



CINDERS



MARCH 2009

Volume 70

Number 3

IN THIS ISSUE

Philadelphia Chapter News.....	1, 2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
Extra List.....	8
ODDS AND ENDS, by Roy L. Hudson.....	9

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

PHILADELPHIA CHAPTER, NRHS WEBSITE: www.phillyNRHS.com

MEETING CANCELLATION NOTICE!

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

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.

MEETING NOTICE

FRIDAY EVENING, MARCH 20, 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, March 20, 2009, we will honor those members who have reached 25, 50 and 60-year anniversaries in NRHS membership. The program for the March meeting will be presented by National Director Larry Eastwood and will be a slide lecture entitled *Baseball, Hot Dogs, Apple Pie and Florida Railroad* (with emphasis on Amtrak), an appropriate title since Spring Training is ongoing this month. Larry has made numerous trips to Florida, especially around March. Come out and greet Spring and the Phillies!

The evening begins with our usual optional sit-down dinner in the Faculty Club, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$20.00 per person. **DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, MARCH 17, 2009 to National Director Larry Eastwood at 215-947-5769.** The menu is Chicken Marsala, garlic mashed potatoes, Mandelin style vegetables, or broiled codfish served over sautéed spinach and mashed potatoes with stewed tomatoes atop. Caesar salad, chocolate cake and 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.

Are Your 2009 Dues Paid?? Final Notices Coming

Of the 349 members of Philadelphia Chapter who were sent 2009 NRHS and Chapter dues bills, 302 primary members had paid their 2009 dues as of the last submission to Fernley & Fernley, the NRHS vendor. That submission took place on February 5, 2009, and as of March 1 another seven members' dues have been received, meaning a total of 309 members have renewed, or nearly 89 percent.

Fernley & Fernley is in the process of preparing "Final Notice" dues bills to be mailed to those who have not renewed. Anyone whose renewal has been received since February 5 will not have been updated in the National database, and therefore may expect to receive a "Final Notice", or, as they were termed last year, "Past Due". If you have any question regarding your membership status for 2009, kindly contact National Director Larry Eastwood at 215-947-5769 or reastwood2@comcast.net.

March 2 Snow Affects SEPTA, Amtrak

A snowstorm which dumped 8.3 inches at Philadelphia International Airport on Monday, March 2 affected Philadelphia area transportation operations. See details on Page 8, this issue.

Kodak Carousel Trays Still Available

As noted in an earlier issue of *Cinders*, Chapter National Director Larry Eastwood has been given a large quantity of Kodak Carousel slide trays by an acquaintance who resides in Bryn Athyn, Montgomery County. The trays are in good condition, although the boxes have numerous markings on them. The supply is more than he can use, and if any Chapter members are in need of some Carousel trays (the price is right – they are free!), kindly contact Larry at 215-947-5769 or by E-mail to reastwood@comcast.net. Available are trays of both sizes (80 and 140 slide capacity).

**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.

THOMAS E. COVAL

February 24, 2009

It is with deep sadness that we inform you of the sudden passing of Member Thomas E. Coval, of Holland, Pennsylvania on Tuesday, February 24, 2009. Tom was 63 years of age. He joined NRHS in 1971, having a membership span of 38 years.

Tom was an attorney for more than 30 years in Willow Grove, PA. One of his mentors was the late Richard S. Clover, who was one of the 11 founding members of Philadelphia Chapter in 1936. Dick and Tom's predominant rail passion was timetable collecting, and both were instrumental in building The National Association of Timetable Collectors. At Tom's passing, his law firm still bore the name of Clover & Coval, evidence of the camaraderie so apparent in their longtime friendship.

A native of the Frankford/Wissinoming section of Philadelphia, he graduated from Frankford High School (1963), Temple University (1968) and Temple Law School (1974). Tom was a roller coaster enthusiast, as well.

Coval was deeply involved in the Northampton Presbyterian Church in Holland, as well as its sister Berean Presbyterian Church in North Philadelphia. His funeral service was held on Saturday, February 28, with an overflow capacity crowd in attendance at Northampton. A long period of reflections by relatives and friends showed how many lives were influenced by Tom and his always positive life philosophy. Numerous hymns were performed by the joint Northampton-Berean choir, of which Tom was a member.

Tom had a rich family life, with 41 years of marriage to his loving wife, Marie. In addition to their own four children, Tom and Marie have four foster children with a diversified heritage, and all spoke with deep affection for a father who provided strong support and love to them. In addition, a brother, Reverend Robert Coval and his wife survive. Philadelphia Chapter extends its profound condolences to Marie and her family. *-R. L. Eastwood, Jr.*

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.

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.

February 20 Auction is Successful

Philadelphia Chapter's 2009 Auction, held at the February 20 meeting was a success. A total of 59 lots were offered for sale to 21 registered bidders. The total amount sold was \$452.00, with the Chapter gaining \$231.10 in donated and commissioned funds. Chapter National Director Larry Eastwood served as auctioneer, assisted by Marie Eastwood and Dave Kopena.

25 Years is Certainly Not 60.....

In our February issue, we listed the Chapter members who were being awarded 25-year NRHS pins in the year 2009.

In providing the names of the members, we showed Member **Donald H. Flayhart** of Apex, NC as receiving his 25-year NRHS pin. Don is actually receiving his **60-year NRHS pin**, which is a significant difference from a 25-year pin. We apologize to Don for our mistake and congratulate him on his achievement.

PHILADELPHIA



FRANK G. TATNALL, JR.



**SEPTA
TRANSIT**

Transit did about as expected in the controversial \$787-billion stimulus package which President Obama signed into law on February 17. Out of a total of \$46 billion designated for transportation programs, \$27.5 billion is for highway and bridge construction and repair, \$8.4 billion for mass transit, \$1.3 billion for AMTRAK and \$8 billion for high-speed rail projects. The transit portion is divided as follows: \$6.9 billion to be distributed to states and cities through existing formulas, \$750 million for "fixed guideway infrastructure investment" and \$750 million for "capital investment grants" in New Starts and Small Starts projects. As detailed here last month, SEPTA already has a list of "ready-to-go" projects such as the purchase of more hybrid buses, which should quickly produce jobs. States also will have the discretion to spend some of their highway funds for "passenger and freight rail transportation." In early February new Transportation Secretary Ray LaHood set up a team in the DOT to speed economic recovery funding for transportation projects, while spending on each project is monitored and the information made available to the public. Said LaHood, "At [DOT] we will make sure the transportation money in this law gets Americans to work quickly" (NARP and other sources).

Pennsylvania is one of many states facing substantial deficits in this fiscal year and the next, due to lower-than-budgeted tax collections during the current recession. But the recently-approved American Recovery & Reinvestment Act (see above) contains a complex formula for distributing funds to states like Pennsylvania, already faced with making painful cutbacks in personnel and services in order to balance their budgets. One *Inquirer* story reported that the Commonwealth could receive as much as \$10 billion in stimulus payments over the next two years and possibly billions more in various tax benefits. All of this could help offset a looming reduction in capital funding to SEPTA and other transit agencies beginning next year, although funding for SEPTA's operations appears secure.....Another priority for transit this year will be the renewal of the current law which authorizes Federal spending for highways and mass transit. The existing SAFETEA legislation expires on September 30, 2009.

March 15 is the current deadline for a new contract between SEPTA and Local 234 of the Transport Workers Union, which represents some 4,700 operators and mechanics on the City Transit Division. Negotiations are ongoing, but until recently have been out of the public spotlight. A strike unfortunately is quite possible.....On Tuesday, March 3, SEPTA scheduled two public meetings at 1234 Market Street to discuss its new five-year strategic business plan. The recently-completed plan then will be referred to the SEPTA board at its March 26 meetingSEPTA once again offered its popular Bouquet

Pass during Philadelphia Flower Show week March 1-8. The \$9 pass is good for travel on all SEPTA lines for one daySEPTA suffered some public embarrassment last month when its new "Philly Beer Week" day pass was found to display the skyline of New York City rather than Philadelphia's. The pass is for use during Beer Week set for March 6-15. According to KYW Newsradio, SEPTA reissued the pass with the proper photograph, evidently before any of the original passes got into the hands of the public.....PennDOT will rebuild two more sections of Germantown Avenue this year, the segments between Ashmead Street and Church Lane and between High Street and Walnut Lane in Germantown. As in the previous year-long rebuilding project in Mount Airy (see December *Cinders*), new trolley tracks and wires will be installed even though SEPTA has no plans to resume rail service on Route 23.

SEPTA lengthened service headways on the Market-Frankford Line from ten to 15 minutes over the weekends of February 7-8 and 14-15. The reason was listed as a daytime trackwork project between the Spring Garden and Berks stations on the Frankford el, and between 5th Street and Spring Garden after 10 PM.....A recent story in the Delaware County *Daily Times* reported that motorists in Springfield are complaining about the new crossing gates installed at some street crossings along the Route 101 Media trolley line. Apparently, the gates drop when trolleys approach, as they are supposed to do, and remain down long enough to back up traffic. State Representative William Adolph got into the matter, and seemed surprised that "the trolleys are getting priority travel. It makes for a faster ride for trolley riders through Springfield, but it's causing tremendous traffic congestion throughout town for local residents."

It's hard to believe but just two decades ago, during the tenure of W. Wilson Goode as Mayor of Philadelphia, the City announced an ambitious plan to reconstruct the entire length of Allegheny Avenue. The rationale for the plan? To use Route 60 as a demonstration project for light rail transit! The plan stated that "SEPTA is gradually rebuilding the old trolley cars which will serve routes in North Philadelphia until new cars can be obtained for Allegheny Avenue and other lines..." Needless to say, the idea died a quick death and the only "old cars" rebuilt for long-term use were the 18 PCC's now in service on Route 15 Girard Avenue.....A Route 38 driver choked on a throat lozenge as he was turning a corner on Ford Road and lost control of his bus. The vehicle crashed into a utility pole, five autos and the front of a house. The driver and six passengers were treated for minor injuries.....The *Daily News* last month reported that two Philadelphia newlyweds had their wedding photos taken on the platform of the Walnut-Locust subway station—with the full cooperation of SEPTA!..... We just noticed that the Route 100 N5 cars have new dot-matrix destination signs, replacing the original roll signs. The "upgrade" evidently happened some time ago.

(Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)



SEPTA REGIONAL RAIL

More than eight inches of snow blanketed parts of the Philadelphia area on the morning of Wednesday, February 4, but caused only minor delays on SEPTA railroad and transit lines. Late that evening, catenary damage at AMTRAK's "Girard" interlocking near "Zoo" delayed four R7 and R8 trains for up to an hour. Two days earlier, R3 push-pull train #6321 stalled at Yardley station at 7 AM when AEM-7 #2301 lost power. Passengers were transferred to following trains #6323 and 6325 and a diesel unit was summoned to the rescue of the disabled train. Slippery rails returned with a vengeance late on Saturday, February 14, when a light snow caused delays on nearly every Regional Rail line. It seems that every month we report on another trespasser fatality on Amtrak or SEPTA lines. On the morning of Tuesday, February 3, a male trespasser on the Amtrak main near Claymont, DE, was struck and killed by SEPTA R2 train #0269. Passengers were transferred to #4277 while four other trains had to be annulled between Marcus Hook and Wilmington. Delays affected AMTRAK and SEPTA traffic for the next three hours. Numerous trains were delayed on Thursday morning, February 5, some due to a switch failure at "Arsenal" interlocking which affected R1 Airport, R2 Wilmington-Marcus Hook and R3 Media-Elwyn service. Other trains were delayed after R5 train #9550 ran through a switch at Paoli around 11:30 AM.

The Philadelphia Auto Show at the Pennsylvania Convention Center over the weekend of February 7-8 produced considerable extra ridership on Regional Rail lines. Numerous minor delays around the system were reported due to heavy travel, both on Saturday and Sunday. On the evening of Monday the 9th an assistant conductor somehow fell off R7 train #9747 near Levittown station. She managed to signal a passing AMTRAK train and was evacuated to a hospital for treatment of her injuries. A cab signal failure on R5 train #509 out of Lansdale on the morning of Tuesday, February 10, put that train 38 minutes behind schedule and resulted in cascading delays to a least a dozen other R1, R2, R3, R5 and R8 trains. On the afternoon of Wednesday the 11th push-pull express #6378 to West Trenton could not depart from Powelton yard because no locomotive was available. Waiting passengers were handled by deadhead train #D6020 and regular trains #6380 and 6382.

The increasingly unreliable push-pull sets had other problems last month. On Wednesday, February 18, West Trenton express #6325 with AEM-7 #2306 destined to 30th Street Station became disabled at Market East Station, where all passengers were discharged. At least six other trains were delayed. The next morning express #5340 from Elwyn stalled at 30th Street when the engineer reported that ALP-44 #2308 moved in the reverse direction when forward power was taken. Numerous other trains were delayed between two and 30 minutes. An AMTRAK switch

failure at "Valley" interlocking forced SEPTA to annul four R6 Cynwyd trains on Tuesday morning, February 17, substituting bus service to and from Overbrook station. On the evening of Thursday the 19th the catenary wires fell on top of R5 train #577 just east of Exton on Amtrak's Harrisburg mainline. Passengers were held on the train for more than two hours until Amtrak electrical personnel arrived on the scene to ground the wires. Passengers then were transferred to #581 on track #1. A SEPTA diesel eventually hauled the empty train back to Frazer yardThere is an unconfirmed report that SEPTA and the engineers' union may agree on a full-width cab in the new Silverliner V cars rather than sticking with the original subway-style cab. If true, this would represent a major change in the original design.

SEPTA's experiment with "quiet cars," introduced successfully in January on R5 Lansdale-Doylestown expresses, may or may not be extended to other lines. As of late February no decision had been reached.....SEPTA will operate extra R7 trains between Trenton and Market East Stations in connection with the Philadelphia Flower Show on March 1, 7 and 8. These express trains will accommodate riders using through NJ TRANSIT-SEPTA tickets. SEPTA also will provide extra Flower Show service by providing half-hourly instead of hourly service between Lansdale and center city in middays March 2-6. Catenary work will be suspended on those days..... Construction should begin later this year on the three-mile extension of the R3 line from Elwyn to Wawa. The \$80-million project, which will include a 500-space parking facility at Wawa and a new railcar storage yard at Lenni, is expected to open in 2011. This represents SEPTA's only major service extension in the last 30 years..... Rebuilding of the historic Allen Lane station on the R8 Chestnut Hill West Line began last month (see October *Cinders*). The \$7-million project will include restoration of the covered wooden footbridge over the tracks, installation of high-level platforms, new canopies and shelters and other improvements. The Victorian-style station was built by the Pennsylvania Railroad circa 1880.

After a delay of several months the R6 Norristown Line Extension Study was released on February 20 by the Montgomery County Planning Commission and Delaware Valley Regional Planning Commission. The study concludes that a 44-mile extension of R6 service over NORFOLK SOUTHERN rails from Norristown to Reading and Wyomissing is feasible, presumably using diesel power. Funding would come from public-private partnerships and the proposed introduction of tolls on heavily-congested U.S. Route 422 which parallels the railroad. Stations would be located at Valley Forge, Phoenixville, Royersford, Pottstown, Monocacy, Reading and Wyomissing. The next step in the process will be a detailed feasibility study of tolling the 422 Expressway.

 **NORTHEAST REGIONAL AMTRAK**

AMTRAK will benefit from the huge economic stimulus plan approved last month (see above), receiving a total of \$1.3 billion in infrastructure renewal funds. The money is to be divvied up with \$450 million spent on "security improvements" and \$850 million for normal capital grants. Of the latter amount, not more than 60 percent may be used for capital improvements on the Northeast Corridor, leaving at least \$340 million for non-NEC

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

projects. The report language states that "priority use of non-security funds shall be given to projects for the repair, rehabilitation or upgrade of railroad assets or infrastructure, and for capital projects that expand passenger rail capacity including the rehabilitation of rolling stock...Funds provided under this heading shall be awarded not later than 30 days after enactment." The report further states that these funds "shall serve to supplement and not supplant planned expenditures for such activities from other Federal, state, local and corporate sources." The Secretary of Transportation is directed to see that projects are completed within two years of enactment (NARP). This should finally give Amtrak the impetus to repair the 100 or more passenger cars now stored out of service. The \$8 billion committed to high-speed rail projects (see above) was, according to White House sources, inserted as a "signature issue" for President Obama (*Trains*).

AMTRAK's regular funding request for Fiscal Year 2010 beginning October 1 should be submitted to Congress sometime this month. The Passenger Rail Investment & Improvement Act which became law last fall (see November *Cinders*) authorizes about \$1.8 billion in the current fiscal year for Amtrak operations and capital programs, and \$2.5 billion in FY 2010.....In an interview last month with an Illinois TV station, new AMTRAK Chairman Thomas Carper said that the railroad's number one problem is "on-time performance and continuity of service." He pointed out that aging equipment is a major factor in delays, but that part of the plan to correct this is "retrofitting some equipment and getting maintenance up. We're confident, given adequate resources and support from the Administration, we'll be able to take care of these problems." He concluded by saying that he believes President Obama and Vice President Biden as well as DOT Secretary LaHood understand the importance of passenger rail service and will support it. LaHood, in fact, said last month in reference to the stimulus legislation that "We will invest in jobs to allow Amtrak to add and modernize cars and engines and upgrade its tracks."

In response to the long-term problem of delays to AMTRAK trains on freight railroads, the passenger rail act referred to above contains provisions for fining the railroads which cause such delays (see November *Cinders*). The Surface Transportation Board will have the authority to levy these fines after specific complaints are investigated. More than 70 percent of Amtrak's train miles are on freight railroads, which may make its goal of 80-percent on-time operation a difficult one to achieve (*Trains*).....On February 26 and 27 AMTRAK celebrated Black History month at 30th Street Station, featuring an array of speakers and entertainers.....The lead article in the March issue of *Trains* is entitled "Trains' formula for fixing AMTRAK," by Rush Loving, Jr. Much of it covers territory familiar to any Amtrak advocate, but one interesting comment came from former Federal Railroad Administrator Gil Carmichael. He said that a major effort is needed to revitalize the nation's transportation network. "We need 'Interstate II.' We need to quit thinking by the four modes [and] think of transportation in two universes: intermodal freight and intermodal passenger systems."

In a recent article on the *Trains* website, Don Phillips reports that new President Joseph Boardman plans a major shakeup at AMTRAK. Boardman said that the system is in worse shape

than he thought and that some employees at headquarters have a negative attitude and don't think the railroad can be turned around. "People are going to have to get on the train," he said. "We will make some judgments very soon." Boardman said that he was surprised to find that in spite of growing ridership there were no plans to order more equipment, except for seven new Acela trainsets, 15 single-level sleeping cars and a few baggage-dormitory cars. That "secret" plan has been thrown out and Amtrak is now developing a more ambitious program to acquire new cars. Boardman also bemoaned the sad condition of the electric locomotive fleet, which is in such poor shape that trains sometimes have to be cancelled for lack of motive power. Phillips reports that Boardman is urgently requesting a \$1-billion low-interest government loan to purchase new electric units and other equipment. But because of the lag-time in production, none of the new cars or locomotives could be delivered until 2012 at the earliest. However, as noted above in the stimulus legislation, many stored cars should be refurbished and returned to service as quickly as possible.

Some additional information has surfaced on the special train that AMTRAK operated for President-elect Barack Obama on Saturday, January 17, and on the Inaugural rush three days later (see February *Cinders*). The February issue of *Amtrak Ink*, the employee publication, describes the vast amount of preparation that went into the effort, which Chief of System Operations John Tainow calls "the single most important event in Amtrak history." He said, "I've been involved with many major events this company has participated in since the '70's and none were equal to this in terms of complexity or importance." In making it possible for Obama to retrace Abraham Lincoln's pre-Inaugural train trip in 1861 from Philadelphia to Washington, Amtrak engineering employees and Secret Service agents walked all 136 miles of the route, checking and sealing every manhole, substation and tool shed. Mechanics and electricians were assigned to each of the three trains in the convoy, and law enforcement personnel who secured each of the 415 bridges and overpasses along the line were educated in advance on the characteristics of the railroad. The operation of regular trains had to be adjusted, with a dozen trains running through Wilmington station non-stop before and during the period that the special train was parked there.

"This was a major operational challenge in and of itself, but that was just Phase One." said Chief Operating Officer William Crosbie. "There was no time to relax and celebrate the success of that day because we had an equally large challenge right behind it." He was referring to Phase Two, Inauguration Day itself on Tuesday the 20th, when Washington Union Station was the focal point for tens of thousands of AMTRAK, MARC and VIRGINIA RAILWAY EXPRESS passengers. Amtrak alone operated a total of 90 trains to and from Washington that day. More than 100 employee volunteers as well as legions of police and security people were deployed in the station to assist the crowds. A special operating plan produced a 56-percent increase in Amtrak capacity through the use of extra cars on many regular trains, plus special trains, which accounted for nearly 20,000 additional trips and an estimated \$1.5 million in incremental ticket revenues.

AMTRAK ridership is being affected by the national economic crisis. In the railroad's first fiscal quarter, October through December of 2008, Amtrak carried 7.05 million passengers, just slightly under the same period of 2007 but five percent below its forecast. Passenger revenues were seven percent

(Continued on Page 6)

PHILADELPHIA EXPRESS

(Continued from Page 5)

less than budgeted. President Joseph Boardman said that lower ticket revenues outpaced savings from cheaper fuel. High-end services such as the Acela Express suffered the worst decline, with Acela ridership of 806,000 for the quarter, nine percent less than in the year-ago period and 12 percent below forecasts..... AMTRAK is cutting some Acela business-class fares by up to 25 percent through June 26, with 14-day advance purchase. Tickets between New York and Washington, for example, are now as cheap as \$99, compared with the previous lowest fare of \$133The FRA says that more than 80 companies and state DOT's have responded to its request for expressions of interest in developing high-speed rail corridors, as required by the new passenger service act.....Southbound AMTRAK train #19 *Crescent* struck and seriously injured a 15-year-old male trespasser in Sharon Hill on Thursday, February 19, in 110-mph territory. Ten AMTRAK and at least 18 SEPTA R1 and R2 trains were delayed for up to an hour. Five R2 trains were annulled Northeast Corridor service was disrupted for a time on the morning of Thursday, February 5, because of a wire problem near the tunnels leading to New York's Penn Station.



CSX, NS,
OTHER ROADS

As advertised, NJ TRANSIT began its highly-touted New York City-Atlantic City "ACES" service on Friday, February 6 (see January, February *Cinders* and previous issues). Two four-car sets of NJT multi-level cars have been modified with upscale coach and first-class seating for the two-and-a-half-hour runs, making nine round-trips over the three-day weekend period. Schedules are available online at www.acestrain.com. A joint venture of the three Atlantic City casinos which fronted the \$19.5-million startup cost, the service is an attempt to lure a more affluent class of people who presumably would not want to ride a bus or drive to the gambling resort. Each train (numbered in the 7100-series) has a leased AMTRAK P40 diesel on one end and an ALP-46 electric locomotive on the other end to allow operation on Amtrak's Northeast Corridor between New York, Newark and Philadelphia as well as over NJT's non-electrified Atlantic City Line. Several deadhead moves also are scheduled.

There were some operating glitches with the ACES trains during the first weekend. Delays were reported at "Shore" interlocking, Frankford Junction, where the trains reverse direction, and at meets along the single-track Atlantic City Line. From personal observations and those of others, the P40 diesel appears to do all the work on the west/southbound trip once the train emerges from the Hudson River tunnel, but on the eastbound run up the Corridor the ALP-46 provides the motive power. Normally, the diesel is on the west/north end of the train, with the electric unit (pantographs down) serving as a cab control car on the Philadelphia to Atlantic City leg of the trip. By the way, ACES is a clever marketing acronym for "Atlantic City Express Service."

NJT is drawing up plans for a new generation of MU cars designed to replace its fleet of 1980's-vintage Arrow III's.

This is a reversal of the agency's long-standing preference for locomotive-hauled trains, which lack the acceleration of individually-powered MU's on routes with numerous station stopsNJT has started a tie replacement project on the Atlantic City Line, which will disrupt some weekday service from now until late summer. The first phase will see ties replaced from Hammonton to Atlantic City, with bus service substituted between those points. The second phase will be between Hammonton and Philadelphia, also with bus substitution. Passengers will change between buses and trains at Hammonton station (Lynn Burshtin). Since the work ends at 3:30 PM each day apparently the only ACES train to be affected is the Friday morning departure from Atlantic City.....NJT is partnering with the Greater Philadelphia Tourism & Marketing Corp. to promote recreational travel from New York City and North Jersey to the Quaker City via NJT and SEPTA. The Philly Overnight hotel package is part of the promotion, as is travel in the other direction to New York.

On February 15 PATCO celebrated the 40th anniversary of its service start-up between South Jersey and center city Philadelphia. It was on February 15, 1969 that the first revenue passengers crossed the Benjamin Franklin bridge on a PATCO train—aboard the same Budd-built cars that are still in service today. The trains have run under automated control since the beginning but electronic ticketing was not available at the outset. General Manager Robert Box said that he has been at PATCO since Day One.....A westbound PATCO train stalled on the Ben Franklin bridge at 6:30 AM on Friday, February 6, the result of an overheated traction motor. The 250 passengers were transferred to a rescue train, which reversed back to Camden and then went west on the normally eastbound track, causing delays to other trains until the stalled train could be towed into the clear about 8:15 AM. This was the second time in recent months that a PATCO train has been stranded on the bridge. On the afternoon of September 15 a westbound train was stopped by a tie fire, delaying thousands of passengers through the afternoon rush hour (see October *Cinders*)PATCO has announced that it will soon begin placing advertising posters in its cars, and may even allow some cars to be fully wrapped in external ads.

The media reports that President Obama is considering a former United Transportation Union official for the job of Federal railroad administrator. Joseph Szabo, 51, who has known Obama for several years, worked in several freight rail positions, as a passenger rail conductor and as an Illinois state director for the UTU.....Former CONRAIL CEO David LeVan has been given the Batchelder Award for Distinguished Service and Lifetime Achievement in Historical Preservation by the Gettysburg Battlefield Preservation Association. LeVan, a native of Gettysburg and graduate of Gettysburg College, has been active in preservation efforts at the Gettysburg National Military Park (Pat Purcell)..... General Electric has announced more layoffs at its Erie (PA) locomotive works. GE, which earlier announced 230 layoffs (see February *Cinders*), now says it will furlough some 1,550 employees this spring out of its 5,600-person workforce due to a 40-percent drop in locomotive orders. It expects to build 485 units this year, compared with 861 in 2008 (*Trains*).

In spite of a sharp decline in freight traffic over the past few months, U.S. Class I railroads remain profitable. Both CSX and NS reported higher revenues in the fourth quarter of 2008 compared with the year-ago period (see February *Cinders*) and had

(Continued on Page 7)

PHILADELPHIA EXPRESS (Continued from Page 6)

operating income for the year of \$2.8 billion and \$3.1 billion respectively. The railroads evidently see the present economic downturn as only a temporary lull in the continued growth of their business. (Motor vehicle shipments by rail were off a startling 63 percent in January!) CSX has said that it will spend \$1.6 billion on capital improvements in 2009, down just eight percent from last year's \$1.74 billion program, while NS will invest \$1.4 billion, down from \$1.56 billion in 2008 (*Traffic World*)..... The railroad industry is greatly concerned by a drive in Congress to restore government control over freight rates, a campaign orchestrated by certain chemical, utility and other customers who complain about discriminatory pricing. The February issue of *Railway Age* carries the front-page headline "Renaissance or retreat? Putting the railroads back in chains will place shocking limitations on America's recovery." There's no doubt that the industry has enjoyed a renaissance since 1980 when rates were partially deregulated by the Staggers Act, a competitive boost enhanced by the inherent energy efficiency of steel wheel on steel rail and today's emphasis on "green" technology. But the determination of some major railroads to selectively increase freight rates this year by upwards of five percent, in the face of declining economic activity, could play into the hands of unhappy shippers.

One of the four dissident stockholders elected to the CSX board last year (see October Cinders) will leave the board. Christopher Hohn, managing partner of The Children's Investment Fund (TCI) in England, said he needed to spend more time with his own business interests. Even after the furious proxy battle between TCI and CSX, the new board members apparently have made few waves and, according to CEO Michael Ward, actually have been cooperative in helping steer the railroad through tough economic times. Ward also reiterated management's determination to continue with its long-term capital investment program. "What have railroads traditionally done in recessions?" he asks. "Cut, cut, cut. And when business comes back they can't handle it [and] lose market share" (*Trains, Railway Age*).

Governor Rendell has proposed that Pennsylvania invest \$27 million this year in freight rail infrastructure, in addition to the \$30 million available annually through the State's Rail Transportation Assistance Program. "Pennsylvania is the home of more freight railroads than any other state in the U.S., and NORFOLK SOUTHERN is proud to be Pennsylvania's largest railroad," said NS CEO Wick Moorman. "As part of our Crescent Corridor project, Norfolk Southern intends to spend tens of millions of dollars in Pennsylvania to build new intermodal facilities and add track capacity... We commend Governor Rendell, PennDOT Secretary Allen Biehler and the members of the General Assembly for their collective vision in recognizing the commercial and environmental benefits freight railroads provide in Pennsylvania" (*Railway Track & Structures*).

After an absence of several years, CAPE MAY SEASHORE LINES plans to resume rail service to Cape May City on June 30. It is unclear whether RDC cars or locomotive-hauled trains (or both) will be used.....The Association of American Railroads has launched a major public relations campaign entitled "Freight Rail Works." The campaign includes TV and radio spots, print and online ads, and may be viewed at the website www.freightrailworks.org.....STRASBURG

RAIL ROAD has repainted its recently-acquired SW8 diesel switcher #1500 into a black livery and renumbered it 8618 (its old CONRAIL/New York Central number). The engine was acquired from the UNION COUNTY INDUSTRIAL RAILROAD at Lewisburg (Harrisburg Chapter).....EAST PENN's ex-Reading Chester Valley branch out of Bridgeport has been idle for several months, apparently because its only customer, the BFI recycling facility, is not shipping. Another of ESPN's former Reading spurs, the Colebrookdale industrial track from Pottstown to Boyertown, has been abandoned (*Railpace*).

Electric City Trolley Museum Announces 2009 Schedule

Lackawanna County's Electric City Trolley Museum has announced its 2009 operating and price schedule. The Museum is located at 300 Cliff Street in downtown Scranton, PA, adjacent to Steamtown National Historic Site, with which they share parking space.



During January, February and March, the Museum is open from 10:00 AM to 4:00 PM. Effective April 1, the Museum will be open seven days a week from 9:00 AM to 5:00 PM. Admission to the Museum only is \$7.00 for adults, \$6.00 seniors (62-plus), \$5.00 children (4-17) with 3 and under free.

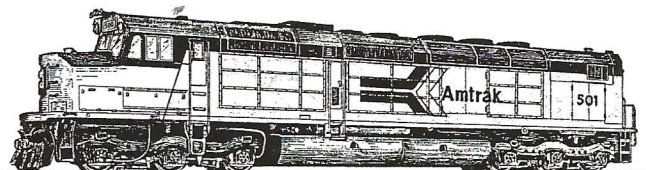
Trolley excursions will commence Friday, May 1, and operate Thursday through Sunday until October 31. Departure times for trolley rides (from the Steamtown Boarding Platform) are 10:30 AM, 12:00 Noon, 1:30 and 3:00 PM. Trolley ride prices are \$8.00 adults, \$7.50 senior (62-plus), \$6.00 children (4-17) with 3 and under free.

A special combination Museum and Trolley Ride ticket is available at \$10.00 adult, \$9.00 senior, \$8.00 child and 3 and under free.

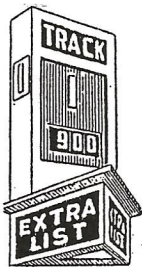
Complete information about the Electric City Trolley Museum is available by calling 1-570-963-6590 or by visiting website: www.ectma.org.

Amtrak National Schedules Available

Editor Larry Eastwood has been provided a supply of earlier Amtrak National Timetables from the collection of the late John F. Tucker. They will be put on the table outside our meeting room at the March 20 meeting. Members are urged to check their personal listings and pick up any they may not have. The schedules are free.



AMTRAK'S FIRST NEW LOCOMOTIVES ARE DESIGNED WITH ENGINE SILENCING DEVICES AND ADVANCED EXHAUST EMISSION CONTROLS. FIRST USED ON THE SUPER CHIEF JUNE 22, 1973. CLASS: SD440F BUILDER: GM (1973) SERIES: 500-539 HORSEPOWER: 3000 DRIVERS: 40" DIA. WEIGHT: 396,000 LBS (LOADED) MAXIMUM SPEED: 103 MPH.



MARCH 14, 2009: 23rd annual Harrisburg Railroad Show & Collectors Market, sponsored by Harrisburg Chapter NRHS, 9 AM-3 PM at I. W. Abel Union Hall, 200 Gibson Street, Steelton, PA. Show will feature model train layouts, railroadiana sales, movies, exhibits, workshops and seminars. Donation at door: \$5 per person (children under 12 free). For information, telephone Mark Irvin at 717-732-3867.

MARCH 14: 28th annual Canal History & Technology Symposium at Lafayette College, Easton, PA. Among presentations of railroad interest are "Sticks & Stones: The LC&N-Beaver Meadow Railroad 'Battle of Bear Creek' 1835-1836" by Michael Knies, and "Railroad economic theory applied to the design of the Pulaski Skyway" by Dara Callender and Emory L. Kemp. Several other presentations relating to canals and the anthracite coal industry will be featured. Registration and continental breakfast begin at 8 AM with the first presentation at 9 AM. Registration fee by March 2 is \$60 per person, including breakfast and lunch (\$5 late fee after March 2). Order tickets from: National Canal Museum, 30 Centre Square, Easton, PA 18042-7743. For information, telephone 610-559-6616 (website: www.canals.org).

MARCH 19: Films of Bethlehem Steel operations will be shown as part of Historian Lance Metz's lecture at the National Canal Museum, Two Rivers Landing, 30 Center Square, Easton, PA, beginning at 7:30 PM. Bethlehem Steel ran its own common-carrier railroad at each plant location. For information, telephone 610-559-6616. Admission is free.

APRIL 4: 4th annual convention of Reading Company Technical & Historical Society at the American Legion Hall, 650 Chestnut Street, Hamburg, PA. An excellent selection of programs include *Alcos on the Reading* (Mike Bednar), *Photo Essay on the Reading T-1's* (Steve Gilbert), *Reading Potpourri* (Paul Kutta), *The Schuylkill & Susquehanna Branch* (Brandy Watts) and *Reading Pacifics in South Jersey* (Bill Lane). Doors open 8:30 AM, programs start 9:00 AM. Admission: \$20.00 (\$10. student), lunch (\$10.00 - preorder only), dealer tables \$20.00. Admission to the Reading Railroad Heritage Museum in Hamburg included. For order form contact Editor Larry Eastwood at 215-947-5769 or by E-mail to reastwood2@comcast.net.

APRIL 16: Professor Henry Schmidt of Muhlenberg College will present a slide lecture on the Bethlehem Steel plant at Bethlehem, PA, at the time and location shown in the previous item. 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 Chapter Frank Kozempel with a slide program entitled *Pennsylvania RR and Pennsylvania-Reading Seashore Lines Potpourri* covering the PRSL in south Jersey along with the PRR's "back road" and the Camden & Amboy line up to Bordentown.

MAY 9: Bee Line Festival at Reading Railroad Heritage Museum, Hamburg, PA. Possibility of short rail excursions among the many activities. Complete details not available, but full information will be provided in the April issue of *Cinders*.

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.rrmuseumpa.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*.

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).

Late Season Snow Affects SEPTA, Amtrak

A late winter Eastern snowstorm affected the Delaware Valley on Monday, March 2, with most local transit operations suffering some minor disruption. According to the Philadelphia *Inquirer*, Vineland in South Jersey received the most snow (12.9"), with Philadelphia International Airport reporting 8.3" and the area suburbs lesser amounts. Most of the day, SEPTA was reporting 15 minute delays on its Regional Rail system; the Market-Frankford Line was running local service; the Route 100 Norristown High Speed Line was also running local service every 15 minutes.

On Regional Rail, 66 percent of the 733 scheduled trains operated on schedule on Monday. Only eight trains were annulled. The push-pull sets were a major problem, with Train #5251 between Temple University and Newark, DE cancelled because the pantograph on AEM-7 #2307 could not be raised. Train #5745 between Temple and Trenton with AEM-7 #2306 had top speed of 45 mph, delaying following Trains 9747 and 9791.

Some 12 Amtrak Northeast Corridor service trains were affected too. Most serious was Train #95 between Boston and Newport News, which was stuck behind a derailed CSX freight train below Richmond. Some 140 passengers arrived in Newport News 16-1/2 hours late, according to an *Inquirer* report!!

On Tuesday, March 3, SEPTA Train #4107 struck an automobile at the always-dangerous Easton & Susquehanna Road crossing in Roslyn, disrupting early morning R2 Warminster trains.

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

(This column appears on a reasonably regular basis to provide Cinders readers with some useful as well as interesting information which has been gathered from miscellaneous sources. Mr. Hudson pens a column called "Comments from Track 34" for New York RRE; he has given us permission to use material from that publication for Philadelphia Chapter members.)

Some interesting tidbits from our neighbors 85 miles to the Northeast: the last four trolley lines to operate in New York City were 35-Church Avenue, 68-Coney Island Avenue, 50-McDonald Avenue and the Queensboro Bridge Railway. All were operated by PCC's except Queensboro Bridge (various individuals).....101 Years for PATH - The Hudson & Manhattan RR (a Pennsylvania Railroad property) started its bi-state subway service in February 1908 and by the 1940's was operated over 130 ACF-built cars that always appeared dirty to me (on the exterior) and always seemed to possess river bottom smells on the interstate trips. In 1962, the Port Authority Trans-Hudson Transit System took over. Today, 72 million riders each year ride the nearly 14 route miles of PATH, serving 13 stations; 340 new Kawasaki-built cars are on order (*Railway Age*).....In 1966, the New York, Susquehanna & Western was trying to get rid of its remaining ramshackle commuter service. Whether on purpose or not, public timetables seemingly vanished, so a railfan/commuter group issued an unofficial schedule as part of their support for the service. The timetable carried the NYS&W name and was dated April 8, 1966. The multi-panel folder showed six "named" trains, including my favorite, the **Garrett Mountain Rocket**, which bumped and rattled the 36 miles to Butler, NJ in 71 minutes! The trains, however, still came off (Carl Loucks, plus).

The historic high-end resort, the Greenbrier, located at White Sulphur Springs, WV, lives under a cloud. Owner CSX Corporation is trying to decide whether to keep the Crown Jewel of the Chesapeake & Ohio Railway in its portfolio as the recession deepens, or sell the building and its 6,500 acres (*Wall Street Journal*).....Former Pennsylvania Congressman Bud Shuster (R), referred to by many as the "King of Pork", got \$631 million to build an 80-mile interstate highway north from the Pennsylvania Turnpike via Altoona and demanded that it be called Interstate 99. While out of the normal protocol, the "King" wanted something "catchy", and it was supposedly named after the rickety streetcar line #99 that once took people from Shuster's home town of Glassport, PA to McKeesport. Now you know! (*New York Times*). Remember the Magor Car Company of Clifton, NJ? It was formed in 1902 by Robert J. Magor, a pioneer in building steel railcars. In 1917 the company was reorganized as the Magor Car Corporation. It built freight cars of all kinds including air-dump and later aluminum covered hopper cars and had a capacity to construct 5,000 units a year into the 1960's. In 1964 the firm was sold to Fruehauf and they continued to build cars at Clifton until February, 1973. During its life, Magor built a total of about 36,500 cars. The factory, Roy is told, has vanished and has been replaced by homes (*All-Time Directory of Rail Equipment Builders*).....When Henry Flagler of the Florida East Coast Railway opened the famed "Breakers" hotel in 1896 and established Palm Beach, Florida as the winter social capital of the U.S., rooms rented for \$4.00 per person per night, including three meals a day. Guests used to pack steamer trunks, take the train and stay for the winter season. The classic "Breakers" (www.thebreakers.com) is now doing business at \$550.00 per night and is still the grande dame of Florida hotels (*National*

Geographic Traveler).....In 1953, Miss Patricia Powell, one of 17 registered nurse/attendants to work Seaboard Air Line trains between Washington, DC and Miami, St. Petersburg, etc., had completed more than two million miles of rail travel (*Modern Railroads*).

Baltimore & Ohio Local Services of Interest

Shown below is a portion of Baltimore & Ohio Railroad Form F, dated February 1, 1922 showing local service on the Landenberg and Eddystone Branches. We would expect to reproduce the remainder of the timetable in our April issue of *Cinders*.

LANDENBERG BRANCH										
743		43	MS.	STATIONS.		44		744		
PM	4.46	PM	3.15	0.0	Lv Philadelphia	Ar	AM	9.20	AM	9.45
	5.04		3.47	11.9	Lv Chester	Ar		8.48		9.21
	5.30		4.25	25.0	Lv Wilmington (Del. Ave.)	Ar		8.07		9.00
	5.35		4.30	26.8	Lv Elanere Junction	Ar		7.55		8.55
	5.40		4.35	28.8	Lv Landenberg Junction	Ar		7.50		8.50
	5.42		4.37	29.5	Lv Marshallton	Ar		7.48		8.48
	5.46		4.41	30.6	Lv Brandywine Springs	Ar		7.44		8.44
	5.48		4.43	30.9	Lv Faulkland	Ar		7.42		8.42
	5.53		4.48	32.3	Lv Wooddale	Ar		7.37		8.37
	6.01		4.56	33.9	Lv Mount Cuba	Ar		7.29		8.29
	6.07		5.03	35.5	Lv Ashland	Ar		7.23		8.23
	6.16		5.11	36.9	Lv Yorklyn	Ar		7.14		8.14
	6.21		5.16	37.7	Lv Goldings	Ar		7.09		8.09
	6.25		5.20	38.6	Lv Hockessin	Ar		7.05		8.05
	6.31		5.26	40.1	Lv Southwood	Ar		6.59		7.59
	6.35		5.30	40.8	Lv Eden	Ar		6.55		7.55
	6.38		5.33	41.4	Lv Broad Run	Ar		6.52		7.52
	6.45		5.40	43.1	Ar Landenberg	Lv		6.45		7.45

EDDYSTONE BRANCH PHILADELPHIA TO BALDWINS										
MS.		STATIONS.		73	75					
0.0	Lv	31st & Girard Ave., Philadelphia	.....	AM	6.20	PM	5.10			
1.6	Lv	24th & Chestnut Sta., Philadelphia	.....		6.25		5.15			
4.7	Lv	60th Street	.....		6.33		5.25			
6.4	Lv	Darby	.....		6.37		5.29			
6.8	Lv	Boone	.....		6.40					
7.6	Lv	Collingdale	.....		6.44					
8.4	Lv	Llanwellyn	.....						
9.5	Lv	Holmes	.....						
10.2	Lv	Folsom	.....						
11.0	Lv	Ridley	.....						
11.4	Lv	Milmont	.....						
12.0	Lv	Eddystone	.....		6.48		5.40			
12.6	Ar	Baldwins	.....		6.55		5.46			

BALDWINS TO PHILADELPHIA										
MS.		STATIONS.		70	72	672				
0.0	Lv	Baldwins	.....	AM	6.56	PM	5.65	PM	12.08	
0.6	Lv	Eddystone	.....		6.58		5.57		12.10	
1.2	Ar	Milmont	.....						
1.8	Ar	Ridley	.....						
2.4	Ar	Folsom	.....						
3.1	Ar	Holmes	.....						
4.2	Ar	Llanwellyn	.....		7.03					
5.0	Ar	Collingdale	.....						
5.8	Ar	Boone	.....		7.06		6.06		12.20	
6.2	Ar	Darby	.....						
7.0	Ar	60th Street	.....		7.09		6.10		12.24	
7.9	Ar	24th & Chestnut Sta., Philadelphia	.....		7.12		6.14		12.28	
11.0	Ar	31st & Girard Ave., Philadelphia	.....		7.20		6.25		12.37	
12.6	Ar	31st & Girard Ave., Philadelphia	.....		7.25		6.30		12.42	

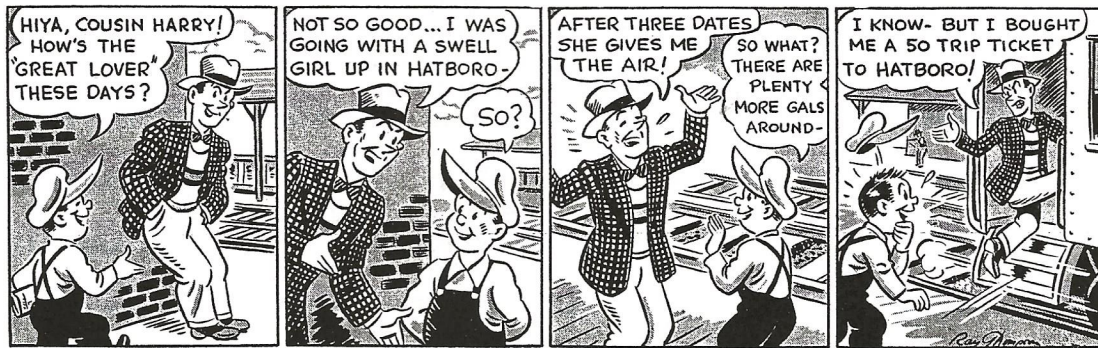
Light-face figures A. M. time. Black-face figures P. M. time.
 * Daily. † Daily, except Sunday. ‡ Sunday only. § Saturday only.
 † Stop on signal to receive or discharge passengers. ‡ Daily, except Saturday and Sunday.
 ‡ Daily, except Sunday and Monday.

BALTIMORE AND OHIO

Convenient Connection with Philadelphia Rapid Transit

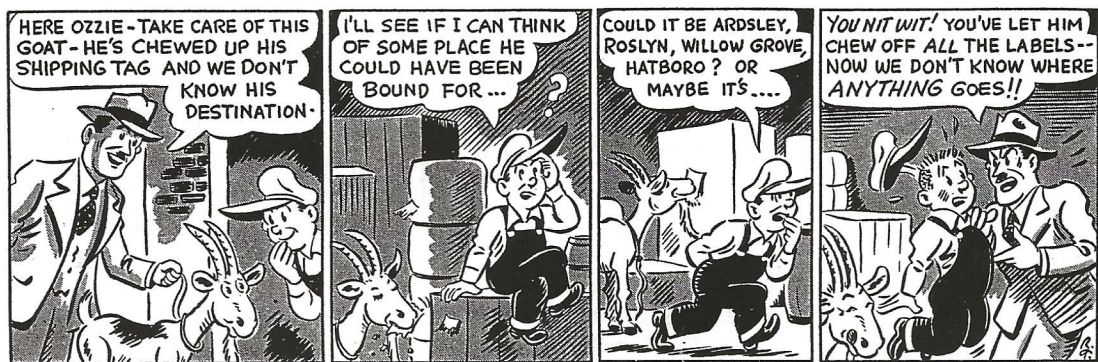
The Walkway at 24th Street, Philadelphia, affords convenient connection between Baltimore and Ohio Railroad station at 24th and Chestnut Streets and subway-surface cars in either direction, or any of the Market Street surface cars crossing Schuylkill Bridge. Street Cars Nos. 13 and 42 going out Walnut Street pass the station. ¶ Full information at Ticket Offices.

ODD-JOB OZZIE LOVE'S LABOR LOST BY RAY THOMPSON



For your enjoyment, we provide two cartoons from the *Reading Railroad Magazine*. The top cartoon is from the April, 1949 issue and the bottom from the October, 1949 issue. Cartoonist Ray Thompson must have lived near Hatboro!!!

ODD-JOB OZZIE HE GETS THE BOSS' GOAT BY RAY THOMPSON



**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