

# CINDERS

MAY 2010



Volume 71

Number 5

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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](http://www.phillyNRHS.com)**

## Meeting Notice

### FRIDAY EVENING, MAY 21, 2010

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, 9<sup>th</sup> Street above Locust (\$6.00 after 6 PM), Parkway garage, also 9<sup>th</sup> above Locust (\$9.00 after 5 PM). There is a new underground garage directly across from the Jefferson Alumni Hall (entrance on 11<sup>th</sup> 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 during the fall months.)*

Philadelphia Chapter's regular monthly meeting on Friday evening, May 21, 2010 will feature a multi-media program presented by Chapter Member Joel Spivak. The program title is *The Archaeology of the Street Railway in New Jersey*. Joel is well-known for his thorough research in his programs, and this is sure to be a treat for the transit historians among us.

The evening begins with our usual optional sit-down dinner in the Faculty Club, Jefferson Alumni Hall, beginning at 6:15 PM, at a cost of \$20.00 per person. **DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, MAY 18, 2010 to National Director Larry Eastwood at 215-947-5769**. The menu for the May 21 dinner features Chicken Francaise, with sweet potato rosettes and grilled vegetables **or** Broiled yellow-fin tuna with diced peppers, baked stuffed potatoes served with grilled tomatoes. Carrot cake on a painted plate is for dessert. Why not come out for dinner before our meeting. It's an enjoyable full meal, plus informal and interesting conversation, and it's still priced at an affordable \$20.00 per person.

## 2012 Convention Dates Changed

While it's a bit early, those thinking about the 2012 NRHS Convention at Cedar Rapids, Iowa, will find that an adjustment has been made in the dates for the event. Originally scheduled for the week of June 11, 2012, the new proposed dates are from June 18-June 25, 2012. Further information will be provided as it becomes available later in 2010.

## If your *Cinders* Arrives in Bad Condition

If your *Cinders* arrives damaged or with pages missing, contact Editor Larry Eastwood at 215-947-5769 or [reastwood2@comcast.net](mailto:reastwood2@comcast.net) and a replacement copy will be promptly be sent to you.

## *Cinders* Mailing Point Changed

Effective with this issue of *Cinders*, the mailing entry location will be changed. Effective May 1, 2010, permit imprint mailings will no longer be accepted at Huntingdon Valley Post Office, where we've mailed this newsletter for years.

In an effort "...to provide you with better service", a number of Postal Service business mail entry acceptance locations are being closed. Henceforth, we will need to mail *Cinders* under Permit #79 at Jenkintown, PA 19046.

For those of you who have E-mail, we would ask that, for this month only, you notify Editor Larry Eastwood at [reastwood2@comcast.net](mailto:reastwood2@comcast.net) on what date this issue arrives in your mail.

## Chapter Officers Re-Elected

At its annual meeting held on Friday, April 19, Chapter members unanimously re-elected the incumbent officers from last year to another one-year term for 2010-2011. President Frank Tatnall thanked those present for their continued confidence in the administration of Philadelphia Chapter.

## Chapter Dinner at Fox Chase July 16

The annual Bill Wagner Summer Dinner will return to a familiar venue in 2010, according to Dinner Chair Leslie J. Dean. For the past three years, the summer event has been held at two different venues in Berwyn, both of which have now closed. The 2010 gathering will be held at Moonstruck Restaurant, on Oxford Avenue in Fox Chase, close to the R8 Fox Chase Regional Rail station. Dean advises the price will be \$44 this year, and complete menu details will be available for June *Cinders*.



**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**

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**MEETINGS:** 7:30 PM, third Friday of each month (except second Friday in December), at Faculty Club, Second Floor, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

**ANNUAL MEMBERSHIP DUES:** \$53.00 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.

**Philadelphia Chapter, NRHS  
Board of Directors Meeting- Summer, 2010  
Tuesday, July 13, 2010  
7:00 PM to 8:30 PM  
Passenger Services Conference Room  
Amtrak 30<sup>th</sup> Street Station**

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**All members of Philadelphia Chapter  
are welcome and encouraged to attend**

**Two Members Omitted from Awards List**

In the January issue of *Cinders*, we listed the names and hometowns of the members receiving NRHS Membership Awards in 2010. Unfortunately, the listing we received from NRHS did not have the first two names on it, although we received their pins and award letters.

The two missing names were:

**Richard M. Bernhardt**, Jenkintown, PA 19046  
**Wayne Bode**, Narberth, PA 19072

Pins and letters were presented at the March 19 Chapter meeting; the remainder have been mailed to all recipients.

Combines the best  
of Truck and Train



**PENNSY  
TRUC TRAIN  
SERVICE**

**E. Everett Edwards Follow-up**

In our April issue, we informed you of the passing of Chapter-only Member E. Everett Edwards of Doylestown, PA. Thanks to Doug Peters of Lehigh Valley Chapter, we've learned a bit more about Ev, who was 90 when he died.

Ev grew up in Easton, PA, and developed an early interest in trolley cars and Lehigh Valley Transit Company, and was taking photos in the late 1930's. He joined the Trenton (NJ) Chapter of NRHS in 1940 and the following year helped to organize the Lehigh Valley Chapter.

Throughout his lifetime, Edwards amassed a collection of 3,600 black-and-white trolley negatives and some 6,800 photos. He donated much of his collection to Railways to Yesterday at Rockhill Furnace, PA where it will enhance their archives.



FORT WASHINGTON BRANCH			
Miles		802	854
		Except Sat&Sun H	Except Sat&Sun H
		AM	PM
.0	Lv Phila., Broad Street		
	Suburban Station	7:07	5:24
	* Penna. Sta. (30th St.)	7:10	5:27
5.5	* North Philadelphia	7:15	5:32
6.2	* Westmoreland	7:20	5:37
7.7	* Queen Lane	7:22	5:38
8.2	Lv Chelton Avenue	7:24	5:41
8.7	* Tulpehocken	7:25	5:41
9.2	* Upsal	7:27	5:43
9.8	* Carpenter	7:28	5:44
10.3	Ar Allen Lane	7:31	5:47
10.3	Lv Allen Lane	7:38	5:50
11.0	* Germantown Road	7:40	5:52
11.8	* East Lane	7:42	5:54
12.1	* Wyndmoor	7:43	5:55
12.7	* Hill Crest	7:45	5:57
13.4	Lv Laverock	7:47	5:59
13.8	* Sandy Hill	7:48	6:00
14.3	* Enfield	7:49	6:01
15.8	* Sunnybrook	7:51	6:03
16.8	Ar White Marsh	7:53	6:05
		AM	PM

		813	853
		Except Sat&Sun H	Except Sat&Sun H
		AM	PM
	Lv White Marsh	7:56	6:07
	* Sunnybrook	7:58	6:08
	* Enfield	8:00	6:11
	* Sandy Hill	8:01	6:12
	* Laverock	8:02	6:13
	Lv Hill Crest	8:04	6:15
	* Wyndmoor	8:06	6:17
	* East Lane	8:07	6:18
	* Germantown Road	8:09	6:20
	Ar Allen Lane	8:11	6:22
	Lv Allen Lane	8:16	6:31
	* Germantown Road	8:17	6:32
	* Upsal	8:19	6:34
	* Tulpehocken	8:21	6:36
	* Chelton Avenue	8:23	6:38
	Lv Queen Lane	8:25	6:40
	* Westmoreland	8:28	7:03
	* North Philadelphia	8:31	7:05
	* Penna. Station (30th St.)	8:33	7:07
	Ar Phila., Broad St. Suburban Sta.	8:42	7:16
		AM	PM

*(We reprint here the schedule for the Pennsy's Fort Washington Branch, dated September 24, 1950. Questions arise – did passengers change trains at Allen Lane, or were the consists coupled together and run through? Also, for the benefit of today's train crews, it's interesting to note that it took only 2-3 minutes to reverse ends at Whitmarsh. There must be some Chapter members who rode these trains and can tell us.)*



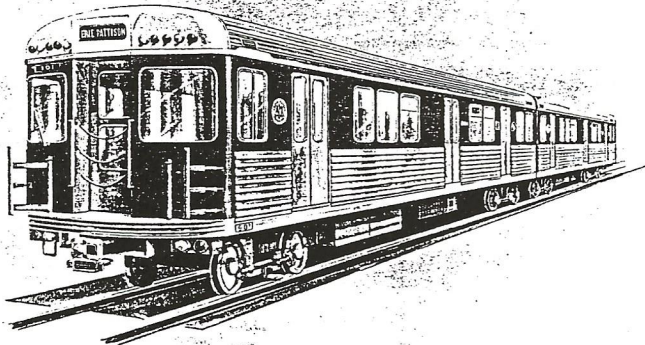
# PHILADELPHIA

# EXPRESS



## FRANK G. TATNALL, JR.

### SEPTA TRANSIT



SEPTA received a serious blow last month when the Federal Highway Administration again rejected Pennsylvania's bid to place tolls on Interstate 80 across the northern tier of the State. The income from these tolls was to provide a large share of the capital funding for highways, bridges and transit, under Act 44 passed in 2007. Without the I-80 revenue, tolls on the Pennsylvania Turnpike most likely will be increased and a higher tax on gasoline also is possible. The rejection, according to Federal officials, was based on a law that requires tolls on an Interstate highway to be dedicated to maintenance and improvements on that highway rather than being spread around the state. In a statement, SEPTA said that the loss of I-80 funding "will create a deep and long-lasting effect on many major SEPTA [capital] projects." The fallout from this decision is the deferral of 22 capital projects over the next four years, including the \$100-million state-of-the-art fare collection system, the badly-needed \$100 million reconstruction of City Hall subway station, the \$80-million extension of Regional Rail service to Wawa and the proposed \$22.6-million parking garage at 69<sup>th</sup> Street.

As a result of the failure of the I-80 tolling proposal, SEPTA plans to reduce capital spending for Fiscal Year 2011 to \$303.7 million, from \$418 million in FY 2010, a 25-percent drop. The new fiscal year begins July 1. As detailed here last month, the FY 2011 operating budget of \$1.18 billion includes an average six-percent increase in fares but few service reductions, in contrast to many other big-city transit systems. New York's Metropolitan Transportation Authority, for example, has approved deep cuts in subway, bus and commuter rail service, and layoffs of hundreds of sales agents, in an effort to close a \$400-million budget deficit in the coming year. NJ TRANSIT (see below) also will slash service on bus, light rail and commuter rail lines in the face of a projected \$300-million shortfall in FY 2011.....SEPTA has issued a brochure to the public detailing how it is spending the \$191 million received under the Federal stimulus program. There are 32 stimulus projects in all, many of which have been described here in previous issues.

Following on the heels of the big rain and windstorm on March 13-14 came another soaker on Monday, March 29. This one created far less trouble than its predecessor in southeastern

Pennsylvania but hit New England hard with some of the worst flooding there in over a century. The storm dropped 1.4 inches of rain on Philadelphia, helping set an all-time 12-month precipitation record of 62 inches for the April 1, 2009-March 31, 2010 period. There was some street and highway flooding in this area but mass transit was not seriously affected. Route 15 was bused for a time on the 29<sup>th</sup> due to an overhead wire problem at 8<sup>th</sup> Street & Girard Avenue .....SEPTA will hold its annual "Rail Rodeo" event at the Broad Street subway's Fern Rock shop on September 25. Some Regional Rail equipment—possibly to include all four types of Silverliners—is planned for display at the Fern Rock Transportation Center.....SEPTA's last unmodified PCC car, #2785, was sold to San Diego last month and was moved out of the Elmwood storage yard on a flatbed truck ..... The plan to build three blocks of new track in Frankford Avenue for a new Route 15 turnback (see December, February *Cinders*) has been postponed to Fiscal Year 2011, which begins July 1.

The *Daily News* published a rather embarrassing photo in its March 24 issue, showing a green-painted hybrid bus on Chestnut Street spewing black smoke from its exhaust stack. Large lettering next to the stack read "CLEANER EMISSIONS"! SEPTA later explained that the bus had a cracked catalytic converter which allowed unburned fuel to run through the system. The converter was quickly replaced and no similar problems with any of its other 270 diesel-electric hybrids have been reported .....All subway-surface trolleys had to be diverted to 40<sup>th</sup> & Market Streets on the afternoon of Tuesday, April 13, when a westbound trolley became disabled in the tunnel at the 15<sup>th</sup> Street station.....A trespasser in the track area was struck and seriously injured by a northbound Broad Street subway train late on Wednesday, April 13 near the North Philadelphia station .....A 65-year-old man died of a drug overdose on board a Market-Frankford Nite Owl bus early on Sunday, April 11. According to newspaper reports, the driver, who believed the passenger was drunk and merely sleeping it off, was instructed to proceed to the end of the route at Frankford Transportation Center where police would handle the situation.



## SEPTA REGIONAL RAIL

The public got its first look at SEPTA's new Silverliner V's on April 13, 14 and 15 when married pair #801-802 was displayed on #0 track at Suburban Station. These are two of the three pilot cars (the other being single car #701) which arrived fully assembled from South Korea in early March. The three cars have been undergoing static testing at the Wayne Junction shop, and were expected to begin dynamic (road) testing before the end of April. The tests will be carried out at night—and possibly on

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# PHILADELPHIA EXPRESS

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weekends—on a main track isolated from regular traffic. Among the items to be scrutinized will be the propulsion and braking systems, radio communications, cab signal operation, heating/air conditioning systems and ride quality. Full certification by Federal Railroad Administration inspectors will be necessary before the cars can enter revenue service, which most likely will be in mid to late summer.

Meanwhile, work continues at Hyundai-Rotem's plant in South Philadelphia, which will perform final assembly of the other 117 Silverliner V's in the \$274-million order. About 110 workers currently are employed in assembling the cars. By mid-April a total of 48 partly-built car shells were in the Weccacoe Street plant, which after their completion will be tested on a newly-electrified 1,500-foot CSX siding adjacent to the plant. All of the cars will be road-tested by SEPTA before entering service. The plan is that by the end of next year most of the 70 increasingly unreliable Silverliner II's and III's will be retired. The interiors of the new cars are a striking improvement over the 40-plus-year-old Budd and St. Louis MU's which they will replace (but there still are no restrooms). SEPTA promises that its loyal Regional Rail passengers will be treated to a new level of comfort unknown in the long history of rail commuter service in Philadelphia. A future challenge for SEPTA is the fact that its 231 Silverliner IV's are celebrating their 35<sup>th</sup> birthday, and design work for their "Silverliner VI" replacements will become an increasingly pressing matter for SEPTA even as it struggles to absorb the Silverliner V's into its system. Total cost of the Silverliner V program will be about \$330 million, to be financed through a combination of grants and lease proceeds.

CSX has taken its 0.7-mile Blue Line branch out of service between "Nice" interlocking and the SEPTA connection at Wayne Junction. The rail has been lifted for part of the distance, forcing CSX to reroute its C746 Lansdale-Philadelphia local freight train via the rickety Stony Creek branch or—as reported on some recent nights—via Woodbourne yard and SEPTA's R3 Neshaminy Line to Jenkintown. The Blue Line was once the route of Baltimore & Ohio's crack **Royal Blue** and other Washington-New York passenger trains, hence the name. The change is tied in with CSX's \$32-million clearance project for doublestack container trains on its ex-Reading Trenton Subdivision, which includes depressing the track under SEPTA's Mainline bridge at "Nice" and at 15 other overhead bridges (see December *Cinders*). It's not clear when or if the Blue Line track will be restored.

According to its proposed capital budget for Fiscal Year 2011, no further money will be spent on the R3 Elwyn-to-Wawa extension project until at least 2015 (beyond the \$22.6 million already in the pipeline). Among the ten other Regional Rail projects to be deferred due to the 25-percent cut in State funding (see above) are: Ardmore Transportation Center (\$15.8 million), Levittown station improvements (\$34.3 million), signal and interlocking improvements on the R5 Paoli-Thorndale route over AMTRAK's Harrisburg line (\$44 million), the Paoli Transportation Center (\$40 million), a new electrical substation and converter at Jenkintown (\$67 million), restoration of the R5 Villanova station (\$22.9 million) and rebuilding of Wayne Junction station (\$29 million). But several pressing RRD projects did survive in the proposed budget, including \$24.6 million for signal system modernization in order to comply with the Federal

mandate for Positive Train Control (PTC), Regional Rail's share of the \$53-million vehicle overhaul and repair program and \$2.5 million for parking expansion and improvements at the R5 Malvern station.

The ex-NJ TRANSIT Comet push-pull coaches have been reassigned from their home on the R5 Thorndale-Philadelphia run. They now operate in the morning on R3 express #5340 from Elwyn and in the afternoon on R3 #6374 **Pennypack Limited** to West Trenton.....Footings are being installed for the new northbound high-level platform at R5 Ambler station. The southbound station building and platform were completed earlier this year (see February *Cinders*)..... Silverliner II #269, the only SEPTA MU which still displays the word "PENNSYLVANIA" on its letterboards, is alive and well. This writer spotted it on the head end of R5 train #537 at Market East on April 14. On April 21 we also rode the first Silverliner II, #201, on the head end of R5 train #531.....The big project at the R5 Wayne station now is concentrated on restoring the historic 1885-vintage station building and outbound wooden shelter. High-level platforms on both sides are complete and in service .....Restoration work on the old Pennsy Cynwyd station building continues under the direction of the Lower Merion Historical Society. Three years ago the township leased the 1886 building from SEPTA and subleased it to the LMHS.

The trespasser death toll continues on area railroads (see April *Cinders* and previous issues). At 6:55 PM on Monday, March 29, AMTRAK train #2119 struck and killed a man near Levittown station, forcing SEPTA to cancel eight R7 trains to and from Trenton. Several other Amtrak and SEPTA trains were delayed. The same morning, SEPTA R8 train #827 out of Fox Chase struck a 15-year-old female trespasser just south of Lawndale station. She was later reported in serious condition at Einstein Medical Center. That train and following #829 had to be annulled, as well as northbound #828. At 11:52 on Friday night, April 2, northbound Amtrak train #66 struck and killed a man near Glenolden station, delaying R2 trains #4279 and 9264 for nearly two hours and #9266 for 80 minutes. At 7:56 PM on Tuesday, April 6, a female trespasser was run over by Keystone train #656 just west of Holmesburg Junction. Service was suspended for nearly three hours, delaying Amtrak trains and forcing the annulment of SEPTA R7 trains #759, 765, 769, 775, 776 and 778. *USA Today* last month ran an article on trespasser and grade crossing deaths. Comparing 2000 with 2009 the number of trespassers killed by trains declined slightly from 463 to 434, while deaths in vehicles at grade crossings dropped from 425 to 248.

Another trespasser death may have been avoided in a bizarre incident on Sunday evening, March 28. The engineer of R5 train #2519 reported seeing a person lying on the track just north of North Wales station. Police removed the trespasser and #2519 proceeded south after a short delay. Signal work on the Warminster Line delayed virtually all R2 trains for relatively short periods on Saturday, March 20. On Tuesday morning, March 23, the Operations Center lost control of interlockings at the Airport. For the next three hours, numerous trains on the Airport Line were delayed and four were annulled. A signal violation by R3 train #4361 at "20<sup>th</sup> Street" interlocking outside of Suburban Station caused a host of delays during the afternoon rush hour on Thursday, March 25. On Friday afternoon, April 2, R2 Newark express #5251 with AEM-7 #2303 and seven push-pull cars had to

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# PHILADELPHIA EXPRESS

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be cancelled at Temple U station due to a braking problem. Passengers were transferred to following #9257 which added two cars at 30<sup>th</sup> Street to handle the increased passenger load. Friday afternoon, April 16, saw Thorndale express #7565 delayed at Downingtown for 53 minutes when ALP-44 locomotive #2308 shut down. The following push-pull train, #5571 headed by AEM-7 #2306, coupled behind the disabled train and shoved it the three miles to Thorndale. Push-pull train #5571 came out of Wayne Junction yard on Monday the 19<sup>th</sup> with both pantographs up on AEM-7 #2301—a no-no. When the locomotive passed under the phase break south of Temple U it shot the line, but power was restored and the train proceeded with minimal delay.

Two major service shutdowns occurred last month, both caused by trespassers. At 4:30 AM on Monday, April 5 Philadelphia police ordered AMTRAK to close the railroad between Overbrook and “Zoo” as officers pursued a gunman near 56<sup>th</sup> Street & Lancaster Avenue. A police sergeant investigating a string of burglaries in the area had spotted two men on the tracks around 4 AM and tried to stop them, but one of the men shot the sergeant in the shoulder. For the next two hours officers searched the area along the railroad, finally allowing trains to begin moving at 6:30 AM. Three Amtrak trains were delayed, five SEPTA R5 Paoli-Thorndale trains were annulled and numerous others were anywhere from five to 90 minutes late.

Then, at 7:35 on Saturday morning, April 10, AMTRAK was forced to de-energize the catenary from Overbrook through the center city tunnel to the phase break south of Temple U station. All SEPTA traffic as well as Amtrak’s Harrisburg service was halted. The cause? A 27-year-old man had climbed a catenary pole on #1 track near 34<sup>th</sup> & Mantua Avenue and threatened to jump, bringing police and fire rescue personnel to the scene. Power was restored through the tunnel at 8:55 AM and shuttle bus service was begun between 30<sup>th</sup> Street and Overbrook station, where passengers could transfer to and from their R5 trains. Finally, after the man was talked down, all power was restored at 10:40 AM. Fortunately, it was not a weekday morning, but nonetheless more than two dozen SEPTA trains were annulled and many others delayed for up to an hour. At least three Amtrak Keystone trains also were stalled by the power shutdown and one of them, #611, had to be towed by diesels to Overbrook where it was able to proceed west under its own power.



**NORTHEAST REGIONAL AMTRAK**

AMTRAK ridership is on a pace to set a new yearly record. During the first half of Fiscal Year 2010 (October through March) system ridership was up 4.3 percent over the same period a year ago. The railroad carried 13.6 million passengers which is 100,000 more than the previous six-month record set in FY 2008. Both the Northeast Corridor and long-distance routes showed ridership growth. Amtrak President Joseph Boardman cited the improving economy and high fuel prices as part of the reason for the increase in passenger traffic. But, as he pointed out to a Congressional committee, between 2002 and 2008 “Amtrak increased its ridership by 32 percent without buying a single piece of new rolling stock.” The average age of its passenger fleet is 24 years. As a result, Amtrak had added \$446 million to its budget

request for FY 2011 as a down payment on its plan to acquire 1,200 new cars and 334 new locomotives (see March *Cinders*). This brings Amtrak’s total budget request for the year to \$2.65 billion. In his FY 2011 budget proposal President Obama requests \$1.6 billion for Amtrak.

The heaviest rainfall in more than a century submerged parts of Connecticut, Rhode Island and Massachusetts March 29-31, forcing AMTRAK to shut down its Corridor service between New Haven and Boston for five days. The hardest-hit areas were around Providence and Kingston, RI, with some amazing photos showing long stretches of right-of-way under as much as two feet of water, and only the catenary poles and wires visible. By Noon on Wednesday the 31<sup>st</sup> all service had been suspended east of New Haven, with some Acela Expresses being turned there. Service between New Haven and Springfield was unaffected. Starting Thursday, April 1, three Northeast Regional trains were run each day between New York and Boston via the Inland Route, through Hartford, Springfield and over the CSX mainline to Boston. Diesel locomotives substituted east of New Haven. Corridor service between New York and Washington continued to operate normally during this period. Regular service between New Haven and Boston was not restored until early Monday, April 5, after all flooded trackage had been inspected and repaired.

AMTRAK said last month it will extend its existing train control technology to the entire Northeast Corridor by the end of 2012. This will be three years before the Federally-mandated date to have a Positive Train Control (PTC) system designed to prevent train collisions installed on all passenger-carrying lines. At present, Amtrak’s ACSES (Advanced Civil Speed Enforcement System), which complies with PTC requirements, is in service mainly between New Haven and Boston. All other operators which use the NEC, such as SEPTA, NJ TRANSIT and the freight railroads, will be required to have their trains equipped for ACSES.

AMTRAK’s National Train Day at 30<sup>th</sup> Street Station on Saturday, May 8, promises to be bigger and better than the two previous events. Hours are 11AM-4 PM. Many activities and exhibits are planned, including “Baseball Junction: The History of Baseball and the American Railroad,” which will hark back to the days when all major league teams traveled by train. A large equipment display will be held at track level, with an Acela Express set expected to be open and one or more private cars on hand including Washington, DC Chapter’s famous Pullman lounge-sleeper **Dover Harbor**. Cameras will be permitted! Other major National Train Day events are scheduled for Washington, Chicago and Los Angeles.....President Boardman has warned Congress that a “growing number of entities, including states and other public bodies” are refusing to include AMTRAK in certain liability insurance policies designed to cover local or state-sponsored operations. His concern arises out of the State of Florida’s plan to begin a new rail service dubbed “Sunrail” on a CSX right-of-way over which Amtrak also operates, while refusing to afford Amtrak the same insurance coverage as CSX and Sunrail will enjoy (*Railway Age*).....AMTRAK has asked Congress to provide it with a dedicated funding source when the existing surface transportation law is renewed, probably next year. Until now the railroad always has been subject to the whims of the President and Congress for its funding (*Trains*).

AMTRAK has announced that it will make permanent the temporary 25-percent fare reductions on certain Northeast Regional trains which were begun last year. The fares require

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(Continued from Page 5)

reservations 14 days in advance and apply on selected trains between Boston, New York, Washington, Richmond, Newport News and Lynchburg, VA (NARP).....Transportation Secretary Ray LaHood last month visited AMTRAK's Beech Grove maintenance shop in Indiana to see the restoration work being performed there. A total of 21 passenger cars and 15 diesel locomotives are being rebuilt at Beech Grove as part of a \$32.3 million project funded by the Federal stimulus program (*Trains*).....What the *Inquirer* referred to as a "whimsical flash mob" invaded 30<sup>th</sup> Street Station on Thursday evening, April 1. But unlike the dangerous flash mobs which recently have caused violence in center city and along South Street, this group of some 500 people did not harass anyone. Organized by Drexel University students, the group simply "froze in place" in various poses for three minutes. Passengers were surprised and possibly amused by the stunt.

Two more in a long series of signal failures on the Northeast Corridor disrupted service last month. Late on Friday afternoon, April 9, signal power was lost between Wilmington and "Prince" interlocking near Perryville, MD, a distance of 30 miles. Numerous AMTRAK, SEPTA and Norfolk Southern trains were delayed, as dispatchers had to issue verbal instructions by radio to allow trains to pass stop signals until the problem was corrected late that evening. Six SEPTA R2 trains had to be annulled between Wilmington and Newark and two others were delayed. Some passengers were handled by DART shuttle buses to and from Newark. Then, during the afternoon rush on Thursday, April 15, a signal outage at Penn Station, New York, delayed Amtrak and LONG ISLAND trains and shut down NJ TRANSIT service into and out of Penn Station for an hour. Normal service was restored by 9 PM.....A trespasser was reported staggering along the tracks near North Philadelphia station around 8:30 AM on Friday, April 2. Several AMTRAK and SEPTA R7 and R8 trains suffered brief delays until police removed him.



## CSX, NS, OTHER ROADS

NJ TRANSIT has approved higher fares effective May 1 to help close a \$300-million budget hole in the new fiscal year that begins in July (see March, April *Cinders*). While the proposed 25-percent across-the-board increase has been cut back to ten percent for in-state bus and light rail riders, rail commuters and interstate bus passengers will bear the full 25-percent rise. In addition, the 20-percent discount for off-peak round-trips on the rail system was discontinued. Some of the originally-planned service cutbacks on bus routes in the central and northern parts of the State were restored but about 30 of NJT's 725 weekday commuter trains will be eliminated. Some layoffs also are expected. A speaker at one of the earlier public hearings criticized the State for its willingness to punish transit riders for "doing the right thing," while motorists will suffer no comparable pain. Governor Christie vowed not to increase the State's gas tax, one of the lowest in the nation, while at the same time cutting support for transit (*Railway Age, Trains*).

NJT's luxury ACES trains, which are subsidized by the casino industry, once again are operating directly between New York's Penn Station and Atlantic City. Following the February 13 fire in a P40 diesel unit (see March *Cinders*), NJT cut back the trains to Newark because the P40's are NJT's only road diesels that can operate through the tunnels to Penn Station. But at least three of the four ex-AMTRAK units now have been returned to service .....The U.S. Department of Labor has ordered NJT to pay an employee \$500,000 for its violation of the Federal Railroad Safety Act. The case involved alleged retaliation against the employee for reporting a work-related illness after witnessing a fatal accident to another worker (PRNewswire).

CSX has issued its 150-page annual report for 2009, which shows operating revenue for the year of \$9 billion and operating income of \$2.3 billion. These figures represent declines of 20 percent and 17 percent respectively from 2008, but a 20-percent cut in operating expenses produced a record low operating ratio of 74.7 percent. For the first time, CSX will hold its annual shareholders meeting in Philadelphia on May 5, at the Rittenhouse Hotel.....CSX did much better in the first quarter of 2010 with revenues of \$2.5 billion, up by 11 percent over the same period last year, and record first-quarter operating income of \$634 million. CEO Michael Ward is optimistic about the improving economy, and said his railroad plans to invest \$1.7 billion in capital improvements this year. Only ten percent of its locomotive fleet—400 units—is in storage.

NORFOLK SOUTHERN also issued its 102-page annual report for 2009, with a dramatic night photo of Horseshoe Curve on the cover. As previously reported, NS earned \$1 billion on operating revenues of \$8 billion, which represented declines of 25 percent and 40 percent year-over-year, but operating expenses also were cut by 21 percent. The operating ratio increased to 75.4 percent. At presstime NS had not yet released its first quarter earnings but CEO Wick Moorman in his message to shareholders expressed a "sense of optimism for our future prospects".....NS is working with Electro-Motive to test soybean-based "biodiesel" fuel in its SD70M-2 and MP15 locomotives. The units will burn a blend of ten to 20 percent biodiesel and regular diesel fuel (*Trains*)..... NS currently has just 62 diesel locomotives in storage, far less than it did a year ago (Trainorders.com).

NS has joined many other companies in establishing a presence on "social media" websites such as Facebook, YouTube and Twitter. The railroad feels that this is a good way to get its message out to an increasingly Internet-dependent public (*Railway Age*).....NS plans to substantially expand its ex-CONRAIL intermodal terminal at Harrisburg, PA. The existing facility on the old PRR mainline was built over 30 years ago and is several miles away from the Rutherford intermodal and RoadRailer terminals on the former Reading (Lancaster Chapter)..... CSX and NS could gain new automobile business from the deal announced last month to import 150,000 new Hyundai and Kia cars a year through the Packer Avenue Marine Terminal in South Philadelphia. After unloading from ships the cars will be moved to a 90-acre rail-accessible lot near Pier 98, where they will be readied for inland shipment. The *Inquirer* reports that 270 full-time jobs will be created when the operation begins in June.

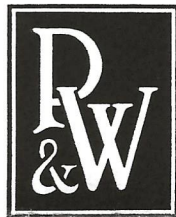
(Continued on Page 7)



# PHILADELPHIA EXPRESS (Continued from Page 6)

The long, frustrating effort to rebuild ex-Pennsy K4 #1361 seems to have come to an end. The Railroaders Museum in Altoona announced last month that the famed locomotive—which is in several pieces—will be shipped back from the Steamtown shop in Scranton to Altoona where it is to be reassembled and placed on static display. But a recent newspaper report quotes Museum Director Larry Salone as saying that he has not given up on trying to restore #1361 to active service. It was sent to Scranton 14 years ago to be rebuilt, but after more than \$1.6 million was spent on the project little progress was made. A widespread view was that if the Altoona museum had sent #1361 to the STRASBURG RAIL ROAD's shop instead, the skilled mechanics there would have successfully accomplished the project within a few years and today the engine would be in running condition .....

SOUTHERN RAILROAD OF NEW JERSEY last month moved all of its remaining locomotives assigned to the Salem branch out of Swedesboro to its main facility at Winslow Junction. Salem County has awarded operating rights on the line to a new contractor, U.S. RAIL (Trainorders.com).



Merritt H. Taylor, Jr., who served as president of Philadelphia Suburban Transportation Company from 1960 to 1970, passed away at his Florida home on March 26. The third generation of his family to head the Red Arrow system, Taylor was 87. Although long a critic of government operation of public transit, he negotiated the sale of Red Arrow to SEPTA in 1970. (The late Ronald DeGraw, a Philadelphia Chapter member who authored the definitive history of Red Arrow, served as one of the first chief officers of SEPTA's new suburban operation.) Taylor was born in Philadelphia, attended the Haverford School and the University of Pennsylvania, and served overseas both in World War II and the Korean War. His father, Merritt Taylor, Sr., had purchased the Philadelphia & Western in 1954 and merged it into the Red Arrow system. Two of the younger Taylor's bolder moves were the acquisition in 1963 of North Shore Line's two Electroliner trains for service on the P&W, and his unsuccessful attempt in 1967 to substitute railbuses for trolleys on the Media and Sharon Hill lines. He also pioneered the concept of private busways when the Ardmore line was converted from trolleys to buses. (The busway in Oakmont still is in service on SEPTA Route 103).

The STRASBURG RAIL ROAD was listed as one of America's nine best daytime train rides in a Parade Magazine article on March 28. It is in distinguished company with such as the DURANGO & SILVERTON and WHITE PASS & YUKON narrow-gauge lines, the GREAT SMOKY MOUNTAINS RAILROAD and AMTRAK's Downeaster service .....

PATCO riders suffered numerous delays during the afternoon rush hour on Wednesday, April 9, due to a series of signal problems. On its website PATCO issued an apology for the delays and for its failure to provide updates through its E-Alert system.....

Another death reported last month was that of Donald A.

Brinkworth, 86, a longtime attorney for the PRR, Penn Central and CONRAIL. He earlier had served on the front lines in Africa and Europe during his Army stint in World War II. Brinkworth often took credit for relieving the railroads of hundreds of money-losing passenger routes through the "train-off" cases he brought before the Interstate Commerce Commission and state commissions. In those days it was necessary to receive official approval before ending a passenger train operation—not always easy to do.

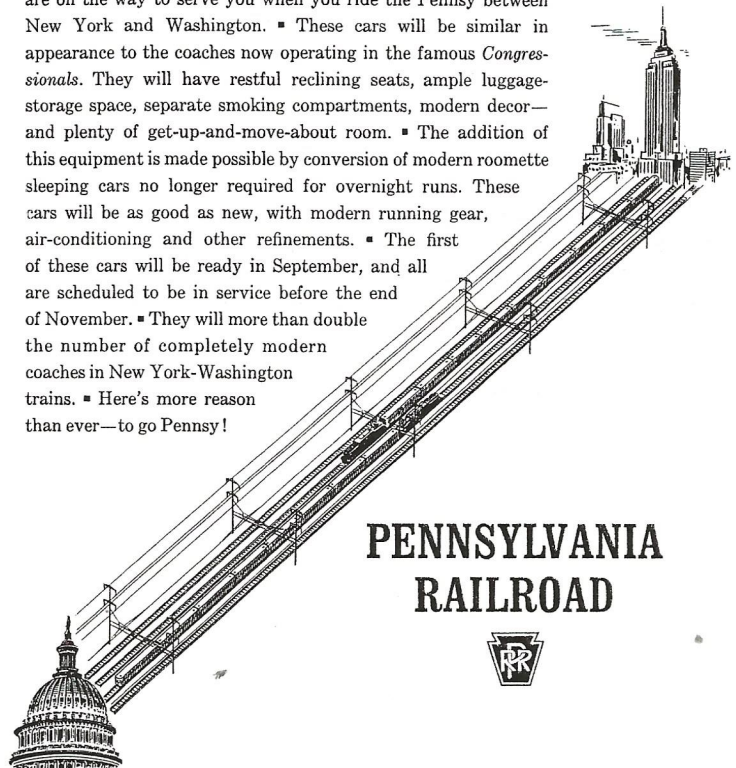
"The Obama Administration is forming a national freight transportation policy that can be boiled down to one concept: Get more trucks off the roads." So said the *Journal of Commerce* in its April 5 issue. The report continued that key officials "want to move a larger percentage of the nation's intercity freight by rail or water, to take pressure off congested and crumbling highways and to help improve the environment" .....

The Tasty Baking Company is selling the properties in Nicetown on which its bakery and former offices are situated. The bakery long was served by a siding off the Reading's Richmond branch (later CONRAIL and CSX's Trenton Line). Tasty is moving this spring to a new location in the Philadelphia Navy Yard.....

Sugar House is currently building its temporary casino along North Delaware Avenue, which is due to open in September. But the casino has not yet reached a final agreement with the Philadelphia Belt Line Railroad, which is contesting the use of its right-of-way through the casino property (see September, February *Cinders*).

# 50

ADDITIONAL STAINLESS-STEEL COACHES, modern in every respect, are on the way to serve you when you ride the Pennsy between New York and Washington. ■ These cars will be similar in appearance to the coaches now operating in the famous *Congressional*s. They will have restful reclining seats, ample luggage-storage space, separate smoking compartments, modern decor—and plenty of get-up-and-move-about room. ■ The addition of this equipment is made possible by conversion of modern roomette sleeping cars no longer required for overnight runs. These cars will be as good as new, with modern running gear, air-conditioning and other refinements. ■ The first of these cars will be ready in September, and all are scheduled to be in service before the end of November. ■ They will more than double the number of completely modern coaches in New York-Washington trains. ■ Here's more reason than ever—to go Pennsy!



(Above is an advertisement circulated by the Pennsylvania Railroad 1963 for 50 ex-PRR and N&W Budd-built stainless-steel 22-roomette cars converted to coaches to provide additional capacity on the Corridor for the 1964-65 New York World's Fair)



## 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.)

The Nicholson (PA) Heritage Association wants the United States Postal Service to issue a commemorative stamp for the 100<sup>th</sup> anniversary of the Nicholson bridge, more popularly known as Tunkhannock Viaduct. The centennial would be held in November 2015. The massive reinforced concrete structure, built by the Delaware, Lackawanna & Western between 1912 and 1915, has hosted the following rail operators: Delaware, Lackawanna & Western; Erie Lackawanna; Conrail; Delaware & Hudson; Guilford; and now Canadian Pacific. Interested? See [www.nicholsonheritage.org](http://www.nicholsonheritage.org). (The Order Board).....In the 1890's, the New York Central & Hudson River's crack **Empire State Express** ran between New York City and Buffalo (daily), covering 436 miles in 8 hours, 40 minutes. Today, Amtrak Train #63 makes the trip in just over 8 hours, some 100-plus years later (*King's Handbook of New York* and Roy).....Recently, the new Atlantic Terminal opened in Brooklyn, NY. This three-story building with an atrium allowing natural light serves the Long Island Rail Road and NYCTA subway trains. Used by 25,000 LIRR and 31,650 NYCTA riders, it cost \$108 million and had been dubbed "Brooklyn's Grand Central Terminal". It replaces a dingy facility that closed in 1988 (Robert A. Lowe - *Bridge Line Historical Society*).

In the early 1900's, John B. Thayer (1862-1912) was a member of the board of directors of the Pennsylvania Railroad and led a prosperous life in Philadelphia. He took his wife and son on a European trip and on the voyage home he dined with a table of notables including the ship's captain. A couple of days later Mrs. Thayer and her son were seen in New York City but, unfortunately, Mr. Thayer and Captain Edward J. Smith had gone down with the *Titanic* (*Mile Post*).....The Lionel catalog for 1956 offered a train set called "Pride of the Pennsy - the great **Congressional**" that featured a rather squat tuscan red GG1 numbered 2360 (?) and some "Budd-like" stainless steel cars. The train was fairly realistic, except for the car labeled **Betsy Ross**, a Vista Dome coach!!! (*Lionel Inspiration*).....On August 3, 1945, the Pennsylvania Railroad executed the largest troop movement of World War II. Some 20,000 military returnees arrived at Camp Kilmer, NJ in 31 trains between 8:00 PM and 4:30 PM on August 4 (C. T. Baer).

NOW YOU KNOW!! During the May 19, 1977 Southern Pacific Railway stockholders meeting, a couple of investors asked SP Chairman B. F. Biaggini about rail passenger service in the United States. He replied that the SP operates trains on a contractual basis for Amtrak.....but in an energy shortage economy, it had to be emphasized that the bus is the more efficient and economical mode of surface transportation (*SP Bulletin* - 1977, Volume 61, Number 4).....The 1932 Winter Olympics at Lake Placid, NY boosted passenger traffic on both the New York Central and Delaware & Hudson Railroads. Both lines parked more than 20 extra Pullman cars at the station (as hotel space) to house upwards of 500 visitors to the events (*The Timetable Collector*).....The Denver & Rio Grande Western narrow gauge route between Denver and Salt Lake City was a 735-mile ordeal with plenty of curves and grades

## Many Railroads Operate Today with Same Name as 100+ Years Ago

The numerous mergers and abandonments which have occurred in the American rail system over the past half-century have consigned hundreds of famous and not-so-famous railroad names to the history books. But a surprising number of carriers continue to operate under exactly the same names as they did 100 or more years ago. It will be noted, however, that the only Class I railroads on the list are Union Pacific, Canadian Pacific and Kansas City Southern.

Here is a preliminary tabulation, in chronological order, of these historic railroads, showing their headquarters state and the years in which they were chartered or incorporated. Readers who know of additional roads which qualify for this honor roll are invited to submit the information to the Editor of *Cinders*.

<u>RAILROAD</u>	<u>HQ STATE</u>	<u>YEAR</u>
Strasburg Rail Road.....	PA.....	1832
Long Island Rail Road.....	NY.....	1834
Union Pacific Railroad.....	NE.....	1862
Canadian Pacific Railway.....	Canada.....	1881
New York Susquehanna & Western Railway.....	NY.....	1881
Belt Railway of Chicago.....	IL.....	1882
Clarendon & Pittsford Railroad.....	VT.....	1885
Louisville New Albany & Corydon Railroad.....	IN.....	1888
Hampton & Branchville Railroad.....	SC.....	1891
Aberdeen & Rockfish Railroad.....	NC.....	1892
Florida East Coast Railway.....	FL.....	1895
Union Railroad.....	PA.....	1896
Lancaster & Chester Railway.....	SC.....	1896
Chestnut Ridge Railway.....	PA.....	1898
Norfolk & Portsmouth Belt Line Railroad.....	VA.....	1898
Birmingham Southern Railroad.....	AL.....	1899
Atlantic & Western Railroad.....	NC.....	1899
Kansas City Southern Railway.....	MO.....	1900
Bessemer & Lake Erie Railroad.....	PA.....	1900
Winston-Salem Southbound Railway.....	NC.....	1905
Kansas City Terminal Railway.....	MO.....	1906
Canton Railroad.....	MD.....	1906
Indiana Harbor Belt Railroad.....	IN.....	1907
Upper Merion & Plymouth Railroad.....	PA.....	1907
Laurinburg & Southern Railroad.....	NC.....	1909
Philadelphia Bethlehem & New England RR.....	PA.....	1910

through the Rockies that took a day and a half to traverse. Certainly, the timetable, which carried the ads of "Mann & Clark - 'Undertakers to the Rio Grande Railroad'" did little to inspire confidence as to the safety of the line (Michael B. Davis)....."A carload of coal northbound in the fall and a carload of ashes southbound in the spring" - a remark regarding the sparse freight traffic on the New York, Westchester & Boston Railroad (Roger Arcara, 1962).....Was it the last of its kind in North America? Canadian National's Detroit-Toronto trains crossed the Detroit River by car ferry. The trains were loaded at Grand Trunk Western's Bruch Street station in Detroit, then were switched onto either the **Huron** or **Lansdowne** ferries and floated across to Windsor, Ontario, where they were unloaded and attached to CN trains originating in Windsor. This operation lasted until September 24, 1955 when it was replaced by a motor coach painted in Canadian National passenger colors (George Drury).





**MAY 8:** National Train Day will be celebrated at various Amtrak locations around the country, including Philadelphia's 30<sup>th</sup> Street Station. Event hours are from 11:00 AM to 4:00 PM. Highlight of the Philadelphia displays will be *History of Baseball's Travel on Trains*. A prominent sports authority will host a panel discussion with former baseball players, with memorabilia, photos, video and audio depicting the memories of former players from a variety of leagues. For additional information, visit website [www.NationalTrainDay.com](http://www.NationalTrainDay.com).

**MAY 15:** Reading Railroad Heritage Museum will hold 2010 **Bee Line Festival** at the Museum, 500 South 3<sup>rd</sup> Street, Hamburg, PA (just off PA Route 61). Indoor and outdoor exhibits will be held, locomotive and caboose exhibits, Hamburg Fire Company fire truck display, also theater room presentations. Admission and parking are free.

**MAY 15:** Massachusetts Bay RRE will operate special train over all operable (for passenger) trackage of Cape Cod Central and Mass Coastal Railroads between Buzzards Bay and Middleboro/Lakeville, North Falmouth and Hyannis, MA. Train departs Buzzards Bay at 8:30 AM, or with platform connection with MBTA Train #1001 from Boston at Middleboro/Lakeville. For complete details, contact Mass Bay RRE by telephone at 1-978-470-2066 or by E-mail at [www.massbayrre.org](http://www.massbayrre.org).

**MAY 21-23:** "Conrail Days" at Railroad Museum of Pennsylvania, Strasburg, will include special displays, Conrail locomotives and a program of speakers. At 2 PM on Saturday, Chapter Member Larry DeYoung, a former Conrail official, will give a presentation entitled "An Insider's View of Conrail, 1979-1995." Regular museum hours and admission charges apply. For a night photo shoot on Friday there will be an extra charge. For further information, telephone 717-687-8628 (website: [www.rrmuseumpa.org](http://www.rrmuseumpa.org)).

**MAY 23:** SEPTA Trackless Trolley Charter, sponsored by Friends of Philadelphia Trolleys. Trip departs SEPTA Frankford Depot (corner Bridge & Pratt) at 11:00 AM SHARP! Trip will cover all available portions of Routes 59, 66 and 75, including some non-revenue areas, before returning about 3:00 PM. No lunch stop will be made, and snacks and drinks will be available for purchase on the trip. Fare: \$40.00 per person. Order tickets from: Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843, making checks payable to FPT, Inc. All proceeds from trip will go towards restoration of SEPTA PCC #2743 at Rockhill Trolley Museum to its 1959 green-and-cream. Further information available at [had2709@aol.com](mailto:had2709@aol.com).

**MAY 24:** West Jersey Chapter, NRHS regular monthly meeting at Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ (a few blocks east of PATCO Haddonfield station), beginning at 7:30 PM. Program will feature Paul Kutta with a slide program on the Central Railroad of New Jersey between the 1950's and 1970's. Photos of the CNJ Southern Division will be supplemented by general views around the CNJ.

**JUNE 4-6:** "Pennsy Days" at the Railroad Museum of Pennsylvania, Strasburg, celebrating the rich heritage of the Pennsylvania Railroad with special presentations and displays, an operating model layout and tours of PRR equipment. Several

(Continued on Page 10)

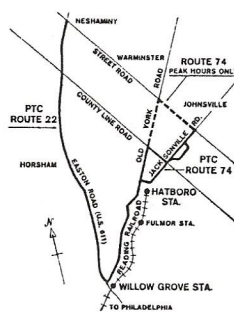
# New Bargain Bus-Train Transfers at Willow Grove and Hatboro Stations effective Sunday, June 21

Now, using PTC Routes 22 or 74, you pay only 65¢ for both the bus ride and train transfer to Philadelphia. The same low fare is in effect on your return trip.

Combination tickets are good on Route 74 buses along the entire route as far south as Willow Grove. On Route 22, tickets are good on buses anywhere between Street Road and Willow Grove Station.

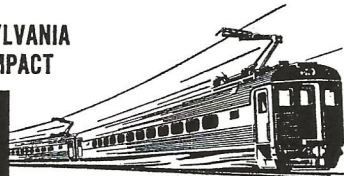
Inbound combination tickets must be purchased on the bus; outbound tickets at Reading Terminal, N. Broad St., or Wayne Jct. Stations.

Save your car for when you really need it. Use this fast, easy, thrifty way to Philadelphia. Contact your nearest Reading agent for schedule information or call: WA 2-6530.



SOUTHEASTERN PENNSYLVANIA TRANSPORTATION COMPACT

SEPACT



(Shown above is a SEPACT (SEPTA predecessor) advertising flyer, which was hung in stations, promoting Philadelphia Transportation Company/Reading Company bus-train connections from points north of Hatboro station, the terminus of the Reading's electrified service during the 1960's, when this flyer was issued.)



**Extra List** (Continued from Page 9)

railroad artists and photographers will display and sell their works. Regular museum hours and admission charges apply. For a night photo shoot on Friday there will be an extra charge. For further information, see May 21-23 "Conrail Days" listing above.

JUNE 4-5: "Spring Fling" at Museum of Bus Transportation, 161 Museum Drive, Hershey, PA, 9:00 AM to 5:00 PM. See separate article on Page 8 of this issue.

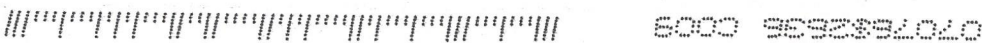
JUNE 5-6: East Broad Top Railroad Preservation Association sponsors 50<sup>th</sup> Anniversary Celebration with full program of events each day. Optional breakfast at the Iron Rail Bed & Breakfast (\$7.00 by advance reservation) begins the day, then a whole host of trips and activities follows, starting at 10 AM and ending at 7 PM with a Pennsylvania Dutch Buffet Dinner. Tickets for steam train ride and meal: \$35.00 adults, \$25.00 children and parlor car \$50.00 per person (limited to 18 persons). For complete information and reservations, contact EBTRR Preservation Association, P. O. Box 158, Rockhill Furnace, PA 17249-0158, telephone 1-814-447-3011 or by E-mail to [office@ebtrr.com](mailto:office@ebtrr.com)

JUNE 10: National Geographic Television presents "World's Toughest Fixes: Philly Mega Transit". WTF rides the rails in the City of Brotherly Love. Host Sean Riley teams up with

SEPTA crews to find out what it takes to keep 2,200 miles of tracks running safely. The team must replace a three-mile section of 80-year-old high-voltage wire. It's a risky operation, with live wires just an arms reach away. Then, WTF heads to a "garage" to work on a train with a malfunctioning automatic control system. Members interested in viewing National Geographic Television should check with their local cable television providers for availability.

JUNE 21-26: *Endless Mountain Rails 2010* NRHS Convention at Scranton, PA, celebrating 75 years of NRHS, sponsored by Lackawanna & Wyoming Valley Chapter, NRHS. Ticket orders are now being processed. Information received as of March 1 indicates that events 2220, 2230, 2240, 4120, 4130, 4140, 6130 and 6140 are sold out. In addition, both the Hilton Scranton Hotel & Conference Center and the Radisson Lackawanna Station Hotel are filled. More than 724 have pre-registered for *Endless Mountain Rails 2010* and the reservations have been brisk, with L&WV Chapter looking to sell out many if not all events. For up-to-date information, visit the 2010 Convention website: [www.endlessmountainrails.com](http://www.endlessmountainrails.com). Don't delay!!!!

JUNE 30-JULY 5: "Reading Railroad Days" at the Railroad Museum of Pennsylvania, featuring special presentations and displays, an operating model layout and tours of Reading equipment. Regular museum hours and admission charges apply. For a night photo shoot on Friday there will be an extra charge. For further information, see May 21-23 "Conrail Days" above.



Paul G. Moore  
1957 Inverness Dr  
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