equipment sits idle while teams of Italian archaeologists with tiny spades sift through the dirt. More than 17.5 million cubic feet is being removed by hand to unearth ruins of the past. Breaking ground in Rome wasn't always this difficult. When the first Metro was built in the 1930's, Dictator Benito Mussolini refused to let history impede his master plan to create a "Modern Roman Empire" and truckloads of dirt and artifacts were carted off to the dump. Work did not even stop when diggers clipped off a corner of the foundation of the Colosseum! (*Wall Street Journal*).

On March 29, 1957 (50 years ago), New York, Ontario & Western Railway ceased all operations. It was the largest railroad (541 route-miles) to that date to have been abandoned (*Time Line*).....Thirty of the new passenger cars for Philadelphia's just-built Broad Street Subway have been received from the J. G. Brill Company. These cars are turned out in groups of five and delivered by the Baltimore & Ohio Railroad to the Reading at Park Junction, from which point they are moved to Tabor and the new subway terminal there for storage. These cars travel on their own wheels. (1927 *Reading Railroad Magazine* via the *Bee Line*).....Restoring service on the Lackawanna Cutoff – it took three years to plan and engineer the Cutoff (1905-1908) and three more years to build (1908-1911) with the first train operating on Christmas Eve, 1911. This was accomplished without laser surveying or computers. Steam shovels and lots of labor were

East Broad Top hoppers have been busy in Colorado and New Mexico. Three EBT cars sold to the Cumbres & Toltec Scenic

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

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(CATS) were used to spread ballast during the 2006 work season. The familiar "acorn" herald of EBT has been replaced with the historic D&RGW "toilet seat" emblem (*Timber Transfer*).....The new small railroad called the Mount Union Connecting recently handled its first revenue carload of freight. NS delivered a boxcar of pallets, which is expected to become a monthly event. What makes the tiny line interesting is that its dinky Plymouth diesel shares the old dual-gauge enginehouse with EBT historic standard gauge 0-6-0 #3 (*Timber Transfer*).....In the 170-plus years of American railroading, the names of only three major carriers have failed to identify their intended or actual geography. They are Pere Marquette (Explorer and Jesuit priest), Conrail and CSX. PM, of course, went into CSX predecessor Chesapeake & Ohio in 1947. CR was carved up by NS and CSX in 1999. Any other suggestions?

Stanford White, a man about town, important architect and one of the founders of the influential architectural firm of McKim, Mead & White (remember New York's Penn Station?) should have stayed at the drawing board; he was shot and killed by Harry Thaw, the husband of White's girlfriend, Evelyn Nesbit (R. Widenhoeft).....Regarding the New York & Atlantic Railway: "Two screaming 120-ton diesel locomotives were towing a string of sooty boxcars from Queens out to eastern Long Island. Well-dressed commuters looked up from their newspapers and coffee and stared as the smoky train roared by and transferred the suburban station into Tumbleweed Junction (*New York Times*).....Thirteen-year-old Ari Kraft was trespassing and painting graffiti on the Long Island Rail Road in Queens, NY. He was struck and killed by a commuter train. Friends said he often created large murals under the tag name "Corporal". Not any more! (Associated Press/Internet).

Friends of Philadelphia Trolleys Sets SEPTA PCC-II, PCC 2194 Charter on April 15

In a notice received too late for inclusion in the March *Extra List* in this issue of *Cinders*, Friends of Philadelphia Trolleys has announced a charter trip on Sunday, April 15, 2007, using a rebuilt PCC-II car as well as PCC Line Car #2194, the last remaining operating PCC car on the SEPTA system. Both cars will depart from Elmwood depot at 11:00 AM sharp, and are scheduled to return about 3:00 PM.

Tickets for the April 15 charter are \$40.00 each. Seat reservations may be obtained by sending remittance, payable to Friends of Philadelphia Trolleys, Inc., to: Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843. Additional information may be obtained by E-mailing had2709@aol.com. All proceeds go toward support of Philadelphia cars in several museums.

If response warrants, a third car may be added to the charter, and it would be a Kawasaki car, which this year mark 25 years of service on SEPTA's light rail lines.

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