

CINDERS

AUGUST 2003



IN THIS ISSUE

Philadelphia Chapter News.....	1
Extra List.....	2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
"The Reading Railroad Outrage".....	9

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PHILADELPHIA CHAPTER

National Railway Historical Society

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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: \$35.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Membership Chair, P. O. Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only membership.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. **PLEASE INCLUDE YOUR NEW TELEPHONE NUMBER** and E-mail address so our Membership List is complete. We will notify the NRHS National Headquarters of the change.

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

FP7 Wiring Work Proceeds; Units on Display in Delaware; Insurance Snags Strasburg Trip

During July, work was completed on the replacement of the original wiring in the control stands of former Reading FP7's 902 and 903, owned respectively by Lancaster and Philadelphia Chapters, NRHS.

The control stands in both locomotives have been tested, and other than some very minor glitches, the units performed as intended following completion of the work. Work will continue over the summer to iron out operating bugs.

As part of the **Star Spangled Rails 2003** NRHS Convention, the 902 and 903 were moved and made a stationary guest appearance on the Wilmington & Western Railroad on Tuesday, July 1, as convention attendees enjoyed a day in Delaware. Many people were surprised to see the two units on display at Greenbank, DE. Movement was made through the courtesy of the Brandywine Valley Railway and the Wilmington & Western.

Regrettably, the SEPTA trip to Strasburg, PA with the FP7's, proposed for Saturday, September 6, had to be postponed when it was learned that an adjustment had been made in Lancaster Chapter, NRHS's insurance which has apparently eliminated coverage of mainline rail excursions. We are currently looking into possible coverage offered through NRHS by Mike Deeble of California to determine feasibility of securing a policy so trips can be considered for 2004.

Chapter Members Turn Out for Baltimore Convention

The "**Star Spangled Rails 2003**" national convention in Baltimore July 1-6 was jointly sponsored by Washington, DC Chapter NRHS and the Railway & Locomotive Historical Society. Featuring three major rail trips and numerous other events, the convention attracted a large delegation of Philadelphia Chapter members, including:

Bob Abrams, Howard Bender, Bob Brewster, Lynn Burshtin, Ray Cooney, Les Dean, John Dziobko, Eric Dervinis, Sheila Dorr, Marie and Larry Eastwood, Burt Eisenberg, Bill Faltermayer, Virginia and Bruce Irvin, Rob McGonigal, George Metz, Pat Purcell, Phil Ritter, Pete Senin, Frank Tatnall, Charlie Van Reed, Ruth Wolf and Roy Zeiher.

ANTHONY J. PETRONIO June 19, 2003

Anthony J. Petronio of Warminster, PA, a good friend of Philadelphia Chapter, NRHS, passed away suddenly at his home on Thursday, June 19, 2003. Tony was 64.

A native of Hazleton, PA, Tony owned and operated Minuteman Press in Huntingdon Valley, and printed *Cinders* for Philadelphia Chapter for the past ten years.

Often times in life, business relationships turn into friendships, and such was the case with Tony, his wife Ursula, and their ever-present black Labrador retrievers. He was sympathetic to the railfan cause, would glance over each issue of *Cinders*, and, being from Hazleton, would enjoy any references to the Lehigh Valley Railroad such as the LV passenger service vignette in our June 2000 issue. Tony enjoyed a Lionel train layout, and had often shared photos of his model trains with me.

Tony and Ursula would painstakingly print, collate and staple each issue for us, providing the utmost in timeliness and customer service. Many other printing jobs for our Chapter and NRHS were handled with skill and care.

A funeral mass was celebrated at St. Jude Roman Catholic Church in Chalfont on Tuesday, June 24, with interment in St. John Neumann Cemetery in New Britain Township.

We extend our deepest condolences to Tony's wife, Ursula, with appreciation for the all-too-short relationship we enjoyed with Tony. Some of Tony's associates are continuing the business, and we expect to support them with the printing of *Cinders* each month.

--Larry Eastwood



AUGUST 16: Stewartstown Railroad Excursion, covering the entire 7.4 miles of the route, sponsored by Harrisburg Chapter NRHS. Trip will include dinner stop in New Freedom (individual settlement or bring your own). Trip leaves Stewartstown Railroad Station just off PA Route 851 in Stewartstown at 2 PM, return trip departs New Freedom at 6:30 PM. Capacity extremely limited. Fare: coach tickets \$15 per person, caboose seats \$25 per person. Order tickets from: Harrisburg Chapter NRHS, c/o Bill Gingrich, 536 Ridge Road, Elizabethtown, PA 17022-2751, enclosing stamped, self-addressed envelope. For printable flyer, visit website www.nrhs-hbg.pennsylvr.com.

AUGUST 23: Special diesel-powered trip from Gettysburg to Mount Holly Springs, PA and return as part of Railfan Weekend on Gettysburg Scenic Railway. Train leaves Gettysburg at 9 AM, returns at 4 PM, covering entire 23-mile line. Fares: \$65 adults, \$30 children (15 and under). For information, telephone 717-334-6932 (website: www.gettysburgrail.com).

AUGUST 24: Pennsylvania Live Steamers, Inc., Regular Run Day, 11 AM to 3 PM. PLS is located at PA Route 29 and School House Lane in Rahms, PA (between Colledgeville and Schwenksville). Admission free.

AUGUST 30: First public excursion from Scranton to Delaware Water Gap, PA over 64 miles of former Delaware, Lackawanna & Western mainline, sponsored by Steamtown National Historic Site. Special diesel-powered train leaves Steamtown at 9 AM, returning at approximately 6 PM. Fares: \$100 adults, \$90 seniors (62 and over), \$75 children (6-12). Information may be obtained by calling toll-free 888-693-9391 (website: www.nps.gov/stea). Similar trips are expected to be operated October 11 and 25, possibly only as far as East Stroudsburg.

SEPTEMBER 13-14: 20th anniversary open house at Reading, Blue Mountain & Northern Railroad headquarters, Port Clinton, PA, 10 AM-4 PM both days. Admission free. Included will be tours of locomotive shop and corporate center, diesel, steam and rolling stock and model railroad displays, musical entertainment and living history lectures. Because of limited parking space in Port Clinton, a free half-hourly shuttle bus service will be operated from and to the Hamburg Area School District parking lot just off PA Route 61 on Windsor Street in Hamburg. For information, telephone 610-562-2100 (website: www.rbmnr.com).

SEPTEMBER 13-21: The Norfolk Southern exhibit car will be open to visitors at Railroad Museum of Pennsylvania, Strasburg. Regular museum hours and admission charges apply. For information, telephone 717-687-8628.

SEPTEMBER 20-21: "Planes, Trains & Automobiles" train show at Reading Airport, Reading, PA, sponsored by Reading Company Technical & Historical Society. For information, visit RCT&HS website at www.readingrailroad.org.

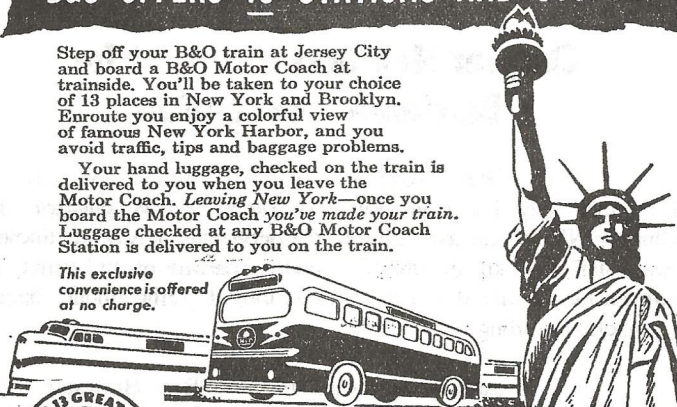
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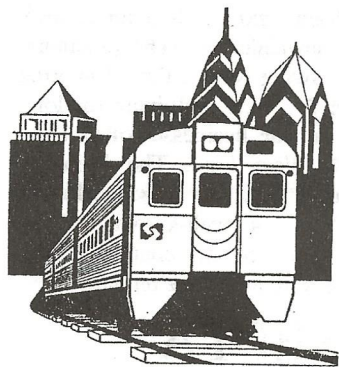
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PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

When the SEPTA board decided in June to adopt a tentative operating budget of \$875 million for Fiscal Year 2004, it deferred the drastic service cuts and fare increases needed to eliminate a \$41-million deficit in its spending plan (see June *Cinders*). SEPTA hopes that the State Legislature and Governor Rendell will ride to the rescue with sufficient funding to close the budget gap, but warns that the threat of further belt tightening is still very real. If the additional money is not forthcoming, SEPTA says that it will be forced to implement the proposed service reductions and higher fares, possibly by board action at its September meeting.

The FY 2004 operating budget was originally set at \$888 million, \$42 million higher than the previous year's budget. But a projected \$13 million reduction in various costs has brought the figure down to \$875 million. Among the economies already in effect are reductions in service frequencies, which on Regional Rail essentially means continuation of the weekday schedules in effect during the recently-completed Rail Power Project. Other changes, such as reducing midday service on the R8 Chestnut Hill West Line from half-hourly to hourly, may be made in September. In addition, fees at SEPTA parking lots are being increased from 50 cents to \$1, and certain reductions in transit services implemented.

The \$17-million Rail Power Project to replace the worn catenary between Suburban and 30th Street Stations was completed on schedule at the end of June. New timetables for all lines were issued effective July 6, restoring normal weekend service. The popular Schuylkill Valley Flyer weekday expresses between Norristown and center city, eliminated during the power project, have not returned, but SEPTA is considering their restoration. The indestructible R6 Cynwyd service survived another near-death experience, and currently fields a full complement of ten weekday trains in each direction to and from center city. (However, the service may be cut back to Suburban Station.) The Cynwyd trains are now operated with single MU's—mostly two-and-two-seat St. Louis cars—the first use of single cars since AMTRAK identified an alleged signal-shunting problem more than a decade ago. SEPTA recently installed continuous welded rail on the two-mile Cynwyd branch.

SEPTA continues to suffer some trying days on its Regional Rail system. At 1:30 PM on Tuesday, June 10, Airport-bound train 4135, operating on the #3 track, snagged the overhead wire in the center city tunnel near "Vine" interlocking. There were some delays but no serious damage to the wire on adjacent tracks. Then, on the evening of Friday, June 20, heavy rains caused flooding of AMTRAK's mainline south of Claymont (DE) station, halting all SEPTA and Amtrak service for two and a half hours. DelDOT operated shuttle bus service to and from Wilmington. The next service outage occurred on Thursday morning, June 26, when a cement truck backed into a signal mast near Hatboro station. The first southbound R2 train, #4107, struck the signal about 5:45 AM, knocking out power. Warminster Line passengers were advised to use the nearby R3 West Trenton service, and a diesel retrieved the stalled train. To exacerbate matters, at 6:10 AM the catenary came down behind R5 train #503 at Oreland, and at about the same time Airport train 0102 turning to 0109 at "Carmel" interlocking in Glenside pulled down the wires in that busy location. Rush-hour service on the R2 and R5 lines was disrupted and normal service was not restored until around 2 PM.

But the troubles were not over. On Saturday, July 5, during the Independence Day weekend, a pantograph on Airport train 4328 snagged the catenary at "16th Street Junction" in North Philadelphia. This halted service on all six lines operating through the area. At 5 PM the same afternoon, the power failed on AMTRAK's Northeast Corridor between New York and Philadelphia, as well as on the Harrisburg mainline, reportedly due to a blown insulator at Morrisville. Amtrak, SEPTA and NJ TRANSIT trains were delayed. Almost simultaneously, a fast-developing wind and rainstorm blew down trees on the Harrisburg line west of Lancaster. An even worse disruption occurred beginning at 6 PM on Monday, July 21, when an unexplained "brownout" reduced catenary power on the Corridor and the Harrisburg line. All SEPTA trains on the "Penny" side, including those in the center city tunnel, were stopped, although some had enough power to reach a station while lights and air conditioning continued to function. Some service was restored by 6:50 PM, but regular operations on the R5 Paoli-Thorndale, R6 Cynwyd and R7 Trenton lines did not resume until about 7:30 PM. Finally, at 7 AM on Friday, July 25, R6 train 4616 struck and injured a trespasser near the old Mogeys station near Norristown. Service was suspended for an hour.

SEPTA has begun work on its project to single-track the 3.4 miles of the Fox Chase Line between "Newtown Junction" and "Cheltenham Junction," which will have the effect of separating its operations from CSX freight traffic on the parallel Trenton Line (see February *Cinders*). Two passing sidings also will be installed for SEPTA meets. As part of this work, the facing-point switch leading from the CSX single track to the SEPTA Mainline at "Newtown Junction" has been removed, forcing freight trains bound for Lansdale to use the Blue Line

(Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)

branch south of Wayne Junction to reach the SEPTA main.....The high-level platform on the southbound side at Melrose Park station is still under construction. The #1 Mainline track has been swung over to the area formerly occupied by the siding between the two mains. When the new station and platform on the southbound side are completed, work will begin on a high-level platform on the northbound side, and the #2 northbound main will be swung to the center. High-level platforms also are planned at the R5 Chalfont and New Britain stations.....SEPTA has started work on a \$200,000 project to partially restore the 1885-vintage Wayne station on the R5 Thorndale line. The exterior brick has been washed and other external repairs made, and during the first week of August a contractor had a high-lift machine in place so that rebuilding of the brick chimney could begin.

It now looks like November before SEPTA will award a contract for the construction of 104 Silverliner V MU cars. Terms of the contract, expected to be worth about \$310 million, are still being tweaked, including some unresolved design changesSEPTA has sent one of its two Republic-built RL1 diesel locomotives, #61, to Brookville Equipment at Brookville, PA for upgrading. SW1200 #52 is still slated to go to Brookville for rebuilding to a 1,500-hp unit. This is the same shop which is turning out 18 rebuilt PCC cars for the Girard Avenue light rail line.....The long-dormant plan to remodel the old Reading freight station in Doylestown has finally come to fruition. It was to open last month as a restaurant, while the Station Express café in the adjacent SEPTA station continues in operation. The ticket office is now housed in a small annex built onto the station.....SEPTA is already thinking about autumn leaves. It's about to order 30,000 gallons of Electra Gel compound, which is spread on the rails to increase traction during the slippery rail season.

SEPTA has named the MORRISTOWN & ERIE RAILWAY as interim operator of the 27-mile ex-Pennsy Octoraro branch between Chadds Ford Junction and Nottingham, PA. Twice-weekly operations began July 1 using two GP11's leased from former operator BRANDYWINE VALLEY, which provides the only connection at Chadds Ford. By October, SEPTA plans to select a permanent operator for the line, which has been run by a series of tenants since it was acquired by SEPTA in 1976 (*Railpace*).....The old Matlack bulk facility in Norristown has been demolished, to make way for an expanded SEPTA parking lot at Elm Street station.....The R2 Lamokin Street station in Chester was closed effective with the July 6 timetable. The R3 Angora and R7 Wissinoming stations also may close by the end of the year, but the R2 Eddystone and R5 Delaware Valley College stations have been removed from the closure list.....Resumption of the Superfund environmental project at Paoli yard is out for bid, after the original contractor declared bankruptcy more than a year ago. Another 12 months of cleanup work is needed before anything can be done with the proposed Paoli Transportation Center.

SEPTA has begun a trackwork project on the R3 Media-Elwyn line between University City station and Secane. The six-month project will include replacing 30 percent of the wood ties and surfacing 14 miles of track, as well as cutting brush.

Single-track operation will be in effect during midday hours on weekdays. Next year, the same work will be performed on the section of line between Secane and Elwyn. As part of the project, new inter-track fencing will be installed at all stations..... SEPTA is increasing its parking fees from 50 cents to \$1 per day at all stations where such fees exist. This is the first increase since 1987. The higher fees were phased in beginning July 7 on the R2 Warminster Line, at the R7 Chestnut Hill East and the R8 Chestnut Hill West and St. Martins stations. The following week the program was extended to stations on the R2 Marcus Hook-Wilmington and R3 Media-Elwyn lines, and on July 28 it took effect at stations on the R5 Paoli-Thorndale line. The remaining stations are to be converted in the following weeks. Permit parking fees will increase effective September 2.....Joining the long list of SEPTA stations which house outside businesses or vendors is Upsal on the R8 Chestnut Hill West Line. The Point of Destination Cafe there was written up in the *Daily News* on June 6 when the cafe played host to Vinx, a well-known singer-songwriter-percussionist (with a \$20 admission charge). The Station Cafe in Wayne station also hosts monthly jazz nights.



SEPTA TRANSIT

As mentioned at the top of this column, the SEPTA board approved a stopgap operating budget of \$875 million for Fiscal Year 2004 which began July 1. The decision was driven by public outrage over the severe service cuts and fare increases proposed by SEPTA to plug a \$55-million hole in its original \$888-million budget. An unusually negative recommendation from SEPTA's two hearing examiners (one of whom was Chapter Member Ronald DeGraw) gave further impetus to the board's action. Instead, SEPTA is looking to Harrisburg to help fund the \$41-million deficit contained in the revised budget, which is partly the result of Governor Rendell's earlier decision to trim State and local subsidies to SEPTA by \$15 million. That action, together with the fact that for the past seven years the State has not increased its transit funding to keep pace with inflation, has left the agency in a precarious financial position. The hope is that once a final State budget for 2003-2004 is agreed upon, transit will receive more money. These funds could come out of the \$900-million windfall that Pennsylvania is to receive from the Federal government over the next two years, as part of the tax cut bill signed into law by President Bush in May.

SEPTA was able to cut its projected FY 2004 deficit from \$55 million to \$41 million by reducing outlays for materials and services by \$7 million, gaining another \$5 million through service consolidations, picking up \$1 million from lower payouts in legal costs and \$1 million in higher parking fees. But, warned SEPTA Chairman Pasquale Deon, Sr., "this threat to the integrity of public transportation in Greater Philadelphia remains very real and will not be resolved until State government enacts legislation providing permanent and predictable funding." One measure under consideration in Harrisburg would lift the annual \$75-million cap on the amount of the State sales tax now dedicated to transit. A report to the Governor is being prepared by Arlene Friner, the former chief financial officer of AMTRAK, concerning SEPTA's budget situation. It is expected to lay out the case for increased State funding now and for the long term. However, if no significant aid is forthcoming from Harrisburg over the next month or so, we can expect that the board will be forced to proceed with the onerous service cuts and fare hikes as previously proposed. No further public hearings would be scheduled.

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

SEPTA began its much-ballyhooed "Frankford Swing" on July 25. This nine-day construction blitz shifted the el tracks north of Dyre Street from the now-abandoned Bridge-Pratt station to the adjacent and nearly-completed Frankford Transportation Center. That imposing structure opened for business on Monday morning, August 4. The 80-year-old Bridge-Pratt station building will be renovated by the end of 2004. However, the el structure and platform area have been demolished, letting the sun shine on that part of Frankford Avenue for the first time since the early 1920's. Under construction for several years, the \$187-million center is designed to more efficiently handle the 50,000 daily passengers who use the el and bus routes at the terminal. During the "Swing" period, Market-Frankford trains terminated at the Margaret-Orthodox station, while bus routes were diverted there and to the nearby Erie-Torresdale station. This is the final piece in the nearly-decade-long reconstruction of the Frankford elevated, although rebuilding of the Berks, Church and Huntingdon stations is still underway. Other related projects still to be completed include construction of a 1,000-space parking garage adjacent to the new Frankford terminal and modifications to the Frankford bus depot. Collectors may wish to save a copy of the eight-page Frankford Swing Rider Guide, which SEPTA issued to help the public during the transition period.

One of the claimed cost savings in SEPTA's interim operating budget is the conversion of trackless trolley service to diesel bus for this fiscal year. In point of fact, only one of the five trackless routes was actually operating with electric vehicles when the new budget was adopted, and that was Route 79-Snyder Avenue in South Philadelphia. It ran its final trackless trolleys on Thursday, July 3, a date which enthusiasts hope will not be remembered as marking the very last trackless operation in the City That Loves You Back. Construction work continues on new overhead wires and other facilities at Frankford depot for the now-motorized Routes 59, 66 and 75, but it remains to be seen if the trolley buses will ever return to the streets in Northeast Philadelphia. A major problem is the fact that the present fleet of AM General trackless vehicles is 24 years old, and SEPTA has long had a capital budget item for the purchase of 55 new coaches at a cost of \$45 million. SEPTA officials admit that this will not be carried forward absent a policy decision by the board in favor of the trackless mode.

Fiscal Year 2003 closed out in June with passenger revenues of \$318.2 million, one percent below budget but one percent over FY 2002. All modes increased over the previous year except for Regional Rail, which recorded a two-percent decline in revenues. Average daily linked (one-way) ridership of 728,000 was three percent above budget and three percent higher than last year. Regional Rail's 101,000 daily riders were three percent below budget and one percent below FY 2002. SEPTA projects a break-even or small surplus for the entire year, after subsidies. One benefit was the receipt of the full \$2 payment from the State Lottery for each senior citizen carried, versus only \$1.86 during the previous year. As previously stated, it appears now that Congress will not reauthorize TEA-21 (the Transportation Equity Act for the 21st Century), but instead will extend it for one year, keeping transit subsidies at their current level. While the Bush Administration has floated its own proposal, a six-year highway-transit measure known by the imaginative acronym "SAFETEA," for "Safe, Accountable, Flexible and Efficient Transportation

Equity Act," it is less favorable to transit than the present law and has received mixed reviews in Congress.

Former SEPTA General Manager John K. Leary has returned to his roots in Boston, and now serves as managing director of the new MASS BAY COMMUTER RAILROAD, which last month took over operation of MBTA's commuter rail lines in the Boston area. Previously, the service had been run by AMTRAK, which declined to compete for the new contract (Mass Bay RRE).....SEPTA and Barnes & Noble stores are promoting the "Read & Ride Transit Book Club," Book discounts and other benefits are given club members, who can then read while commuting by public transit. Information on free membership may be obtained on the Web by visiting www.readandrideclub.com.

SEPTA this summer is replacing 9,000 feet of Route 34 trolley track with welded rail in Baltimore Avenue between 52nd and 61st Streets. Trolleys on the route are turning at the 40th Street portal, with shuttle buses operating from there to 61st Street. Completion of the project is predicted for early August..... All five subway-surface lines will be using the West Philadelphia diversion routes from August 8 to 23 to allow track and signal work to proceed in the trolley tunnel. Passengers will interchange to and from the Market-Frankford Line at the 40th & Market stationThe Cecil B. Moore station on the Broad Street subway is the pilot location for SEPTA's SMART station project, which includes the installation of modern fire detection and suppression equipment, security systems including intrusion alarms and TV surveillance, audio-visual public address systems, emergency phones, lighting and exits. The \$90-million program eventually will be extended to all subway and subway-surface stations.....SEPTA plans to negotiate a sale-leaseback arrangement for its Broad Street subway cars, which allows the purchaser to take advantage of tax breaks which a public authority cannot. SEPTA could realize an up-front benefit of at least \$9 million, which would be shared with the City of Philadelphia, the actual owner of the cars. Earlier leveraged leases on the M4 Market-Frankford cars and Kawasaki light rail cars brought SEPTA a benefit of \$37 million.

The first of 18 rebuilt PCC cars for the Route 15 Girard Avenue light rail line is now scheduled for delivery later this month. Track and wire work on Girard Avenue has not been completed, so the initial cars will test out of Elmwood depot, most likely on Island Avenue.....Bike racks will be standard equipment on the 300 new low-floor buses to be delivered by New Flyer over the next three years.....Somewhat longer headways during weekday off-peak periods will be implemented on the Broad Street and Market-Frankford high-speed lines and the Routes 101 and 102 suburban trolley routes, as part of SEPTA's ongoing "Service Economy Plan".....Three fatalities occurred on SEPTA transit routes in June. On June 4 a three-year-old boy throwing rocks at Route 100 cars was killed when he was struck by one of the cars near the State Road bridge in Upper Darby. Then, on the 23rd a 35-year-old man inexplicably jumped off the southbound platform at the Allegheny Avenue station and walked into the path of a northbound express train. Finally, at 5 AM on the 30th a man fell off the platform at the 69th Street Terminal and was electrocuted when he came in contact with the third rail on the Market-Frankford Line.

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)



AMTRAK

At 6:30 on Tuesday evening, July 29, AMTRAK suffered its worst service disruption since September 11, 2001, when the AEM-7 leading Regional train #193 pulled down the catenary near Metropark station in northern New Jersey. Service on the Northeast Corridor between New York and Trenton was halted, with many AMTRAK and NJ TRANSIT passengers stranded for up to five hours. The damage took all four tracks out of service until Amtrak repair crews restored the power on #1 track by 7:50 PM, allowing a very limited number of eastbound trains to pass the site. NJT placed shuttle buses in service to rescue some passengers as Amtrak repair crews worked through the night to replace the downed wires. By 5:30 the next morning a second track was restored, with the third track back in operation at 6:40 and the fourth at 10:45, but delays continued up and down the Corridor for much of the day.

To some observers the incident at Metropark, as well as the power brownout on July 21 (see above), serve as another warning that AMTRAK must spend major capital dollars to put its railroad in a "state of good repair." That is one of the major points of President David Gunn's announced business plan, which calls for an infusion of up to \$1.8 billion in Federal funding for each of the next five years. To support that program, the American Rail Equity Act was introduced on July 30 by four Republican Senators, which would reauthorize Amtrak for six years and provide \$2 billion annually for the railroad. (However, the bill would also transfer ownership of the Northeast Corridor to the U.S. DOT.) Through the DOT the Bush Administration has released its own Amtrak reauthorization bill, which would divide Amtrak into three parts: a private operating company, a Northeast Corridor infrastructure maintenance company and a DOT agency that would retain Amtrak's legal rights to access freight railroad lines which would be parceled out to private operators other than Amtrak. The Administration would give Amtrak only \$900 million for the coming fiscal year beginning October 1, which Gunn has said will force him to shut down the entire railroad. (That is the same figure approved by the House Appropriations Committee.) The DOT proposal would also scale back operating funds for long-distance trains to zero within six years, with the burden for their operation to be shifted to the states through which they operate. Said Republican Senator Trent Lott of Mississippi, "I am extremely disappointed with the Administration's plan. If after two and a half years that's all they can come up with, they should be ashamed. It is a guarantee to fail." Gunn himself said that "Failure to fully fund (Amtrak's) request, I fear, will quickly bring on the next crisis. This railroad simply cannot continue to operate without an adequate maintenance budget" (NARP).

In addition to the Corridor miseries described above, two other incidents bedeviled AMTRAK and NJ TRANSIT passengers last month. At 7:15 AM on Tuesday, July 8, Amtrak train #2150 struck and fatally injured a trespasser at New Brunswick station. All rail traffic was halted by police for over an hour, and normal service on all four tracks was not restored until noon. Then on the morning of Monday, July 14, NJT train #3920 derailed two cars approaching the Hudson River tunnel near Secaucus, causing minor injuries to 13 passengers. Investigation

revealed that a wheel overheated and fell off, apparently as the result of a power surge which caused the overheating. Serious delays to all traffic continued throughout the day and into Tuesday, with normal service finally restored for that evening's rush hour (NARP, *Trains*).

A Bush appointee to the AMTRAK board, David Laney of Dallas, TX, has been elected chairman, succeeding Mayor John Robert Smith of Meridian, MS, whose term expired in June. Laney formerly served as chairman of the Texas Transportation Commission.....An Al Qaeda operative arrested in New York has admitted that passenger trains were among targets in the U.S. being considered by the terrorist organization (*Trains*).....In June AMTRAK finally accepted the 20th and last Acela Express trainset from Bombardier, declaring it ready for service.....AMTRAK reports that "Julie," its automated reservations and information system which recognizes the speech of callers, has saved the railroad over \$2 million since her inception two years ago. The previous system relied on the use of touch-tone telephones.....The authoritative *Kiplinger Washington Letter* has told subscribers that AMTRAK will get enough money from Congress to keep the present system in full operation during the next fiscal year.....*Trains* Columnist Don Phillips also writes in the August issue that AMTRAK looks safe, and that "(L)ong-distance trains, perhaps all running today, will continue for many years".....NARP reports that AMTRAK's long-distance trains carried 19 percent more riders in April 2003 than they did in April of the previous year. During the same period, domestic airline boardings declined by nearly six percent.

Emphasizing David Gunn's commitment to increase maintenance on the Northeast Corridor, AMTRAK has reactivated its assembly-line-style track laying system (TLS) for the first time in three years. The TLS has been in action replacing 21 miles of wood ties with concrete ties on the #1 track between Wilmington, DE and "Bacon" interlocking south of Elkton, MD. The machine also has laid standard 140-pound welded rail to replace the old Pennsy-era 155-pound rail. When completed, this will allow an increase in train speeds from 100 mph to 125 mph (NARP, *Railpace*).....AMTRAK removed the westward station track and an old running track at North Philadelphia station in May. The former #2 track had been previously lifted, so there are now four through tracks there. The switches east of the station have been designated "Clearfield" interlocking (milepost 84.5), controlled by the CETC-6 dispatcher rather than by "North Philadelphia" tower. This tower and "Zoo" are now the only manned towers on the Northeast Corridor in Pennsylvania.

P42 Genesis diesels in the low 100 series have vanished from their familiar Philadelphia-Harrisburg assignment, replaced by lower and higher-numbered unitsAs AMTRAK crews complete tie work on the #1 track between Paoli and Thorndale, they will do some additional work west to Lancaster. Tie work is also scheduled on #3 track east of Paoli, and possibly on other tracks as well. Tie conditions are noticeably bad on some tracks in this busy commuter zone, with temporary 60-mph speed restrictions in effect on #1 and #3 tracks between Paoli and Bryn Mawr.....Work has begun on construction of the new multi-story parking garage just north of 30th Street Station, occupying part of the open-air lot above the tracks.....A \$7-million parking garage is also under construction at AMTRAK's Wilmington station.....In June AMTRAK was using two P42 Genesis road diesels on the once-weekly ballast train from Glen Mills quarry on SEPTA's West Chester Line.

(Continued on Page 7)

PHILADELPHIA EXPRESS (Continued from Page 6)

Previously, GP7's, GP9's or GP38's handled these trainsOriginal E60 electric locomotive #600 was still stored at Wilmington shop in July.....When Bennett and Eric Levin operated their private cars **Pennsylvania 120** and **Warrior Ridge** to Pittsburgh and return on the rear of the **Pennsylvanian** July 19-20, Chapter Members Dick Barben, Ray Cooney, Les Dean and Pat Purcell were on board to enjoy the luxurious ride.



CSX
NS

OTHER ROADS

L. Stanley Crane, 87, the man who saved CONRAIL back in the 1980's, died July 15 in Boynton Beach, FL . Born in Cincinnati, OH, Crane had a legendary career in the railroad industry, joining the Southern Railway after earning a degree in engineering from George Washington University. He rose steadily at the Southern, eventually following W. Graham Claytor as chairman & CEO of a railroad which had become legendary for its innovations and profitability. (For two years during the mid-1960's he served as chief mechanical officer for the Pennsylvania Railroad, but quickly returned to the Southern.) Following his retirement from Southern in 1980, at age 65, Crane was recruited to head the floundering CONRAIL, at that time an unwanted ward of the U.S. government. In one of the most remarkable turnarounds in American corporate history, Crane within three years had taken a company which was losing hundreds of millions of dollars each year and turned it into a substantial moneymaker, while cutting costs and vastly improving service to its customers. In 1985 Conrail reported net income of \$500 million, which seemed embarrassing to the government. But using his immense credibility in Washington, Crane fought off an attempt by the Reagan Administration to sell Conrail to NORFOLK SOUTHERN at a fire-sale price, instead securing authority from Congress to privatize the company. In 1987, in the largest initial public offering up to that time in the history of Wall Street, Conrail shares were snapped up at a price of \$28 per share, netting the government \$1.58 billion. When the railroad was finally sold to a consortium of CSX and NS in 1997 for \$10.3 billion, the stock price had ballooned more than eightfold, to \$230 per share (by that time split two-for-one to \$115)! Crane retired from Conrail in 1988 and moved to Florida, but his success in reinvigorating the largest railroad system in the Northeast remains his greatest legacy.

In June, CSX, NORFOLK SOUTHERN and CONRAIL filed a petition with the Surface Transportation Board to acquire direct ownership of the two operating subsidiaries of Conrail. Those subsidiaries, New York Central Lines LLC (NYC) and Pennsylvania Lines LLC (PRR), were set up under the operating agreements approved by the STB in 1998 as part of the joint acquisition of Conrail, in which NS acquired 58 percent of Conrail stock and CSX 42 percent.. If approved, the proposed transaction would allow CSX and NS to operate NYC and PRR, respectively, through direct ownership, and eliminate the need for each parent road to obtain the consent of the other for many decisions relating to management of the underlying assets. The two roads said the transaction would have no effect on rail

operations, service or competition, and no effect on their jointly owned Conrail Shared Assets organization in the Philadelphia, New Jersey and Detroit areas.....CSX and NS have successfully completed the conversion of the old CONRAIL car location and reporting system known as TRIMS into their own more modern computer systems. After the two railroads split up Conrail in 1999, the Shared Assets Areas operated by Conrail continued to use TRIMS. Now the CSX system is used in the North Jersey SAA and the Philadelphia-South Jersey and Detroit SAA's have been integrated into the NS computer network.

NORFOLK SOUTHERN has reported net income of \$137 million for the second quarter of 2003, compared with \$119 million in the year-ago period. Operating revenues for the quarter of \$1.63 billion were the highest in NS's history, up three percent from the \$1.59 billion in second quarter 2002. CSX, meanwhile, reported second-quarter earnings of \$127 million, down slightly from the \$135 million in the same period of 2002. But revenues at its freight and intermodal units were up from \$1.83 billion to \$1.89 billion.....NS received a great deal of press coverage last month when its "Operation CONRAIL Boyz" broke up an organized gang of train-robbing bandits who had stolen and resold millions of dollars of valuable merchandise in North Jersey over the last ten years. In cooperation with state and local authorities, NS police arrested 24 members of the gang known as the "Conrail Boyz," all of whom have now been indicted.

The oldest locomotive in NS's 3,348-unit fleet is SW1 #1002, which was built by EMD in 1947 for Southern subsidiary Cincinnati, New Orleans & Texas Pacific. It is currently used as a shop switcher.....The City of Philadelphia has settled an 18-month dispute over the hiring of a contractor to build the proposed Schuylkill River Park, which would be nestled between the CSX tracks and the river from the Art Museum area to Locust Street. But the City and CSX are still arguing over whether to build pedestrian bridges over the tracks or to retain grade-level crossings.....The Budd Company auto parts plant in North Philadelphia closed for good on July 11, after 88 years in business, its work transferred to a newer plant near Detroit. The Budd plant for many years was one of the largest customers in Philadelphia for the PRR, Reading, CONRAIL and finally CSX and NS.

The Delaware River Port Authority reportedly plans to spend some \$200 million to replace the entire 121-car PATCO fleet.....READING, BLUE MOUNTAIN & NORTHERN is proceeding with its plan to build a half-mile of railroad connecting its Reading and Lehigh Divisions near Jim Thorpe. A right-of-way following the path of the old Jersey Central line to Glen Onoko has been obtained and bundles of new ties have been dropped. By using the now-vacant Jersey Central bridge over the NORFOLK SOUTHERN's ex-Lehigh Valley mainline, RBM&N will be able to bypass the current route through Lehighton.....Railpace reports that STRASBURG RAIL ROAD suffered an 11-percent decline in ridership last year, after many years of steady increases. Strasburg has partnered with the nearby Dutch Wonderland to offer a two-day pass good at both attractions. The railroad also is installing a 15-inch-gauge miniature train ride near the East Strasburg station. The popular Thomas the Tank Engine Days this year are scheduled for September 13-21.

(Continued on Page 8)

PHILADELPHIA EXPRESS (Continued from Page 7)

During the last week of July the *Inquirer* ran a major three-part article on NJ TRANSIT's Southern New Jersey Light Rail System. Long a source of controversy, the 34-mile line extending from the Camden waterfront to the AMTRAK station in Trenton has been called a boondoggle by opponents. But supporters insist it will be a much-needed spur to the rebirth of the auto-dominated towns lying between the two endpoint cities. Low ridership and huge deficits are forecast for the \$1.1-billion line, originally projected to cost around \$600 million but now pegged at more than \$33 million per mile. After many delays, it may or may not open in November with an introductory bargain fare of \$1.10 aboard its diesel-powered cars. "NJ Transit's core mission is not economic development. Our core mission is congestion relief," complains NJT Executive Director George Warrington. "I'm watching a billion dollars go out the door for a 20 or 25-year economic development project." State Senator Diane Allen of Burlington County responds that "It's a wonderful infusion of money for Burlington County...This is transit money that would have gone to somebody else's transit line in North Jersey."

NJ TRANSIT will begin taking delivery next year of 33 new PL42AC diesel locomotives from French builder Alstom. Designed by NJT's Cesar Vergara who earlier was responsible for AMTRAK's locomotive styling, the 4,200-hp PL42's look like a cross between an EMD F unit and a Baldwin Sharknose locomotive. NJT's first new diesels since 1980, they are intended to replace 28 older units including 13 GP40PH-2's built in 1968 and 15 GP40FH-2's remanufactured in 1987. The new units will be powered by EMD's model 710 prime mover, an advantage for NJT maintenance forces who have all EMD products in the existing fleet (*Railway Age*)NJT next month plans to open its long-anticipated \$450-million Secaucus Transfer station on AMTRAK's mainline in North Jersey, where passengers will be able to transfer between ten NJT commuter lines. Trains on many former Erie Lackawanna routes pass beneath Amtrak at the new station location. Effective September 6, weekend-only service will be available at Secaucus, with full service being phased in by year end, following the opening of the temporary PATH station in Lower Manhattan.....MARC has finally placed in service some of its six new Alstom-built HHP-8 electric locomotives. Unit #4910 was seen at Penn Station, Baltimore, during the NRHS convention last month..... MARC also has added "quiet cars" to eight of its morning trains, in addition to those included in afternoon peak-hour service. The quiet cars, in which cell phones, pagers and loud conversations are prohibited, have become extremely popular with AMTRAK and MARC riders (*Bull Sheet*).

CANADIAN PACIFIC has disclosed that it would like to sell or lease its Delaware & Hudson subsidiary by the end of this year. CP is known to be dissatisfied with the financial results it has experienced with the D&H since purchasing the railroad out of bankruptcy in 1991. D&H generates about \$150 million (C) out of CP's total annual revenues of \$3.7 billion, and has an operating ratio close to 100 percent, versus CP's 73 percent.. Since taking over, CP has invested about \$200 million in the D&H, but could wind up selling it to another Class 1 railroad such as NORFOLK SOUTHERN or rival CANADIAN NATIONAL, or possibly to a shortline operator (*Traffic World*).....While the two organizations are not exactly friends, the Association of American

Railroads and the American Trucking Associations have put down their swords and agreed to cooperate in lobbying Congress for more Federal transportation funding. As part of the deal, AAR and ATA will support a six-year freeze on current regulations governing truck sizes and weight limits, which the truckers had been trying to increase (*Railway Age*).....In its July 25 edition, the *Wall Street Journal* ran a lengthy article concerning the comeback being staged by the nation's freight railroads in their long battle with over-the-road truckers. One reason cited for the change is the railroads' new willingness to move freight to meet the needs of time-sensitive customers, who long have depended on trucks for reliable deliveries. Running a scheduled service rather than the traditional practice of "holding for tonnage" is also a part of the new face of railroading (Charlie Van Reed).

Chapter Member and Author Dale Woodland was profiled by the *Inquirer* in its June 15 "People in the News" section. A photo of Dale and Wife Susie accompanied the article, with Dale wearing a Reading Lines T-shirt. His latest book, released earlier this year, is *The Reading in the CONRAIL Years, Book Two*. He also writes a monthly column for *Railpace*The City of Pottsville is proceeding with a plan to lower the former Reading railbed under the Mauch Chunk Street bridge in order to allow the eventual return of passenger rail service to the downtown area. After the last trains ran in 1981, the old arched bridge was replaced with a flat span, cutting the clearance down to only 13 feet (*Railpace*).....The Borough of New Hope has filed a lawsuit against the NEW HOPE & IVYLAND on behalf of residents, complaining about noise, smoke and fumes from the railroad's tourist train operations (*Railpace*).....Pennsy's original GP9 #7000 has been leased by the United Railroad Historical Society to CAPE MAY SEASHORE LINES for active service this summer. The 1955-vintage locomotive retained its number through successive ownerships by Penn Central, CONRAIL and NJ TRANSIT (PRRT&HS).....PENN EASTERN RAIL LINES has purchased the former Reading Colebrookdale branch between Pottstown and Boyertown from Berks County for \$177,000. After CONRAIL dropped the eight-mile spur in 1982, it was taken over by PennDOT which leased it in succession to Anthracite Railway, Blue Mountain & Reading and finally to the current operator, Penn Eastern's EAST PENN RAILWAY. The line now has only one customer, a receiver of plastic pellets at Boyertown (*Railpace*).

The Reading Company Technical & Historical Society has taken possession of a seven-acre site which it purchased in Hamburg, PA for \$115,000. This is part of RCT&HS's plan for a multi-site railroad museum and tourist train operation..... The seemingly never-ending work to restore ex-PRR K4 #1361 to service is still proceeding at the Steamtown shop in Scranton. The latest goal for completion is the fall of 2004 (PRRT&HS)..... Old #91, an ex-CANADIAN NATIONAL 2-6-0 built in 1910, was set to return to service on the MIDDLETOWN & HUMMELSTOWN August 2 after years of restoration effort. The little engine last operated under its own steam in 1989 (Joe Mannix).....Sometime between June 27 and June 30 four horns were stolen off Baldwin and EMD diesel locomotives in the SMS Rail Lipes yard at Pureland Industrial Park, Bridgeport, NJ. Anyone with information should contact the railroad at 856-467-4800 (*Trains*).....On July 4 the *Inquirer* published a photo of 40-year-old New York City subway cars being dumped into the ocean nine miles off Cape May, to become artificial reefs which are believed to encourage the fish populations. All 250 of the retired "Redbird" cars will eventually be used to create reefs off the Jersey Coast, in spite of opposition from environmentalists.

The following editorial was submitted to us by NRHS member Orville Convis of Battle Creek, MI, a retired Grand Trunk Western engineer. The editorial itself appeared in an issue of the *Philadelphia Evening Express*, and later was reproduced in the May, 1877 issue of the *Locomotive Engineers' Monthly Journal*, with the accompanying text in italics. It is printed here in view of its local interest.

We give (below) an editorial from the Philadelphia Evening Express. It is a calm and unimpassioned review of the question at issue between the Philadelphia and Reading Company and their late engineers; and while we have not the slightest idea that the public will heed the warning given of this encroachment upon their liberties, and the consequent danger threatened, yet their action is none the less commendable and the fulfillment of their duty none the less complete. The position taken, that the Company has as much right to forbid its employees to become members of other secret or benevolent and beneficial associations as of the Brotherhood, is one that admits of no argument, and if this be conceded, the next step might be to designate the church that they might worship in and the stores from which they might be permitted to purchase the necessaries of life. This is not a question of dollars and cents, but one which involves the rights of American citizenship; for you cannot deprive a man of all his inherent rights without at the same time taking from him his self respect and making a machine of him; and in doing that, society is the loser. If men cannot accept positions as engineers without leaving behind them their manhood, it can but result in manning the roads with a class of men who lack these qualities. Can the traveling public afford it, and will they fail to see that they have an interest in the matter, and that they should not hesitate to make it felt?

Time will determine the result, for the end is not yet.

The Reading Railroad Outrage

A Tyrannizing Monopoly vs. Free American Citizens

The grasping policy of the Reading Railroad is a matter which has not escaped the attention of the people of Pennsylvania. Every scheme, every measure which ingenuity could devise for the purpose of establishing a bold and gigantic monopoly, has been put into execution. Not content with the crushing out of individual coal operators throughout the State, and with endeavoring to monopolize the whole coal trade, it now attempts to control the few leisure hours of the engineers in its employ, and to prohibit them from being members of a beneficial association which has proven of valuable service to many of their member when being stricken down by disease and when out of employment; and to the wives and orphan children of such as are deceased. Under threats of discharge from employment, the Company seeks to break up their association, and force them to join an association of which the Company shall be the managers, and which is of no earthly benefit to the worn out and decrepid (sic) engineer or to his family, and which makes no provision for the widows and orphans of those, who by reason of sickness and disease or through inability caused by accident, have been discharged from employment.

Fellows, Knights of Pythias, American Mechanics, etc. This point once gained, it may next be the determination of the Railroad Company to prescribe what political party, or what church each employee shall espouse; and from the occurrences of the past, and the present action of the Company, we doubt not even this would be attempted, were it not for fear of arousing a strong and powerful adverse public opinion.

Strange to say, not a single newspaper of our city has as yet spoken out against this tyrannizing act of the Company, or raised one word in defense of the engineers, against whom not a single charge has been made, for neglect of duty, or dishonesty of character. What is their offense? Simply, that of banding themselves together in a Brotherhood, to take care of each other when sick; to help those who are needy; to decently bury their dead; to take care of the wives and children of deceased brothers. Is this a crime? Will the Reading Railroad do as much in the way of charity? No; for 'tis a soulless, heartless, aggrandizing corporation, which aims to own all its employees.

No gigantic company has made such bold strides towards overriding the rights of the people; and 'tis time that the people of the State should have their eyes open to the danger which surrounds them by placing such unlimited power in the hands of a few men.

The Reading Railroad Company has, in the present instance, struck a blow against the rights and liberties of American citizens, and the sympathies of our citizens should be extended to these engineers. Should this monopoly persist in exercising such power as it now attempts to enforce, it will become necessary for the citizens of the whole State to take such decisive action as will crush out the corporation altogether.

It has issued its anathemas against the engineers and secret associations, and prescribed the penalties for disobedience. We should not wonder, even now, that it had paid some person, low, mean and dishonorable enough to join the "Brotherhood of Engineers" for the purpose of creating dissensions, and furthering the objects of the Company. No statement afterwards made from such a force could, however, possibly meet with belief from honest men; but be this as it may, we trust these engineers will maintain their manhood; and in asserting their right, they will lay the foundation for other aggressive legislative measures against a Company which, through its high-handed measures has proven that it should no longer be vested with the rights and privileges of a corporation.



Extra List (Continued from Page 2)

SEPTEMBER 28: Annual Railroadiana & Model Railroad Show & Sale at Dieruff Senior High School, Irving & Washington Streets, Allentown, PA, 10 AM-4 PM, sponsored by Lehigh Valley Chapter NRHS. Admission: \$3 adults, \$5 family. For information, telephone Paul Kuehner at 610-261-0133.

OCTOBER 4-5: Altoona Railfest 2003 at Altoona, PA, 9 AM-6 PM both days, sponsored by Railroaders Memorial Museum. Events include special train headed by Juniata Terminal's ex-Pennsy E8's from Harrisburg to Altoona via Norfolk Southern mainline on Saturday, October 4, returning on Sunday the 5th. The train will also operate a round-trip Altoona-Pittsburgh Saturday evening-Sunday morning and three excursions each day Altoona-Gallitzin, PA via Horseshoe Curve. The Gallitzin excursions will depart at 10:20 AM, 12:30 and 3:15 PM both days. "Weekender" tickets: \$25 per person for two-day museum admission and coach seat on excursion train, \$50 for two-day admission and first class seat in **Warrior Ridge** parlor car, \$18 for coach seat only on excursion. Numerous other events are scheduled, including parade, 5K run, hot air balloon rides, photo contest and train show at Jaffa Shrine (\$5 admission to show). For tickets, telephone 888-425-8666 (e-mail railfest@railroadcity.com). Information may be obtained from website www.railroadcity.com.

OCTOBER 11: "Autumn Leaves Special" excursion from Hagerstown to Cumberland and Oakland, MD and return via CSX, sponsored by Hagerstown Roundhouse Museum and

Hagerstown Chapter NRHS. MARC-equipped train leaves Hagerstown 7:30 AM, returns 8:30 PM. Fares: \$80 adults, \$75 seniors, \$50 children (ten percent discount applies to orders received prior to August 31). Order tickets from: HRM, P. O. Box 2858, Hagerstown, MD 21741. For information, telephone 301-739-4665.

OCTOBER 11, 18: "Autumn Leaf Special" on Reading, Blue Mountain & Northern from Port Clinton to Jim Thorpe, PA and return, via Tamaqua and Hometown bridge. Diesel-powered train with open-window coaches leaves Port Clinton at 9 AM both days, returning about 6:30 PM, with four-hour layover in historic Jim Thorpe. A photo runby enroute also will be scheduled. Fare: \$29 per person. Order tickets from: Reading & Northern Railroad, P. O. Box 218, Port Clinton, PA 19549, making checks payable to "Reading & Northern."

OCTOBER 16: "A Postcard History of the Wyoming Valley Region of Pennsylvania" slide lecture by F. Charles Petrillo and Charles Kumpas, at National Canal Museum, Two Rivers Landing Auditorium, 30 Centre Square, Easton, PA, starting at 7:30 PM. Admission is free. For information, telephone 610-559-6613.

THROUGH DECEMBER 7: "On the Road to Paradise: A History of the Strasburg Rail Road," display of photos and artifacts from America's oldest shortline, at Railroad Museum of Pennsylvania, Strasburg. Regular museum hours and admission charges apply. For information, telephone 717-687-8628.

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