

CINDERS

OCTOBER 2010



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Volume 71

Number 9

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

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

MEETING NOTICE:

PLEASE NOTE THAT OUR MEETING IS EXPECTED TO BE IN ROOM 139 ON THE FIRST FLOOR OF THE JEFFERSON ALUMNI HALL. DINNER LOCATION UNCERTAIN AT PRESSTIME.

FRIDAY EVENING, OCTOBER 15, 2010

Room 139*, Alumni Hall, Thomas Jefferson University,
 1020 Locust Street, Philadelphia, PA (three blocks south of
 Market East Station)

Dinner at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM

Parking in Wills Eye Hospital garage, 9th Street above Locust (\$6.00 after 6 PM), Parkway garage, also 9th above Locust (\$9.00 after 5 PM). There is a new underground garage directly across from the Jefferson Alumni Hall (entrance on 11th Street just above Locust) which is very handy. *(Please note that we are in the process of updating the garages and prices and this will be completed during the fall months.)*

Slightly over 50 years ago, the Reading Railroad made a memorable decision to operate the famed **Iron Horse Rambles**, initially using T-1 4-8-4's #2124 and 2100. A total of 50 of these highly-popular excursions were operated between 1959 and 1964, including some off-line trips on the Baltimore & Ohio Railroad and the Lehigh & Hudson River Railroad. Chapter President Frank Tatnall and National Director Larry Eastwood have jointly created a PowerPoint presentation which will screen images of the Rambles themselves, as well as the advertising items that were a part of them. Make sure you are present on October 15, for **Reading Iron Horse Rambles, 1959-1964** at our meeting.

The evening begins with our usual optional sit-down dinner in the 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, OCTOBER 12, 2010 to National Director Larry Eastwood at 215-947-5769.** The menu for the October 15 dinner had not been received from Jefferson's Catering Department because of the early deadline for this issue of *Cinders*. The entrée choices will be put on Larry Eastwood's answering machine on Friday, October 8, 2010. The Chapter needs to meet a minimum guarantee of 15 meals in order to provide this benefit for members. Why don't you come out for dinner before our meeting. It's an enjoyable full-course meal, plus informal and interesting conversation, and it's priced at an affordable \$20.00 per person.

IMPORTANT NOTICE!!!!

regarding Meeting Room at Thomas Jefferson University

Philadelphia Chapter has been notified by the Catering Manager at Thomas Jefferson University that the Faculty Club we have been having dinner and meeting in for several years will no longer be available to us for meetings because it is going to be converted into a computer laboratory.

We expect on October 15 to meet in Room 139, which is along the hall corridor to the right when you enter the Facility Club. This room, which is along Locust Street, was used by the Chapter a number of years back for our meeting. Our optional dinner location should be in the same area, but please check with the Security Officer when you enter the building.

This is subject to change each month in the near future.

2011 Dues Renewals Forthcoming

Chapter members may expect to receive their 2011 dues renewals during the month of October, according to Treasurer Richard Copeland. Dues renewal notices for Chapter-only members were mailed on October 1. The Chapter-only membership category applies only to those individuals who hold their national NRHS membership through another chapter or as an At-Large member.

Dues bills for full NRHS/Chapter members will be mailed directly by Fernley & Fernley, NRHS National's vendor. A definite mailing date had not been announced at presstime. Full NRHS/Chapter members are reminded that March 31, 2011 is the final deadline for renewals. Those renewing after that date will need to rejoin NRHS as a new member.

On October 1, a mailing was also made to all full Chapter members explaining the options available for association with Philadelphia Chapter during the year 2011. Members are urged to read the letter carefully, and where appropriate, return the yellow form with their NRHS dues notice so the treasurer will be certain of their intentions for the coming year.

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

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

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

ANNUAL MEMBERSHIP DUES: \$54.00 per person, which includes Chapter and National dues. Chapter-only dues \$18.00 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.

Individuals interested in supporting Philadelphia Chapter and its local rail preservation activities may become a part of Philadelphia Railfriends. This non-membership category is available for an annual contribution of \$25.00. Forward remittance, payable to "Philadelphia Chapter, NRHS" to the Chapter's P. O. Box above, indicating it is for "Philadelphia Railfriends".

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 353, Huntingdon Valley, PA 19006-0353. **EXCHANGE newsletters should be sent to:** R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

If your *Cinders* is received damaged or incomplete, please contact the Editor at the address above to receive a replacement copy. Requests may also be made by telephone to 215-947-5769, or be E-mail to reastwood2@comcast.net.

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 and a replacement copy will be promptly be sent to you.

Old Chapter Photos, Items Needed

As you will note in the next column, the Chapter is creating a PowerPoint presentation of its 75 years of activities, of which there have been many. We have an excellent amount of photos and other material from trips and other activities from 1970 to present. We do need some vintage views from the first 35 years of the Chapter. If you have such items, please contact Editor Larry Eastwood. The items will be scanned and returned to you, and credit will be given in the presentation, scheduled for January, 2011.

**Philadelphia Chapter, NRHS
Board of Directors Meeting- Fall, 2010
Tuesday, October 12, 2010
7:00 PM to 8:30 PM
Passenger Services Conference Room
Amtrak 30th Street Station**

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

Chapter Program Update

In our September issue, we outlined forthcoming programs to be presented at Chapter meetings in the coming months, as Philadelphia Chapter approaches its 75th Anniversary year. Here is the updated list, as of October 1:

October 15, 2010 – Larry Eastwood and Frank Tatnall with a PowerPoint program, **Reading's Iron Horse Rambles, 1959-1964**

November 19, 2010 – Chapter Member Henry Posner III with a program entitled **Dark Territory – RDC's Long, Strange Trip to the Fringes of the Regional Railroad Movement**. Included will be the Iowa Interstate Railroad, including the QJ steam locomotives, Guatemala, Estonia, Peru, Malawi, Mozambique, Argentina, etc.

December 10, 2010 – Chapter Member Joel Spivak will present a multi-media program, **Archaeology of the Street Railway in New Jersey**

January 21, 2011 – A PowerPoint presentation, **75 Years of Philadelphia Chapter, NRHS Activities, 1st Edition**, assembled by Editor Larry Eastwood from the Chapter as well as members' personal archives.

February 18, 2011 – Annual Chapter Railroadiana Auction.

Our meeting which was originally scheduled for April 15, 2011 will be replaced by the Chapter's 75th Anniversary Banquet, at which Glenside, PA native Robert S. McGonigal, Editor of Kalmbach's *Classic Trains* magazine, will be the guest speaker. Mark your calendars now for these forthcoming events.

SCOTT P. HERTEL

June 10, 2010

Belatedly, we observe the sudden passing of Chapter Member Scott P. Hertel, of Marmora, New Jersey on June 10, 2010. Scott was 48 years of age.

Originally hailing from Fort Washington, PA, Scott was an electrician, and was often seen at train shows promoting the Haluwasia Railroad, which was based at the Christian camp of the same name near Hammonton, NJ.

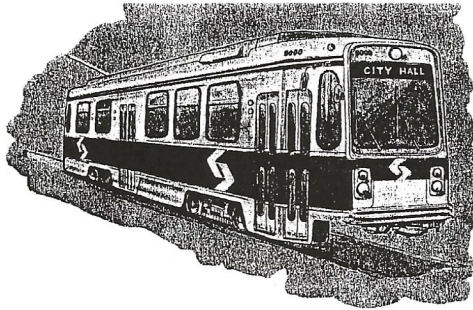
No information was available on services for Scott, who had been a member of Philadelphia Chapter since 1985.

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA TRANSIT



While SEPTA lost \$110 million in capital funding for this fiscal year due to rejection of the tolling plan on Interstate 80, (see May, June *Cinders*) it's not forgotten in the State's new \$4-billion capital budget. The *Inquirer* reported last month that the budget before the Legislature contains more than \$200 million for SEPTA to improve stations, buy hybrid buses and other projects. Incidentally, it was the Federal Highway Administration (FHWA) that rejected the I-80 tolls, not the Federal Transit Administration (FTA), as stated here last month.....President Obama has called on Congress to come up with a long-term plan to rebuild and modernize the nation's ailing transportation infrastructure—highways, rails and airport runways—with the Federal government making an initial investment of \$50 billion. Obama set a goal of rebuilding 150,000 miles of highways, 4,000 miles of railroads and 150 miles of airport runways, but it's unlikely that Congress will take any action on the plan this year. There also seems little hope in the current session for enacting a new six-year surface transportation bill to replace the existing SAFETEA legislation.

The Pennsylvania Energy Development Authority last month awarded \$900,000 to a Conshohocken "smart-grid" firm to develop a regenerative braking system on SEPTA's Market-Frankford Line. Electrified railroads—especially those operating in mountainous territories—have long used regenerative braking, with the resulting energy stored in lineside substations for feedback into the power system during peak periods. In this pilot project, SEPTA plans to install a single set of batteries at its Kensington substation to collect and store energy produced by the dynamic brakes on its subway-elevated trains, yielding an estimated cost saving of up to \$500,000 a year. SEPTA currently pays Peco about \$20 million a year for electric power, but also receives power from AMTRAK to operate its Regional Rail trainsWith the rate caps imposed by the State on Peco and other energy suppliers due to expire at the end of 2010, SEPTA has been looking for ways to cut its electric bills. As part of this effort, SEPTA has hired a Philadelphia-based energy consultant to search the open market for alternate suppliers to meet some of its power needs at a lower cost.

The Route 15 Girard Avenue trolley line will be bused for about six weeks, beginning October 4, during construction of a

three-block spur on Frankford Avenue between Girard and Delaware Avenues (see May, August *Cinders*). This spur, which will terminate across the street from the newly-opened Sugar House Casino, is to become the eastern terminus of Route 15 when PennDOT shuts down Richmond Street for reconstruction of an I-95 bridge.....SEPTA last month officially renamed the Pattison Avenue station on the Broad Street subway the "AT&T station" (see August *Cinders*). AT&T paid SEPTA \$5 million for the naming rights over the next five years..... Some signal work at road crossings still needs to be completed on the Routes 101/102 trolley lines.....SEPTA altered suburban bus Routes 204, 205 and 306 effective September 7 to reduce costs. The services are funded by PennDOT. The 204 and 205 feed into the Paoli rail station while the 306 operates between the West Chester and Great Valley areas. The Route 306 extension along U.S. 202 from West Chester to the Brandywine Town Center across the Delaware state line has been discontinued due to low ridership.

Younger adults age 30 and under now account for fewer miles driven than they did in 1995, and are more likely to ride transit to work and use car rentals than do those is higher age groups. This is according to the authoritative *Kiplinger Letter* out of Washington.....As expected, SEPTA has seen a slight decline in ridership since higher fares went into effect on July 1. Token purchases also are down.....An eastbound Route 102 trolley struck and killed an 18-year-old man who was sitting on the track in Drexel Hill late on Thursday, September 2Four persons were hospitalized when a Route 15 trolley collided with a minivan at 5th Street & Girard Avenue about 2 AM on Monday, August 23. Two of the injured were passengers on the trolley.

Here is the question of the month: Will SEPTA be ready for another massive victory parade if the Phillies go to the World Series and win it? Everyone remembers the parade in October 2008 when SEPTA struggled to handle the vast crowds of people who tried to use public transportation into center city—as everyone from Mayor Nutter on down had urged them to doAs of October 1 SEPTA had taken delivery of 340 of the 440 hybrid buses it ordered from New FlyerSEPTA is reaching out to present and prospective customers through various of the new "social" websites, including Facebook and Twitter.....A total of 93 SEPTA rail stations now are accessible to handicapped passengers, including 58 on Regional Rail and 35 on transit lines. Several others are being worked on. SEPTA also operates 85 elevators in its stations.

A transportation funding bill sponsored by State Representative Dwight Evans of Philadelphia would raise gas taxes, increase motorists' fees and prohibit transit unions from striking without giving the public three days' advance notice. The latter proposal, which is strongly opposed by organized labor,

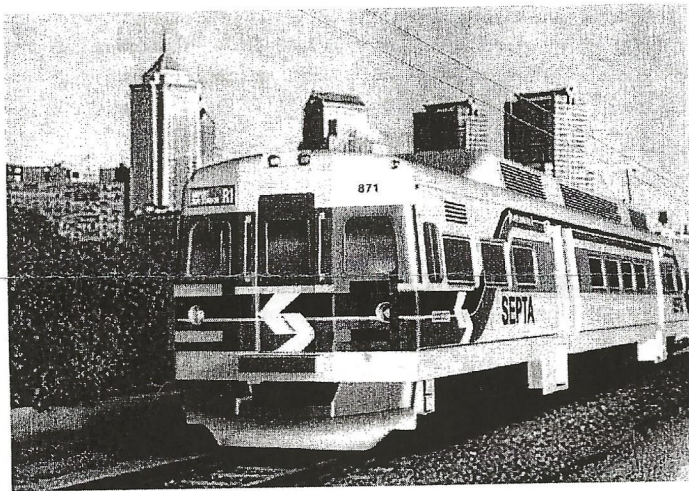
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PHILADELPHIA EXPRESS

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appears to have been inspired by Transport Workers Union Local 234's unannounced 3 AM walkout last November 3, which caught many riders waiting for trains and buses that would not arrive and even surprised some union members (see December 2009 *Cinders*)In an election for president of Local 234, its members last month ousted Willie Brown in favor of John Johnson, Jr., a track maintainer who criticized Brown for calling the surprise strike. At the time of the strike, Brown referred to himself as "the most hated man in Philadelphia"..... SEPTA already has spent \$101 million of the \$191 million it received under the 2009 Federal stimulus program. There are 32 projects either completed or underway, with all 54 contracts having been awardedSEPTA will purchase seven automatic passenger counters to be used in Norristown High Speed Line cars.

SEPTA REGIONAL RAIL



Road testing of SEPTA's three Silverliner V pilot cars, #701, 801 and 802, continued last month, some of it along AMTRAK's Northeast Corridor. SEPTA General Manager Joseph Casey told the press that he hoped to begin revenue service with these cars in October, but no firm dates were given. Three production cars also are due for delivery from Hyundai-Rotem's South Philadelphia assembly plant this month, which would need to be acceptance tested before going into service..... SEPTA's Rail Rodeo on Saturday, September 25, featured a lineup of old and new Regional Rail equipment parked on track 0 at Fern Rock Transportation Center. From south to north were new gen-set diesel #70, ALP-44 locomotive #2308, Silverliner V married pair #801-802, Silver IV #280, Silver III #233 and Silver II #269, the latter with "PENNSYLVANIA" on its letterboards. Car 233 still has its gaudily-upholstered two-and-two seating. Over at the Fern Rock subway shop, a large crowd was treated to food, displays and rides around the shop loop aboard a two-car train.

High-level platforms currently are under construction at the Croydon, Allen Lane and Ryers stations. The high platforms at Wayne station were completed last spring. Mini-high platforms are programmed for four other stations on the Paoli-Thorndale line (Overbrook, Ardmore, Radnor and Strafford) but have not yet been approved by the State Public Utility Commission. Work continues on the new station building at Langhorne, and at Yardley new sidewalks and ramps are being built from the outbound platform.

At West Trenton CSX is installing new crossover switches near the former "Trent" tower. The station building there is for sale, again.....Midday train service on the Cynwyd line was restored effective September 22. Buses had substituted for trains #1071 and 1072 since August 2 to allow for catenary repair workSome 4,500 Internal Revenue Service employees are being transferred from the present service center in Northeast Philadelphia to the former 30th Street Post Office building (see September *Cinders*). Of these, more than 2,800 have signed up to use the TransitChek tax-free benefit for their commutes on SEPTA. The transfer of IRS offices to 30th Street is to be completed by January.

The "rebranding" of Regional Rail lines which started with the new schedules on July 25 (see September *Cinders* and previous issues) is now concentrated on the changing of signage. Throughout last month many trains could be seen with the old plastic "R" signs still in place, while others had a mix of old signs and the new bluish-gray signs with white lettering. A through-routed train from Lansdale to Malvern, for example, will carry signs that read "Malvern via Center City." This was deemed preferable to the original plan which was to have all inbound trains carry "Center City" signs, thus requiring crews to replace them enroute with new signs displaying the final destination. Some station signs also are being replaced or are receiving overlays to block out the "R" designations.

The *Inquirer* has reported that SEPTA is considering the use of "one-way" fares on its Regional Rail system. The concept is similar to that in place on numerous toll bridges in which a double fare is charged in one direction with free passage in the other direction, the idea being to reduce the cost of collecting fares twice. But many concerns have been raised about the wisdom of such fares, including the possibility that passengers could ride the trains free in one direction and find cheaper transportation for their return trips. SEPTA said the idea is only in the talking stage, as part of its much-delayed "smart card" fare system on all of its transit modes (see May *Cinders* and previous issues).....SEPTA has issued an invitation to bid on the sale of its 51 Silverliner II and 20 Silverliner III cars, which are to be replaced next year by the new Silverliner V's..... SEPTA is asking for bids to overhaul or replace the EMD model 567 diesel engine in SW1200 switcher #52. Sisters #50 and 51 have been upgraded to BL-15's by Brookville Equipment at Brookville, PA.....A highly-unlikely consist appeared in train #575 on Tuesday, September 28. The four oldest MU's in the fleet—203-202-201-204—made up the entire train!

Tuesday, August 24, was a bad day for anyone riding trains on the Northeast Corridor. Another in a long series of electric power malfunctions virtually halted service for about 75 minutes starting at 7:45 AM, as AMTRAK experienced what it described as a "low-voltage problem." All trains operating between New York, Philadelphia and Washington and Philadelphia-Harrisburg were delayed, although only two Acela Expresses were cancelled. In the aftermath, many Corridor trains continued to run late well into the afternoon. SEPTA Regional Rail service was temporarily suspended, as were NJ TRANSIT and MARC operations on the Corridor. SEPTA reported 163 of its trains were delayed anywhere from four to 83 minutes while 30 other trains were annulled. The actual cause of the power failure has not been announced. Around Noon of the same day, SEPTA lost power on its Manayunk-Norristown line for an hour and a half,

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PHILADELPHIA EXPRESS

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forcing the annulment of two trains. At 6:50 AM on Wednesday, September 22, all catenary power was lost from Jenkintown north on all lines. Normal power was restored at 7:30 but delays continued through the morning with a long list of trains running from six minutes to an hour late.

Two more careless trespassers were killed or injured on SEPTA lines during the past few weeks. At 4 PM on Wednesday, August 25, a deaf woman was struck by train #447 at the Easton Road crossing near Roslyn station on the Warminster Line. She was extricated from under the train and taken to the hospital, but that train and two others had to be annulled and five trains delayed. A male trespasser was struck and killed by West Trenton line train #383 east of Woodbourne station on Thursday evening, September 16. That train was annulled and three others delayed. In spite of numerous efforts to clear-cut the rights-of-way, every month we report on train delays caused by fallen trees. On Wednesday afternoon, September 8, a tree fell on the catenary near Miquon station, knocking out power on the #1 track for more than three hours. Four Manayunk-Norristown line trains were annulled and three others briefly held. Two nights later power was again lost on the Norristown Line, causing four annulments, and a downed tree at Wister station early the following morning (Sunday) caused eight trains to be annulled from center city to Chestnut Hill East.

Suspicious bags can always be counted on to delay trains. One such bag was spotted near the tracks in the tunnel north of Suburban Station late on Friday, September 10, causing service to be suspended and the police bomb squad summoned. The bag was found to be non-threatening and service resumed, but not before ten trains had to be held back from the scene. Train #6327 out of West Trenton was delayed for 20 minutes at "16th Street Junction" on Monday morning, September 13, when the pantograph on lead Silverliner II #266 tripped out the catenary. This is the car with a roof-mounted camera for inspecting the catenary. Push-pull train #9571 bound for Thorndale with AEM-7 #2306 had to be annulled at Suburban Station on Tuesday, September 28 due to a brake problem on the locomotive. Passengers were transferred to following train #573 which had extra cars added at 30th Street. With last month's unusually hot weather, numerous minor delays were reported due to observance of the F-S1 rule restricting train speeds to 50 mph when the temperature exceeds 90 degrees. And late in September the first cases of slippery rails this season caused some trains to slide by their station stops. Later this month SEPTA will begin fielding its rail cleaning trains in the annual fall leaf campaign.



AMTRAK last month announced its long-term vision for true high-speed rail service between Boston, New York and Washington. The announcement was made by President Joseph Boardman at a press conference in 30th Street Station on Tuesday, September 28. He was joined by Governor Rendell and Albrecht P. Engel, Amtrak's newly-appointed vice president of high-speed rail, a professional engineer who is on the board of the American Public Transportation Association and had previously served as chairman of the High-Speed Rail Association, both industry groups. Boardman said that a new two-track corridor could be

built over the next 30 years which would allow trains to run at up to 220 mph. If an annual appropriation of \$4.7 billion were made over a 25-year period, a new financially-self-sufficient railroad could be built to move passengers between New York and Washington in 96 minutes, between New York and Philadelphia in 38 minutes and between New York and Boston in 84 minutes. Over the entire length of the corridor trains would run about three hours faster than the existing service. The Amtrak study estimates the service would attract nearly 18 million passengers annually after it is completed in 2040 and would create some 40,000 full-time jobs per year over 25 years. Currently, Amtrak handles about 12 million passengers a year on the Northeast Corridor.

Much more frequent service—perhaps at 15-minute intervals—also is contemplated in the plan, which is entitled "A Vision for High-Speed Rail in the Northeast Corridor." The preferred alignment would take the new railroad under center city Philadelphia with a hub station at Market East and another station at Philadelphia International Airport. Conventional service would continue on the present NEC, with 30th Street Station remaining in service. Also included in the study is a proposal for a high-speed "Keystone Express" service between Harrisburg and New York, which apparently would utilize parts of NORFOLK SOUTHERN's Morrisville Line, the former Pennsy Trenton Cut-Off, to bypass Philadelphia. A running time of less than two hours is foreseen. The complete text of the proposal may be found on the website www.amtrak.com.

Ridership on the Philadelphia-Harrisburg Keystone Service trains surged this year, according to a PennDOT report, increasing four percent to more than 1.28 million compared with the same period in 2008-2009. Since the \$145-million Amtrak-PennDOT improvement project was completed in 2006, ridership on the line has grown by 40 percent (NARP).....With the timetable change on August 16, AMTRAK has reverted to its May train schedules between Philadelphia and Harrisburg. During the summer some running times were lengthened by up to 15 minutes due to track and signal work (see September *Cinders*)In last month's column we misstated the cost of renovating the Lancaster station. The total cost is actually \$12 million, with the \$1.7 million figure representing the cost of certain work to be performed by AMTRAK. Thanks to Fred Wertz of Harrisburg Chapter for the correction..... AMTRAK this month will replace two bridges that carry both Amtrak and NS tracks over two streets in Middletown, at a cost of \$11 million. The bridges are being preassembled and will be installed over a weekend, during which time passengers will be bused between Harrisburg and Lancaster (Harrisburg Chapter).

With the approach of Hurricane Earl, AMTRAK cancelled most service between New York and Boston beginning on the evening of Friday, September 3..... Again this fall, AMTRAK is running its historic ex-Great Northern dome car #10031 on trains 68/69 **Adirondack** over the scenic route between Albany and Montreal. Open to all passengers, the car's last trip will be on Friday, October 24. The car will also make two round-trips on the trains 50/51 **Cardinal**, departing Chicago on October 30 and November 6 and leaving Washington on November 5 and 12.....We can expect a new system timetable to be issued around the end of this month.....*Railpace* reports that next year AMTRAK plans to replace the mechanical Solari board at 30th Street Station with a digital arrival/departure board.

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PHILADELPHIA EXPRESS

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Acela Express #2213 struck and killed a trespasser at the Hamilton station east of Trenton on Sunday afternoon, August 29. The 164 passengers were transferred to a following train an hour later. Investigation revealed that the deceased was a high school teacher and coach who had left a suicide note at his home in West Windsor. It seems that Hamilton has turned into a favorite location for suicide attempts, with four similar deaths occurring earlier this year in the same area. On August 24 a woman was struck and killed near Hamilton station by an eastbound Acela, on July 27 another woman was run over at Hamilton by a westbound Acela, and on March 11 Keystone train #642 killed a man standing on the track in front of the station. An NJ TRANSIT train struck and killed a man east of Hamilton on February 3 Acela #2153 struck a female trespasser on Wednesday morning, September 8, just west of Cornwells Heights station. The young woman, who was severely injured, reportedly was playing "chicken" by jumping in front of trains! Her fellow chicken, a man, was arrested.....Earlier that same day, eastbound AMTRAK Regional train #110 became disabled at Cornwells Heights, its passengers transferred to following #170. One SEPTA train bound for Trenton was delayed.

been installed (although rails still need to be replaced on the branch). CSX also will depress its single track under the NS Morrisville Line bridge at Woodbourne, but the paralleling SEPTA tracks will not be affected..... Starting next year, CSX will become the first Class I railroad to transition from the existing wideband (25 KHz) radio system to the new federally-mandated narrowband (12.5 KHz) system. The Federal Communications Commission has ordered all users of wideband two-way radio systems to convert to narrowband by January 1, 2013 (see the October *Trains* Magazine for a full explanation).

The State of New Jersey has issued a 30-day halt to the controversial Hudson River tunnel project known as ARC (Access to the Region's Core). Evidently, the State has become concerned that the project's originally-estimated cost of \$8.7 billion could see an overrun of as much as \$1 billion. ARC has been severely criticized for its proposed "deep-cavern," dead-end terminal 20 stories below 34th Street in Manhattan, with no connection to AMTRAK's existing Penn Station (NARP, *Trains*)..... In the wake of the much-publicized ethics scandal involving the Delaware River Port Authority board (see September *Cinders*), the *Inquirer* last month reported on a groundswell of pressure to create new seats on the 16-member board to represent toll-paying drivers and PATCO riders.....Channel 10 TV reported last month that screeners from the Federal Transportation Security Administration appeared at PATCO's Lindenwold station on the morning of Tuesday, September 7. Explosive-sniffing dogs were on the scene as more than 6,000 bags were searched between 6 and 10 AM. No explosives or dangerous articles were found.

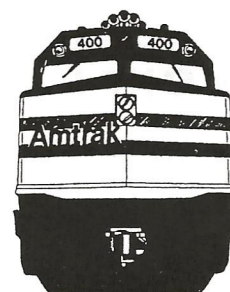


CSX, NS, OTHER ROADS

NORFOLK SOUTHERN will build a new bulk transfer facility at the abandoned Bethlehem Steel plant site in Pottstown. The *Pottstown Mercury* reports that six tracks that already exist in the plant complex will be used in the transfer operation, served off of NS's Harrisburg Line. An NS spokesman said the station could be up and running by early next year (Rick Bates)..... NS has acquired three coaches from Connecticut DOT and renumbered them 43, 44 and 45, according to a report on Trainorders.com.....The canopy extension has been completed at the restored ex-Reading Valley Forge station along the NS Harrisburg Line. This writer photographed eastbound train 38G passing the station on September 14. The National Park Service has converted the building to a museum devoted to General George Washington (see June, August *Cinders*)NS has ordered four more 4,300-hp PR43C locomotives from Progress Rail Services. These rebuilt dual-engine units contain a 3,600-hp Caterpillar diesel engine and a 700-hp diesel engine and comply with new Federal emission regulations. NS already operates two PR43C prototype units.

Philadelphia Chapter now has a presence on the fast-growing Twitter social website, thanks to our Webmaster John Almeida......The new EASTERN BERKS GATEWAY RAILROAD at Pottstown (see September *Cinders*) has received a locomotive, NIWX SW1500 #2581. The shortline has taken over the 8.6-mile ex-Reading Colebrookdale branch to Boyertown, most recently operated by EAST PENN (Richard Adams)..... WEST CHESTER RAILROAD RS18 locomotive #1803 made a test run through SEPTA's center city tunnel in late August without any clearance problems. But GP9 #6499 was found to be too high to clear the catenary.....According to a report in *Railpace*, three ex-NS/CONRAIL C39-8 locomotives, #8202, 8207 and 8211, will be reconditioned at the NEW HOPE & IVYLAND's shop for use on the proposed "Greenbrier Express" luxury train (see August *Cinders*).....NH&I has completed the restoration of open-air car #1525, a former Reading coach. The car is expected to be used on the railroad's October excursions between Warminster and New Hope (see Extra List elsewhere in this issue).

CSX and the City of Baltimore have agreed to an action plan to improve safety in the Howard Street tunnel, which carries the railroad beneath a main thoroughfare in the downtown area. The tunnel has been the scene of several derailments, the most recent on August 5, but the worst accident occurred in 2001 when a fiery wreck forced the evacuation of part of the downtown area (see September *Cinders*).....CSX's \$32-million program to increase clearances on its ex-Reading Trenton Subdivision is moving along (see December, May *Cinders*). Work is well underway in undercutting the SEPTA Mainline bridge near Wayne Junction, and a new connection to the Blue Line branch has



Editor's Note: Prior to the Baltimore & Ohio Railroad discontinuing its *Royal Blue Route* passenger service between Baltimore and Jersey City on April 26, 1958, the Railroad, befitting its reputation as a class organization, provided much public information regarding the cutbacks. It even went so far as to issue a chronology of the B&O's New York-Washington route. We print that, as well as the B&O discontinuance notice.

—Collections of Joseph M Mannix and R. L. Eastwood, Jr.

A Chronology of Baltimore & Ohio's New York-Washington Route

1827 – Baltimore & Ohio Railroad incorporated

1835 – B&O line completed from Baltimore to Washington

1838 – Rail communication completed between Baltimore and Philadelphia by Philadelphia, Wilmington & Baltimore Railroad – later the Pennsylvania Railroad route

1860 – By this date the Washington to New York route consisted of the B&O Washington to Baltimore; ferry across the Patapsco River; Philadelphia, Wilmington & Baltimore Railroad to Philadelphia; transfer steamer to Tacony; United Railroads of New Jersey

1863 – First through train Washington to Jersey City via B&O to Baltimore, PW&B to Philadelphia, United Railroads of New Jersey to Jersey City

1872 – Baltimore & Potomac Railroad (PRR) completed line from Baltimore to Washington

1881 – PRR gained control of PW&B from Baltimore to Philadelphia

1884 – PRR served notice that it would no longer carry through B&O trains east of Baltimore

1886 – B&O completed its own line from Baltimore to Philadelphia. Original new line agreement established between Central Railroad of New Jersey, Philadelphia & Schuylkill River & East Side Railroad, and Baltimore & Philadelphia Railroad

1895 – Howard Street tunnel opened, eliminating necessity for ferrying trains across the Patapsco River

1898 (June 13) – Establishment and operation of the New Line: B&O to Philadelphia, Reading to Bound Brook, NJ, CNJ to Jersey City. Nine trains each way New York-Washington

1918 (April 28) – Began using PRR tracks and terminal facilities between Newark, NJ and Sunnyside Yard, Borough of Queens, NY, under order of Director General of Railroads during the period of Federal Control, without formal agreement. Six trains each way between New York and Washington, one train each way between Philadelphia and Washington. Route: B&O to Philadelphia, Reading to Manville Jct., Lehigh Valley to Lehigh Valley Junction, PRR to Pennsylvania Station, New York

1921 (July 13) – Under formal agreement with the PRR, Pennsylvania Tunnel & Terminal Company and the New York Bay Railroad Company, effective September 1, 1920, B&O continued using the above facilities of the PRR until August 28, 1926. Seven trains each way New York-Washington, two trains each way Philadelphia-Washington.

1926 (August 29) – Discontinued use of Pennsylvania Station, New York. Agreement made with Central Railroad of New Jersey for operation between Bound Brook Junction and Jersey City, use of terminals in Jersey City and New York. Motor coach service established between Jersey City and New York. Eight trips each way between New York-Washington, two trips each way between Philadelphia and Washington.

1941 (December 30) – Canceled prior agreements with Reading Company and CRRofNJ and made new agreements for operation over same route: B&O to Philadelphia, Reading Company to Bound Brook Junction, CRRofNJ to Jersey City. Eight trips each way New York-Washington, one trip each way Philadelphia-Washington.

1945 – Frequency changed to eight trips each way New York-Washington, three trips each way Philadelphia-Washington.

1950 (April 30) – Discontinued Trains 509 and 510, leaving seven trains each way, New York-Washington, one train each way Philadelphia-Washington.

1956 (October 28) – Discontinued Trains 504 and 523, leaving six trains each way New York-Washington and one train each way Philadelphia-Washington.

1958 (April 27) – Discontinued all service between Baltimore and New York (Jersey City).

THE BALTIMORE AND OHIO RAILROAD BALTIMORE, MARYLAND

Office of the President

November 15, 1957

TO OUR PATRONS:

After careful and considered study, we have filed petitions with the Public Service Commission of Maryland and other states for permission to discontinue B&O Route passenger train service between Baltimore, Wilmington, Philadelphia and New York City.

We regret the necessity for this action, but declining patronage of this service and its increased wages, materials and other costs have resulted in a very substantial loss.

Discontinuance of B&O Route passenger service east of Baltimore will not adversely affect the public. Between Baltimore and New York the travelling public will continue to have available frequent service by rail, air and bus; also facilities for use of private automobiles.

In recent years large sums of money have been spent by State and Federal bodies for the construction of highways, bridges and tunnels which have improved travel conditions for motorists. During the same period a large segment of the travelling public also has substituted air travel for train travel.

The Baltimore and Ohio has always been "passenger minded" as exemplified by many innovations inaugurated over the years. B&O was the first railroad in the country with air-conditioned cars, Diesel locomotives for passenger trains and trains of self-propelled Diesel cars in long distance service. It was the first in the East to operate Strata-Dome cars and will be the first in the East to offer Siesta coaches providing sleeping accommodations at coach fares.

B&O's fine passenger service between Baltimore and Washington and the West will be continued.

Commuter service between Baltimore and Washington will be continued.

No change will be made in our modern, fast freight service.

Public notice of the date of discontinuing the B&O Route passenger service between Baltimore and New York will be given upon receipt of proper authority from the various Commissions.

We sincerely thank those who have used this service and want them to know that our action is being taken with the utmost reluctance.

J. W. Simpson

This advertisement appeared
in Baltimore newspapers,
November 15, 1957.

President

BALTIMORE AND OHIO RAILROAD CO.

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

SEPTA Airport Line Timeline – 1985/2010

(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 Big Red Keystone: Grif Teller's original painting called "Speed-Safety-Comfort" showed GG1 #4823 with a passenger train at Claymont, DE. It was used on the 1936 PRR calendar was recently offered for sale at W. H. Bunch Auctions. The winning bid was \$61,000, plus 17% buyer premium and 6% Pennsylvania sales tax!!.....PRR's MP54 MU electric cars were mostly converted from steam P54 type coaches built in the 1912-1914 period. However, cars 740-819 were built as MU's in 1926-27 by Pressed Steel Car, Standard Steel and ACF. Altoona Shops built the 619-626 in 1926 as MU's (Elbert W. Simon, Jr.).....The "Day of Infamy", of course, relates to Pearl Harbor on December 7, 1941, but for PRR fans, on a much lesser scale, there was October 28, 1963 – the day demolition was begun on New York's Pennsylvania Station (Roy).....On February 1, 1968, the Pennsylvania New York Central Transportation Co. adopted the trade name Penn Central and the new "worms in love" herald of intertwined letters P and C. Incidentally, the P was originally red and the C white, later simplified with both being white. (*New Jersey Transportation Heritage*).

On April 16, 1958, New York Central began Flexi-Van service between Weehawken, NJ and Chicago, IL, with a 5:05 PM departure for a second-morning delivery in Chicago. A new terminal was later built at High Bridge, in the Bronx to handle containers via hotshot NYC Train SV-1. They were at the vanguard of the container revolution, and, while not widely adopted, found themselves on the Pennsy (later Penn Central) between Chicago and New York in U. S. Mail service (*Ties & Tracks-Roy*).....Speaking of Chicago, how about those two special Pullman cars (8 sections – 1 drawing room – 4 double bedrooms) built for the Chicago & North Western in 1930. The cars were named *Ephraim McDowell* and *Joseph Lister*, and were assigned to the **Rochester-Minnesota Special** which operated between Chicago and Rochester, MN. The cars had special doors on one side which would allow the transfer of invalids to the Mayo Clinic at Rochester with a minimum of discomfort (*North Western Lines*).....On the subject of streetcars, do you know which MGM movie featured "The Trolley Song?" (Clang, clang, clang went the trolley, ding, ding, ding went the bell.....) That's right! It was sung by Judy Garland in the 1944 film "*Meet Me in St. Louis*". Also, Judy married the director, Vincent Minnelli and their daughter is the famous New Yorker – Liza!! (*Tower Topics*).

Red Bank (NJ)'s "Bank" tower controlled the interlocking on the New York & Long Branch (joint PRR-CNJ operation) and between the NY&LB and CNJ's Southern Division. It was closed in 1985 to make way for the electrification of NJT's (NY&LB) North Jersey Coast Line between South Amboy and Long Branch (CRRofNJ Society).....On May 20, 1939, intermodal passenger service from Manhattan (NY) to Marseilles France was begun, using the Long Island Rail Road to Port Washington, NY and Pan American Airways "Yankee Clipper" to France!!

In April, 2010, SEPTA's Regional Rail Airport Line celebrated 25 years of service to customers travelling to and from Philadelphia International Airport. Service began on April 28 of that year between North Broad station, operating 73 daily trains between 6:00 AM and 12:30 AM, seven days per week.

The Airport Line was initially planned to be part of the then R1 West Trenton Line, but service was inaugurated independent of that route because of concerns about maintaining a high on-time performance. At that time, Conrail freight traffic caused delays on what had to be a time-sensitive passenger route. Projected to carry 1,500 passengers per day at the outset, ridership actually reached 1,900 trips shortly after opening. By comparison, the Airport Express Bus had carried only about 335 passengers each day. On October 27, 1985, an earlier outbound train leaving Suburban Station at 5:35 AM was added, increasing the number of daily trains to 74.

On May 21, 1989, the Airport Line was designed as the R1 Airport Line. West Trenton service was then paired with trains to Elwyn to create a longer Route R3 (Elwyn to West Trenton). By Fiscal Year 1990, SEPTA reported that ridership had grown to nearly 2,500 daily trips. On April 7, 1991, Terminal A at Philadelphia International opened, served by all trains.

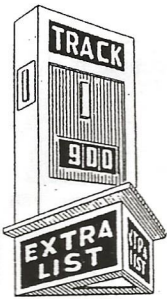
Between 1992 and 1993, the Railworks project on the original Reading Railroad trunk through North Philadelphia disrupted through service to the Airport. Service originated and terminated at Market East Station as 25 bridges north of Center City were replaced or rehabilitated.

Following Railworks, SEPTA conducted an aggressive campaign to regain lost ridership. Airport Line trains were extended to Warminster and West Trenton on weekends, providing a one-seat through ride from Northern suburbs. Similar service extensions were made on weekdays. The new Temple University Station replaced North Broad as the major stop in North Philly.

On April 24, 1995, Airport Line trains began serving the newly-opened University City Station. Also in 1995, SEPTA made a major change in its fare policy, allowing customers to travel to PHL with a TransPass during off-peak hours. This move was to encourage Airport employees to use the trains, and ridership jumped to nearly 2,500 trips per day, rebounding from the Railworks project.

In December, 1997, Eastwick Station opened as another stop on the Airport Line. In November, 1999, as part of an Access-to-Jobs initiative, service was expanded with an additional trip one hour earlier in the morning, seven days per week. In the same year, new platforms were opened adjacent to the baggage claim area, improving access to the Airport Line.

By 2001, another round trip, courtesy of the Access-to-Jobs Initiative, brought service to 76 daily trips providing half-hourly service 19 hours a day, seven days a week. As the Airport Line celebrates its Silver Anniversary in 2010, a weekday average 7,500 passengers use the convenient service, avoiding traffic congestion and parking fees.



OCTOBER 9-10, 16-17, 23-24, 30-31, 2010: New Hope & Ivyland Railroad will operate its annual October weekend specials between Warminster and New Hope, covering NH&I's entire 14-mile line. Diesel-powered trains will depart SEPTA's Warminster station at 10:30 AM and 1:15 PM, leaving New Hope to return to Warminster at 12:05 and 3:05 PM, with convenient connections from and to SEPTA. For information, telephone 215-862-2332.

OCTOBER 8-10: Model Railroading Days at the Railroad Museum of Pennsylvania, Strasburg. Several operating layouts will be featured, along with hands-on instructions and presentations. Regular museum hours and admission charges apply. For further information, telephone 1-717-687-8628 (website: www.rmmuseumpa.org).

OCTOBER 10, 23: Steamtown National Historic Site excursions from Scranton to Tobyhanna, PA and return, using ex-Canadian National 2-8-2 #3254 eastbound and former Reading FP7's #902 and 903 westbound. Train leaves Steamtown 11:00 AM each day, returns about 3:00 PM. October 23 train will make stop at Gouldsboro. Tickets: \$31.00 adults, \$26.00 seniors (62 and older), \$20.00 (children 6-16). Children under 5 free, but must have ticket. For information, telephone 1-888-693-9391 or visit website: www.nps.gov/stea.

OCTOBER 16: Mass Bay RRE will sponsor "Fall Circle Tour" on the Providence & Worcester Railroad, routing Worcester, MA-Providence-Cranston, RI-Groton-Norwich-Plainfield-Putnam, CT-Worcester. Train departs P&W headquarters on Hammond St, Worcester, 10 AM, returns about 6 PM. Fares: Mass Bay RRE adult, \$69, non-Mass Bay RRE member \$79, optional Gerard's box lunch \$11. Snack counter on board the train will offer hamburgers, hot dogs, chips and beverages during the trip. Order tickets from: Fall Circle Tour, Mass Bay RRE, P. O. Box 4245, Andover, MA 01810-0814, enclosing #10 stamped, self-addressed envelope. For additional information, telephone 1-978-470-2066, or visit website: www.massbayrre.org.

OCTOBER 23: Shore Line Trolley Museum and the New York City Model Transit Association 10th Annual Mass Transit and Trolley Modelers Meet at Rutgers University Gymnasium, 130 College Avenue, New Brunswick, NJ, 9:30 AM to 5:00 PM. Admission: \$20, spouse and children free. Operating layouts, clinics, historic buses, dealers and more. For additional information, telephone 1-860-620-9118, or E-mail transitmeet@yahoo.com. Also, visit website: www.nycmodeltransit.org.

OCTOBER 24: Friends of Philadelphia Trolleys will operate a (rather premature) Farewell to the Budd Silverliner II's trip on SEPTA. Train leaves Upper Level of 30th Street Station at 9:30 AM for six-hour run. (As information, Philadelphia Chapter has requested similar trip for May 15, 2011). Fare is \$70. For information, including schedule, contact Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843, E-mail: had2709@aol.com.

OCTOBER 25: 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

George Huemmerich on the mechanical side of the Pennsylvania-Reading Seashore Lines and parent PRR. Mr. Huemmerich was employed on the mechanical department of both railroads.

NOVEMBER 6: 2nd annual Sentimental Journey Slide Show presented by Lackawanna & Wyoming Valley Chapter, NRHS at Jenkins Township Hose Company on Welsh Street, Pittston Township, PA. Doors open at 9:00 AM, slide shows begin at 10:00 AM. Scheduled presenters include Norm Barrett (D&H and O&W), George Gula (Scranton transit history), Tony Verbyla, Sr. (1960-1980's), Dave Augsburger (CNJ, D&H, LV in the Wyoming Valley). Tickets are \$20.00 each, payable to L&WV Historical Society, and should be sent to Ed Philbin, 36 East Cole Street, Pittston, PA 18640. Information: Ed Philbin, telephone 570-954-7981 or edlvrr@gmail.com.

NOVEMBER 6-7: Special displays and activities at the Railroad Museum of Pennsylvania, Strasburg, honoring America's servicemen and women. Regular museum hours and charges apply. For further information, see October 8-10 item above. Over the weekend Strasburg Rail Road also will operate special "troop trains" with military re-enactors on board; tickets should be obtained through the railroad. An additional event will be a night photo session inside the Museum on Friday, November 5, beginning at 7 PM, featuring several locomotives, cars and costumed interpreters. The fee for this event is \$20 per person, with reservations and payments sent to: Friends of the Railroad Museum, P. O. Box 125, Strasburg, PA 17579-0125.

NOVEMBER 21: Tredyffrin Easttown Historical Society will present illustrated lecture, "When Nazi Prisoners Passed Through Paoli" on the Pennsylvania Railroad enroute to camps throughout the national for relocation. The lecture will be presented by Roger Thorne at the Easttown Library and Information Center, 720 First Avenue, Berwyn, PA, starting at 2:00 PM and ending about 3:30 PM. Additional information may be obtained by telephoning 610-644-0138.

NOVEMBER 22: 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 Russell Jackson with slides and an 8mm film on the Metroliner project from 1968, showing activity on the Northeast Corridor as it existed at that time. Time permitting, Russ may also show a short film taken at the International Transport Exhibition in Munich, Germany in 1965.

THROUGH MARCH 26, 2011: "The Railroad in Delaware History" exhibit at Delaware History Museum, 504 Market Street, Wilmington, DE. Museum open Wednesdays-Fridays 11 AM-4 PM, Saturdays 10 AM-4 PM. Admission is free on Fridays. Extensive exhibit on Delaware's railroads is housed in former Woolworth store, a short walk from Amtrak's Wilmington station. For information, telephone 302-656-0637.

Cascade Rails 2011
NRHS National Convention
Tacoma, Washington
June 20-26, 2011
www.cascaderails2011.com

More Popular Railroad Nicknames

Following up on the article published in September *Cinders*, below are listed several additional railroads which adopted official nicknames during their existence. These names were used for advertising and marketing purposes, and often appeared in the company emblems adorning locomotives and freight cars

CORPORATE NAME

Chesapeake & Ohio, Baltimore & Ohio,
Western Maryland
Consolidated Rail Corp.
Elgin, Joliet & Eastern
Lancaster & Chester
Maryland & Pennsylvania
Nashville, Chattanooga & St. Louis

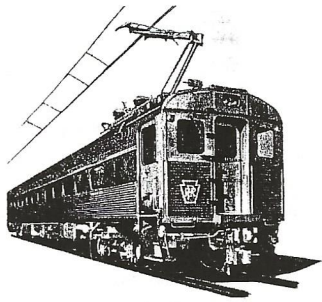
NICKNAME

Chessie System
Conrail
The J
Springmaid Line
Ma & Pa
Dixie Line

REPORTING MARK

CO, BO, WM
CR
EJE
LC
MPA
NC

Silverliner Update



Ride the beautiful silver fleet . . . the last word in restful, air-conditioned comfort!

Our last Silverliner update was published in August *Cinders*. While it is hoped that a few of the Silverliner V cars could be placed in service during October, pending resolution of some technical issues, the Budd and St. Louis cars must soldier on, albeit in some decreasing numbers.

As of September 1, 2010 a total of 14 cars had been listed as "set aside". These included Budds 205, 213, 214, 218, 219, 251, 257 and 9001 and 9003. St. Louis cars noted as "set aside" are 222, 224, 232, 234 and 237.

However, Budd 218 has come back to life recently, but there are reportedly other cars teetering on being placed on the "set aside" list. The above does not include cars which may be out-of-service for repairs.



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