



CINDERS

NOVEMBER 2003



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Volume 64 Newsletter of the Number 10

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

PHILADELPHIA CHAPTER, NRHS WEBSITE: www.trainweb.org/phillynrhs/

MEETING NOTICE

FRIDAY EVENING, NOVEMBER 21, 2003

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

Dinner at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM
Parking in Wills Eye Hospital garage, 9th Street above Locust
(\$6.00 after 6 PM), Parkway garage, also 9th above Locust
(\$5.75 after 6 PM), or Downtown Garage, Walnut Street east of
10th (\$4.00 after 6 PM) *(Please note that some of the above
parking prices have been adjusted and we will update them for
December Cinders)*

Our November 21, 2003 meeting will feature the third annual **Rail Slide Auction**. This activity provides the opportunity for younger members to purchase slides of locomotives, trains or streetcars they may actually never have seen in person. If you have extra slides you've taken over the years, gather some together and bring to our meeting. It's a way for members to gather a little cash while providing a potpourri slide show those present.

This auction does operate differently from our Railroadiana Auction. In this sale, members selling slides get to keep ALL of the money from their sale. We only ask that, as a minimum, you contribute one slide for the benefit of our Chapter for every ten (10) slides offered for sale. Complete rules for the Slide Auction are in the column to the right.

The evening begins with our usual sit-down dinner in the Faculty Club, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$20.00 per person. **DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, NOVEMBER 18, 2003 to Dinner Chairman Bill Gardiner at 215-632-7016.** The menu had not been received by presstime, but the meal always includes a salad, entrée, dessert and beverage. **You must specify when ordering whether you wish a MEAT or FISH dinner.** Please call **Bill Gardiner** with your reservation. **NO-shows will be responsible for payment for meals ordered!**

Please note that all meetings in the 2002-2003 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall.

PHILADELPHIA CHAPTER, NRHS 2003 RAIL SLIDE AUCTION RULES

1. Minimum bid price on any one slide is \$1.00. Increments in bidding will be in multiples of \$1.00 (i.e., \$1.00, \$2.00, \$3.00).
2. Each seller will be limited to a **MAXIMUM** of 20 slides in the first rotation of the Auction. Additional slides will be permitted up to a maximum of 36 slides, **time permitting**. For each ten slides offered for auction, seller **must** contribute a **minimum of one slide** to be sold for the benefit of the Chapter.
3. No junk slides will be permitted in the auction. The auctioneer may reject any slide offered for sale which is of poor quality.
4. Payment is expected to be made as each slide is sold, unless other arrangements are made on the evening of the auction.

Bidders are asked to pay attention during the bidding process. You must maintain a quick, spirited attitude during bidding!

SEPTA Operates "Sam Katz Victory Special"

Mayoral Candidate Sam Katz last month asked SEPTA to operate a special campaign train on Sunday, November 2, two days before the citywide election in Philadelphia. The train ran and consisted of SEPTA AEM-7 #2304, Bombardier coach 2558, plus Bennett Levin's parlor car 1157-Warrior Ridge and business car **Pennsylvania 120**.

The train traveled over the R8 route from 30th Street to Chestnut Hill West, then to center city, through the tunnel and out to Fox Chase. Stops were made for the candidate to make short rear-platform speeches at Chestnut Hill West, Market East, Wayne Junction and Fox Chase. Cameras from the local television stations recorded the events on a beautiful autumn day in Philadelphia.

The Katz campaign and the media had erroneously portrayed the special as a copy of the "original Harry Truman campaign train" from the 1948 presidential race. The train was a near-duplicate of the campaign special run for then-mayoral candidate Edward Rendell in 1991 when the 120 was also used.

PHILADELPHIA CHAPTER, NRHS WEBSITE: www.trainweb.org/phillynrhs/

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

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

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

ANNUAL MEMBERSHIP DUES: \$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.

Cinders is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor at P. O. Box 7302, Philadelphia, PA 19101-7302. If your *Cinders* is received damaged or incomplete, contact the Editor at the address shown below for replacement.

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

Chapter Awaiting 2004 Dues Bills; Chapter-only Bills Mailed

As of November 1, Philadelphia Chapter had not yet received its 2004 dues bills from the Society for mailing to Chapter members. This is in spite of a much-publicized schedule from NRHS Membership Records Director Michael Bettioli which said they would be produced and on the way to chapters before October 1, 2003. The unexplained delay is believed to possibly be connected with a redesign of the dues bills.

Those holding "Chapter-only" memberships (i.e., their primary NRHS membership is held through another chapter) should have received their dues bills by now, as they were mailed, on schedule, during the week of October 13.

Members are encouraged to support various ongoing projects by making donations in addition to the normal dues payment. The Chapter's FP7 #903 or the National's Railway Heritage Grants or RailCamp programs are all areas worthy of and needing financial support from members.

Dues bills will be mailed as soon as they are received. Chapter and National dues remain unchanged for 2004, at \$20 National and \$15 Chapter, or total \$35. Dues for those holding a Chapter-only membership remains at \$16 for the coming year.

Chapter Sets Two Greenberg Train Show Appearances

Philadelphia Chapter has signed on with Greenberg's Shows for two appearances in the near future at the Fort Washington Expo Center. The shows will take place the weekends of December 13-14, 2003 and February 14-15, 2004, according to Sales Chair Dave Kopena.

The status of the Greenberg operation in the Philadelphia was a bit uncertain because of their sale by Kalmbach Publishing Company to another firm. In addition, it was known

DAVID J. KREINES October 18, 2003

We regret to inform you of the passing of Chapter Member David J. Kreines, of Wyncote, PA, on October 18, 2003. Dave joined NRHS and Philadelphia Chapter in 1980, and was age 80 at the time of his death.

Dave had a long and varied career in the aerospace industry, having worked for Philco Corporation and General Electric's Missile and Space Division. He was a member of the recovery team on four different Apollo manned space missions. Dave later worked for the U. S. Postal Service in Philadelphia, retiring from that position in 1991.

His lifelong interest in trains and ships found him joining not only NRHS, but the Steamship Historical Society and the Train Collectors of America.

Dave is survived by his wife of 54 years, Ann, as well as five sons, three daughters and 17 grandchildren.

A funeral mass was celebrated on October 22 at the Immaculate Conception Church in Jenkintown. We extend our condolences to Dave's family, with thanks for sharing Dave and his interest in railroading with our Chapter.

that there most likely would be no further shows at the South Jersey Expo Center in Pennsauken, as that facility is supposed to be torn down and replaced.

Kopena said that volunteer assistance is needed to man the Chapter tables at the two Fort Washington shows, and members interested in assisting should contact Dave.

No date has yet been announced for the Chalfont Police Benevolent Association Train Show, which was postponed from its normal November date. It is believed that the Chalfont Show will take place in January, 2004, and it is hoped that additional information will be available in December *Cinders*.

PHILADELPHIA



EXPRESS

FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

October proved to be somewhat less stressful than September for Railroad Division riders, but it still was no walk in the park. The litany of problems described in the last issue of *Cinders* was followed by a new series of mishaps, beginning at 7:45 AM on Tuesday, September 30, when a broken rail was discovered in the #1 track in "Paoli" interlocking. Three inbound R5 trains had to be annulled, and outbound trains were turned on the #4 track at Paoli station to cover inbound schedules back to Philadelphia. Buses were pressed into service between Paoli and Thorndale, as AMTRAK crews arrived to fix the broken rail. Amtrak trains eastbound from Harrisburg were able to get around the scene by operating on the #4 westbound track to Paoli, as did some later SEPTA trains with significant delays. Repairs were completed and normal operations restored at 1:15 PM.

Two days later, on October 2, R8 passengers found themselves delayed by an electrical failure. At 7:20 AM train #801 bound for Chestnut Hill West ran into damaged catenary wire on the #1 track at St. Martins station, disabling the pantograph on MU car #216. Following trains ran outbound on the #2 inbound track and were terminated at Allen Lane, with riders bused beyond. SEPTA's wire train was dispatched to the scene, completing the repairs by 3:30 PM. Then, early in the morning of Friday the 10th a tree fell onto the R6 Norristown Line at the Schoolhouse Lane crossing in East Falls. While the wire train made repairs on the #2 outbound track, the tree was cleared from the #1 track so trains could operate in both directions on that track. But five trains were cancelled and others delayed through the morning hours. Trains bound for Norristown ran against the current of traffic to Miquon, where they were crossed over through the hand-operated switches at "River." Track and power were restored at 12:20 PM.

Wednesday, October 15, gave some riders a flashback to the depredations of Hurricane Isabel the previous month. With winds gusting between 40 and 50 mph, the usual assortment of fallen trees and downed wires affected several Regional Rail lines, with the new element of slippery rails contributing to the delays. For the entire day, systemwide on-time performance fell to 71 percent from its usual 85 percent (which is still below that of most other commuter rail systems). Among the problems reported were a tree on fire in the catenary near old Fishers station on the R7 Chestnut Hill East Line, which caused a three-hour suspension of service beginning at Noon. Then, a loss of AMTRAK power west of Frazer on the R5 line shut down Thorndale service for two hours in mid-afternoon. A diesel had to be sent to Thorndale to rescue stranded train #527 and bus service was substituted west of Paoli. A fallen tree north of Conshohocken knocked out the signal wires and fouled the #1 southbound track, disrupting R6 service for two

hours, and R3 train #368 bound for West Trenton was halted at Forest Hills station at 4:10 PM when tree branches became entangled in its pantographs. Later that evening a Peco electric wire fell onto the SEPTA catenary at the R5 Fort Washington station, causing smoke but no fire. No trains were delayed. Trees fell onto the #4 track of AMTRAK's Northeast Corridor south of Philadelphia, delaying R2 Marcus Hook-Wilmington trains through the evening rush hour. In addition to trouble on the tracks the winds caused problems at three commuter parking lots. At the R5 Stratford station a telephone pole toppled onto a late-model automobile, and trees fell into the lots at the R3 Lansdowne and Philmont stations.

A non-storm-related incident on October 15 brought back memories of the disastrous CSX freight train derailment at Neshaminy Falls last April, when several derailed cars knocked down the catenary poles on SEPTA's R3 West Trenton line. That accident occurred because the engineer of southbound train K277 applied emergency braking when he spotted debris on the track ahead, and the slack run-in caused the cars to jackknife onto the SEPTA right-of-way. This time, northbound CSX train Q172 went into emergency near Olney station when the engineer spotted a trespasser on the track ahead. R8 train #834 was following behind enroute to Fox Chase, but fortunately the freight did not derail.

SEPTA last month began its annual fall leaf campaign to reduce delays caused by slippery rails. For many years wet leaves have plagued commuter operations because MU cars do not employ sanding devices, which can interfere with electrical contact between the car and the rails. This season—which promises to be worse than usual—SEPTA again will field two leaf-fighting work trains but with a new twist. In addition to applying a traction gel compound to the railheads the trains are using high-pressure washers in an attempt to remove the oily leaf residue. Employed in certain heavy leaf areas, the washers spray water at the rate of 5,000 pounds per square inch on the rails. (A similar technique dubbed "Aqua Track" is being employed by NJ TRANSIT on some of its routes in North Jersey, although an NJT press release claims that Aqua Track operates at an astounding 20,000 pounds per square inch!) The SEPTA work trains are in nightly service, made up of ex-LONG ISLAND demotored FA #615 powered by RL1 #60 and ex-LIRR F7 #622 paired with SW1500 #51. (Tanks for the water and gel are mounted in these former "power pak" units.) So-called "sand dollars" also are being placed on the rails near certain stations where trains tend to skid past their stops. Once again, it's an all-out war between SEPTA and those pesky fall leaves.

SEPTA will reissue its Regional Rail timetables effective November 9, rather than the previously-intended date of October 26 (see October *Cinders*). In addition to the changes listed here last month, the little-used R7 Wissinoming station in Northeast Philadelphia will be closed. A general order for the

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PHILADELPHIA EXPRESS (Continued from Page 3)

Railroad Division's operating timetable, however, will become effective on October 26.....SEPTA came to the aid of AMTRAK when the locomotive of train 640 from Harrisburg became disabled near Frazer at 7 AM on October 15. The train managed to limp to Paoli station where its passengers were transferred to Philadelphia-bound R5 train #9526..... The writer of an op-ed piece in the *Inquirer* on October 9 suggests that SEPTA change the name of Market East Station to Reading Terminal Station, in order to capitalize on the area's history and tie in with businesses around the Convention Center and Reading Terminal Market.....SEPTA continues work to replace the old Reading Company catenary between Woodbourne and Yardley, using a wire train made up of flatcars, a converted Blueliner and powered by SW1500 #51.

Chapter Member Elliot Engels, who works as an assistant conductor on SEPTA, has been recognized for a recent act of courtesy. He assisted two stranded passengers in Lansdale, driving them to Doylestown in his own car after they missed the last train. In a letter published in the October issue of *Metro*, the two passengers from Colorado said of Elliot, "We are glad that you are able to attract such high caliber, caring employees, who obviously love their work".....The long-delayed replacement of the ancient Bethlehem Pike bridge over SEPTA's Mainline at Fort Washington finally began on October 20, and will continue for several months. All highway traffic, including the Route 94 bus, is being detoured.....The *Inquirer* reports that the Bucks County Transportation Management Association held a meeting on October 24 to discuss its plan for diesel-powered commuter service over the old Reading Bethlehem branch from Lansdale to Quakertown and Shelly. A major study for restoring service on the now-freight-only line was completed three years ago, but SEPTA has shown little interest in the project. The Delaware Valley Association of Rail passengers estimates the 20-mile line could be up and running for around \$200 million.



SEPTA TRANSIT

SEPTA last month received some stopgap relief in its ongoing financial crisis, when State officials agreed to transfer \$15 million in highway construction funds to SEPTA's operating budget. The money, which originally was intended for the rebuilding of Route 309 in Montgomery County—a project not yet started—will cover more than one-third of the projected \$41-million deficit in the Fiscal Year 2004 budget and stave off a series of threatened service cutbacks and fare increases (see October *Cinders*). The transfer, worked out by the Governor's office, PennDOT and representatives of the Delaware Valley Regional Planning Commission, was officially endorsed by the DVRPC board on October 23. But the question of restoring the six-percent cut in funding for transit agencies statewide, including \$11 million for SEPTA plus \$4 million in local matching funds, is still unresolved as the budget impasse in Harrisburg continues. The House on October 21 voted to restore the six-percent reduction but the Senate still must approve the measure before Governor Rendell can sign it.

Still, the larger issue of establishing a predictable funding base for transit in Pennsylvania seems destined to remain

in limbo, in a Legislature currently dominated by rural interests. That dilemma was touched on in a study submitted by Arlene Friner, former chief financial officer of AMTRAK, who was hired by the Governor to conduct an independent review of the financial situation at SEPTA and at Pittsburgh's PORT AUTHORITY TRANSIT. But, the *Inquirer* reports, to address the immediate crisis, Friner endorses the diversion of highway funds mentioned above and recommends that the Legislature restore the \$11 million slashed from SEPTA's annual State appropriation. Then she suggests a new idea: that SEPTA close the budget gap by using \$10 million out of a \$37-million reserve fund from leveraged leases on various capital assets.....Meanwhile, SEPTA reported a deficit after subsidies of \$4.5 million for the month of September—made worse by the Hurricane Isabel storm and the shutdown of Catholic schools due to a teachers strike. The deficit for the first three months of Fiscal Year 2004 was \$11.7 million. Total revenues for the three-month period were \$2.2 million (2.2 percent) below budget projections. Ridership, however, was higher than in the year-ago period on all divisions except Regional Rail, which suffered a 2.5-percent decline.

SEPTA will sign a \$148,000 contract with consultants Abrams-Cherwony & Associates for an audit of the agency's management practices and performance measures. Presumably, this will be an effort similar to the study conducted six years ago by Phoenix Management Services, which drew considerable public attention.....The Rendell Administration has awarded \$83.6 million to SEPTA for various capital projects, providing the required match for Federal funding. This was the lion's share of the \$125 million awarded to 25 transit agencies across the State, including \$3 million for AMTRAK's Keystone Corridor project.....The lawsuit brought against SEPTA by Conti Enterprises, an unsuccessful bidder on a Market Street elevated contract, has been dismissed by a Federal judge (see October *Cinders*). The judge affirmed SEPTA's right to award a \$140-million contract to the consortium Market Street Constructors, based on its ability to meet "Buy America" regulations in sourcing U.S.-made steel for third-rail installation.

Testing of "PCC-II" car #2320 is in progress out of Elmwood depot, and the car has made several trips to the 40th Street subway portal via Routes 13 and 36. The rebuilt PCC was also displayed last month in center city on 12th Street north of Market, as work continues on the Route 15 track which is to be the car's new home. The next car to be delivered, #2321 (ex-2738) is due sometime this month.....SEPTA plans to operate two of its Germantown-based PCC's on Route 23 in Chestnut Hill November 28, the big shopping day after Thanksgiving..... Several metal ceiling tiles fell from the roof of the 8th & Market subway station on the morning of October 23, striking the top of a train and fouling the third rail. The station was evacuated and the Market-Frankford Line shut down for two hours between the 15th Street and Spring Garden stations, with buses substituted. No one was injured in the mishapSEPTA closed the eastbound Huntingdon station, the last of the old unrebuilt station buildings on the Frankford el, when the new westbound station was opened in late summer. Reconstruction is still in progress on the eastbound Huntingdon and Berks stations, as well as on both stations at Church. The Huntingdon project is to be completed in September of next year, Berks in May and Church in July, according to a report in *Metro*.....Former SEPTA PCC #2134 was opened for business as an "ice cream shoppe" at the Trolley Car Diner in Mount Airy, scene of Philadelphia Chapter's summer dinner in August. Mounted on rails, the car is painted in PTC green-and-cream colors (see June *Cinders*).

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PHILADELPHIA EXPRESS (Continued from Page 4)

The SEPTA board has approved the sale of the abandoned Luzerne depot in North Philadelphia to the Philadelphia Authority for Industrial Development. The price is \$100,000, which also saves SEPTA \$680,000 in demolition costs. PAID plans to convey the 10.8-acre property to the American Box Corp. for industrial use. For much of its 90-year life, Luzerne depot served as a trolley facility, but was later converted to a bus garage. It was closed when the new Midvale garage was opened on Wissahickon Avenue.....In late summer SEPTA workers carried out a maintenance "blitz" at Olney Transportation Center, washing, waxing, painting and making lighting improvements both on the subway level and in the street-level bus terminal SEPTA will spend \$5.5 million to replace grade crossing warning devices on the Routes 101-102 Media and Sharon Hill trolley lines.....Much of the attention to the problem of trees falling in windstorms has focused on the Regional Rail lines. But SEPTA also has had a problem with downed trees at the Millbourne station of the Market-Frankford Line, where the tracks run at grade enroute to 69th Street Terminal. During recent storms trees from adjoining properties have fallen, requiring SEPTA crews to clear them.....The annual urban mobility study by the Texas Transportation Institute at Texas A&M University shows that during the year 2001 the average automobile commuter in the U.S. wasted 51 hours sitting in traffic. Los Angeles, where drivers spent an average of 90 hours in traffic snarls, was the worst of 75 metropolitan areas surveyed. Philadelphia was way down the list at number 12, but the study showed that congestion delays cost area residents \$1.5 billion per year in lost time and fuel. It could be a lot worse: our transit system saved drivers more than 31,000 hours of travel time during the year (*U.S. News & World Report*, TTI).



AMTRAK

At presstime, Congress was still debating the future of AMTRAK. On October 23 the Senate passed a transportation-treasury appropriations bill, retaining the \$1.346 billion for Amtrak approved earlier by the Appropriations Committee, but the House still has not budged from the \$900 million approved by its committee. The difference will need to be resolved by a House-Senate conference committee, and there's no guarantee the Senate's version will prevail. Amtrak President David Gunn told Congress that the Senate figure, while less than the \$1.812 billion he requested, "will allow us to operate the existing system and hopefully not worsen the amount of deferred maintenance." Meanwhile, until final appropriations bills are passed, Amtrak and the rest of the government stay in business through a series of continuing resolutions, which carry over the same level of funding as in the fiscal year ended September 30 (NARP).

The one-day strike planned for October 3 by six AMTRAK unions was postponed after Amtrak went to Federal court to block the walkout. The unions, which represent about 8,000 of Amtrak's 21,000 workers, agreed to wait until after a court hearing now set for November 14. Intended to protest the government's inadequate funding for Amtrak, the strike is opposed by management and other unions as counterproductive to the efforts of Amtrak supporters in Congress (NARP).....

AMTRAK's ridership in Fiscal Year 2003 ending September 30 was the highest in its 32-year history. The railroad carried more than 24 million passengers, up 2.7 percent from the previous year, with long-distance trains showing a five percent increase. The New York-Pittsburgh Pennsylvanian, cut back from its former Chicago route, handled 64 percent more riders. Amtrak attributed the improvement to various factors such as the fare rollback in January, the Acela Express fare reductions in April and the improved "Julie" automated information and reservations system. The higher ridership was achieved in spite of adverse conditions including the President's Day blizzard, the August power blackout in the Northeast and Hurricane Isabel in September. With fewer departures this year as compared with 2002, Acela Express ridership declined slightly from 2.5 million to 2.4 million (NARP, *Trains*, Amtrak).

AMTRAK President David Gunn spoke at a National Prtess Club luncheon in Washington on September 30, where he told the 150 attendees that "I like my job and I'm optimistic about the future of Amtrak." He pointed out that since he took over in 2002 Amtrak has completed the "first year since 1995 when we haven't borrowed money, and we end the (fiscal) year with some working capital in the bank." He gave a progress report on his effort to get the rolling stock to a state of good repair, with over 20 wrecked cars returned to service, seven AEM-7 electrics rebuilt and three of the elderly single-level dining cars restored. "We know how to fix the railroad," he said. "The organization is coming out of a deep sleep and actually doing it." Asked if he would quit if Congress fails to appropriate what he believes is needed for this year, he replied, "Do I look like someone who would give up easily? I'll go down with the ship...At the risk of being hauled off in a strait jacket, I'm actually optimistic." He also said that in the face of massive government subsidies to other modes, the U.S. freight railroad industry is "collapsing." He declared that the railroads "can not generate enough cash to overcome or meet the needs for maintenance or capacity. If you don't find some way to at least level the playing field, you're going to be left with a really shrunken railroad industry," which Amtrak needs for its long-distance routes (NARP, *Traffic World*).

AMTRAK's new system timetable became effective October 27, combining the Northeast and National timetables in one 128-page booklet. This is the first time since 1992 that a single timetable has been issued. Major changes include a refining of Acela Express schedules to help reduce their chronic lateness, with New Carrollton, MD, eliminated as a stop and trains alternating stops at either BWI Airport or Metropark. Running times are lengthened slightly, and weekend Acela service is cut in half in order to allow additional maintenance time, with Metroliner trains substituted. One New York-Washington Acela round-trip has been added, bringing the total to 13: a New York departure at 4 PM and a Washington departure at 8 AM replacing Metroliners. (During the first quarter of 2003, Amtrak handled 53 percent of the total rail and air travel between New York and Washington.) The Cardinal is once again originating and terminating in New York instead of Washington. New features in the timetable are three-color printing and a listing of sample fares including the revised peak, off-peak and "shoulder" fares for the Acelas and Metroliners. Amtrak Guest reward points are now good on off-peak Acela and Metroliner trains (NARP, *Trains*).....Effective October 15, Amtrak reduced its local Keystone Service fares between Philadelphia, Harrisburg and intermediate points. One-way fares were cut by \$2 to \$8, representing in some cases a reduction of more than 50 percent. With ridership of 886,000

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PHILADELPHIA EXPRESS (Continued from Page 5)

during the last fiscal year, the Keystone line is the fifth busiest corridor in the Amtrak system (*Trains*)Sales via the Internet now account for nearly 25 percent of AMTRAK's ticket sales. The five-percent discount for online tickets continues through December 13, and applies in addition to other discounts. Go to www.amtrak.com.

A Congressional Budget Office report released last month skewers AMTRAK's former president, George Warrington, for his continued insistence that the railroad was on a "glide path" to self-sufficiency. The truth, says the CBO, was that Amtrak's financial condition was rapidly deteriorating, and "the company was covering its costs through increased debt." Finally, Amtrak "exhausted its ability to borrow; nearly all of its assets had been used a collateral for loans." This was at a time when the White House and Congress wanted to eliminate operating subsidies to the railroad. The report concludes that "(c)urrent Federal policy toward Amtrak is not sustainable. Without increases in subsidies, the condition of both the Northeast Corridor infrastructure and Amtrak's passenger cars and engines is likely to decline further" (*Inquirer, Weekly Rail Review*).....The Western Governors Association in September issued a statement of support for AMTRAK, saying that the governors "strongly urge the Federal government to stabilize intercity passenger rail in the short term, work with the states to determine the structure of the system for the long term, and provide funding and leadership for the future of intercity passenger rail" (NARP).

AMTRAK is continuing its newspaper advertising campaign in major cities. An ad appearing in the October 14 *Daily News* is headlined; "There's no road rage because there's no road"Starting October 27, AMTRAK no longer will accept pieces of checked baggage weighing over 50 pounds, because of government rules on how much a worker can be required to lift....."Julie," AMTRAK's voice response system at 800-USA-RAIL, has been upgraded to handle credit card transactions and more complex reservations. Julie now accommodates more than 40 percent of all callers to the toll-free number. Correcting an item here several months ago, Amtrak says that Julie has saved it more than \$13 million since first introduced in April 2001 (NARP, Amtrak).

Yes, there is a special Acela Express inspection car, #10003 (numbered after the Amfleet inspection cars **Beech Grove** and **Corridor Clipper**). El Simon reports that the car can be cut into Acela consists as required.....Only eight of AMTRAK's original 26 E60 electric locomotives remained on the roster earlier this year, as several including #620 and 621 have been scrapped recently at Wilmington shop. According to an Amtrak employee writing in *High Green*, the derelict Metroliner cars at Wilmington shop also are being cut up. Amtrak retains a total of 13 converted Metroliners: seven cab control cars, five coaches in Michigan service and one conference/cab control car (#9800).

Nearly 350 people—many of them colleagues from his CONRAIL or Southern Railway days—attended an October 18 memorial service and luncheon in honor of the late Conrail CEO L. Stanley Crane. The man given the most credit for turning around Conrail from a government-owned loser into a modern, profitable company, Crane died July 15 in Boynton Beach, FL at the age of 87. The service was held at the First Presbyterian Church, 21st & Walnut Streets in center city Philadelphia, with the luncheon hosted by ex-Conrail CEO James Hagen in a nearby hotel. Among the notable guests were David R. Goode, CEO of NORFOLK SOUTHERN, successor to Southern Railway, and Arnold B. McKinnon, a retired CEO of NS.....In an effort to thin its management ranks, NS has announced a voluntary separation program for its non-union employees, offering three weeks salary for each year of service and continued health insurance for one year (*Weekly Rail Review*) A 12-year-old boy was killed by an NS train near Douglassville, PA, west of Pottstown, in late August, after he fell asleep on the track. He had run away from a foster home, officials said, and had been hitching rides on freight trains.

NORFOLK SOUTHERN began testing its 25A and 26A intermodal trains over AMTRAK's Northeast Corridor last month (see October *Cinders*). The North-Jersey-Atlanta trains are operating once or twice a week on Amtrak between Newark and Washington, DC through mid-November, in order to gauge the feasibility of running fast freight trains on the Corridor. At the end of that time, NS, Amtrak and principal customer United Parcel Service will make a decision on continuing the Corridor operation or going back to the normal, slower routing via Hagerstown, MD. In most cases the trains are running at night through the Philadelphia area, but when operated on Saturdays southbound 25A is scheduled to pass through 30th Street Station about Noon. Power for the trains is a trio of ex-CONRAIL GP40-2 locomotives in the NS 3000-series, equipped with the Amtrak-mandated Locomotive Speed Limiter devices.

MORRISTOWN & ERIE plans to repair the washout on the Octoraro branch near Kennett Square, which was caused by the flooding of Red Clay Creek on September 15 (see report in October *Cinders*).....STRASBURG RAIL ROAD has installed two new sidings on the north side of its station at East Strasburg, to be used for displays and car storage. Parked at the end of one track is the former Philadelphia & Reading business car #10, built for the P&R in 1913 and now open for tours. The car has been repainted in authentic Reading colors instead of the light brown in which it was dressed for years. The miniature Cagney live steam train also is a new feature at the Strasburg complex. Across the street, the Railroad Museum of Pennsylvania has drawn up plans for a new facade to be added to the front of its main building, facing Route 741..... PennDOT last month awarded \$10 million in capital funds for various freight railroad projects around the State, including \$750,000 to the READING, BLUE MOUNTAIN & NORTHERN to rebuild track, and \$533,000 to a construction firm to repair track and purchase loading and unloading equipment for a rail facility at the old Pennsy Girard Point yard in Philadelphia.....JUNIATA TERMINAL's E8 locomotives and private cars were frequently seen in AMTRAK's Penn Coach yard at 30th Street last month, before and after trips to Altoona and Renovo, PA.

U.S. DOT has awarded \$127 million to NJ TRANSIT, to be used for extensions to the Newark City subway and the Hudson-Bergen Light Rail Transit System (*Railpace*)

(Continued on Page 7)



CSX
NS
OTHER ROADS

PHILADELPHIA EXPRESS

(Continued from Page 6)

At *Cinders'* presstime, no official opening date for the long-delayed Southern New Jersey Light Rail Transit System between Camden and Trenton had been announced.....The electric locomotive hauling an NJ TRANSIT train from Dover, NJ derailed just after Noon on October 9 as it entered AMTRAK's Penn Station in New York. The derailment blocked one of the two North River tunnels for two hours, delaying many Amtrak Northeast Corridor trains as well as NJT service (NARP)..... A new movie titled "The Station Agent" opened last month in Philadelphia, after winning the audience award at the prestigious Sundance Film Festival. The independently-produced film was shot partly at the New Providence, NJ station on NJT's Gladstone branch.....NJ DOT has signed a contract with CAPE MAY SEASHORE LINES to provide freight service on the former PRSL Cape May branch. The State will pay almost \$1 million to help restore the five miles of now-unused track between Tuckahoe and Woodbine Junction, but local groups will have to raise funds to help link up with existing CMSL track for through passenger service (*Railpace*).....NEW YORK CITY TRANSIT AUTHORITY will retire the 88 remaining "Redbird" subway cars this fall, after which the cars will be stripped and dumped in the Atlantic Ocean off the New Jersey and Delaware coasts to form artificial reefs for fish. Already, some 1,100 of the 1960's-vintage Redbirds have been consigned to the ocean bottom for the same purpose (*Weekly Rail Review*).

The Wall Street Journal reported last month that major U.S. railroads, trucking companies and package delivery firms are reporting increased demand for their services, a likely indicator that the three-year national recession may be coming to an end. Increased transportation of raw materials for industrial production, in particular, often signals the beginning of a broad-based recoveryAn article in the October 6 issue of *Traffic World* reports that the government's new, tougher hours-of-service rules for truck drivers may drive up trucking costs, resulting in more business for the railroads. This would be particularly true for intermodal traffic in lanes of 500 to 1,000 miles.....The National Railway Labor Conference, bargaining on behalf of 32 U.S. railroads including the largest Class 1 carriers, last month announced a tentative contract agreement with the Brotherhood of Locomotive Engineers (*Weekly Rail Review*).

The last of three Steamtown excursions for this season to the Delaware Water Gap ended suddenly on October 25, when the tender of Pacific #2317 and six of the nine cars derailed on a sharp curve in the Gap. Fortunately, all equipment remained upright and no one was injured. But 200 passengers—including *Cinders* Editor Larry Eastwood—had to wait nearly six hours for a rescue train hauled by DELAWARE-LACKAWANNA Alco C636 #3642 to arrive from Scranton. The sleepy riders finally got back to Scranton about 10 PM, as rerailling efforts began. Cause of the accident reportedly was an overturned rail on the ex-Lackawanna, ex-Erie Lackawanna, ex-CONRAIL, ex-NORFOLK SOUTHERN line now owned by the local county government.....Then, on November 1, the Mass Bay RRE excursion from White River Junction to Wells River, VT on the Washington County (ex-B&M) Railroad derailed at MP 16.5 south of Wells River. The rear truck of the second diesel spread the rails, derailed all five passenger cars. Buses were summoned from the White River Junction area to return passengers to that point during the afternoon (Clark Johnson, High Iron Travel Corp., via Greg Molloy).....

The B&O Railroad Museum in Baltimore got more bad news in September, when an inspection revealed that supports for the upper roof (or cupola) on its roundhouse are not strong enough to meet current building codes. Officials have decided to remove and replace the upper roof at an estimated cost of \$2 million, which will not be covered by insurance. Damage to the lower roof caused by last February's record snowfall will be partially covered. A reopening date for the museum has not been determined (*Bull Sheet*, Harrisburg Chapter).

WERE THEY REALLY SERIOUS??

(The ad reproduced below appeared 40 years ago, in the July 28, 1963 PRR Form 2 timetable, Condensed Passenger Trains)



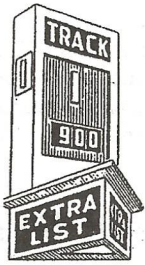
MERGER OF PENNSYLVANIA AND NEW YORK CENTRAL WOULD SERVE THE PUBLIC INTEREST

IT WOULD:

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- ▶ Strengthen overall job security in the railroad and supplier industries.
- ▶ Promote efficiency which would result in substantial savings, to the ultimate benefit of all concerned.
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For further information write:

Public and Employee Relations Department
The Pennsylvania Railroad Company
1234 Transportation Center
Six Penn Center Plaza
Philadelphia 4, Pa.



NOVEMBER 8-9, 2003: Trains & Troops Weekend at Railroad Museum of Pennsylvania, Strasburg, including exhibits, re-enactments, memorabilia and presentations on the role American railroads have played in the nation's defense. Recreated troop trains will operate on the Strasburg Rail Road. Regular museum hours and admission charges apply. A dance featuring nostalgic music of the World War II era will be held in the Rolling Stock Hall from 7 to 10 PM on Saturday, November 8. Admission to dance: \$20 per person, or \$30 for combination ticket to dance and museum admission both days. For tickets and information, telephone 717-687-8628, extension 3008.

NOVEMBER 8-9: First Frost Train Meet at Fairgrounds Agricultural Hall, 17th & Chew Streets, Allentown, PA, 9 AM-3 PM both days. Admission: \$5 adults, \$2 children 12 and under. For information, telephone Bob House at 610-821-7886 (website: www.allentowntrainmeet.com).

NOVEMBER 9: Subways, Railways & Stations: A Mostly Underground Tour of Philadelphia. This 2-1/2 hour walking expedition will cover the history of all transit and rail lines and stations from 30th Street Station to the old Reading Terminal, as well as Penn Center and Center City's underground concourse system. Outing includes a ride on a SEPTA LRV. The tour is sponsored by Center City District's new *Walk Philadelphia* tour program. Cost: \$20 per person. For further information and tour schedule, contact Paula at 215-625-9255.

NOVEMBER 29-30: Open House at Cheltenham Hills Model Railroad Club in former Reading Ogontz station, 8000 Old York Road, Elkins Park, PA, 12 Noon-4 PM both days. Admission free but donations are requested. For information, telephone 215-635-9747. Open house will be repeated on weekends of December 6-7, January 3-4 and January 10-11, 2004.

DECEMBER 6-7: Annual Holiday Train Show & Sale in Ocean City, NJ at the historic Music Pier on the Boardwalk at Moorlyn Terrace. Operating displays, model trains of all gauges for sale or trade. Parking available. Admission: \$3 adults, \$1 children. Show hours: 10 AM-5 PM Saturday, 11 AM-4 PM Sunday. For information, telephone 609-525-9300.

DECEMBER 6-7: Norfolk Southern exhibit car will be open for inspection at the Railroad Museum of Pennsylvania, Strasburg, featuring displays of railroad operations, a locomotive simulator and other exhibits. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.rmmuseum.pa.org).

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.

DECEMBER 13-14: Greenberg's Train, Toy & Hobby Show at Fort Washington Expo Center, Fort Washington, PA, 10 AM-4 PM both days. Admission: Adults \$7.00 (good both days), children 11 and under are free (new policy). Philadelphia Chapter will be represented at this show with a table.

DECEMBER 13, 2003 THROUGH APRIL 19, 2004: "Pageant of Locomotives: Photography from North American Railroad Fairs" display at Railroad Museum of Pennsylvania, Strasburg. Included are events from the 1876 Centennial Exhibition in Philadelphia to the 1948-1949 Chicago Railroad Fair. Regular museum hours and admission charges apply. For information, see previous item.

FEBRUARY 14-15, 2004: Greenberg's Train, Toy & Hobby Show at Fort Washington Expo Center, Fort Washington, PA, 10 AM-4 PM both days. Admission: Adults \$7.00 (both both days), children 11 and under are free (new policy). Philadelphia Chapter is expected to be represented with a table.

Steamtown Announces 2004 Trip Schedule

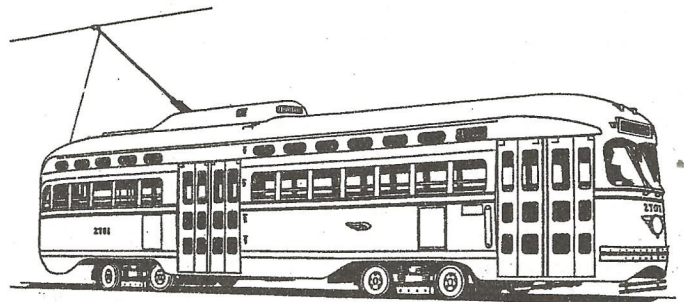
Steamtown National Historic Site has announced its 2004 Train Excursion Schedule. As previously mentioned, there will not be regular daily trips run out of Scranton next year, but these will be replaced by date-specific, destination-specific trips, according to the promotional card issued by the Park Service.

Over the various holiday weekends (Memorial Day, Independence Day, Labor Day), trips will be operated between Scranton and Tobyhanna. The specific dates are May 29, 30, 31, July 2, 3, 4, 5, September 4, 5, 6 and October 3, 9, 10, 11, 17, 23, 24, 30 and 31. Fares for Tobyhanna trips will be \$25.00 adults, \$20.00 seniors and \$15.00 children 6-12.

There will be trips up the Lackawanna Valley towards Carbondale, which will operate on Saturdays, July 10, 17, 24 and 31, August 7, 14, 21 and 28. Fares on the Lackawanna Valley trips will be \$15.00 adults, \$13.00 seniors, \$10.00 children 6-12.

Two Fall Foliage trips will operate in the Pocono Region on Saturdays October 2 and 16, although the destination has not been made public. Fares on these trips will be \$75.00 adults, \$70.00 seniors and \$50.00 children 6-12.

Children under 6 will be carried at no charge with an adult, and, as always, schedules, prices and equipment are subject to change. Steamtown does say that special excursions may be offered throughout the year. For additional details visit the Steamtown website www.nps.gov/stea/exc.htm. Information and reservations may also be had by calling (toll-free) 888-693-9391.



(Artwork by Chapter Member Joe Mannix)

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

(This column will appear from time to time to provide Cinders readers with some hopefully useful information which has been gathered from miscellaneous sources)

As Daylight Time ends, we are reminded that some 120 years ago, in November 1883, the railroads in the United States adopted Standard Time.....VIA Rail Canada in October was offering for sale, by sealed bid, four ex-Canadian Pacific "Park"-series dome-observation cars. The cars were 15501-Algoquin Park, 15512-Riding Mountain Park, 15513-Sibley Park and 15519-Silver Sky. The former three cars were stored serviceable, but had never received the rebuilding with head-end power, while the former Rio Grande Silver Sky had never been in VIA service since its acquisition.....Professor William Watson, chair of history and politics at Immaculata University, wants the State Historical Commission to place a historical marker on King Street in Malvern to commemorate the 57 Irish workers who died of "black diptheria" in 1834 while building the Philadelphia & Columbia Railroad. They were buried in a mass grave near the tracks (West Chester *Daily Local News*).....Also on Amtrak's Harrisburg Line, the Borough of Mount Joy has purchased property to be used for a parking lot from Keystone Service passengers.....Tropicana has modified 49 of their insulated boxcars with special bearings, allowing operation up to 70 mph on CSXT "Q" trains as well as Union Pacific connection to Los Angeles (Baltimore Chapter).....The former Pennsylvania Railroad station at New Freedom, PA has been restored and was dedicated on September 20. Unfortunately, it is only infrequently served by Stewartstown Railroad passenger excursions.

Speaking of the Pennsy, on November 3, 1947, PRR President Clement and the directors of the PRR and Long Island Rail Road had an inspection trip from Philadelphia to Babylon, Hicksville, Huntington, Mineola and Oyster Bay on the LIRR. Powered by GG1's, DD1's and G5's, the consist included parlor-observation **Queen Mary**, sleepers **Madison Square** and **Herald Square**, diner 4509, coach 4108 and business car 7507 (Long Island-Sunrise Trail Chapter).....The Maryland & Pennsylvania Railroad Preservation Society is trying to raise \$8,000, plus much more for shipping, to buy an ex-MA & PA EMD SW9 from rail operator G&W Industries. Locomotive #82 was built in 1951 and was the last locomotive purchased by the original operator of the famous shortline (Harrisburg Chapter).....The ex-PRR Locksley passenger shelter along the West Chester Railroad has been restored. Partially burned by vandals, the quaint but bucolic structure has been renewed through the efforts of the Thornton Historical Society (West Chester Railroad).....It was 100 years ago, in 1903, that the Pennsylvania Railroad began tunneling under the Hudson and East Rivers for the rail approaches to New York's "Late, Great Pennsylvania Station".

Recently, respected Fox Cable News Commentator Tony Snow reported that President Bush was staying at the Waldorf-Astoria Hotel in Manhattan. He stated "that in case of emergency, a special train was staged below Park Avenue to rush the President to safety". Snow referred to the train as a "Metro-North subway train!.....The Fulton Street Transit Center, which will be the gateway to lower Manhattan's 21st Century transit hub, will run through the arches of the 115-year-old Corbin Building. What makes this noteworthy is that the building's developer, Austin Corbin, consolidated several insolvent rail lines to become today's Long Island Rail Road, a slight but intriguing transportation

connection (New York *Times*).....NJ Transit has awarded contracts for design and construction work on a one-mile extension of the Newark City Subway between Newark's Penn Station and Broad Street Station, providing connections to six commuter rail lines (*Mass Transit*).....Putting a hit on rail photographers, Kodak, in addition to slashing their dividend by 70 percent, also announced they will sell or close out many product lines including the Carousel slide projectors and numerous types of traditional film products sold at stores (*Wall Street Journal*).

In 1878 (125 years ago), a Philadelphia & Reading steam locomotive (Class H-3a 4-6-0 #412) was sent overseas for a European tour. While in Paris, the end cab was moved to the center of the boiler, creating the first Camelback (*The Reading Railroad - Houlton*).....Buckingham Township has purchased the ex-Reading Wycombe (PA) station from the New Hope & Ivyland Railroad. Plans are for a museum and other uses (*The Intelligencer*).....YO! Football fans - have you seen the HO-gauge "Eagles Express" trainset for sale in *Parade Magazine*? The train has an F unit and high-level passenger cars and is covered with the Birds' logo. While unrealistic, it might be cute for your "Pigskin Den". No word on sales, but maybe things will pick up if the Eagles improve!.....The Southern Railroad of New Jersey was supposed to get a General Electric 44-tonner that was formerly New York, Ontario & Western #101. It was seen in Utica, NY (Utica & Mohawk Valley Chapter).....Virginia Railway Express has been a rail passenger success story. When started in 1972, it was projected that VRE ridership might reach 10,000, but today daily ridership is 15,000 and growing.....Gerald Coyne of Utica & Mohawk Valley Chapter recommends to all railfans looking for railroad locations by computer to use **Topo USA Version 4** from DeLorme Maps. He claims it is the best, bar none!

Did you know that John Quincy Adams was the first U. S. President to ride on a train? Actually, it was after he left office; on December 17, 1830 he rode the B&O from Baltimore to Relay House, MD.....Pacific Electric's "Big Red Cars" are back in service - well, sort of! Service to San Pedro, CA (Los Angeles) ended in 1968, but a small 1.5-mile stretch has been reborn with two replica 1908-built 500-class designs complete with "E-flat" horns that old-timers should remember (*Metro Magazine*).....A Eurostar train broke the United Kingdom rail speed record during a test run, reaching 208 mph. Regular high-speed service will operate at 186 mph between London's Waterloo station and Paris, Lille and Brussels (*Mass Transit*).....Of the top 100 bus transit fleets in the United States for 2003, SEPTA comes in at Number Nine. There are a total of 1,432 units, which includes 66 trackless trolley vehicles (*Metro Magazine*).

H. James Palmer Passes Away; Retired RDG/SEPTA Passenger Official

H. James Palmer, who served some 45 years, all in passenger operations with the Reading Company, Conrail and SEPTA, passed away October 9, 2003 at the age of 77. Jim, a resident of Langhorne, Bucks County, is survived by his wife, Ethel and a son Richard, plus three grandchildren.

A veteran of World War II, Jim was well-known to many as a Passenger Traffic Representative for the Reading, eventually rising to the position of Manager, Passenger Services in the 1970's. He assisted Philadelphia Chapter in the operation and the arranging of numerous special trains the Chapter operated. He was also a fixture on the famed Iron Horse Rambles of the 1959-1963 era, overseeing the execution of those wonderful trips.

Reading & Northern Posts Freight Schedules

As part of their 20th anniversary celebration which took part in September, the Reading & Northern Railroad at Port Clinton, PA posted a **Railfan Train Watch** on their website which gives their dedicated freight schedules. We reprint them here.

Train LEPI – 8:00 AM – Operates Sunday through Friday between Leighton and Pittston. Handles interchange with Norfolk Southern at Leighton.

Train PIME – 6:00 AM – Operates Sunday through Friday, Saturday as needed, between Pittston and Mehoopany. Shifts industry at Mehoopany.

Train PICW – 7:30 AM – Operates Monday through Friday from Pittston to Crestwood serving various industries between the locations.

Train YJPI – 12:00 Noon – Operates Monday through Friday, shifts Train LEPI, serves Taylor Branch, serves Keyser Valley Branch.

Train PNMV – 8:00 AM – Operates Monday through Friday between Port Clinton and Cressona. Serves Pottsville, Minersville and Tremont Branches.

Train PNMC – 6:00 AM – Operates Sunday through Friday servicing customers between Port Clinton and Mount Carmel.

Train PNRG – 7:30 AM Saturday; 5:00 PM Sunday, Tuesday, Thursday – Operates between Port Clinton and Reading, handling interchange with NS.

Train PNX1 – 9:00 AM – Operates out of Port Clinton Monday through Friday. Serves various locations.

The Reading & Northern reminds rail enthusiasts that it is an **operating freight railroad**. The above schedule is posted as a courtesy to Reading & Northern fans. **“At no time do we permit the unauthorized entry onto our property or any other railroad. You may view our trains from any SAFE public viewing area. Trespassers WILL BE prosecuted!”**

Enjoy following this interesting regional railroad, but please remember the rules of courtesy to permit this to continue.

UPCOMING NRHS CONVENTIONS

**2004 – Minneapolis, MN
June 29 – July 5**

**2005 – Portland, OR
July 5 – 9**

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