



CINDERS

SEPTEMBER 2010



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Volume 71

Number 8

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

PHILADELPHIA CHAPTER, NRHS WEBSITE: www.phillyNRHS.com

MEETING NOTICE

PLEASE NOTE THAT OUR SEPTEMBER MEETING WILL BE HELD ON THE SECOND FRIDAY OF THE MONTH – FRIDAY, SEPTEMBER 10, 2010. WE ASK THAT YOU MARK YOUR CALENDARS NOW!!!!

FRIDAY EVENING, SEPTEMBER 10, 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, 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.)*

Our meeting on Friday, September 10, 2010 will feature Chapter Senior Vice President William Thomas, III, who will provide a video presentation covering two subjects of interest to members. First will be coverage of SEPTA's Norristown High Speed Line during winter (snow) conditions, believed to be with the older equipment and not the N5 cars. Then, Bill will take us to Montreal to view the Canadian National Railways Deux Montagnes suburban electric service, operating with the vintage box-cab electrics that it was famous for. This will provide an opportunity for a rare look back at some vintage traction activity.

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, SEPTEMBER 7, 2010 to National Director Larry Eastwood at 215-947-5769.** The menu for the September 10 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, September 3, 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.

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

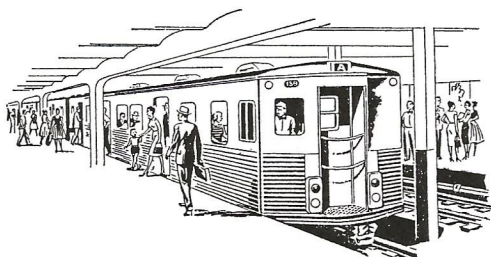
Early Notice: Chapter's 75th Anniversary

The event: A gala banquet celebrating the 75th anniversary of Philadelphia Chapter NRHS. The date: Saturday, April 9, 2011. The place: Maggiano's Little Italy Restaurant, 12th & Filbert Streets, Philadelphia, adjacent to SEPTA's Market East Station. The featured speaker: Rob McGonigal, editor of *Classic Trains* Magazine and member of Philadelphia Chapter.

Please mark your calendars now for this major milestone in the history of our Chapter, the fourth oldest in the Society! More details will appear in upcoming issues of *Cinders*.

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.



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

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

CHAPTER OFFICERS

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

COMMITTEE CHAIRS

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

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

ANNUAL MEMBERSHIP DUES: \$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.

WILLIAM H. YOUNG

January 14, 2010

We have recently learned of the passing of longtime NRHS member William H. Young, of Hershey, PA on January 14, 2010. Mr. Young was 92 years of age. He had joined NRHS in 1961, and had become affiliated with Philadelphia Chapter in 1996.

Young was a native of Philadelphia, and had worked for Western Electric prior to retiring in 1959. Following that he had operated Young's News Agency in Hummelstown.

Bill is survived by his wife, Elenora. Services were held on Thursday, January 21, 2010 at Zion Lutheran Church in Hummelstown, with interment in Hummelstown Cemetery.

VIRGINIA M. IRVIN

July 27, 2010

It is with deep sadness that we report to you the passing of Chapter Member Virginia M. Irvin, wife of Member C. Bruce Irvin, of New Holland, PA, following a period of declining health. She was 84. Ginny joined Philadelphia Chapter as a family member in 1986.

Ginny, with her faithful husband of 49 years, Bruce, was an active and familiar member of our Chapter. She was a regular at Philadelphia Chapter meetings. She was also a loyal companion with Bruce as they traveled to Pocopson on many, many Saturdays over more than a decade restoring former Reading FP7's #903 and 902 to operating condition. She would also act as a greeter whenever the locomotives were open for display at the Railroad Museum of Pennsylvania and other venues.

Virginia M. Nagle was born in Wilkes-Barre, PA, and worked for 39 years at General Electric Company in Southwest Philadelphia. She and Bruce resided in Upper Darby for many years where they were active members of Christ Lutheran Church, even after they moved to New Holland.

Services were held on Saturday, July 31 at Christ Lutheran Church. A second service was held on Tuesday, August 3 at Garden Spot Village in New Holland, where the Irvins resided after leaving Upper Darby. Interment was at Sky-View Memorial Park in Tamaqua, Pennsylvania.

The Chapter extends its sympathy to Bruce on his loss, which is our loss as well. Her contributions to and support of Philadelphia Chapter will long be remembered.

Future Chapter Programs

Philadelphia Chapter is lining up excellent programs for the forthcoming meeting season, which will take us into our 75th Anniversary in 2011. Scheduled are:

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

November 19 – Chapter Member Henry Posner III with a program from some of his World-wide rail operations

December 10 – Chapter Member Joel Spivak presents **Archaeology of the Street Railway in New Jersey**

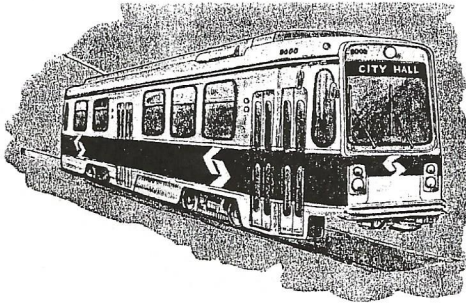


PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



SEPTA last month wrapped up its year-long, \$38-million rebuilding of the Routes 101/102 trolley lines in Delaware County. The final Phase 4 improvements to the mainline between 69th Street Terminal and Drexel Hill were to be completed by August 29 and trolley service resume on Monday the 30th. Substitute bus service has been operated over both lines since mid-June. SEPTA reports that it installed more than nine miles of welded rail, replaced 11,000 ties, installed 14 miles of power cables and ten miles of fiber optic cable, upgraded 29 grade crossing signal systems, completed eight miles of brush cutting and cleaned and repainted 338 catenary structures. SEPTA also used the service outage to do maintenance work on its fleet of 29 double-ended Kawasaki trolleys, including interior and exterior painting, replacing damaged seats and worn-out panels and giving each car a thorough cleaning.

SEPTA has announced that effective September 5 it will change the names of five stations on the Routes 101/102 to better reflect their street locations. Bywood becomes Avon Road, Beverly Hills will be Beverly Blvd., Oakview will be known as Creek Road, Collingdale as McDade Blvd. and Bowling Green as Providence Road. Four stations on the Norristown High Speed Line already have been renamed and are so listed in the June 14 timetable. West Overbrook is now Township Line, Rosemont is Roberts Road, Stadium is Ithan Avenue and King Manor is DeKalb Street in Bridgeport. As of mid-August, however, no signage had as yet been changed.

Governor Rendell in July told the Legislature that it must take action to fill a \$472-million hole in the State's current budget for urgently-needed highway, bridge and transit projects. The funding gap was created when the Federal Transit Administration (FTA) rejected a proposal to place tolls on Interstate 80 across the State as contemplated in Act 44 of 2007, as a means to raise funds for upgrading transportation facilities. In proposing a new tax on the profits of large oil companies, or possibly an increase in the State gasoline tax, Rendell said that Pennsylvanians "understand that you get what you pay for and, in infrastructure, they're willing to pay for it." Failure to properly maintain roads and bridges, he said, is "a matter of life and death. It's a matter of economic competitiveness..." Earlier, he said that failure to act on this vital issue would be "a disaster for our State."

In May, the State's Transportation Advisory Committee issued a report that said Pennsylvania needs to increase its annual spending by \$3.5 billion a year on highways, bridges and transit. In this fiscal year SEPTA expects to receive about \$573 million in operating subsidies from the State (out of a total operating budget of \$1.18 billion) and \$124 million in capital funding (out of a total capital budget of \$303.7 million).

An Federal study released last month estimated that it would cost about \$77.7 billion to bring U.S. rail and bus transit systems into a "state of good repair." The study, based on data from 36 urban and rural transit systems around the nation, found that the average cost of maintaining all transit operations is around \$14.4 billion a year, in addition to the \$77.7 billion needed to deal with the existing maintenance backlog (NARP)..... SEPTA and the City of Philadelphia have begun offering SEPTA service alerts through ReadyNotifyPA, the City's emergency text and e-mail alert system. SEPTA General Manager Joseph Casey said this will provide transit riders with another way to receive real-time information on service delays and interruptions. To sign up for ReadyNotifyPA on a cell phone, Blackberry, iPhone or other mobile device or through e-mail, visit www.septa.org/ready or the City's website www.phila.gov/ready and click on the ReadyNotifyPA logo and "Click here to register." This service will supplement SEPTA's current system of providing alerts via its website and Twitter feed.

SEPTA has applied for \$29.3 million in "TIGER II" funds from the U.S. DOT, which would be used to pay for the first phase of the long-delayed "smart card" fare collection system (see November 2009 *Cinders* and prior issues). This second TIGER (an acronym for "Transportation Investment Generating Economic Recovery") is a \$600-million competitive grant program focusing on transportation infrastructure projects which achieve longer-term goals than last year's stimulus grants for so-called "shovel-ready" construction. SEPTA received about \$191 million in 2009 stimulus funding, most of which already has been spent on 32 separate projects. SEPTA is going after the TIGER II money to pay for the initial installation of card readers and software which would allow bus and trolley riders approaching a farebox or turnstile to pay their fares simply by waving a prepaid SEPTA card or a credit card with an implanted electronic chip. This first phase, for which SEPTA hopes to award a contract by early next year, would not include subway-elevated stations or Regional Rail. (TIGER II grants require a 20-percent local or state match.) SEPTA had planned to finance part of the \$100-million smart-card program with grants from the State, but the loss of revenue from the failed tolling plan on I-80 forced SEPTA to postpone numerous capital projects including this one (see May *Cinders*).

There were several disruptive incidents on the transit system during July. On the evening of Sunday the 18th gunfire was exchanged between two male passengers on a Route 13 trolley

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PHILADELPHIA EXPRESS

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near 57th Street & Chester Avenue. One man was taken to the hospital with a bullet wound and a three-year-old girl was injured in the melee as other passengers bolted off the car. Around Noon on Tuesday the 20th an altercation began on the inbound platform at Allegheny station on the Frankford el, during which a 23-year-old man was knifed in the abdomen. The assailant fled. Trains bypassed the station while police investigated. Two nights later smoke from a defective appliance began filling a northbound Broad Street subway train, which had to be evacuated at the Olney station. Finally, just after 5 AM on Saturday, July 31, a man in his 20's died after he either fell or jumped from the platform into the path of a northbound Market-Frankford train at the Spring Garden station. Train service was suspended for two hours. This was one of three deaths on area rails over a four-day period (see below).



SEPTA REGIONAL RAIL

As promised, SEPTA "rebranded" its Regional Rail system on July 25, dropping the "R" numbers and adopting just the pre-existing names for each line. New timetables were issued for each of the 13 routes, plus the handy combined schedule between Glenside/Jenkintown and center city. The only name change was that of the R6 Norristown Line to "Manayunk-Norristown line." As expected, regular riders took the change in stride while out-of-town visitors and occasional users should no longer be confused by those bidirectional "R" numbers—one of SEPTA's principal rationales for making the change. Some lamented the loss of the color-coded timetables, now that the covers of all timetables are printed in the same bluish-gray shade, but the listing of stations on the covers instead of train photos seemed to be welcomed by everyone. Now the big job of changing signage on trains and at stations will begin. The electronic displays in center city stations already have been purged of "R" numbers, but the old color-coded destination signs on the trains themselves remain in place until replacements are available. SEPTA can proceed with the reissue of its Philadelphia and suburban street maps, now that the route designation revamp has been implemented.

Testing of the three Silverliner V prototype cars (#701, 801 and 802) continued into August, although daylight test runs were temporarily suspended. For the first time, some testing was done on AMTRAK's Northeast Corridor. While there was no word at presstime regarding any further deliveries of new cars from Rotem's South Philadelphia assembly plant, the first production car (#702) was still undergoing climate tests at a facility near Ottawa, Canada (see August *Cinders*)..... Dr. Vukan R. Vuchic has retired from his posts as professor of transportation systems engineering and of city and regional planning at the University of Pennsylvania. A recognized transportation expert with 44 years of experience in the field, Dr. Vuchic was the man who devised the "R" designations for

SEPTA's Regional Rail system that took effect when the center city tunnel opened for service in 1984 (NARP).

The controversial Ardmore Transit Center project got a reprieve last month when Governor Rendell committed \$9 million in State redevelopment funds to the project. This money largely replaces the \$10 million which SEPTA was supposed to contribute but which was put on hold when its capital funding from the State was cut substantially earlier this year. As reported here last month, planning for the center received another setback in July when Developer Carl Dranoff told Lower Merion Township officials that he had been unable to finalize an agreement with AMTRAK over the layout of a proposed parking garage in downtown Ardmore, to be built near the new passenger station. Amtrak said that within the next ten years it plans to locate new catenary towers along its Harrisburg mainline, and the garage would encroach on the space needed for one or more of the towers. Negotiations continue with Amtrak, which Dranoff said he hopes to complete by the end of the summer. The catenary project may reflect a desire on Amtrak's part to relocate to its own right-of-way the high-voltage feeder line from Safe Harbor generating station on the Susquehanna River, a line which now follows the old Pennsy Trenton Cut-Off from Frazer to Norristown and PRR's abandoned Schuylkill Valley branch (now a multi-use trail) to Philadelphia.

SEPTA has completed virtually all excavation work at the location of its new Link passing siding on the Doylestown Line between Colmar and Chalfont (see August *Cinders*). Next will come construction of the half-mile-long controlled siding, replacing the present "Forest" siding north of Chalfont which is operated with spring switches.....According to an *Inquirer* article on August 9, a local group in North Wales strongly opposes SEPTA's plan to paint the recently-restored ex-Reading station to the traditional cream-and-brown colors which date from the early 20th Century. The locals want the brick walls to remain unpainted but SEPTA says it must comply with the historical requirements of the Federal grant it received for the work. The entire project to restore the 1873-vintage building cost about \$1.2 million.....The Federal Railroad Administration (FRA) has issued instructions that commuter train crews working cars with manually-operated doors and traps should close the doors and traps after every station stop. This has the potential to delay service during busy periods, especially on carriers such as SEPTA which have mostly low-level platforms. Personal observation, however, reveals that many train personnel are closing the traps between stations but not the doors.

SEPTA this month will inaugurate a new Route 78 bus service between the Cornwells Heights station parking lot and 30th & Market Streets. The lone inbound trip leaves Cornwells Heights at 5:25 AM weekdays, making stops along Market Street in center city, with two return trips leaving center city in the early morning hours. The service was proposed by the City to handle riders working the first and third shifts at the new Internal Revenue Service center in the former 30th Street Post Office building. These people must travel before the first train in the morning and after the last train in late evening. The IRS is in the process of moving its Philadelphia service center from the Northeast to 30th Street. New late-evening express bus service also is starting from 30th Street to the Frankford Transportation Center..... The Pep Boys automotive centers are promoting a same-day pickup and delivery for customers who wish their cars serviced while they commute to town on SEPTA. For now, the service is available only from and to the Warminster rail station parking lot.

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DVARP reports that SEPTA may retire its eight ex-NJ TRANSIT Comet cars sometime next year. The 40-year-old coaches currently are used on six-car West Trenton line train #6325 **Pennypack Limited**, and presumably would be replaced by new Silverliner V MU's.....The Government Accountability Office (GAO) says that foreign terrorist groups continue to be focused on attacking U.S. mass transit systems. The GAO says that new explosive detection technologies could be put to use, but that the numerous jurisdictions involved may make it more difficult to deploy these technologies (NARP)..... SEPTA is preparing for another slippery rail season on Regional Rail, having laid in an additional 22,000 gallons of Electra Gel anti-skid compound. This material is dispensed from work trains during the fall leaf campaign.....SEPTA's Rail Rodeo, open to the public for the first time this year, will include a display of Regional Rail equipment at Fern Rock Transportation Center on Saturday, September 25 (see August *Cinders* for details).

Regional Rail passengers suffered through some prolonged delays over the past few weeks, several of them caused by lineside trees and catenary or signal failures. At 3 PM on Thursday, July 15, a 70-foot-high tree near Daylesford station on AMTRAK's Harrisburg line was poised to fall onto the tracks. Westbound R5 Paoli-Thorndale service was suspended as only track #1 remained open for use by Keystone Service trains and a few eastbound R5's. By 5:15 the tree had been removed and full service restored. Five SEPTA trains were annulled and numerous others delayed, with #539 held for two hours and 25 minutes, #541 for 111 minutes and #543 for 86 minutes. On Saturday morning, July 24, a signal outage at "Arsenal" interlocking delayed a host of R1 Airport, R2 Wilmington and R3 Media-Elwyn trains over a seven-hour period until normal operations were restored just before Noon.

At 11:20 AM on Friday, July 30, an eastbound AMTRAK train struck and killed a trespasser at Ardmore station (see below). Beginning at 12:30 PM some Amtrak and SEPTA trains were allowed to pass the scene on #3 and 4 tracks at restricted speed, but full service was not restored until 3 PM. Six Paoli-Thorndale trains were annulled and four others delayed. Three days later, at 5:45 PM on Monday, August 2, northbound train #574 killed a male trespasser at a street crossing just south of Lansdale station. Within a half hour police were allowing trains to pass the scene on #1 track, but numerous delays ensued during this rush-hour period. Train 574 was terminated at Lansdale, its normal destination. This was the third fatality on area rails in four days! At 11 PM on Sunday, August 8, Warminster-bound train #468 was able to stop short of a man lying in the gauge at Moreland Road in Willow Grove. Police removed the trespasser and the train proceeded after a 25-minute delay.

Three major signal outages affected service during the second week in August. At 5:17 on Wednesday morning, August 11, AMTRAK lost signal power on 17 miles of the Northeast Corridor between "Midway" at Monmouth Junction, NJ, and Morrisville due to two large trees falling onto the wires west of Princeton Junction (see below). SEPTA's Trenton line service was severely impacted with all service suspended for nearly six hours, until power was restored. Trains 734 leaving Trenton at 10:45 AM and 731 leaving 30th Street at 11:05 were the first to operate

through the affected area. A total of 14 SEPTA trains were annulled and three others turned back at Holmesburg Junction.

The next afternoon, Thursday, August 12, was a disaster for many Media-Elwyn commuters, as a downed tree in Secane caught fire and knocked out signal power over the entire line. Power was restored 40 minutes later, at 5:05 PM, but tree removal forced single-track operation between "Cane" and Media. Five trains were annulled and others delayed between five minutes and an hour. Then, at 10:25 the very next morning, catenary and signal power was lost between University City and "Cane," caused by yet another fallen tree at Secane. Full service was restored around 3:40 PM after the tree was cleared and repairs made, and the first train to operate through was #9357 which departed 30th Street at 4:10. While most late afternoon trains were able to run, a total of 14 midday trains were annulled and many others delayed even into the rush hour.

These days, we don't often hear about hotboxes on passenger trains, but it happened twice the same day on the Paoli-Thorndale line. Silverliner II #9007, one of five cars in train #542 on Tuesday morning, August 3, activated the AMTRAK hotbox detector at "Frazer." Passengers were transferred to following train #544, while #542 was able to limp into Frazer yard. That same afternoon, train #537 became disabled at Exton when a hot wheel and journal were detected on Silverliner II #9005. But after an hour and 40-minute delay mechanics from Frazer shop allowed the train to proceed. Signal power failed once again from 30th Street to Media around 10:20 AM on Monday, August 16, but was restored within an hour. Two Airport Line trains were cancelled and several Airport, Wilmington and Media-Elwyn trains delayed. Finally, a signal failure at the Swarthmore Avenue crossing in Swarthmore on the afternoon of Thursday the 19th delayed ten Media-Elwyn trains from ten to 20 minutes.

The unusually hot weather this summer took its toll on SEPTA's increasingly-fragile MU car fleet, with breakdowns reported nearly every day (most often with the 40-year-old-plus Silverliner II's and III's). One frequent cause of delays was hot or burning equipment under a car, such as the smoking transformer on Silverliner II #9014 the afternoon of Tuesday, August 18. The hour-and-a-half delay of train #746 at Stenton station while fire crews hosed down the transformer caused a serious backup on the line. Speed restrictions of no more than 50 mph also were frequently imposed, as required by the F-S1 operating rule when the mercury tops 90 degrees. The push-pull sets also are not always reliable, either. During the third week of August there were three failures. On Monday the 16th train #6325 **Pennypack Limited** with AEM-7 #2305 and the Comet coaches became disabled before it even left the West Trenton yard. Passengers were transferred to later trains and after the locomotive was repaired the push-pull equipment deadheaded to Powelton yard in Philadelphia. Two mornings later, #9724 with ALP-44 #2308 had to be cancelled at Trenton due to flat spots on the wheels of 2308, and on Thursday evening the 19th push-pull train #9571 headed for Thorndale stalled at Downingtown when a traction-motor cut out on #2308. The problem was fixed after a 45-minute delay.

Two events involving trespassers occurred on the West Trenton line in July. On Saturday the 14th a man was spotted climbing a catenary pole north of Trevoise station. Overhead power had to be shut down for nearly an hour until rescue personnel coaxed the individual to come down. Train #4145 was

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delayed for an hour plus three others for lesser periods. Two weeks later, on Saturday the 28th, train #4382 struck an all-terrain vehicle just south of Neshaminy Falls station. Two riders on the ATV managed to jump clear before the impact. At 4:15 PM on Tuesday, July 17, R6 train #4618 struck and injured a trespasser at the Harry Street crossing in Conshohocken. That train and its turn #4225 were annulled, and several other trains delayed. Earlier that same day two-car train #4221 became disabled at Conshohocken due to a blown fuse, and had to be annulled along with its turn at Wilmington, #4622.



The trespasser killed by eastbound AMTRAK train #646 at Ardmore on Friday morning, July 30, has been ruled a suicide. The 46-year-old man, who lived in Upper Darby, was struck on #2 track at Ardmore station, but the train could not be stopped for another half-mile with the body pinned against the pilot of AEM-7 #914. The track speed on #2 in that area is 80 mph. Train 646 was terminated at Ardmore, its 100 passengers later taken aboard by train #648 on #4 track, which was delayed for 38 minutes. In addition to the SEPTA trains delayed and annulled, two other Keystone trains and #43 **Pennsylvanian** were held back for relatively short periods.....Another death occurred on the afternoon of Friday, July 27, when Acela train #2165 struck a 30-year-old female trespasser at Hamilton station in New Jersey, leaving a large dent on the front of power car #2012, as well as body parts strewn along the track. All AMTRAK and NJ TRANSIT traffic was suspended for more than an hour while first responders cleaned up the gory scene. The #1 and 2 tracks were opened for restricted speeds at 5:42 PM, but 29 Amtrak and 18 NJT trains were delayed anywhere from ten minutes to two and a half hours. Acela #2165 was released after being held for almost three hours.....Early on Sunday morning, August 8, train #67 led by HHP-8 #659 ran over a male trespasser at milepost 87 on the NEC, ten miles north of Baltimore station. The train was held for two and a half hours until released by police, and five other Corridor trains were delayed.

AMTRAK announced on July 23 the first step in the planned renewal of its passenger fleet, with an order for 130 new single-level cars. The five-year, \$298.1-million order includes 25 Viewliner-type sleeping cars, 25 diners, 55 baggage cars and 25 baggage-dormitory cars, the latter to be used on long-distance trains so that space now occupied by crew members will be freed up for revenue passengers. The contract was awarded to CAF USA, which will build the Amtrak cars at its plant in Elmira, NY. CAF USA is a subsidiary of the Spanish railcar manufacturer Construcciones y Auxiliar de Ferrocarriles. Amtrak President Joseph Boardman, in a press conference regarding the purchase, said that he had received a "positive response" from Congress on the company's fleet replacement plan, which includes the immediate purchase of 70 new electric locomotives to replace the 30-year-old AEM-7's (*Trains*, NARP). This plan will begin the renewal of Amtrak's aging car and locomotive fleets, which Bloomberg News earlier had called for in an editorial titled "Time to retire the '77 El Caminos"--the once-stylish autos built around the same time as the '70's-vintage Amfleet cars (Mass Bay RRE).

AMTRAK and its tenant roads suffered a major power loss on the morning of Wednesday, August 11, caused by two large trees west of Princeton Junction falling into the transmission and signal lines. At 5:17 AM all signal power was lost between Monmouth Junction, NJ, and Morrisville, disrupting Service on the Northeast Corridor. At least ten Amtrak trains were cancelled—including three Acelas--and others were delayed from 30 to 90 minutes due to speed restrictions through the area. Several NJ TRANSIT Corridor trains were cancelled and others delayed. Four New York-bound trains--#110, Acela #2150 and Keystone Service trains #642 and 648--were terminated at 30th Street Station. Two Harrisburg trains were cancelled and three others, #641, 643 and 645, originated in Philadelphia instead of New York. Train #43 **Pennsylvanian** to Pittsburgh, which is usually diesel-powered out of Philadelphia, was assigned an electric engine to Harrisburg. Train #51 **Cardinal** changed from electric to diesel at 30th Street for its run to Washington. Northbound train #20 **Crescent** ran through from Washington to Philadelphia behind diesel power and #19 returned to DC with diesels. Normal operations did not resume until almost 5 PM.

The AMTRAK board in July extended President Joseph Boardman's contract through 2013. He was originally tapped for the job in November 2008, coming over from the Federal Railroad Administration.....In late July the House of Representatives passed a \$79.4-billion transportation funding bill for the next fiscal year beginning October 1. AMTRAK would receive \$1.77 billion (a 13-percent increase over FY 2010) while highway spending would go up ten percent to \$45.2 billion. The House also defeated a "kill Amtrak" amendment offered by two Republican representatives. It is uncertain when the Senate will take up its version of the bill (NARP).....Nine Senators from western states wrote President Obama last month asking that he fill the last vacant position on the AMTRAK board with a qualified person from the West. Currently, most board members are from states in the Northeast (NARP).

AMTRAK issued new Keystone Service schedules effective July 12, with some eastbound trains departing as much as 15 minutes earlier. Certain westbound trains leave Lancaster later, to accommodate trackwork in progress. While the new schedules are shown on Amtrak's website, as of mid-August the old May 10 paper schedules still were being distributed at 30th Street Station. A further timetable change is set for September 1.....Over the past two years AMTRAK has been installing a new reverse signaling system from Harrisburg toward Philadelphia. In June the new cab-signals-without-automatic-wayside signals system was extended from Lancaster to "Leaman" at Paradise (*Railpace*)..... AMTRAK and Lancaster County have agreed on a revised cost of \$1.7 million for the renovation of the ex-Pennsy station at Lancaster.....Another of those pesky trees fell on track #1 of the Harrisburg line just east of Royaltown around 10 PM on Thursday, August 12. Three Keystone trains were delayed slightly until the tree could be removed.

The *Inquirer* ran a major four-part article last month on the success of high-speed passenger train service in Europe and the prospects for similar service in the U.S. While the Obama Administration is pushing the development of high-speed rail in certain corridors, it appears likely that the many billions of dollars needed for building a true high-speed system in this country will not be forthcoming in the foreseeable future.....For the

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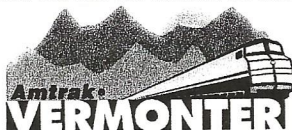
PHILADELPHIA EXPRESS

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first time in several years, AMTRAK has “wrapped” one of its eight-car Acela trainsets in a flashy vinyl display promoting the TV reality show “Cake Boss”.....AMTRAK has reopened track #1 and the south platform at Wilmington station, which currently is undergoing a \$32-million makeover. Amtrak says it still plans to open the main station waiting room in late December (DVARP).....Last month PennDOT held four public workshops in Coatesville to gather ideas from the public on ways to upgrade that city’s AMTRAK stationThe Borough of Narberth is working on plans to replace the old North Narberth Avenue bridge over AMTRAK’s Harrisburg line, one of the so-called “orphan” bridges which the railroad is no longer required to maintain.

To emphasize how badly AMTRAK needs new electric locomotives, on August 8 a total of 22 AEM-7’s and HHP-8’s were shopped out of service. Some trains were delayed leaving Washington due to the high bad-order count. Reportedly, Amtrak is forced to doublehead some AEM-7’s due to their persistent unreliability. Amtrak rosters 49 AEM-7’s and 15 HHP-8’sJohn H. Ahtes III, one of the Immaculata University professors who had been heading the now-famous archeological dig at Duffy’s Cut near Malvern, died in July at the age of 48. The Duffy’s Cut project has been delving into the mysterious deaths—and perhaps murder—of 57 Irish immigrants in 1832 while helping build the original Philadelphia & Columbia Railroad.....The August issue of Lancaster Chapter’s newsletter carries an interesting front-page article by Editor Ed Mayover on the magnificent War Memorial statue in 30th Street Station. Known officially as the “Angel of Resurrection,” the statue—which remains there today—commemorates the service of the 1,307 employees of the Pennsylvania Railroad who gave their lives in World War II. Several color photos are featured.

AMTRAK had a number of operational malfunctions during the summer in the Philadelphia region. On July 23 train #86 lost head-end power at Wilmington due to a failure in AEM-7 #953, and operated dark into Philadelphia where AEM-7 #904 was substituted for the run to New York. The next day train #164 arrived at 30th Street from Washington behind P42 diesel #201 which was replaced with AEM-7 #944 to New York. Engine 201 soon returned to Washington on train #87 after replacing AEM-7 #944 at 30th Street. On July 25 train #91 **Silver Star** was delayed when it struck an unknown object while passing through a switch at “Mantua” interlocking near “Zoo,” damaging HHP-8 #656 as well as the switch. There was no derailment but the train was held for two and a half hours. AEM-7 #952 was substituted for the balance of the trip to Washington. Four SEPTA trains also were delayed by the mishap. On the 26th train #20 **Crescent** had to be terminated at 30th Street when both of its AEM-7’s, #907 and 950, shut down. About 150 coach and sleeper passengers were transferred to other trains, including #174 which had just departed for New York but was stopped and reversed back to the station to pick up most of #20’s passengers. On July 29 Acela train #2121 lost traction power at Princeton Junction. The 254 passengers had to wait out a one-hour and 20-minute delay until mechanical personnel arrived and cut out the brakes on one car.



CSX, NS, OTHER ROADS

Recession? What recession? For the second quarter of this year **NORFOLK SOUTHERN** reported record net income for that quarter of \$392 million. This was a 59-percent increase over the second quarter of 2009. Railway operating revenues improved by 31 percent to \$2.4 billion, mainly as a result of a 22-percent increase in traffic volume. The operating ratio (operating expenses compared with operating revenues) was reduced to 69.8 percent, a five percent improvement from the year-ago period. This was the first time since NS’s joint takeover of CONRAIL in 1999 that the operating ratio had fallen below 70.....The first 1,800 new Hyundai and Kia automobiles were unloaded last month at Packer Avenue Marine Terminal in South Philadelphia, the vanguard of an expected 150,000 imported vehicles to arrive at the Port of Philadelphia annually. The cars are serviced and stored at a 90-acre lot directly across Columbus Blvd., before shipment to dealers along the coast from Maine to Virginia. Thus far, it has not been reported that any of the vehicles moved out of Philadelphia by rail.

Albert J. Derr, a former member of Philadelphia Chapter long known for his railroad activities in this area, passed away on July 16 at the age of 84. Al had an impressive resume in the field, including stints with SEPTA, the Philadelphia Belt Line Railroad and the old Anthracite and Octoraro Railways, prior to his retirement in 1991. He was a longtime resident of Lansdale and was known as a big traction enthusiast—especially Lehigh Valley Transit. For years his garage door was painted in a red-and-cream paint scheme to resemble the front end of a Liberty Bell Limited car! He is survived by a son, Albert, Jr., and a daughterOne of Al Derr’s former operations was based on the ex-Reading Colebrookdale branch out of Pottstown, later operated by EAST PENN RAILWAYS before it was shut down last year. Now, an entity known as Eastern Berks Gateway Railway, a subsidiary of U.S. Rail Partners, is attempting to lease the 8.6-mile branch from Berks County, the current owner, and presumably will serve the one customer on the line.

Washington, DC Chapter has released a new video to promote the use of Dover Harbor, its classic ex-Pullman sleeper-lounge-buffet car. It is the only heavyweight former Pullman car still in unrestricted service in the U.S. “Travel a Legend: Pullman **Dover Harbor**” is a professionally-edited, directed and filmed production which can be viewed at the Chapter-sponsored website www.doverharbor.com.....*Railfan & Railroad’s* annual roster of serviceable steam locomotives in the U.S. lists two in Delaware, two in New Jersey and 16 in Pennsylvania—five of them on the STRASBURG RAIL ROAD.....Only two of six Lehigh Valley SW1 switchers survive: #114 in service on the WILMINGTON & WESTERN and #112 awaiting restoration at the BLACK RIVER & WESTERN, Ringoes, NJ. They were built by EMC in 1939-1940 (*Railpace*).....The 61-car Strates Shows carnival train is still on the rails more than 70 years after the show ran its first train. Its only visit to the Northeast this year was to fairs in Connecticut and New York State.....

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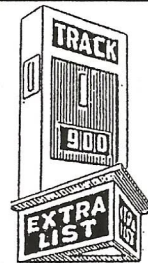
On August 5 CSX suffered a 13-car derailment inside the Howard Street tunnel in Baltimore, which the railroad blamed on a broken rail. There was no serious damage, nothing like the fiery wreck in 2001 that forced part of downtown to be evacuated and several baseball games at nearby Camden Yards to be cancelled (*Trains*).

The State of New Jersey and NJ TRANSIT have applied for \$885 million in Federal high-speed rail funds. The money would be used to upgrade bridges, signals and power supply facilities along AMTRAK's Northeast Corridor between Trenton and New York (*Trains*).....NJ TRANSIT has a new chief of police, Christopher Trucillo, who had been the top police officer at the Port of New York & New Jersey. He was one of 150 candidates for the job, and replaces the departed Joseph Bober who became notorious for his hostile attitude toward rail photographers.....NJ Transit placed the first of its 36 ALP-46A electric locomotives in service on June 2. Built in Germany by Bombardier, these new units will replace some of NJT's aging ALP44's (*Railpace*).....An June article in the *Press of Atlantic City* reported that many public officials and business owners in South Jersey were frustrated by the recent absence of tourist rail service. CAPE MAY SEASHORE LINES President Tony Macrie cited numerous problems as to why there had been no service this season to either Richland or Cape May. But in July the railroad announced that it would operate three round-trip passenger trains each day between Rio Grande and Cape May Tuesdays to Fridays August 17-September 3. The service began with a train hauled by ex-PRR GP9 #7000 but after that two RDC's took over.

The University of Pennsylvania is well underway with its \$42-million Penn Park project, which will create 24 acres of new green space between the SEPTA and AMTRAK lines and between Walnut and South Streets in West Philadelphia. Some of the property formerly was owned by the U.S. Postal Service and some was used for athletic fields. Part of a larger redevelopment project, Penn Park is intended to tie the University more closely to center city across the Schuylkill River, and should be completed next year.....Thus far it appears that no top management at PATCO will be affected by the mushrooming ethics flap at parent Delaware River Port Authority, which could mean a major change in DRPA personnel and development policiesThe first previews have been released of the new Denzel Washington film "Unstoppable," a railroad thriller filmed partly in central Pennsylvania (*Trains*).

Both CSX and NORFOLK SOUTHERN are preparing for the year 2014 when an enlarged Panama Canal will open for service. This will allow mammoth ships carrying up to 12,000 TEU's (20-foot-equivalents) of cargo containers to navigate to East Coast ports rather than docking on the West Coast as they have been doing up to now. As a result, it is likely that the railroads will lose some of their cross-country double-stack traffic enroute from Pacific Rim nations to consumers in the eastern U.S. But with initiatives such as CSX's National Gateway project and NS's Heartland Corridor, these carriers are readying for the day when they will see a big increase in container business through such ports as New York, Hampton Roads, VA, Wilmington, NC, and Savannah, GA. Over the last decade some Far East container business already has shifted to the East Coast, with ships coming via the Suez Canal and across the Atlantic, a trend which gave CSX and NS an early heads-up on the need to do something about

their East Coast clearances. (It is uncertain whether Philadelphia will see much of this new business because of water depth problems, and in fact it now handles only an insignificant share of container traffic among East Coast ports—218,000 TEU's in 2008 versus 5.3 million TEU's at New York/New Jersey, 2.6 million TEU's at Savannah and 2.1 million TEU's at Hampton Roads). NS already has double-stack clearances from New Jersey and Savannah westward and will have that capability from Norfolk after completion of its ongoing Heartland Corridor clearance program along the old Norfolk & Western route. CSX's National Gateway plan will raise clearances from Baltimore, Portsmouth, VA, and Wilmington, NC and includes at least two new intermodal terminals (*Trains, Journal of Commerce*).



SEPTEMBER 3-6, 2010: Reading & Northern 4—2 #425 will pull all Lehigh Gorge excursion trips on this Labor Day weekend. Trains leave Jim Thorpe, PA station each day at 11 AM, 1 and 3 PM for scenic trips through Lehigh River Gorge. Special fares apply. For information, telephone 570-325-8485.

SEPTEMBER 4: Former Reading FP7's #902 and 903 will be highlight of "Historic Whistle Stop Excursion" from East Stroudsburg and Cresco to Scranton, PA and return, as part of Steamtown National Historic Site's **Railfest 2010**. The 902 and 903 will also operate a Scranton-Moscow round-trip during the day. Early ticket response for this trip is strong. For information, telephone 888-693-9391 (website: www.nps.gov/stea).

SEPTEMBER 4-5: Railfest 2010 at Steamtown National Historic Site, Scranton, PA, 9 AM-5 PM each day, with the theme, "Passenger Rail – past and present." Numerous displays of rail equipment will be featured, including numerous visiting locomotives and cars. Steam excursions to Moscow, PA will depart each day at 1 PM. Regular admission charges apply. For information, telephone 888-693-9391 (website: www.nps.gov/stea).

SEPTEMBER 11: Mass Bay RRE will sponsor "Tour of the Line" on the Belfast & Moosehead Lake Railway, from Belfast to Burnham Junction, ME and return. Trip departs from outskirts of Belfast at 11 AM, returns about 7 PM. Trip will cover entire 32.7 mile length. Very limited snacks on board the train; passengers encouraged to bring their own food. Fares: Mass Bay RRE members, \$59.00, non-members \$69.00. Order tickets from: Mass Bay RRE, P. O. Box 4245, Andover, MA 01810-0814, enclosing #10 stamped, self-addressed envelope. For additional information, contact Mass Bay RRE at 1-978-470-2066, or by E-mail to www.massbayrre.org.

SEPTEMBER 16: Historian Lance Metz will present the 1937 Henry Fonda movie "Farmer Takes a Wife" at National Canal Museum, 30 Centre Square, Easton, PA. Doors open at 7 PM. Admission: \$5 per person. The film is set on the Erie Canal but all background scenes were filmed on the Lehigh Canal between Bethlehem and Easton. For information, telephone 610-559-6613.

SEPTEMBER 25: SEPTA 2010 Rail Rodeo and Exhibition at Fern Rock Car Shop, 11th Street & Grange Avenue, Philadelphia. See article in August *Cinders* or go to www.septa.org/railrodeofan.

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Popular Railroad Nicknames

Many railroads past and present have found themselves stuck with unwieldy corporate names, quite unsuitable for marketing their services to customers. While some carriers became known simply by their initials (e.g., "PRR"), others decided to develop shorter, snappier nicknames to use in advertising and public relations. Quite often, these were natural contractions of the corporate name (e.g., "Santa Fe"), but in other cases the official monikers came from other sources (NYC&St.L.'s "Nickel Plate") originated in a newspaper report that referred to the line as the "great double-track, nickel-plated railroad"). Sometimes the nickname was taken from an on-line point such as CI&L's "Monon" after a key location in Indiana. In one instance a railroad (Seaboard) dropped the term "Air Line" from its promotional materials but not from its corporate name. A few carriers eventually adopted the nicknames as their corporate titles (Monon, Soo Line).

Below is a list of several U.S. roads that took on official nicknames, which usually appeared in their advertising as well as on their logos and equipment. It should be noted that in some cases the registered reporting marks carried on the sides of freight cars reflected the nicknames rather than the corporate names (e.g., "MILW," "NKP"). If any readers of *Cinders* know of additional examples, please submit them to the Editor.

<u>CORPORATE NAME</u>	<u>NICKNAME</u>	<u>REPORTING MARK</u>
Apalachicola Northern	Port St. Joe Route	AN
Atchison, Topeka & Santa Fe	Santa Fe	ATSF
Atlanta & St. Andrews Bay	Bay Line	ASAB
Atlanta & West Point	West Point Route	AWP
Atlantic Coast Line	Coast Line	ACL
Central Railroad Company of New Jersey	Jersey Central Lines	CNJ
Chicago & North Western	North Western	CNW
Chicago, Burlington & Quincy	Burlington Route	CBQ
Chicago Great Western	Great Western	CGW
Chicago, Indianapolis & Louisville	Monon	MON
Chicago, Milwaukee, St. Paul & Pacific	Milwaukee Road	MILW
Chicago, North Shore & Milwaukee	North Shore Line	CNSM
Chicago, Rock Island & Pacific	Rock Island	RI
Chicago, South Shore & South Bend	South Shore Line	CSS
Cleveland, Cincinnati, Chicago & St. Louis	Big Four	CCCS
Delaware, Lackawanna & Western	Lackawanna	DLW
Denver, Rio Grande & Western	Rio Grande	DRGW
Duluth, South Shore & Atlantic	Mineral Route	DSSA
Green Bay & Western	Green Bay Route	GBW
Kansas City Southern	Port Arthur Route	KCS
Lackawanna & Wyoming Valley	Laurel Line	LWV
Lake Shore & Michigan Southern	Lake Shore	LSMS
Minneapolis, St. Paul and Sault Ste. Marie	Soo Line	SOO
Missouri-Kansas-Texas	Katy	MKT
National Railroad Passenger Corp.	Amtrak	AMTK
New York, Chicago & St. Louis	Nickel Plate Road	NKP
New York, New Haven & Hartford	New Haven	NH
New York, Susquehanna & Western	Susquehanna	NYSW
New York, West Shore & Buffalo	West Shore	WSH
Philadelphia & Reading	Reading	RDG
Pittsburgh & Shawmut	Shawmut Line	PSR
Pittsburgh, Cincinnati, Chicago & St. Louis	Panhandle Route	PCCS
Pittsburgh, Fort Wayne & Chicago	Fort Wayne Line	PFWC
Pittsburgh, Shawmut & Northern	Shawmut Line	PSN
Quanah, Acme & Pacific	Quanah Route	QAP
Reading, Blue Mountain & Northern	Reading & Northern	RBMN
Roscoe, Snyder & Pacific	R-S-Pacific Route	RSP
St. Louis-San Francisco	Frisco	SLSF
St. Louis Southwestern	Cotton Belt Route	SSW
Seaboard Air Line	Seaboard Railroad	SAL
Texas Mexican	Tex-Mex	TM
Tennessee, Alabama & Georgia	TAG Route	TAG
Toledo, St. Louis & Western	Clover Leaf Route	TSLW
Wabash, St. Louis & Pacific	Wabash	WAB

EXTRA LIST (Continued from Page 8)

SEPTEMBER 26: Lehigh Valley Chapter, NRHS will hold 34th annual Railroadiana and Model Railroad Show and Sale at Dieruff Senior High School, 815 North Irving Street, Allentown, PA, 10 AM to 4 PM. Admission: Adults \$4, children 12 and under free. Additional information may be obtained from Peter Terp at 610-824-7730, or by E-mail: trolleys@ptd.net.

SEPTEMBER 30-OCTOBER 5: Princeton Junction 2010, Fall Mid-Eastern Region NMRA convention at Doubletree Hotel, 4355 Route 1, Princeton, NJ 08540. Friday: Insiders' tour of a rail-served grain elevator including bus from hotel \$15. Saturday: reserved dining car trip on New Hope & Ivyland Railroad, bus from hotel and lunch \$75. Model railroading activities, clinics, contests, modular railroads, home layout tours, operations call board, etc. Convention registration required. For information, E-mail: MER-Registrar@comcast.net (website: <http://mer.nmra.org/MERConv/MERConv.html>).

OCTOBER 2-3, 9-10, 16-17, 23-24, 30-31: 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 2-3: Railfest 2010 sponsored by Altoona Railroaders Memorial Museum, this year to take place on the narrow-gauge East Broad Top Railroad, Rockhill Furnace, PA.

Unlike in years past, there will be no events at Altoona, but ticket purchasers will receive a free ticket to the museum in Altoona for that weekend. For information, telephone EBT at 814-447-3011 (website: www.ebtrr.com).

OCTOBER 3, 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. For ticket information, see September 4 item above.

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.

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.



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