

CINDERS

JUNE 2009



IN THIS ISSUE

Chapter Meeting Notice, Information.....	1, 10
Annual Bill Wagner Summer Dinner.....	1
Extra List.....	3
PHILADELPHIA EXPRESS, by Frank Tatnall.....	4

Volume 70

Number 6

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

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

Meeting Notice

FRIDAY EVENING, JUNE 19, 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
 (\$9.00 after 5 PM). There is a new underground garage directly
 across from the Jefferson Alumni Hall (entrance on 11th Street just
 above Locust) which is very handy. *(Please note that we are in the
 process of updating the garages and prices and this will be
 completed for the September issue.)*

The program for our meeting on Friday, June 19 will be a special
 narrated slide program entitled **Just Yesterday**, a mythical trolley
 tour over Philadelphia Transportation Company trolley routes in
 the era of the late 1950's. This program, was originally put
 together and presented by the late Joseph M. Mannix on January
 15, 1960. Now, nearly 50 years later, the program will be
 presented again, with some minor modifications, by Chapter
 National Director Larry Eastwood. Following his passing in
 September, 2008 after a membership span of 71 years, Joe's slide
 collection, meticulously catalogued, was left to the Chapter.

The evening begins with our usual optional sit-down dinner in the
 Faculty Club, Alumni Hall, Thomas Jefferson University,
 beginning at 6:15 PM, at a cost of \$20.00 per person. **DINNER
 RESERVATIONS ARE MANDATORY and MUST BE MADE
 BY TUESDAY EVENING, JUNE 16, 2009 to National
 Director Larry Eastwood at 215-947-5769.** The menu is choice
 of crispy lemon chicken, garlic mashed potatoes, fire roasted
 vegetables, or tortilla crusted tilapia, Santa Fe-style rice, fire
 roasted vegetables. The salad will be a tossed garden salad. Cherry
 cheese cake, rolls, 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.

Do not miss this exceptional 1960-vintage slide program at our
 June 19 meeting. Please note that, if turnout warrants, the program
 portion of the meeting may be relocated to a theater-style room.

Chapter Dinner Set for July 17; Returns to Berwyn Restaurant

For the fourth year in a row, the 2009 Bill Wagner
 Summer Dinner will be held at the Main Street Café, 660
 Lancaster Avenue in Berwyn, directly across the street from
 SEPTA's R5 Berwyn station. The date is Friday, July 17, with
 cocktail hour (individual settlement) beginning about 5:30 PM, and
 dinner being served at 6:30 PM.

Members will note a July date this year, so as not to
 conflict with the NRHS Convention at Duluth, MN in August.

A variety of appetizers will be available for order on
 that evening. There are five entrees this year: **Chicken Dijon,
 Sesame Salmon, Drunken Shrimp, Fish du Jour or London
 Broil.** Salad or soup will start the meal, and iced tea, coffee or
 decaf, plus dessert round out the meal.

The price of the meal this year remains at \$36 per
 person, and reservation, with check payable to **Philadelphia
 Chapter, NRHS**, should be mailed to: Philadelphia Chapter,
 NRHS, Post Office Box 7302, Philadelphia, PA 19101-7302.
Reservations must be received on or before July 6, 2009!!!!

There is plentiful outbound service on SEPTA's R5
 Paoli-Thorndale route, but riders need to check each train to insure
 that it stops at Berwyn. Return schedule is uncertain at presstime,
 because SEPTA schedules will change effective June 21, 2009.

Cinders Summer Schedule

We will take our normal Summer break in the
 publication of *Cinders*.

In 2009, we will publish a July issue of *Cinders*,
 somewhere around the 10th of July. There will be no August issue,
 and you may expect a September issue during the last week of
 August or the first week in September.

Have a safe, pleasant Summer, come out to the July 17
 dinner, and enjoy the "Steam on the Range" 2009 NRHS
 Convention at Duluth, MN, August 10-16, 2009. Full information
 from website www.steamontherange2009.com.

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

Founded 1936, incorporated 1973 as a 501c3 non-profit corporation

CHAPTER OFFICERS

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

COMMITTEE CHAIRS

Equipment.....David R. McGuire (856) 241-8046
Membership.....Sheila A. Dorr (610) 642-2830
Program.....William Thomas III (215) 545-3198
Publicity.....William C. Faltermayer (215) 591-9018
Sales.....Dave Kopena (215) 671-0605
Trip.....R. L. Eastwood, Jr. (215) 947-5769
Webmaster.....John P. Almeida (215) 361-3953

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.

WILLIAM H. POLK

April 25, 2009

It is with sadness that we report to you the passing of Chapter Member William H. Polk of Normandy Farms Estates, Blue Bell, PA on Saturday, April 25 at the age of 93. Bill, who was a member of Philadelphia Chapter since 1984, had experienced declining health over the past few months.

Polk, a native of Madison, WI, began his long transportation career following his graduation from the University of Wisconsin in 1937. His love of railroads took him to the Chicago, Milwaukee, St. Paul & Pacific.

He came to Philadelphia in 1961, joining the Passenger Service Improvement Corporation (PSIC), which, along with SEPACT, led to the formation of SEPTA. He was instrumental in creating "Operation North Penn", which expanded subsidized commuter service on the Lansdale/Doylestown and Hatboro branches of the Reading.

In 1970, he was appointed deputy secretary at the Pennsylvania Department of Transportation, a position he held until his retirement in 1983. One of Bill's crowning achievements at PennDOT was the startup of Amtrak's **Pennsylvanian** between New York/Philadelphia and Pittsburgh. Beginning as a train consisting of an F40, an Amcoach and Amcafe, it is one of Amtrak's success stories.

In his retirement, he continued to be a staunch advocate for public transportation. A Jenkintown resident and Kiwanian, Bill worked for improvements at SEPTA's Jenkintown station. He was instrumental in establishing SEPTA's Bus Route #77, which operates between Chestnut Hill, Jenkintown and points in Northeast Philadelphia.

A Presbyterian, Bill is survived by Jean, his wife of 56 years, and three children. A memorial service will be held on Sunday, June 7, 2009 in the Auditorium of Normandy Farms Estates, 9000 Twin Silo Drive, Blue Bell. The service begins at 7 PM. The Chapter extends its condolences to Bill's entire family. We are enriched for having known him.

ROBERT M. STACY

May 2, 2009

We regret to inform you of the passing of longtime Chapter Member Robert M. Stacy of Normandy Farms Estates, Blue Bell, PA, on Saturday, May 2, 2009 at the age of 89. Bob, a native of Indianapolis, IN, had been a member of NRHS since 1965, the year he moved to Philadelphia from Beloit, WI.

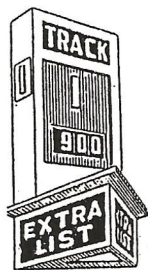
Following his graduation from the University of Illinois, Bob ventured to Beloit, where he worked for a number of years for Fairbanks-Morse; his experiences there enabled him to regale his railfan friends on the numerous locomotives that FM produced, including the TrainMaster.

His Indiana roots found him a serious student of the famed Indiana Railroad, and Bob was well versed in the famed Hoosier interurban and its operations.

Bob joined the City of Philadelphia as a transit engineer upon his arrival here, residing in Somerton and working for the City until his retirement in 1987. He was heavily involved in both the Center City Commuter Connection as well as SEPTA's Airport Line, and his work in these areas have paid huge dividends to the residents of the Delaware Valley over the past two decades. Bob was never one to shy away from debating rail transportation with enthusiasts and professionals alike. But, Bob was always generous in sharing his vast knowledge with the rail enthusiast community.

In his later years, his mobility impaired, he still wished to get to rail gatherings and his wife, Callie, graciously and enthusiastically brought him to numerous Philadelphia Chapter meetings so he could meet with his many friends.

A funeral service was held at the Somerton United Methodist Church on Wednesday, May 6. Burial was in adjacent, historic William Penn Cemetery. Noted at the service was a historical tie with descendants of the Pilgrim ship *Mayflower*. We extend our deepest sympathy to Callie and the Stacy family. He was a genuine asset and friend to all rail historians.



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.

JUNE 20: "History of Railroads of Gloucester City, NJ" lecture, presented by West Jersey Chapter President Rich Magee. Extensive history of the railroads in Gloucester and surrounding Camden County railroads. Optional lunch (individual settlement) at 12:30 PM in the historic former PRSL Gloucester station, which is now a restaurant at 12:30 PM. Lecture will follow at approximately 1:15 PM. For further information, contact Rich Magee at 856-547-5324.

JUNE 26-28: Railfest 2009 at Altoona, PA, sponsored by Railroaders Memorial Museum. As usual, this annual event will feature excursions both on Saturday and Sunday from Altoona to Gallitzin and return via Horseshoe Curve on Norfolk Southern's Pittsburgh Line, departing both days at 10:20 AM, 12:30 and 2:45 PM. Fare: \$30 per person in coach, \$50 first class. Power will be Juniata Terminal ex-PRR E8's #5711 and 5809, coaches and JTFS equipment. Other events will include a musical program, tours of equipment in the Museum's rail yard and bus trips to the East Broad Top Railroad. For further information, telephone 888-425-8666 (website: www.railroadcity.com).

JUNE 27: Diesel-powered excursion from Harrisburg to Altoona, PA, in connection with Railfest 2009 (see above), using Juniata Terminal's ex-Pennsy E8 locomotives, coaches and three private cars, sponsored by Harrisburg Chapter NRHS. Special train departs Amtrak's Harrisburg station at 7:15 AM for Altoona and a trip around famed Horseshoe Curve, via Norfolk Southern mainline. Fare: \$80 per person, which includes train ride, admission to Railfest and Railroaders Memorial Museum, bus shuttle to the Curve and return bus ride to Harrisburg. Order tickets from: Railfest Trip, 2467 Little Buffalo Road, Newport, PA 17074-8822, enclosing stamped (44 cents), self-addressed return envelope. For information, telephone 717-232-6221 (website: nrhs-hbg.pennsyr.com).

JUNE 27: Steam excursion from Scranton to Delaware Water Gap, PA and return via Delaware-Lackawanna Railroad's ex-Lackawanna mainline, sponsored by Steamtown National Historic Site. Train leaves Steamtown at 9 AM for Founders Day celebration at Delaware Water Gap, returning to Scranton about 5:15 PM. Fares: \$51 adults, seniors (62 and over) \$46, children (16 and under) \$30. Order tickets by telephoning Steamtown at 570-340-5204 between 9:30 AM and 4:30 PM.

JULY 1-5: Annual "Reading Railroad Days" at Railroad Museum of Pennsylvania, Strasburg, with cooperation of Reading Company T&HS. Features include a huge operating model train layout and tours of former Reading equipment. Regular museum hours and admission charges apply. For information, see "Conrail Days" item above.

JULY 17: Annual Bill Wagner Summer Dinner will be held at Main Street Café, Lancaster Avenue, Berwyn, PA, across street from SEPTA's R5 Berwyn station. Complete details elsewhere in this issue.

JOHN H. SCHOTT, III

April 27, 2009

We regret to inform you of the sudden passing of Chapter Member John Henry Schott, III, of Philadelphia, at the age of 70, on Monday, April 27. John, a native of Shenandoah, PA and later Frackville, had been a member of NRHS and our Philadelphia Chapter since 1995.

A decorated Eagle Scout, John was an educator, gaining his Bachelor's degree from St. Joseph's University and a Master's from Temple University. John taught at Temple University High School as well as Girard College, eventually working for the City of Philadelphia in the Training and Development Unit. John's father worked for many years for the Reading Company, and John himself had a short stint with the Reading, too.

John is survived by brothers, Kenneth and Dennis, and sisters Nancy McGuckian and Virginia Roberts. A Service of Remembrance will be conducted on Saturday, June 13, 2009 at The Church of St. Luke & The Epiphany, 330 South 13th Street, Philadelphia, at 1:30 PM.

Philadelphia Chapter extends its sympathy to John's family. We will miss his presence at meetings.

JULY 18-19: Annual "Train Days" at Williams Grove, PA, sponsored by the Williams Grove Historical Steam Engine Association. Hours: 9 AM-4 PM Saturday, 9 AM-1 PM Sunday. Steam train rides with ex-PRR B4a 0-6-0 #643, model train display, horn and whistle blow, railroadiana sale and flea market will be featured. For further information, visit website www.wghsea.org.

AUGUST 11-16: "Steam on the Range 2009" NRHS National Convention at Duluth, MN, highlighted by steam and diesel excursions, tours of iron ore region, rail facility tours, seminars, annual banquet and night photo session. Convention brochure and order form have been mailed to pre-registered members. For further information, telephone 612-770-8958 (website: www.steamontherange2009.com).

OCTOBER 16-18: Conrail Historical Society Annual Convention is scheduled for Ramada Inn Philadelphia Airport. Further details in a future issue of *Cinders*.

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).

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.rrmuseumpa.org).

PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA
TRANSIT

SEPTA has received an unexpected bonus in its capital spending plans. The \$191 million in Federal stimulus funds allocated to SEPTA from the American Recovery & Reinvestment Act of 2009 (ARRA) actually will stretch further than the 27 projects previously listed (see May *Cinders*). This is because the bids on those projects came in at an average 19 percent below SEPTA's engineering estimates! The ongoing recession obviously has created much stiffer competition for construction contracts, which in this case freed up nearly \$20 million to be used for an additional seven projects on SEPTA's wish list. The \$191 million to be received from ARRA this spring has been added to the Fiscal Year 2009 capital budget.

Bonus projects include the overhaul of a Norristown electrical substation (\$5.2 million) and installation of fiber optic cables for power control and audio-visual systems along the Route 100 Norristown High Speed Line (\$4 million). Other new projects include replacement of the Langhorne station building on the R3 Regional Rail line (\$2.3 million), improving stations along the R7 Chestnut Hill East Line (\$1.9 million) and rehabilitating station buildings at the Folcroft, Morton and Clifton-Aldan Regional Rail stations (\$2.6 million).

DOT Secretary Ray LaHood has formed a group within the agency to manage the newly-minted "TIGER" (Transportation Investment Generating Economic Recovery) program. It will closely monitor the \$46 billion to be awarded for transportation projects under the ARRA stimulus law—including funds which SEPTA is receiving.....On May 20 Secretary LaHood announced two ARRA grants awarded to SEPTA. The first for \$62.9 million is intended for train control improvements, station upgrades and the purchase of 40 additional diesel-electric hybrid buses. The second grant for \$65.7 million will pay for various track and station improvements. These are part of the \$191 million in stimulus funding promised to SEPTA by the feds (see above).....The proposed \$418-million capital budget for Fiscal Year 2010 will be presented to the SEPTA board for approval at its May 28 meeting, along with the \$1.13-billion FY 2010 operating budget.....In spite of the economic downturn, SEPTA reports that passenger revenues during the first ten months of FY 2009 were four percent higher than in the same period of FY 2008. Average weekday ridership of 816,000 trips was three percent higher than last year.

SEPTA is planning a major track renewal project on the Route 101 Media and Route 202 Sharon Hill lines, which will result in numerous service changes beginning later this year. From early September through December Route 102 trolleys will not operate between Drexel Hill Junction and Sharon Hill, with bus substitution between those points. During weekday peak hours, however, express bus service will be provided between 69th Street

Terminal and Clifton Heights, then locally to and from Sharon Hill. Beginning in December and extending through March 2010, SEPTA plans to operate Route 101 cars only as far as Woodland Avenue station in Springfield, with shuttle buses running between there and Media. Then, from March through June 2010 Route 101 cars will operate only between 69th Street and Drexel Hill, with buses substituting between Drexel Hill and Media supplemented by peak-hour express bus service between 69th Street and Media. To conclude the track program, during the summer of 2010 all rail service will be suspended on both routes, with buses substituted.

SEPTA this month will experiment with a new look on the covers of timetables for the Route 100 Norristown High Speed Line and bus Routes 7 and 50. The timetables, which feature diagonal graphics, will become effective June 14 or 15. At the same time bus Routes 105 and 115 will be combined to form a through route between Ardmore and International Airport.....That large sign proclaiming the Route 100 station at Gulph Mills to be a "trolley station" (see July 2008 *Cinders*) finally has been corrected to read "high speed station." Route 100 cars, of course, draw their power from a third rail, not an overhead trolley wire.

After a nearly-three-month delay, Philadelphia City Council on May 21 approved Mayor Nutter's appointments to the SEPTA board (see May *Cinders*). They are Deputy Mayor for Transportation Rina Cutler and Community Activist Beverly Coleman. According to press reports, the appointments were held up because of a dispute between the Mayor and Council President Anna Verna.....SEPTA has resumed its "Customer Connection" program in which SEPTA officials interface with passengers at station locations. On May 6 managers were on hand at Market East Station to hear comments and complaints from Regional Rail riders, with a special focus on the new QuietRide service. On Wednesday, May 20, they set up shop at 30th Street Station and on June 3 they were scheduled to be at 69th Street Terminal. The next Customer Connection session is scheduled for Wednesday, June 17, between 6:30 and 8:30 AM at Frankford Transportation Center.....A crew from the National Geographic TV channel was in town last month, filming SEPTA rail operations for a special to be aired in the fall.

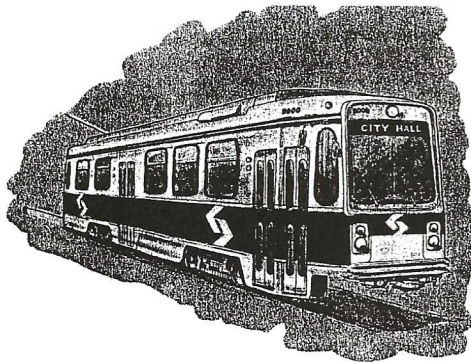
Several mishaps inconvenienced SEPTA transit riders during the past weeks. The bus substitution on Route 36, reported here last month, is expected to continue at least until the fourth week in June, as the City tries to fix a serious water main problem in the area of 62nd Street & Elmwood Avenue. The outer end of the line on Island Avenue already is scheduled to be bused during a track replacement program starting this month. A woman motorist allegedly talking on a cell phone ran a red light at Hunting Park & Kensington Avenues on Thursday afternoon, April 30, ramming her minivan into the side of a Route 3 bus. The bus then crashed into an el pillar, injuring 14 passengers. On Sunday afternoon, May 10, service on the Frankford el was suspended for a time between

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

Frankford Transportation Center and the Allegheny station. A broken hanger on an overhead wire in the trolley tunnel forced all subway surface cars to be diverted to the 40th & Market subway station during the morning of Monday, May 11. On Thursday, May 14, buses were substituted for Route 102 cars between Clifton Heights and Sharon Hill due to a downed tree. Fires disrupted Route 11 trolley service between Island Avenue and Darby loop on Friday, May 1, with shuttle buses operated, and Route 15 trolley service on Tuesday, May 19, when a building was gutted at 40th Street & Girard Avenue. Later in the day shuttle buses were operated on the line between the 41st Street cutback and 63rd Street.



On May 4 SEPTA opened its new 63rd Street station, the last of six stations to be replaced as part of the massive Market Street elevated rebuilding project. A completely reconstructed station building, new platforms, new escalators and handicapped-accessible features are included in the project.....SEPTA plans to build a new turning loop for trolley Route 15 because the east end of the line on Girard Avenue and Richmond Street will be shut down next year due to rebuilding of the I-95 expressway. SEPTA's Fiscal Year 2010 capital budget contains an item calling for installation of new track, overhead wire and traffic signals in three blocks of Frankford Avenue between Girard Avenue and Delaware Avenue and a new loop at Delaware Avenue, which will allow trolleys to continue serving the Girard station of the Frankford elevated. Construction is to begin this fall..... Part of the \$36.7 million which SEPTA will spend on refurbishing the Girard and Spring Garden stations on the Broad Street subway will be used to construct new headhouses along North Broad Street for pedestrian stairways and elevators. Restoration work on the concourse and platform levels of both stations will include repairs to the historic tile walls and pillars which date to the opening of the subway in 1928.

SEPTA again has extended the deadline for receipt of bids on its \$100-million "smart card" fare collection system to June 23 (see April *Cinders*). A contract will not be awarded until this fall at the earliest.....The *Daily News* in its April 28 edition carried a story on Developer Bart Blatstein, who planned his new mixed-use "Piazza at Schmidt's" in the Northern Liberties section as a transit-oriented development (TOD). The commercial and residential complex at 2nd Street & Germantown Avenue is only a short walk from the Girard station of the Market-Frankford Line. TOD's, as they are called, are becoming increasingly popular with urban and suburban planners because they create walkable communities not solely dependent on the automobile. Blatstein's project is the only one of its kind in the Philadelphia region, although another TOD is being planned in

Ardmore (see below).....Two North Philadelphia teens were arrested last month and charged with the April 2 assault of a SEPTA bus driver in center city. The teens had boarded the Route 124 bus at King of Prussia Mall with a promise to pay their fares at destination, but instead attacked the driver when the bus arrived at 13th & Market Streets. The driver suffered head and facial injuries.



SEPTA REGIONAL RAIL

SEPTA expects to assume operation of its new "K" interlocking near 30th Street Station this month, now that AMTRAK is ready to transfer control of the switches and signals from "Zoo" tower (see May *Cinders* and previous issues)..... SEPTA will reissue all Regional Rail timetables effective June 21. The R3 West Trenton schedule will reflect the need for weekday single-tracking between Jenkintown and Neshaminy Falls necessitated by a trackwork project.....All rail service between Fern Rock Transportation Center and Jenkintown will be suspended during the weekends of June 13-14, 20-21 and August 22-23 for replacement of the bridge over Tacony Creek just south of Jenkintown station (see May *Cinders*). Shuttle buses will be in operation.....Saturday service will be in effect on the Independence Day holiday, Saturday, July 4.

Once again this year, SEPTA will operate special half-hourly service on the R6 Norristown Line for anyone wishing to see hordes of bicycle riders attacking the famed "Manayunk Wall" in the annual International Cycling Race on Sunday, June 7. A special one-day-only timetable will be issued..... As in 2007 and 2008, SEPTA has been asked to provide five push-pull coaches for the Harrisburg-Altoona special on June 27-28 (see "Extra List"). AMTRAK will furnish a restroom-equipped car and Bennett Levin his two ex-Penny E8 locomotives for power as well as the **Warrior Ridge** parlor and **Pennsylvania 120** observation (Harrisburg Chapter)..... Lower Merion Township commissioners have moved closer to realizing their vision for reinventing downtown Ardmore. They have chosen the Urban Engineers firm to carry out the architectural and engineering work for the proposed Ardmore Transit Center. A year ago the Township selected well-known developer Carl Dranoff to lead the redevelopment of the area surrounding the SEPTA/AMTRAK station in Ardmore. The entire project, in fact, is known as "Ardmore Station" and will be a transit-oriented development which includes commercial space and residential units close to the railroad, as well as an impressive new station.

SEPTA now says that the three Silverliner V pilot cars should arrive on the property by December 2009. This is a six-month delay from the most recent contract date in June, said to be caused by various manufacturing delays on the part of builder Hyundai Rotem (see January *Cinders*). Outfitting of the pilot cars is underway in South Korea, along with car shells for the first 23 production cars. All 120 Silverliner V's are due to be delivered by early 2011, with final assembly to be carried out at Rotem's plant

(Continued on Page 6)

PHILADELPHIA EXPRESS

(Continued from Page 5)

in South Philadelphia. Some equipment has been delivered to the reconditioned plant on Weccacoe Street with catenary and switches for the test stations being installed in the past few weeksSEPTA is applying for a chunk of the \$8 billion in funding for high-speed rail projects contained in the new Federal stimulus law. The money, to be distributed in Pennsylvania by PennDOT, can be used only in connection with AMTRAK facilities, so SEPTA is looking for a grant to help fund three new interlockings on the Harrisburg mainline (see October 2008 *Cinders*) and to upgrade the Downingtown and Exton stations, as well as Ardmore which is to receive a new station.

SEPTA reports that its new QuietRide service on rush-hour express trains has been a big hit with passengers since it was extended systemwide on April 6. There have been relatively few problems in enforcing the no-cell-phone-no-loud-talking rule, with passengers themselves often acting as enforcers..... SEPTA will test-market a uniform signage plan on the R5 Paoli-Thorndale line. Passengers at all stations on the route except Exton, Malvern, Wayne, Villanova and Ardmore soon will begin seeing more readable and useful signage, including signs installed at key intersections directing riders to the station locations. (The five stations mentioned above will be the scene of separate construction projects.) One of the problems in erecting new signs is the need to review the jumble of local laws governing signage in public areas.

SEPTA will purchase another retired Arrow II cab car from NJ TRANSIT to be used on a new wire train being put together for catenary maintenance. SEPTA already has an ex-NJT cab used on one end of the present wire train..... A former Philadelphia charter school official caught up in a financial scandal shot himself to death on Wednesday, May 13, near the outbound parking lot of SEPTA's R3 Bethayres station. Brien Gardiner was 63 years old.....Responding to numerous complaints from passengers and merchants in Market East and Suburban Stations, SEPTA last month clamped down on loud-playing musicians who set up shop in the station concourses. Numerous restrictions on their activities were placed in effect—including a ban on amplification—which are aimed at improving the ambiance for station users. Then, effective August 3, the musicians will be allowed to perform only in certain designated areas of the stations for no more than three hours a day, and they will need a monthly SEPTA permit to do so.

SEPTA has decided to make permanent the weekend round-trip fares that were introduced last year in a promotional effort to increase ridership......The Mio Pomodoro restaurant in SEPTA's Jenkintown station has gone out of business. This was at least the fifth attempt—each with a different name—to operate a restaurant at this location. The contract with SEPTA included a number of parking spaces near the station, which otherwise could be used by commuters This sign still hangs at the end of track at SEPTA's R7 Chestnut Hill East station: "Next Train Will Depart From: Track 1 Track 2 Track 3." The sign no longer lights up to designate the departure track at this ex-Reading station, possibly because most trains now leave from track #2 and track #3 has been torn up.

During late April and most of May SEPTA commuters were plagued by a greater-than-usual number of equipment failures

on the Regional Rail system. Many of these problems—but not all—involve the 46-year old Budd Silverliner II's which are to be replaced within the next two to three years. On Thursday afternoon, April 23, West Trenton-bound train #4372 had to be annulled at Wayne Junction because of a traction motor failure on lead Silverliner II #269. (Yes, this is the car that still sports "PENNSYLVANIA" on its letterboards). Train 4372's turn out of West Trenton also was annulled and other trains delayed. Equipment problems delayed #4714 at Suburban Station on Saturday, May 2; caused #6323 to be annulled at West Trenton and delayed #388 at Market East Station on Monday, May 4; delayed #515 at Glenside, #0219 at Suburban Station and #319 on the West Trenton line on Tuesday, May 5; and push-pull train #6378 near "Newtown Junction" on Wednesday, May 6. The latter incident, which delayed the train for 42 minutes, was caused by an electrical problem in AEM-7 locomotive #2307. Also on the afternoon of May 5, R2 push-pull express #9254 out of Newark, DE, became disabled at "Davis" interlocking on the Northeast Corridor, but after a 20-minute delay AEM-7 #2304 had its power restored and continued north. On Sunday morning, May 10, train #2523 had to cut off defective MU car #233 at Wayne Junction then encountered more trouble at Suburban Station and was annulled to Malvern.

Single-car trains, which are operated mainly on the R6 Cynwyd line, are vulnerable to problems because they have no backups. As a result, a defect in MU #306 forced the cancellation of train #7655 to Cynwyd on Monday, May 11. R6 trains #6648 at 30th Street and #6667 at Norristown had to be annulled for mechanical reasons during the rush hour on Tuesday, May 12. The next day, #9245 was 20 minutes late leaving Roberts yard due to a defect which was corrected and the following day train #805 was delayed when the Fire Department had to be called to Chestnut Hill West station after smoke was seen issuing from MU #226. Train #4135 was delayed for 30 minutes at Warminster station on Friday, May 15, due to a loss of power, and that same evening #4252 had to be annulled at the Airport for air brake problems. On Monday afternoon, May 18, overriding buffer plates between two cars on #746 at Trenton station delayed its departure for a half hour. MU #9005 was cut off but the train then was forced to operate at only 30 mph because of broken springs on car #269 (see previous paragraph). Train #9747 was 20 minutes late departing Roberts yard on Tuesday afternoon the 19th when MU #297 shot the line at "Hunt" interlocking. The next day, Wednesday the 20th, there were several equipment-caused delays with #4624 out of Bryn Mawr operating at reduced speed because of deflated bellows on one car, #4630 suffering a short delay leaving Chestnut Hill West due to a transformer leak and #4749 at Fox Chase held for ten minutes because of a stuck door. On Thursday the 21st R5 #5561 **Great Valley Flyer** was delayed near 30th Street when head-end power on AEM-7 #2307 was lost for 20 minutes.

There also were a number of disruptions last month that were not attributable to equipment problems. The most serious occurred on Monday, May 11, when a CSX signal maintainer was struck and killed by a tractor trailer at the Township Line grade crossing on CSX's Trenton Subdivision, which also is used by SEPTA R3 West Trenton trains. The crossing is at the Big Oak Road intersection in Middletown Township, a mile north of Woodbourne station. At 8:20 that morning a truck turning onto Township Line from Big Oak knocked down the flasher apparatus and gates on the west side of the crossing. At 4 PM, a 53-year-old CSX maintainer was working to repair the crossing protection when another truck making the same turn struck him. He died instantly. Both SEPTA and CSX trains were delayed all day

(Continued on Page 7)

PHILADELPHIA EXPRESS

(Continued from Page 6)

through the area, as signals were knocked out for a time in the morning and all traffic in both directions had to move on the #2 track. Delays continued through the next day until CSX personnel completed all crossing work at 7:30 PM on the 12th. The truck driver responsible for the accident was arrested and given a drug test.

It's hard to believe that speed restrictions due to heat would be imposed during April, but that's what happened on Monday, April 27 when the mercury in Philadelphia reached an official 92 degrees. SEPTA reported that more than 60 trains were delayed anywhere from eight to 56 minutes (the latter due to a switch failure in Norristown). At 1 PM on Tuesday, May 5, there were a host of annulments, partial annulments and delays reported due to a loss of catenary power on the AMTRAK Corridor between "Arsenal" and "Phil" interlockings in Southwest Philadelphia. A downed wire at "Phil" caused the outage, which affected R1 Airport, R2 Wilmington and R3 Media-Elwyn trains. Several late afternoon trains from the Airport operated over the little-used escape track at "Phil" to avoid the out-of-service area, and at least two R2 trains to Wilmington originated on the Lower Level of 30th Street Station. Many airport passengers also were handled by shuttle buses before normal service finally was restored at 6:45 PM. That same afternoon around 6:45 PM Amtrak reported overhead wire problems at North Philadelphia and at "Mantua" interlocking east of "Zoo." Several Amtrak as well as R7 Trenton and R8 Chestnut Hill West trains suffered relatively minor delays.

Other miscellaneous problems cropped up in mid-May.

On Wednesday the 13th, early-morning train #501 from Lansdale got the pantograph on the lead car tangled in the catenary at Ambler. The rear part of the train was cut away, reversed to "Gwynedd" and operated south on #2 track with only a half-hour delay. But #1 had to be de-energized and taken out of service for the rest of the morning rush, causing numerous delays to R5 service in both directions. At 3:40 PM on Thursday the 14th high winds blew down a large tree at the R5 Berwyn parking lot, landing atop several automobiles. No injuries were reported. That evening a tree fell against a support wire near "90th Street North" on the R1 Airport Line, but train service was not impacted. Finally, late-evening R5 train #596 out of Lansdale was delayed at Fort Washington on Friday the 15th when the male conductor was assaulted by a passenger. The conductor had to be taken by ambulance to a hospital. Following train #598 coupled to #596 about 50 minutes after the incident and proceeded south..... On Saturday afternoon, May 23, Airport-bound #4153 had left Temple U station when the crew called for assistance because of two drunk passengers. Police and emergency medical personnel met the train at Market East to remove the inebriated passengers, including one who was unconscious. The train then was annulled.



In response to a decline in ridership on the Northeast Corridor during the current economic slump, AMTRAK announced last month that it is cutting coach fares by 25 percent on Northeast Regional trains. The lower fares will apply from June 2 through September 3 between Boston, New York, Philadelphia, Washington, Richmond, Newport News and intermediate points, as

well as on Keystone trains between New York and Philadelphia. In addition, Amtrak is continuing its earlier fare reductions on Acela Express trains through the summer season. Passengers must make reservations at least 14 days in advance to obtain the lower fares. Some examples of the Regional price cuts: New York-Washington coach fare down from \$72 to \$49, Philadelphia-New York from \$45 to \$34 and Philadelphia-Washington from \$44 to \$33. The lowest New York-Washington Acela business-class fare, which was reduced in February to \$99, will remain in effect until September.

AMTRAK issued a new Northeast Corridor timetable folder between New York and Washington effective May 11, which reflects the slightly slower running times that were imposed on April 20 due to tie replacement work in North Jersey (see May Cinders). A further update can be expected next monthAMTRAK President Joseph Boardman told Illinois legislators last month that high-speed rail service in the 200-mph range would not be practical on corridors in the Midwest. "It's really not about the speed," he said. "It's about reduced travel times and more frequency." Instead, Boardman envisions building up and expanding the current system to provide for top speeds of 110 mph and increased track capacity. If existing problems such as poor track conditions, train congestion and outmoded signal systems can be corrected, he said, while choke points and slow orders are eliminated, trains then would compare favorably with highway travel in these corridors (NARP).

Vice President Joe Biden, a longtime AMTRAK rider, joined other officials on May 4 to kick off the \$32-million restoration of historic Wilmington station (see April Cinders). The century-old station serves more than 700,000 passengers a year. Amtrak is contributing \$20 million to the restoration effort out of the \$1.3 billion it is receiving from the Federal stimulus law. "Today's ceremony is near and dear to my heart," Biden said. As a U.S. Senator from Delaware, he commuted for decades by train between Wilmington and Washington, which led him to add that "The people who work at the Wilmington train station, the conductors, the ticket collectors—they are a part of my family"The chairman of the House Transportation & Infrastructure Committee, Rep. James Oberstar of Minnesota, has let it be known that he wants infrastructure improvements on transit systems to receive the same level of Federal funding as highway projects. This would be a major change in policy. Highways currently are funded with an 80 percent contribution from Uncle Sam plus a 20-percent state or local match, while under Bush Administration rules, Federal transit funding generally is at the 50-50 level (Trains).

Like SEPTA, AMTRAK in the last few weeks had more than its quota of operational problems affecting service in our area. Possibly the most serious of these occurred early on Wednesday, April 29, when a 36-inch water main broke near Halethorpe, just south of Baltimore, dumping trees, mud and debris onto the Northeast Corridor tracks. This forced Amtrak to halt all train service for a time—both its own and MARC's—between Baltimore and Washington. Some service was restored by late morning but delays continued throughout the day with normal operations finally resumed around 10 PM.....The death toll among trespassers rose again last month when a woman was struck and killed by train #161 west of Bristol station about 3:25 PM on Sunday, May 17. All train service through the area was suspended for more than an hour, with 161's passengers transferred to trains 19 and 87. SEPTA's R7 service also was

(Continued on Page 8)

PHILADELPHIA EXPRESS

(Continued from Page 7)

disrupted, with #9723 the first train to operate through to Trenton after being held at Holmesburg Junction. It arrived in Trenton at 6:17 PM, 43 minutes late, while four other R7 trains were annulled.....Around 6 AM on Sunday, April 26, the HHP-8 unit on train #67 became disabled 20 miles south of Wilmington. No crew was available at Philadelphia to bring another locomotive to the scene so passengers were transferred to train #89 while a rescue engine was dispatched from WashingtonThe AEM-7 heading train #143 damaged its pantograph and stalled at Wilmington at Noon on Saturday, May 16. Four SEPTA R2 trains encountered slight delays.

Sparks from an AMTRAK diesel locomotive apparently caused several brush fires along the Harrisburg mainline on Tuesday evening, April 28. Fires broke out at and just west of Wynnewood station around 8:50 PM, consuming some brush and part of a wooden fence along the tracks. At about the same time a fire gutted a home which backs up to the tracks near that location in Wynnewood, but the cause of that blaze was still under investigation. An Amtrak report indicated that a westbound 16-car ballast train powered by P32-8 #514 and GP38 #724 passed Overbrook at 8:41 PM, and ten minutes later the engineer reported that he had to shut down the second engine because of sparks coming from the stack. Another brush fire was ignited just west of the Ardmore station, which like the Wynnewood blazes had to be extinguished by local fire companies. Traffic on the railroad was halted for nearly two hours, causing Amtrak trains #619 and 620 to incur substantial delays and requiring a relief crew to bring #620 into 30th Street. Several SEPTA R5 trains also were delayed. Westbound #583 got past Wynnewood around 9 PM but then was held at Ardmore for 70 minutes before being released by police. Trains #585 and 587 were held at Overbrook, with delays of 57 and 40 minutes respectively, and eastbound #594 was stopped for 58 minutes.

The AMTRAK-sponsored National Train Day at 30th Street Station on Saturday, May 9, turned out to be a big event, with a large public turnout. "Discover the rail way" was the theme of the event, which featured musical entertainment, numerous displays including a model train layout, an "Amtrakids Depot," a gallery of J. Craig Thorpe railroad paintings and a railroadiana sales area. Many handouts were available, among them a portfolio of Amtrak train postcards. Two trains parked on the Lower Level were available for visitors to walk through: A sparkling clean Acela set headed by power unit #2039 plus a set of conventional equipment with AEM-7 #906 on one end and cab car #9646 on the other. Several spiffed-up Amfleet cars were included in the train with a newly-refurbished ex-Santa Fe dining car in the middle. One notable event was a tribute to African American Pullman porters, with special exhibits and a personal appearance by one of the oldest surviving porters from the days of Pullman sleeping car service. National Train Day is designed to coincide with the anniversary of the golden spike ceremony which marked the completion of the transcontinental railroad on May 10, 1869.

Walt Disney Studios is sponsoring a huge promotional rail tour for its upcoming 3-D movie "A Christmas Carol," based on the story by Charles Dickens, which is due to premiere in early November. The special train will cover 16,000 miles and stop in 40 cities across the nation. It originated in Los Angeles on May 22 and is scheduled to visit 30th Street Station in Philadelphia on

October 27 before ending its tour at Grand Central Terminal in New York. The train consists of two AMTRAK P42 locomotives, a baggage car, three display cars purchased from the defunct Artrain and heavyweight observation car **Lamberts Point**. The three cars which are open to the public free of charge contain a painstaking representation of 19th Century London with interactive displays and clips from the film (*Trains*).

AMTRAK plans to open a new repair facility for its Acela fleet near New Castle, DE, according to a report in the *Wilmington News Journal*. The shop will be run by French-based contractor Alstom which is transferring its present Acela maintenance facility from Washington to the Riveredge Industrial Park outside of New Castle. The plant will initially employ 24 people (*High Green*)The May issue of *Railpace* contains an interesting article by Michael Burkhart on the two dozen railroad signal towers still standing in the Philadelphia area. Most of them are no longer occupied by tower operators, but some are still used by AMTRAK or SEPTA maintenance personnel. Towers which remain in service are Amtrak's "Zoo" in Philadelphia and several on the Harrisburg mainline including "Overbrook," "Paoli" and "Thorn." (The article misleadingly states that "Paoli" tower "was also active into the 1990's" when in fact it is still active and likely will be for at least two more years.) Many of the ex-Pennsy and Reading towers are pictured in the article—a few of them in rather deteriorated condition.....The long-delayed improvement project at Elizabethtown (PA) station on AMTRAK's Harrisburg line finally will proceed, using \$8 million in Federal stimulus funds. The project will include restoration of the 1915-vintage stone station building, extending the platforms, adding elevators and improving the parking lot and grounds (Harrisburg Chapter).



**CSX, NS,
OTHER ROADS**

CEO Wick Moorman told shareholders at NORFOLK SOUTHERN's annual meeting last month that the economy "will get better." He said that the business fundamentals that created a record five-year run for the railroad before the current recession have not disappeared. "Rail's future and our potential to help solve our nation's transportation crisis are as promising today as they have ever been," he said. "The factors that drove our growth over the past five years—higher fuel efficiency in a world with rising energy costs along with ever-increasing highway congestion—are still there, along with our superior performance in terms of emissions and sustainability".....NS has named Mark D. Manion, a 34-year veteran of the railroad, as executive VP & chief operating officer, succeeding Stephen C. Tobias who retired March 31.

Arnold B. McKinnon, NS's CEO from 1987 to 1992, died May 18 in Washington at the age of 81. He is credited with promoting the railroad as a link in the global logistics chain, launching the Thoroughbred quality improvement process, increasing productivity and reducing costs. A North Carolina native, he joined predecessor Southern Railway's Law Department in 1951, rose to become VP for law and when Southern and

(Continued on Page 9)



PHILADELPHIA EXPRESS

(Continued from Page 8)

Norfolk & Western merged to form NS in 1982 he was named executive VP of marketing before becoming president & CEO five years later.....The \$743-million Sands Casino Resort opened May 22 on the grounds of the old Bethlehem Steel plant in Bethlehem, alongside the NS Lehigh Line tracks. Some of the steel works buildings have been incorporated into the design of the flashy new casino, and a massive 500-foot-long ore bridge bearing the Sands name looms over the entrance.

The Children's Investment Fund (TCI), a London-based hedge fund, created a hubbub last year when it attacked CSX management during a furious proxy battle for seats on the railroad's board of directors (see March *Cinders* and previous issues). Now, apparently due to the world economy, TCI and its ally 3G Capital partners have sold their entire stake in CSX, 17.8 million shares or 4.5 percent of the company's outstanding stock. TCI's managing partner already has given up his seat on the board but the other three TCI-backed members have been mostly cooperative with management and were re-elected last month*Trains Magazine* reports that as of March CSX had stored 495 locomotives out of its fleet of 4,000 units, due to the current recession.....CSX has agreed to sell its famed Greenbrier Resort at White Sulphur Springs, WV, to a West Virginia investor group. The new owners will take the Greenbrier out of bankruptcy and hire the Marriott Hotel chain to operate the resort (*Trains*) *Railpace* reports that CSX is considering the sale of its freight operating rights on the so-called "Lansdale Cluster" to EAST PENN RAILROAD. An agreement with present owner SEPTA also would be needed.

PATCO announced last month that it will remodel and reopen its Franklin Square station in Philadelphia, which has been closed since 1979. The station was first opened in 1936 as part of the new Bridge Line service to Camden, but has been shut down three times since then due to lack of patronage. Now, with renewed development in the Franklin Square area, Delaware River Port Authority officials believe that the station can again be a useful addition to its system. Four more of PATCO's below-street-level stations in Philadelphia and two in Camden also will be refurbished if the DRPA board approves the \$10-million expenditure.....The cover of PATCO's current timetable features a logo with a drawing of a train and the words "PATCO 40 Years, Better than Ever, 1969-2009".....New Jersey Governor Corzine has endorsed a proposal to build a light rail line, similar to the existing River Line, from Camden to Glassboro along the CONRAIL (ex-PRSL) right-of-way through Gloucester City and Woodbury (see May *Cinders*). It is not certain whether, if built, the 18-mile line would be operated by PATCO, NJ TRANSIT or some other entity. DRPA also wants to proceed with a study, in partnership with NJT, for express bus service out of Camden using dedicated lanes along Routes 42 and 55. It is hoped that the light rail line can be in service as far as Woodbury within five years.

After a four-year absence, CAPE MAY SEASHORE LINES has announced that it will revive tourist rail service between Cape May Court House and Cape May City, effective June 30......As the volume of rail freight traffic has declined during the current recession, so have railroad accidents. In the first two months of this year total accidents were down by 22 percent compared with the same period in 2008. Train accidents

declined by 27.8 percent, with 34 percent fewer collisions and 30.5 percent fewer derailments Fatalities at highway grade crossings were down by 18.6 percent to 31 and trespasser fatalities dropped by 1.8 percent to 54 (*Railway Age*).

Joseph Szabo of Illinois was confirmed last month as the new head of the Federal Railroad Administration (see April *Cinders*).....JUNIATA TERMINAL of Philadelphia has acquired former UNION PACIFIC slug #904, adding to JTFS's stable of diesel units (*Trainorders.com*).....The proposed Southport container terminal, to be built on 150 acres of the former Philadelphia Navy Yard along the Delaware River, will cost an estimated \$500 million. But some of the groups expected to bid on the project may have trouble raising the money to finance the project (*Journal of Commerce*)..... Former Philadelphia Chapter Member John Pandosh of Hatboro died last month in San Antonio, TX, at the age of 91. John was known for his extensive collections of railroad match covers and wrote an article on the subject for the *National Railway Bulletin*.

SPECIAL NOTE:

Should attendance at our June 19 meeting warrant, the 7:30 PM monthly membership meeting, with the Joseph Mannix slide program, may be shifted to another room within the Jefferson Alumni Hall building. Signs will be posted as necessary.

The normal optional Chapter dinner at 6:15 PM will be held in the Faculty Club.

Railroad Museum Staff Changes

In a joint letter to Friends of the Railroad Museum of Pennsylvania volunteers and Railroad Museum of Pennsylvania staff, it was announced that David Dunn, Museum Director, would no longer be working at the Strasburg facility.

The letter was signed jointly by Friends Board President Robert J. Lawrence and PA Historical & Museum Commission's Nadine A. Steinmetz, currently Chief, Central Region of the Bureau of Historic Sites and Museums. It said that Dunn would be working in Harrisburg directly for Stephen Miller, Director, Bureau of Historic Sites and Museums, "on special projects critical to the Bureau's mission. His talents and skills will be missed at the Railroad Museum, but he will continue to be utilized in a productive manner that will enhance the well-being and progress of all of the agency's sites and museums.

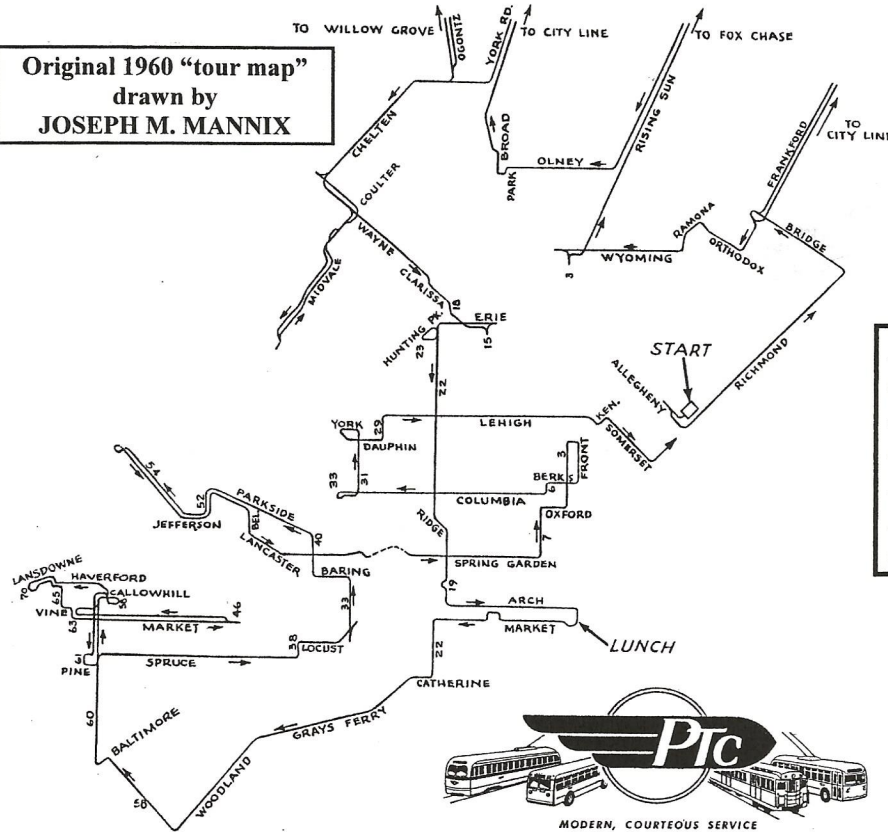
Meanwhile, Steinmetz will assume her duties at Acting Administrator at the Railroad Museum. She is expected to be on site several days a week, working with RRMPa staff and Friends volunteers in the transitional period. Friends members and Museum staff were surprised by the sudden move. Both Lawrence and Steinmetz for the support of both the paid and unpaid staff to keep the mission of the Railroad Museum of Pennsylvania "on track".

A Special Philadelphia Chapter Program: "JUST YESTERDAY"

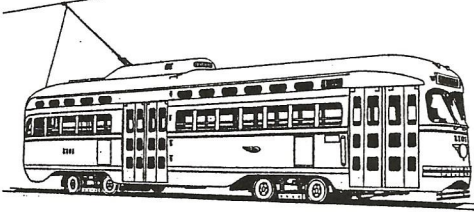
A mythical tour over former Philadelphia Transportation Company trolley lines as shown on map at left from the camera of

71-Year Chapter Member
JOSEPH M. MANNIX
(1919-2008)

Original 1960 "tour map"
drawn by
JOSEPH M. MANNIX



NOTE: This program was originally shown at Philadelphia Chapter's meeting on January 15, 1960. Now, nearly a half-century later, it has been reassembled, with minor modification, and will be shown on Friday, June 19, 2009. See program details on Page 1 of this issue. Don't miss it!



(Artwork by Chapter Member Joe Mannix)



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

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



FIRST CLASS MAIL

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

