

CINDERS

APRIL 2009



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Volume 70

Number 4

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

If your Cinders Arrives in Bad Condition
 If your *Cinders* arrives damaged, contact Editor Larry Eastwood at 215-947-5769 or reastwood2@comcast.net and a replacement copy will be promptly sent to you.

Notice of Annual Meeting & Election

Notice is hereby given of election of Chapter officers for the year 2009-2010, to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday evening, April 17, 2009, at the Faculty Club, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA 19107, beginning at 7:30 PM.

MEETING NOTICE

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 20 or April 17 meeting, or by placing your name in nomination by writing, before April 1, 2008 to: Mr. C. Bruce Irvin, Chairman, Nominating Committee, Philadelphia Chapter NRHS, 116 Linden Drive, New Holland, PA 17557-9490.

The Chapter's officers encourage the active participation of our members in its operations and management.

FRIDAY EVENING, APRIL 17, 2009
 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.*)

On Friday evening, April 17, 2009, after everyone has hopefully filed their tax returns, National Director Larry Eastwood will again dig into his slide archives for a narrated slide program entitled *New England in the 1970's and 1980's*. Enjoy vintage views from the six New England states: mainline railroads, early Amtrak, short lines and traction. Many of these properties aren't there any more.

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, APRIL 14, 2009 to National Director Larry Eastwood at 215-947-5769.** The menu is Chicken Saltimbucca, mushroom orzo pilaf and sautéed green beans or blackened salmon with a whiskey cream sauce, a pair of potato baskets w/fire roasted vegetables tumbling out are the entrée choices. Tossed garden salad, apple pie with ice cream, rolls and butter and beverages round out the meal. Why not come out for dinner before our meeting. It's an enjoyable full meal, plus informal and interesting conversation, plus it's priced at only \$20.00 per person. Bring a friend, enjoy a leisurely dinner, and introduce them to Philadelphia Chapter, NRHS.

Looking forward to our meeting on Friday evening, May 15, 2009, we anticipate a program on the suburban service of the Pennsylvania Railroad (and maybe Penn Central) in our area, presented by President Frank Tatnall.

Chapter Selects 2009 RailCamper

Philadelphia Chapter's officers have named Alexander M. Ricci, 15, of Warminster, Bucks County to attend the NRHS RailCamp at Steamtown in Scranton, PA from July 5-11, 2009. Alex Was interviewed by National Director (and former RailCamp Director) Larry Eastwood at his home in early March.

Alex is an honor student with a number of years of perfect attendance at William Tennent High School in Warminster. He was recommended to Chapter officers by longtime Member Samuel L. James. Our later Chapter Member Donald Kehl, of California, had known Alex family, and after his passing, his sister contacted Sam to inform him of Alex's interest.

RailCamp will have two sessions in 2009, the first at Steamtown in July, and the second at the Nevada Northern Railway Museum in Ely, Nevada from July 26 to August 1. In addition, demand warranting, there will be two Adult RailCamps sponsored by NRHS, both at the Nevada Northern, from June 8-14 and September 14-20.

The Chapter wishes Alex much success at RailCamp, and we'll look forward to a report from him at a meeting this Fall.

**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: \$50.00 per person, which includes Chapter and National dues. Chapter-only dues \$17.00 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.

Reading Tech “Bee Line Festival” Set for Hamburg, PA May 9

The Reading Company Technical & Historical Society will hold its second “Bee Line Festival” at its Reading Railroad Heritage Museum, 500 S. Third Street in Hamburg, Pennsylvania on Saturday, May 9. The day promises exhibits, lecture presentations, plus a wide variety of community-oriented events. RCT&HS has been given permission, as well, to operate some short (40-minute) rail rides (optional cost).

The Festival runs from 10 AM to 5 PM. General Admission is \$10.00 for adults, \$5.00 children 3-12, children 2 and under free, and \$25.00 maximum per family. Train ride tickets are \$5.00 adult, \$1.00 children 3-12 and children under 2 are free. General Admission is required for purchase tickets for the optional train ride.

Attendees will find an operating HO scale layout, trainmasters’ office talk, Lebanon Valley console demonstration, hands-on computer locomotive simulator, and a video entitled *How the Reading Shaped Communities in Southeastern Pennsylvania*, all in the Exhibit Hall.

Theater Room Presentations will be:

10-11 AM – Operation Lifesaver
11 AM-12 Noon – Charlie Adams Ghost Stories
12 Noon-1 PM—The Reading’s Newtown Line
1-2 PM – Norfolk Southern Corridor Initiatives
with Rudy Husband of NS
2-3 PM – Video – Conductor Emeritus Bob Linden
Interview
3-4:30 PM – Reading retiree round table

There will also be numerous outdoor Festival events, food vendors, a Hamburg Fire Company fire engine display, locomotive displays, caboose tours and numerous activities for the younger attendees.

Additional information regarding the 2009 Bee Line Festival may be obtained by visiting www.readingrailroad.org or by calling the Museum at 610-562-5513.

Chapter Acquires Vintage Trolley Trip Negatives

Chapter Editor Larry Eastwood has acquired for the Chapter several 120-size negatives of a 1947 Philadelphia Chapter trolley excursion using a Birney car. The trip covered parts of Routes 59 and 75 and most of the views were taken on Bustleton Avenue near Lott Street in the Northeast.

We need to get prints made from these negatives, and if any member has that capability, please contact Editor Eastwood at 215-947-5769 or by E-mail to reastwood2@comcast.net.

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

The Cass Scenic Railway in West Virginia has received its first diesel locomotive, which arrived in late 2008 from Toledo, OH. Don’t worry, there’s no trend here to dieselization, as the GE 44-tonner will only be used to save precious flue time on the steamers; at present one engine has to be kept in service (under steam) all winter for switching duties (*Interchange*).....There is an EMD SW1 diesel switcher located at the Vulcan Materials Quarry south of Manassas, VA on Norfolk Southern. The little unit, without a number, was built in 1940 and according to quarry employees, was working until 2002. Some people have an effort underway to relocate the unit to a Greenville, SC shop for restoration. Roy’s question is “How many diesels have worked for 62 years?” (*High Green*).....The developers of Riverside Park South in New York City have a locomotive for display as a reminder that the property was once the New York Central’s important 60th Street freight yard on the west side of Manhattan. The playground attraction is (faux) NYC 8625, an Alco S1 built in 1946 as Erie Railroad #307; subsequently, the unit went to Brooklyn Eastern District Terminal (#25), later New York Cross Harbor (#25) until its recent cosmetic makeover (New Jersey Transport Heritage).....Continuing on with some New York City items, the last steam passenger operation on the Pennsylvania Railroad was on the New York & Long Branch on November 4, 1957. In the morning rush, PRR K4s Pacifics #612 and 830 hauled passenger trains from Bay Head to South Amboy. Later in the day, the two steamers were deadheaded to Camden, NJ, where the fires were dropped. Seven days later, K4s #5351 would run a short train from Pemberton to Camden. The tender was chalked “Last steam today – diesel tonight!” (Don Wood)

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



SEPTA TRANSIT

Just days before a possible strike on the City Transit Division, SEPTA and Transport Workers Union Local 234 agreed to extend contract negotiations beyond the March 15 deadline. No new deadline was announced. Reportedly, the parties are far apart on the issues, but the 4,700 operators and mechanics represented by Local 234 will continue to work under terms of the existing contract. A strike would inconvenience more than 900,000 daily SEPTA riders, some of whom would try to squeeze onto already-crowded Regional Rail trains. One of the major issues, aside from wage increases, is SEPTA's plan to contract out much of the construction to be paid for by \$191 million in Federal stimulus funds (see below), rather than using its own employees to do the work. SEPTA has budgeted for a three-percent annual wage hike but the union is said to be seeking six percent increases each year in addition to higher pension payments. The aim is to settle on a four-year contract period, a year longer than in previous contracts. The last agreement came only after a seven-day strike in the fall of 2005.

SEPTA will receive \$191 million out of the \$8.4 billion set aside for transit projects in the huge Federal stimulus package approved in February (see March *Cinders*). General Manager Joseph Casey said that the funds would create some 5,600 jobs in the construction and materials fields, which he called the "true spirit" of the American Recovery & Reinvestment Act (ARRA). "It is a use-it-or-lose-it opportunity," he said. In addition, the Delaware Valley Regional Planning Commission approved \$257.8 million in ARRA funding for highway construction and repair in southeastern Pennsylvania and \$12 million for PATCO. Only about six percent of the \$787 billion ARRA package is intended for transportation projects nationwide.

A total of 27 SEPTA projects will be funded by the stimulus program, which are treated as additions to the current fiscal year budget. Among the expenditures are \$36.7 million for refurbishing the Girard Avenue and Spring Garden subway stations, \$44 million for improvements to the Routes 101 and 102 trolley lines, \$18.7 million for 40 additional hybrid buses, \$4.2 million to fix the malfunctioning train control system in the subway-surface trolley tunnel, more than \$40 million for station improvements on the Regional Rail system and \$6.1 million to stabilize the rock walls in the Gwynedd cut on the R5 Lansdale-Doylestown line (a onetime tunnel that was daylighted in the early 1930's). The collision-avoidance system in the subway-surface tunnel will get new hardware and software, as well as new speedometers in the cars, in an effort to cure the frequent rush-hour delays caused by the CBTC system which has cost more than \$25 million and been a decade in development (see January *Cinders*). Under Federal guidelines, at least 50 percent of the funds for each project must be obligated within six months. SEPTA originally had requested \$478 million in stimulus assistance.

The Federal stimulus package also includes a goodie for mass transit users. Commuters who take advantage of programs such as TransitChek to buy their tickets will receive an additional \$110 tax-free benefit, to \$230 a month, through employer-sponsored programs.....As part of its "Go green, Go SEPTA" campaign, SEPTA has decked out one of its new diesel-electric buses in an all-green wrap with the legend "1 clean green hybrid machine." It also purchased a full-page ad on the back of the official Philadelphia Flower Show program which shows a hybrid bus under the title "Tree Hugger," with the message that "Riding SEPTA helps cut greenhouse gas emissions and acid rain by 50%." SEPTA also had a booth at the show.....SEPTA offered basketball fans a special "NCAA Championship Pass" for the first and second-round games in the "March Madness" tournament at the Wachovia Center March 19 and 21. The \$9 one-day passes were accepted for unlimited travel on all SEPTA modes. SEPTA also provided extra service on the Broad Street subway before and after the games, two of which featured the Villanova University Wildcats.

SEPTA will create a new one-day "Independence Pass" good for unlimited rides on all SEPTA lines as well as on center-city Phlash buses. The pass will be available in late April at a cost of \$10 for individuals and \$25 for families. It will not be valid until the end of the morning rush at 9:30 AM. Under a new agreement with the Center City District, SEPTA TransPasses and TrailPasses also will be good on Phlash buses, which operate between May 1 and October 31. Phlash service will be extended to the Zoo and to the Please Touch Museum in Fairmount Park. The *Inquirer* quoted Paul Levy, president of the CCD, as saying the new pass "is a great idea that shows SEPTA is willing to try new ideas, and that's a real change from the past." The Independence Pass is an improvement over the existing one-day Convenience Pass, which costs \$6 but is limited to eight trips and is not valid on Regional Rail.....Mayor Nutter has appointed two new members to the SEPTA board. They are Rina Cutler, deputy mayor for transportation & utilities, and Beverly Coleman, executive director of Neighborhoods Now. They replace City Members Jettie Newkirk and Christian DiCicco.

The sagging economy last year reduced automobile travel in the U.S. by 3.6 percent compared with 2007. Transit usage, meanwhile, shot up by four percent, to 10.7 billion trips, the highest level in 52 years. SEPTA enjoyed a 5.4-percent increase in ridership in 2008, NJ TRANSIT 4.5 percent and PATCO 9.9 percent. The trend toward less driving continued into January 2009, with vehicle miles down 3.1 percent nationwide and by 4.5 percent in Pennsylvania. "Gas prices are low now," a spokesman for AAA Mid-Atlantic told the *Inquirer*, "but some people changed their behavior when it hit \$4 last July. As long as the recession is around there won't be a return to the 2006-2007 [driving] levels." The reduction in driving, of course, also results in a decrease in gas tax revenues collected by the states and by the Federal government. Meanwhile, the growth in transit ridership stalled in January and February, no doubt due to the struggling economy and the rise in unemployment. (Continued on Page 4)

PHILADELPHIA EXPRESS

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On March 12, the 20th anniversary of his death, a memorial service was held at 69th Street Terminal for slain SEPTA Police Sergeant Thomas F. Sewell. Sewell, 31, was stabbed to death by a prowler near the terminal on March 12, 1989, but not before he shot and killed his attacker. He is the only SEPTA police officer to die in the line of duty.....The Center City District is working on a plan to make over the sterile Dilworth Plaza on the west side of City Hall. A glass headhouse will be in the center of a new park-like space, which will be developed over the next several years in connection with SEPTA's \$100-million upgrade of the dismal City Hall station on the Broad Street subway and the grimy 15th Street station on the Market-Frankford Line.....SEPTA has scheduled public hearings on its proposed \$418-million capital budget for Fiscal Year 2010, as well as the FY 2010-2021 capital program. The hearings will begin at 11 AM and 5 PM on Tuesday, April 21, at SEPTA headquarters, 1234 Market Street. The FY 2009 capital budget totals \$367.7 million, excluding the stimulus funds. The FY 2010 operating budget of \$1.13 billion will be the subject of public hearings in all five counties in the region April 14-17. The Philadelphia hearing will begin at 11 AM on Wednesday, April 15, at SEPTA headquarters.

SEPTA this year will install a new computerized traffic control system at ten street crossings on the Route 101 Media trolley line, funded with \$12.3 million from the ARRA stimulus program. The present gate-and-flasher system has been causing long traffic backups in the Springfield area during rush hours, along with loud complaints from motorists (see March *Cinders*).....SEPTA last month extended the deadline for bids on its planned "smart card" fare collection system from March 17 until sometime in May (see November, December *Cinders*). This delay makes it unlikely that a contract can be awarded before September, and the system will not be up and running for several more years.....During the week of March 22 shuttle buses were substituted for Route 36 trolleys between Eastwick and 40th Street, due to emergency water main work.....A teenager was struck and killed around Noon on Wednesday, March 4, by a southbound Broad Street subway train at the Susquehanna-Dauphin station. Service on the line was disrupted for nearly three hours. KYW Newsradio reported that the 16-year-old boy jumped in front of the train.



SEPTA REGIONAL RAIL

The more than year-long "K" interlocking project west of 30th Street Station is nearly complete, but transferring control from AMTRAK's "Zoo" tower to SEPTA's Operations Center is on hold for the time being. The cutover originally was scheduled for last month. The "K" project includes the installation of 13 new switches and electric switch machines, new crossovers, 32,000 feet of welded rail, 4,300 new wood ties, new signals and retaining

walls. SEPTA is leasing the property from Amtrak for a 50-year period, and will assume all maintenance responsibility for this territory which is used only by SEPTA trains.

SEPTA will take a major step forward in customer relations when it extends the "QuietRide" concept to most rush-hour trains, effective April 6. All trains of three cars or more during morning and evening peak periods will have the first car designated as a "quiet car," in which cell phones and other noise-producing devices are off limits, along with loud conversations or other disturbances to peace and tranquility. The trial run for quiet cars on R5 Lansdale-Doylestown express trains which began in January has met with overwhelming approval from passengers, and appears to be largely self-policing. SEPTA crews will place "QuietRide" decals on trains and posters in stations, announcing the new program. Enforcement will be left largely to other passengers, but when offenders persist a conductor will hand them cards that read: "SHHHHH—You're on a QuietRide car."

SEPTA's new switcher locomotive, #70, was received from National Railway Equipment on March 5. The 1,400-hp "genset" unit was delivered by CSX at Lansdale, after a journey from the NRE plant at Mount Vernon, IL (see January *Cinders*). The new unit, painted in standard SEPTA blue paint with yellow lettering, will supplement RL1's #60 and 61, rebuilt BL15's #50 and 51 and SW1200 #52. The price was \$1.4 million.....SEPTA operated non-stop express trains between Trenton and Market East for Flower Show patrons on March 1, 7 and 8. The trains ran with push-pull sets, but on at least two occasions delays were reported. On Sunday the 8th inbound extra #9750 broke down at 30th Street when AEM-7 #2302 could not take power. Passengers were transferred to #2830 to reach Market East. Heavy passenger loadings delayed several other trains during the weeklong Flower Show period.

SEPTA will reissue timetables for several Regional Rail lines effective April 19, concurrent with changes on AMTRAK and NJ TRANSIT. The timetables to be reissued are for the R1 Airport, R2 Warminster, R5 Paoli-Thorndale, R6 Norristown and R7 Trenton-Chestnut Hill East Lines. The next schedule change will be in June.....AMTRAK plans to install new welded rail on the #1 and 4 tracks of the Harrisburg mainline between Whitford and Downingtown stations over five weekend periods starting April 18-19. SEPTA will provide bus service on Saturdays to and from stations west of Malvern, although certain early-morning and late-evening trains will run throughReplacement of the Mainline bridge over Tacony Creek south of Jenkintown station will require bus substitution between Fern Rock and Jenkintown on the weekends of April 25-26 and May 2-3Construction of the new South Street highway bridge forced a change of boarding locations at the adjacent University City station over the weekends of March 28-29 and April 4-5.

A local citizens group is protesting SEPTA's proposed high-rise parking garage at Jenkintown station (see February *Cinders*). The group contends that five levels are too much for the area and that increased traffic will be a problem. The \$49-million structure is to be completed in 2011.....Stations to be upgraded with Federal stimulus funds (see above) include R8 Fox Chase, where a new station will be built for \$4.9 million; R7 Croydon to be rebuilt and expanded at a cost of \$18 million; R5 Malvern, where \$12.4 million is intended for station improvements and a new pedestrian tunnel; \$3.5 million for renovations to seven stations on the R8 Chestnut Hill West Line; and major work on the

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PHILADELPHIA EXPRESS

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R3 Philmont and Langhorne stationsIt seems that every month we find ourselves reporting another trespasser fatality on railroads in the Philadelphia area. March was no exception as late-night R1 train #0176 struck and killed a trespasser on the Mainline just north of Jenkintown station around 1 AM. The seven passengers on board were headed for Glenside.

Reliability problems continue to plague SEPTA's push-pull fleet, due in large part to the fact that its seven AEM-7 electric locomotives have not had a major overhaul since they were delivered 22 years ago. This is an extraordinarily long period without overhaul, but unfortunately SEPTA's critical equipment shortage will not allow the release of any push-pull sets at least until 2011, when new Silverliner V MU's are in service. On Friday morning, February 20, R5 push-pull train #5526 had to be annulled because AEM-7 #2303 became disabled at Downingtown while deadheading west to its starting point at Thorndale. This is the **Great Valley Flyer** which normally runs express from Paoli. Following train #9534 also was annulled when its deadhead move D5009 had to be used to shove #5526 in the clear at Thorndale. D5009 then ran as a passenger extra following push-pull #9538 out of Thorndale which had been instructed to run express from Paoli. That same morning, R7 push-pull express #5724 could not operate out of Trenton and had five Silverliners sub for the normally seven-car Bombardier set.

Problems continued last month for push-pull train passengers. On Monday, March 2, R7 Trenton express #5745 had problems with AEM-7 #2305 which restricted its top speed on the Northeast Corridor to 45 mph. That same afternoon express #5251 to Newark, DE, was cancelled because the crew could not raise the pantographs on AEM-7 #2307, and its turn from Newark, #9254, also had to be annulled. The next morning R7 train #5724, which turned from #5745 at Trenton, was 44 minutes late into Philadelphia because power on the AEM-7 had to be reset after each stop. That afternoon the same push-pull set was to operate as #5571 to Thorndale but was annulled when AEM-7 #2305 would not take power. Then, at 7 AM on Wednesday, March 4, ALP-44 locomotive #2308 hauling R3 train #6321 **Neshaminy Limited** shut down at Yardley, but was restarted and ran express into town from Somerton. That afternoon AEM-7 #2305 failed at Paoli while running deadhead from Frazer shop to center city for R5 train #5571, and had to be returned to Frazer. On Wednesday, March 18, R2 push-pull express #5212 from Newark, DE, stalled at University City station due to a head-end-power problem in AEM-7 #2301. The train got moving again after a 17-minute delay.

The five-to-eight-inch snowfall on Monday, March 2, caused delays to more than 140 Regional Rail trains on all lines, ranging up to 30 minutes. Four R5 locals out of Bryn Mawr were annulled due to various switch and signal problems as AMTRAK declared its "Snow Plan B." During the morning rush on Monday, February 23, a switch failure at "Newtown Junction" interlocking in North Philadelphia delayed two dozen trains, one of them (West Trenton-bound #330) for nearly an hour. A broken rail on #4 track west of Paoli on Amtrak's Harrisburg line delayed six SEPTA R5 trains and at least four Keystone Service trains during midday on Wednesday, February 25. Just before 6 AM on Tuesday, March 3, R2 train #4107 struck an automobile at the Susquehanna Road crossing in Roslyn, sending the car into the yard of a nearby house. No passengers were injured but the careless woman driver was sent

to a hospital. The three-car set of Silverliner IV's then ran express to center city but was annulled from there to the Airport. Dark signals at "Carmel South" interlocking in Glenside on the morning of the 4th created numerous short delays and at least three annulments. On Saturday morning the 7th an automobile somehow fouled the #1 track on the Northeast Corridor at Sharon Hill station. Northbound R2 train #4606 was forced to reverse back to "Baldwin" interlocking and operate on the #2 inside track, incurring a delay of 46 minutes.

During the first weeks of March Regional Rail passengers suffered through a rash of equipment failures and car shortages, a possible consequence of dealing with a fleet of 35-45-year-old MU cars. There were too many incidents to mention them all, but here is a sampling. Tuesday, March 3, was a particularly bad day. Northbound train #564 with two Silverliner IV cars died at Penllyn that afternoon but the power was reset and it arrived 30 minutes late at Lansdale. The same set running southbound as #4253 stalled at North Wales with no power. Following train #567 coupled to 4253 but the engineer had to operate from the second car. The combined train arrived center city 45 minutes late for 567's passengers, 75 minutes late for those on 4253. During that same afternoon rush train #9149 with two Silverliner IV's bound for the Airport became disabled at "20th Street" interlocking, between Suburban and 30th Street Stations. That train and its turn, #0150, had to be annulled and two other trains were delayed. At about the same time, R8 train #850 was delayed for ten minutes at Carpenter station on the Chestnut Hill West Line when smoke was seen coming from under MU #9008. The train got moving but was held out of the center city tunnel with an equipment swap at 30th Street. Finally, as reported above, R5 push-pull express #5571 had to be annulled that afternoon when AEM-7 #2305 would not take power at Temple U. A service advisory was issued due to delays on most lines and heavy ridership from the Flower Show.

The following day, Wednesday, March 4, also saw numerous equipment breakdowns, as well as switch failures at "Arsenal" and "16th Street Junction." Train delays were caused by equipment problems at Powelton and Roberts Avenue yards, Yardley, Market East, Secane, Temple U, Paoli, Holmesburg and the Neshaminy Line north of Jenkintown. In addition to all this, a disabled track car on the Airport Line delayed R1 train #0101 for 21 minutes. On Friday, March 6, more than a dozen trains were reported short at least one car. The following day at Fern Rock, smoke began issuing from MU #203 on northbound R3 train #4324, forcing passengers to evacuate the car. The defective car was cut off but the train continued to have wheelslip problems, arriving at West Trenton 72 minutes late. On Tuesday afternoon, March 10, R5 train #553 out of Doylestown could not exceed 30 mph. The rear car, Silverliner II #204, was cut off at Wayne Junction, making the train 40 minutes late. Five-car Paoli express #9559 coupled behind it at Temple and ran as an eight-car express to Bryn Mawr, then local to Thorndale.

On Sunday evening March 15 R3 train #4161 was terminated at Somerton station when MU #415 suffered a damaged pantograph. Passengers were transferred to #4165 following and a diesel rescued the disabled train. On Tuesday morning, March 17, the crew of inbound R2 train #0213 reported overriding buffer plates between two of the four cars and had to terminate the train at Glenside. But as it backed into the siding the last car derailed and the first two cars ran deadhead to Powelton yard. Passengers were crammed onto R5 express #4711 from Doylestown, which made a special stop at Glenside. The next morning another R2 train out of

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Warminster, #0211, was briefly delayed when the trailing car of three was found to have something burning underneath. The offending car was cut off at Wayne shop. On Thursday, March 19, equipment malfunctions delayed three trains, R2 #4131 at Willow Grove (terminated at Glenside), the replacement set for #4131 at University City and R7 #738 near North Philadelphia. Early morning R1 train #0102 was delayed for 13 minutes at the Airport due to overriding buffer plates between MU cars #211 and 239.

An automobile ran through a fence on Rochelle Avenue on Sunday, March 15, careened down an embankment and landed on the outbound platform of the R6 Wissahickon station. Fortunately, the accident happened at 2:30 AM, no one was injured and the platform was cleared in time for morning train service. At 5 PM on Wednesday the 18th a suspicious package was found on the southbound platform at Market East Station. At least 15 trains were delayed from three to 30 minutes until police checked the package and released the scene at 5:22. At 7:45 the next morning a bent hanger was found on the catenary over the single track north of "Grove North" interlocking on the R2 Warminster Line. Trains were moved through the area at slow speed until the wire crew reached the scene around 10 AM. Buses were ordered for two trains until repairs were completed an hour later. R3 train #9351 headed to Elwyn clipped the rear of a pickup truck at the Woodland Avenue crossing in Morton. No one was injured but the train had to be annulled, its passengers transferred to following train #9361 on the other track. On Monday morning, March 23, R5 train #4520 bound for Doylestown struck an automobile which had run around the gates at the busy Route 309 crossing in Colmar. No one was hurt but the train was held for 51 minutes and four other trains on the line were delayed.....At 3:25 PM on Thursday, March 26, a Peco electric pole was reported on fire at Church Street in Ambler, with wires down on top of the SEPTA catenary. Overhead power was lost between Jenkintown and Ambler, which fouled up the afternoon rush hour for thousands of Regional Rail passengers. At 4:15 PM power was restored as far as Glenside, allowing R2 Warminster service to resume, but the outage on the Mainline through Ambler did not end until 5:25 PM. Scores of trains were delayed, some for an hour or more, and several R5 trains annulled.



NORTHEAST REGIONAL AMTRAK

In addition to the \$1.3 billion in ARRA stimulus funding (see March Cinders), AMTRAK will receive \$1.49 billion under the omnibus appropriations bill for Fiscal Year 2009 signed into law last month. The latter includes \$655 million for capital projects, \$285 million for debt service and \$550 million for operations, of which \$75 million is for retroactive pay to employees. Another \$90 million is available for Federal Railroad Administration grants to states for rail projects. Vice President Biden last month defended Amtrak against some Congressional critics by saying, "I'm tired of apologizing for help for Amtrak. It is an absolute national treasure and necessity." He said that the Obama Administration strongly supports Amtrak, because "we haven't made the investments we needed to make Amtrak as safe, as reliable, as secure as it can be. That ends now. The funds in the Recovery Act for Amtrak will help create jobs and at the same

time repair and update critical needs in our nation's infrastructure" (NARP).

AMTRAK has put together an ambitious plan to spend the stimulus cash, which by law must be quickly put to use. Some \$78 million will fund the repair of 60 out-of-service Amfleet cars, 20 Superliners and the only Viewliner diner, work which will be carried out at Amtrak's Beech Grove (IN) and Bear (DE) shops. Another \$13 million will be spent to rebuild 15 stored P40 diesel locomotives in the 800-series at Beech Grove. Vice President Biden told the press that the stimulus money would double Amtrak's capital investment program over the next two years, and cut into a maintenance backlog estimated at \$5 billion. Amtrak President Joseph Boardman pointed out that the railroad has suffered from years of deferred and backlogged maintenance, with the result that—in spite of record ridership—the system is held together "with chewing gum and rubber bands." He said the stimulus money would support about 6,000 jobs and that "Amtrak must be ready to provide more service when the economy starts moving again"The \$450 million provided in the stimulus plan for security and safety will fund many improvements, including \$50 million for Positive Train Control as described below.

One critical project which will affect the reliability of Northeast Corridor service will be the rebuilding of the Lamokin electrical substation in the City of Chester. Installation of three new frequency converters at Lamokin will cost \$60 million, according to an announcement by U.S. Senator Arlen Specter, to be paid for out of Federal stimulus funds. The failure of this 1930's-vintage Pennsylvania Railroad facility was identified as playing a key role in the electrical outage which caused a massive shutdown of Corridor service on May 25, 2006, stranding tens of thousands of AMTRAK and commuter rail passengers. Amtrak also is planning to replace 20 miles of its electrical transmission line on the right-of-way of the abandoned PRR branch between Safe Harbor and Atglen, PA, at a cost of \$30 million. The Safe Harbor generating station on the Susquehanna River, operated by PPL Corp., is the second largest supplier of electrical energy for Northeast Corridor operations. It generates the unique 25-hertz AC power required between New York and Washington. The website Amtrak.com will get a \$3.4-million upgrade to make it more user-friendly and provide additional functions.

By far the largest AMTRAK project to be funded by the stimulus package is the \$100-million replacement of the century-old drawbridge over the Niantic River on the Northeast Corridor near East Lyme, CT. Ten other bridges along the corridor will be renewed at a cost of \$65 million. Amtrak also will spend \$50 million to further extend its "ACES" speed enforcement system between New York and Washington, in order to comply with the Federal mandate for installation of Positive Train Control by 2015 (see November, January Cinders). Amtrak will contribute \$20 million to the restoration of the 100-year-old Wilmington (DE) station, including badly-needed waterproofing of the track bed directly above the waiting room.....According to a report in *Railway Age*, AMTRAK President Boardman wants to replace the AEM-7 locomotives which are the backbone of the NEC locomotive fleet, and will seek a Federal loan to do it. Boardman said that the high-speed Acela are ten years old and soon will need refurbishing, and then spoke of a "next-generation" Acela fleet (NARP, *Railway Age*).

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The stimulus law also contains \$8 billion for high-speed rail projects, although it is unclear where or whether AMTRAK will participate. As USA Today reports, "President Obama and leaders in more than 30 states say it's time to embrace trains again—but newer, faster ones that can transport passengers past gridlocked airports and highways on electrified railroads at up to 200 mph." While several states, including California, have ambitious plans for new projects in already-designated high-speed rail corridors, Amtrak could receive some of the funding for improvements along its Northeast Corridor. Obama also has asked Congress to provide an additional \$5 billion for high-speed trains over the next five years (*Trains*, NARP).....The next surface transportation bill, which will replace the present SAFETEA law expiring October 1, will focus heavily on the concept of "livable communities," said Transportation Secretary Ray LaHood. He wants to institute coordinated planning for new communities which are centered around public transportation rather than just highways (NARP).

AMTRAK plans to issue its 2009 spring-summer timetables effective April 20.....AMTRAK will host its second annual National Train Day on Saturday, May 9, intended to let people "discover the Rail Way." One of four special celebrations will be held at 30th Street Station featuring live musical entertainment, a "kids corner," and train exhibits from the past, present and future. Amtrak is even trying to locate former Pullman porters to be honored at the Train Day events. Other major celebrations will be held at New York's Penn Station, Chicago Union Station and Los Angeles Union StationThe president of the Philadelphia Zoo, Vikram Dewan, told the *Inquirer* last month that he eventually would like to turn the Zoo into a "no-parking zone." He wants regular SEPTA bus service and hopes to talk to AMTRAK "about reopening the rail stop that closed in 1942."

Members of the AMTRAK Police Department and security personal joined with members of the British Transport Police to jointly patrol several Northeast Corridor stations last month. Uniformed British Rail officers participated in security operations at the Washington, Baltimore, Philadelphia and New York stations, witnessing techniques used by Amtrak personnel to safeguard travelers. Presumably, Amtrak police officers will visit British stations at some time in the future..... AMTRAK reports that its Acela Expresses and remanufactured electric locomotives have reduced energy consumption on the Northeast Corridor by up to eight percent, through the use of regenerative braking systems which return electric power to the catenary.....AMTRAK employees will get the last installment of the back pay owed them by May 1, under terms of a settlement agreed to early last year. Amtrak so far has paid out \$428 million in retroactive pay going back to 2000, and will soon send out the remaining \$145 million. The money will come both from Congressional appropriations and general funds (*Trains*).

AMTRAK last month announced a new photography policy which bans photographers without tickets from all station platforms. Photography is permitted in so-called "public access areas," defined as areas "open to general public access and occupancy that is not otherwise posted or restricted by posted signs or locking devices." This action follows a formal complaint lodged by a press photographers association and a well-publicized

confrontation with a photographer at New York's Penn Station (see February *Cinders*). NRHS Vice President Walter Zullig, a former railroad general counsel, said "It's been done to enhance their legal position [but] I think it's really a poor way to treat your best friends." He said that the policy was understandable at a place like Penn Station in New York but "they've written this in a way that could apply to Truckee, CA. It's overkill." Zullig said that NRHS would work to change the policy (*Trains*).

AMTRAK had a few service disruptions in our area early last month. Around 8 PM on Tuesday, March 3, a westbound Amtrak train apparently struck and injured a trespasser at Eddington station, Bucks County. The police investigation delayed several other Amtrak trains as well as five SEPTA R7 trains, including #772 (which was following the Amtrak train) for 70 minutes and #9784, held for 54 minutes at Trenton. A day earlier, two Keystone Service trains were stalled when their locomotives became disabled, #645 at Exton and #649 at Ardmore. Both incidents resulted in delays to SEPTA R5 trains. On Thursday morning, March 26, a 23-year-old motorist crashed his automobile onto Northeast Corridor tracks at North Brunswick, NJ. It was hit by eastbound Amtrak train #172, which managed to slow but struck the car and pushed it some 200 feet. The driver escaped uninjured. Amtrak and NJ TRANSIT trains were delayed in the area for more than two hours during the police investigation.

Railroad Development Corp. of Pittsburgh, operated by Chapter Member Henry Posner, has begun an express bus service via the Turnpike between Pittsburgh and Harrisburg. Dubbed the "Steel City Flyer," the bus service connects with AMTRAK's Keystone Service trains and has proven to be very successful with new trips recently added (Harrisburg Chapter).....*Time* Magazine in its March 23 issue carries an article proposing that Interstate highway system rights-of-way also be used for new high-speed rail lines as well as a new national electrical transmission grid.....After years of searching, archaeologists last month discovered a grave containing the remains of 57 Irish laborers who died in 1832 while helping to build the State-sponsored Philadelphia & Columbia Railroad. The grave site, long the subject of legends and ghost stories, is located at the so-called Duffy's Cut just west of Malvern along AMTRAK's present Harrisburg mainline. According to an article in the *Inquirer*, the archaeologists from nearby Immaculata University believe the workers died in a cholera epidemic just six weeks after emigrating to the U.S.



NJ TRANSIT will receive some \$82 million in Federal stimulus funds for projects in South Jersey. The appropriations include \$40 million for a new intermodal transfer station in Pennsauken at the point where River Line light rail trains pass beneath the Atlantic City rail line, \$24 million for an upgraded signal system on the River Line between Camden and Trenton, and \$12.7 million for tie replacement on the Atlantic City Line. The transfer station has been discussed for several years, but up until now the Delaware Valley Regional Planning Commission had refused to endorse the proposal. The cab signal project on the

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River Line is seen as a necessary step in meeting the Federal mandate for installing a Positive Train Control system by 2015. The tie replacement program on the Atlantic City Line began March 3 (see March *Cinders*).

NJT experienced several service glitches last month. The first occurred during the snowstorm on Monday, March 2, which caused systemwide delays. Trains on the Northeast Corridor were running 20-30 minutes behind schedule, and as usual during storm days NJT cross-honored tickets and passes on its various travel modes. PATCO also eliminated express service during the morning rush, operating local trains every six minutes until 9 AM and every 15 minutes during midday. Two days later, on Wednesday morning the 4th, the aging Portal bridge in the Meadowlands became stuck in the open position, stranding numerous NJT and AMTRAK trains between Newark and New York's Penn Station until the bridge finally was closed. Then, late on Monday night, March 16, all Corridor traffic had to be halted when catenary wires fell near Metropark station. Delays and cancellations continued through the Tuesday morning rush hour as Amtrak crews struggled to replace the wires. Three tracks were opened for service by 10 AM and full service restored in time for the afternoon rush.

Railroads have not been immune from the current economic crisis, both in terms of reduced traffic volumes and in their stock prices. As one example, NORFOLK SOUTHERN common stock on March 26 closed at \$35.94 a share on the New York Stock Exchange, down from a 52-week high of \$75.53 last July. CSX stock closed at \$27.95, down from a high of \$70.70. While business held up relatively well in 2008, press reports show that rail freight volumes in the U.S. were off by 14.5 percent in February compared with the same month a year ago..... NS CEO Wick Moorman is leading the industry's campaign against the re-regulation of railroad freight rates, as is being proposed in Congress. But, he said, "I am optimistic that a lot of Democrats understand torpedoing the railroad industry is not a good idea." Congress also is considering legislation to repeal the railroads' limited antitrust exemptions and to give the Justice Department the authority to review rail mergers.

NS's Moorman has criticized Congress for its failure to include more infrastructure funding in the recently-approved stimulus legislation. "That is to me the single great investment that this country needs to make and should be making for the long-term prosperity of the country." Added Association of American Railroads CEO Edward Hamberger, "Support for the nation's infrastructure must include support for the freight railroads." This point was emphasized to lawmakers by railroad and local government officials, business leaders and environmentalists at Railroad Day in Washington on February 26 (*Trains, Journal of Commerce, Railpace*).

The Ringling Bros. and Barnum & Bailey Red Unit circus train is due in Philadelphia on May 11. The show will play at the Spectrum May 13-25, after moving from Hartford, CT, via CSX. The train will leave Philadelphia for the short hop to Trenton, where the show will play May 28-31 before moving out West. In March and early April, the Red Unit played in four different locations in the New York City area before going to Norfolk and Hampton, VA, then Providence, RI, and Hartford.

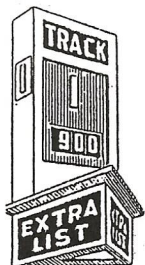
(The train actually has moved or will move through Philadelphia several times on CSX rails!) Meanwhile, the Blue Unit will be at Hershey May 20-25 for its only stop in PennsylvaniaCSX plans to sell its famed Greenbrier Resort at White Sulphur Springs, WV, to the Marriott International hotel chain, after the resort suffered a \$35-million loss in 2008. The Greenbrier declared bankruptcy in March.

Joseph Szabo of Illinois has been nominated to head the Federal Railroad Administration. As reported here last month, Szabo is a longtime acquaintance of President Obama and a former United Transportation Union leader who has held positions both in freight and passenger rail.....That icon of American industry, General Electric, is experiencing a crisis of confidence among investors. Its stock earlier this year fell to a low of \$5.73 a share from a 52-week high of \$38.52 (it closed on March 26 at \$10.90). Most of GE's troubles stem from its financial unit, GE Capital, but the economic decline is affecting the company across the board. As reported here last month, its Transportation Division at Erie, PA, is furloughing more than 1,500 employees due to a sharp decline in locomotive orders.....*Trains* reports that EAST PENN will sell its abandoned ex-Reading Colebrookdale branch between Pottstown and Boyertown to Berks County. The County is expected to pay \$1.35 million for the property, which will be used to maintain rail access to present and possibly future industries.

The four largest U.S. railroads, CSX, NS, BNSF and UNION PACIFIC, earned a collective \$7.5 billion in net income last year, 16 percent higher than in 2007. Revenues grew 12 percent, to \$57.9 billion, in spite of a 2.2-percent decline in traffic which included a 14.2-percent drop in December (*Journal of Commerce*).....The Surface Transportation Board has approved the proposal by NS and PAN AMERICAN RAILWAYS to create the "Patriot Corridor" in southern New England. It will be operated by a jointly-owned carrier known as Pan Am Southern, which will upgrade the 155-mile ex-Boston & Maine route between Mechanicville, NY, and Ayer, MA, plus 281 miles of branch lines. NS will invest \$137.5 million in the corridor, which will allow it improved access to an area currently dominated by CSX with its ex-New York Central-CONRAIL Boston Line (*Trains*).....CANADIAN PACIFIC still assigns an ex-Delaware & Hudson locomotive for switching service in South Philadelphia. GP38-2 #7312 wears the full blue-and-silver D&H paint scheme (*Railpace*).

As of *Cinders* presstime, the Railroaders Memorial Museum had not announced the dates for Altoona Railfest 2009. The annual event usually was held in October but last year was in July, with an assortment of excursions and other eventsSeveral members of Congress, including both of Pennsylvania's Senators, are calling for the removal of NJ TRANSIT as the lead agency in restoring passenger service between New York City and Scranton, PA. They are urging Governor Rendell to help establish a tri-state commission to push the project, because NJT allegedly has been slow to furnish necessary information for the Pennsylvania section of the project, making it ineligible for any funding under the Federal stimulus program (NARP).....The Delaware River Port Authority has committed \$1.75 million to reconstruct two miles of the 17-mile Salem branch in South Jersey, now operated by SOUTHERN RAILROAD OF NEW JERSEY. The ex-PRSL line extends for 17 miles from a CONRAIL connection at Swedesboro to Salem, where it serves a large Mannington Mills facility. Two other sections of the branch in Alloway Township already have been rebuilt (*Railpace*).

APRIL 16: Professor Henry Schmidt, formerly of Muhlenberg College will present a slide lecture on the Bethlehem Steel plant at Bethlehem, PA, at the National Canal Museum, Two Rivers Landing, 30 Centre Square, Easton, PA 18042-7743, at 7:30 PM. For information, telephone 610-559-6616. Admission is free.



APRIL 19: PCC Work Car #2194 (newly refurbished) and Kawasaki car trip covering Route 15-Girard Avenue, sponsored by Friends of Philadelphia Trolleys, Inc. All proceeds will go towards restoration of ex-SEPTA PCC's #2168 and 2743 at museums. Trip departs SEPTA's Elmwood depot, and runs from 11:00 AM to 3:00 PM. No lunch stops will be made, but drinks and snacks will be available on car. Tickets: \$50.00 each. Order from: Mr. Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843, making checks payable to FPT, Inc. Additional information: FPT2799@comcast.net or had2709@aol.com.

APRIL 27: West Jersey Chapter, NRHS monthly meeting at Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ (several blocks east of PATCO station), 7:30 PM. Program will feature Member Frank Kozempel with a slide program entitled *Pennsylvania RR and Pennsylvania-Reading Seashore Lines Potpourri* covering the PRSL in South Jersey, the PRR's "back road" and the Camden & Amboy line up to Bordentown.

MAY 2: "The Capital Limited" excursion from Meredith to Concord, NH and return, over Winnepesaukee and New England Southern Railroads, sponsored by Mass Bay RRE. Special train departs Meredith 10:00 AM, returns approximately 6:00 PM. Fare: MBRRE members \$49, non-member \$59, child (4-16) \$29, limited number of "Determination" parlor car seats \$129. Optional box lunch \$11 (included in parlor car fare). Order tickets from: Mass Bay RRE, P. O. Box 4245-BV, Andover, MA 01810-0814, making remittance payable to Mass Bay RRE and enclosing #10 self-addressed, stamped envelope with order. For additional information, telephone 1-978-470-2066, or visit website: www.massbayrre.org.

MAY 3: Special rare-mileage excursion on Bay Coast Railroad from Cape Charles, VA to Pocomoke City, MD and return, sponsored by Erie Lackawanna Dining Car Preservation Society. All-day trip includes three meals (two on board the train), photo runbys and stop at Eastern Shore Railroad Museum in Parksley, VA. Only 30 seats will be sold. Fare: \$279 per person for non-ELDCPS members, including meals. Tickets may be purchased by telephoning 570-575-9202 or by mail to: ELDCPS, P. O. Box 5821, Parsippany, NJ 07054.

MAY 9: National Train Day at Philadelphia's 30th Street Station, 10 AM to 3 PM. This year's event will mark 140 years of connecting travelers from coast to coast, and will coincide with similar events at Amtrak stations in Washington, DC, Chicago, IL and Los Angeles, CA. See more detailed article on Page 10 this issue.

MAY 9: Bee Line Festival at Reading Railroad Heritage Museum, Hamburg, PA. Possibility of short rail excursions among the many activities. Complete details may be found on Page 2 of this issue.

MAY 16: "Steaming the Rai Tunkhannock to Jim Thorpe, PA and re Wyoming County United Way, using Rea Railroad's newly-restored 4-6-2 Pacific #425. S_i depart Tunkhannock 9:00 AM, returns about 8:00 P. hours at historic Jim Thorpe. Tickets: \$69.00 coach seating available. Order tickets from: Wyoming County United Way, P. O.; Box 399, Tunkhannock, PA 18657-0399, make remittances payable to Wyoming County United Way. For information, telephone 1-570-836-1661 or E-mail: steamingtherails@yahoo.com.

MAY 16: "Housatonic Flyer" special excursion from Canaan to Danbury, CT and return via Housatonic Railroad, sponsored by Mass Bay RRE. Special train departs restored Canaan Union Depot 10:00 AM, returns about 6:00 PM. Fare: MBRRE members, \$69.00, non-members \$79.00, child (4-16) \$39. Optional box lunch \$10 each. For additional information, contact sources for Mass Bay RRE are in May 2 trip, shown above.

MAY 16 THROUGH DECEMBER 31: "Trains in Motion Pictures," a presentation on the role of trains in Hollywood movies over the years, at the Railroad Museum of Pennsylvania, Strasburg. Included will be video clips of some of these movies, plus photographs and artifacts. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.rmmuseumpa.org).

MAY 20: West Jersey Chapter, NRHS monthly meeting (changed from normal May 25 date due to Memorial Day), Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ (several blocks east of PATCO station), 7:30 PM. Program will feature slide lecture by William J. Vigrass entitled *Akron Transportation - Last Days of Operation - 1947*.

MAY 29-31: 19th National Model Trolley Meet sponsored by East Penn Traction Club at Villanova University Pavilion, Ithan & Lancaster Avenues, Villanova, PA. Numerous clinics, operating layouts in several scales, model trolley contests, videos, dealer tables and sell/swap tables will be featured. Hours: Friday opens 6 PM, Saturday 9 AM-11 PM, Sunday 9 AM-12 Noon. Registration fee: \$18 per person (\$20 after May 1). Send check or money order payable to "East Penn Traction Club" to Charles Long, 17 Lanfair Road, Cheltenham, PA 19012-1810. Pavilion is within walking distance of SEPTA Route 100 Stadium station and R5 Villanova station. For further information, visit website www.eastpenn.org.

MAY 29-31: "Conrail Days" at Railroad Museum of Pennsylvania, Strasburg, featuring displays and presentations on Consolidated Rail Corp., in cooperation with Conrail Historical Society. Regular museum hours and admissions apply. For information, telephone 717-687-8628 (website: www.rmmuseumpa.org).

JUNE 5-7: "Pennsy Days" highlighting the heritage of the Pennsylvania Railroad with special presentations, displays, sales, operating layouts and sales of art, in cooperation with the PRR Technical & Historical Society. Regular museum hours and admissions apply. For information, see previous item.

Train Day Set for May 9; Celebrate at 30th Street Station

Amtrak will be celebrating America's love for train travel again this year on Saturday, May 9, with events around the United States. There will be large scale events in Washington, DC, Philadelphia, Chicago and Los Angeles. The festival in each city will run from 10 AM until 3 PM, local time. National Train Day this year will commemorate the day the transcontinental railroad was complete in 1869, 140 years ago.

Displays anticipated at 30th Street Station in Philadelphia will include an assemblage of Amtrak and commuter rail equipment, as well as private varnish. There may be some model railroad setups as well, which are always fun for both adults and children.

Noted Rail Artist J. Craig Thorpe will have an art gallery on display; Thorpe has done a number of Amtrak calendars, and his work will be shown through three different settings: urban, rural and wilderness. The gallery is expected to feature a new commission from Amtrak on the future of passenger rail.

As part of the celebration, there will be a Pullman Porter Tribute Ceremony, which will honor the work of these pioneering train workers and how they helped reshape train service. An actual Pullman porter will regale attendees with stories from his career. The curator of the A. Philip Randolph

Pullman Porter Museum, Ms. Lyn Hughes, will talk on the historical significance of the porters, and those present will be able to watch history come alive as the PBS special, *Rising from the Rails* is shown.

A Kids Corner will feature jugglers, magicians, face painters, and educational, interactive train-related activities. For the collectors, a National Train Day Store will feature caps, t-shirts, limited edition posters and many other collectibles.

In honor of National Train Day, Amtrak will offer members of its loyalty program, Amtrak Guest Rewards, the ability to earn double points for any trip taken between March 16 and May 8, triple points after five trips taken during this time frame, and quadruple points for any trip taken on National Train Day, May 9.

Philadelphia Chapter members will want to mark their calendars for National Train Day on Saturday, May 9. Additional updated information will be available on the special website for this event, www.nationaltrainday.com.

Extra List (Continued from Page 9)

THROUGH DECEMBER 31: "Energy, Innovation & Impact" display on how the railroads historically impacted the American environment, at the Railroad Museum of Pennsylvania, Strasburg. Included are film clips of how contemporary railroads are working to utilize cleaner energy. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

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