



# CINDERS



JANUARY 2005

## IN THIS ISSUE

Philadelphia Chapter News.....	1, 2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
NJ Transit Photography, by Walter Zullig, Jr.....	7
ODDS AND ENDS, by Roy L. Hudson.....	8

Volume 66

Number 1

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

## MEETING NOTICE:

### FRIDAY EVENING, JANUARY 21, 2005

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

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

Philadelphia Chapter's January, 2005 meeting will be held on  
 Friday evening, January 21, 2005 at 7:30 PM in the Faculty Club,  
 Thomas Jefferson Alumni Hall, 1020 Locust Street, downtown.  
 The meeting will feature our annual Railroadiana Auction.  
 Registration for the auction will begin at 7:00 PM, with no  
 business meeting conducted. Rules for the 2005 Railroadiana  
 Auction will be found on Page 2 of this issue. The auctioneer's  
 gavel will sound at 7:30 PM, and the auction will continue until  
 9:30 PM, at which time all unsold material will be returned to the  
 sellers. We already have quite a bit of material available, but go  
 through your collections and bring sometime to sell.

The evening begins with our usual optional 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, JANUARY 18, 2005 to Dinner  
 Chairman Bill Gardiner at 215-632-7016. The menu for January  
 is Mesclun salad with vegetable chutney, entrée choice of Chicken  
 Francaise or Flounder Francaise (both served on a bed of  
 spinach), sweet potato rosettes, sautéed vegetables and turtle  
 cheese cake for dessert. 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  
 2004-2005 year are scheduled in the Faculty Club, on the second  
 floor of the Alumni Hall.)*

Looking ahead, our February 18, 2005 meeting will feature the  
 annual Ray Muller Slide Contest. Mark your calendars.

## MEETING CANCELLATION NOTICE!

In the event of snow, sleet or freezing rain on a  
 Philadelphia Chapter meeting day, Chapter officers will make a  
 decision on whether to hold the meeting as scheduled. If in  
 doubt, members should telephone 215-947-5769 after 12 Noon  
 on the day of the meeting for a recorded advisory. Thank you.

## Membership Renewals Hit 75 Percent

More than 75 percent of regular Philadelphia Chapter  
 members have renewed for the year 2005, according to information  
 from Chapter Treasurer Rich Copeland. At the same time, nearly  
 80 percent of our Chapter-only members had paid up, insuring that  
 their issues of *Cinders* will continue without interruption this year.  
 With their renewals, members from both categories had  
 contributed more than \$3,500 to the Chapter and nearly \$1,600 to  
 National causes as of January 1. A number of members have taken  
 advantage of matching gifts programs from their employers,  
 adding value to our organization from their donations.

Chapter-only members are reminded that the January  
 issue of *Cinders* is the last they will receive if their dues for 2005  
 are not received by February 1, 2005. Regular members will  
 receive the February issue, but should still insure that their  
 payments are forwarded as soon as possible.

As an experiment, the National organization included a  
 membership application with dues bills this year, a process which  
 will be evaluated to determine its cost effectiveness as a means of  
 recruiting new members.

## Spring Trolley Day in University City

The University City Historical Society has announced  
 an open house tour of the Philadelphia neighborhoods of Spruce  
 Hill, Cedar Park and Garden Court in the University City area on  
 Saturday, May 14, 2005 from 1 to 5 PM.

UCHS has said that as a part of the festivities a Spring  
 Trolley Day will be held the same day from 10 AM to 6 PM. The  
 outing will apparent include the same existing track as the 2004  
 Trolley Day, but will not include portions of Lancaster Avenue  
 because of incomplete track connections. Additional information  
 will be provided in *Cinders* as we learn more about the event.



## PHILADELPHIA CHAPTER, NRHS WEBSITE: [www.trainweb.org/phillynrhs/](http://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

### CHAPTER OFFICERS

President.....David Kopena (215) 671-0605  
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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.

## PHILADELPHIA CHAPTER, NRHS 2005 RAILRODIANA AUCTION RULES

1. Minimum bid on any one lot is \$2; increments in bidding will be in multiples of 50 cents, please.

2. Each seller will be limited to a **MAXIMUM** of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify each lot to be sold. Each item must be listed separately on the registration form. **EVERY EFFORT WILL BE MADE TO ROTATE LOTS, GIVING EQUAL EXPOSURE.**

3. Each **BUYER** will be given a **BIDDER NUMBER**. In an effort to speed the auction, payment on all items will not be made until the **END** of the auction, or until the bidder is finished bidding on lots. Settlement for items sold **SHOULD BE MADE** at the end of the evening, providing sufficient cash is on hand. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders. The Chapter retains 20% of the proceeds from each sales.

**HUCKSTERING OF RAILRODIANA ON THE SIDE IN THE AUCTION ROOM IS DISCOURAGED WHILE THE AUCTION IS IN PROGRESS.** Bidders are asked to pay attention while bidding and maintain a quick, spirited bidding pace to enable the auction to be completed, if possible.

We urge you to dig through your attics and come up with some material for sale, and fill your wallet so you can also bid! Contribution of lots to the Chapter are always welcome as a means of raising additional funds for the FP7 project. This year, National Director Frank Tatnall has contributed quite a number of vintage items from his collection for the benefit of the Chapter.

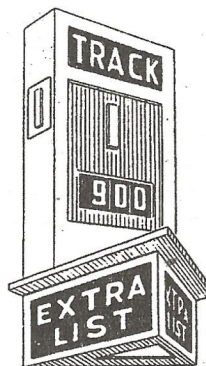
Don't miss Philadelphia Chapter's Annual Railroadiana Auction on Friday evening, January 21, 2005. Bring a friend along to enjoy this fun evening! Have fun while adding some needed items to your railroadiana collection!

## Greenberg's Show at Fort Washington February 12-13; Chapter to Have Tables

Because of administrative changes within the Greenberg Show organization, Philadelphia Chapter was never sent application forms for the December 11-12, 2004 show at the Fort Washington Expo Center. Our Chapter has appeared at Greenberg's for nearly 20 years, and members and non-members alike questioned why the Chapter did not have tables at the Christmas season event.

Chapter Editor Larry Eastwood wrote to the Greenberg organization, which is no longer a part of Kalmbach Publishing, but is independently located in Lombard, IL, just outside Chicago. Greenberg Shows contacted us on January 4 and provided us with the on-line application to apply for space at the February show. At presstime, it was expected that the application would be approved and we will have tables at the February 12-13 show.

Members are definitely needed to staff the February show, and are asked to contact President Dave Kopena at 215-671-0605 or by mail to his home address: 13109 Bustleton Ave., Apt. C1, Philadelphia, PA 19116-1626 if they are able to help out.



Due to a minimal number of events taking place during the winter months, **EXTRA LIST** does not appear in this issue of *Cinders*. It will appear in the February, 2005 issue. Please note the Greenberg Show item for February 12-13 elsewhere this issue.



# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



SEPTA  
TRANSIT

As the New Year dawned, SEPTA riders still did not know if their fares soon would be raised and their service drastically cut. A month earlier, Governor Rendell had said he didn't know if he could find the money to bail out SEPTA but hoped that some fast work in Harrisburg could stave off the looming crisis. Thus, in the absence of any additional funding from the Legislature (see November *Cinders*), the SEPTA board took a series of actions aimed at erasing the huge \$62.2-million deficit in the agency's current operating budget. SEPTA believes that the slimmed-down service it is proposing will save the agency up to \$33 million this year in operating costs, with the rest of the deficit to be offset by fare increases. Those "Your world is getting smaller" notices distributed on Regional Rail trains suddenly looked like a forecast of grim reality.

At a special meeting on December 2 the board debated for two hours as members of the riding public spoke out against the fare and service proposal. Thirteen members then voted to approve "Alternative 6" submitted by the SEPTA staff, which would increase fares by an average of 38 percent in two steps, first by 25 percent on January 23 and then by another 13 percent in March, while implementing the service reductions on January 23. The base cash fare would rise to \$3, highest in the nation. The only significant change made by the board was to provide a Sunday level of service on Saturdays rather than eliminating weekend service altogether. (Up to 1,400 employee layoffs also would result.) But the two board members representing the City of Philadelphia called the action "unconscionable" and exercised their veto power to head off adoption of the plan. Instead, Chairman Pasquale Deon, Sr., said that the board would revisit the issue at its regular meeting later in the month, at which time it could override the veto and approve the "contingency plan."

As expected, the board at its December 16 meeting did vote to override the City's veto. Governor Rendell said that he was trying to come up with interim funding for SEPTA, and dispatched his transportation secretary, Allen Biehler, to Washington, where he met with Federal transportation officials to gain approval for "flexing" some highway funds into transit budgets statewide. Then, on December 21 the Governor held a news conference at 69<sup>th</sup> Street Terminal to announce that he would divert \$18.8 million from other sources—much of it from Federal highway assistance funds—to buy time for a more permanent solution. Of that amount, SEPTA would receive \$13.3 million, assuming that the Delaware Valley Regional Planning Commission approves the transfer at its regular meeting on January 27.

On the day after the SEPTA board acted, Mayor Street carried out his threat to file suit against the "devastating" fare increases and service cuts. City attorneys went into Common

Pleas Court and won a temporary stay, pending a further hearing on December 27. Meanwhile, the Governor said that he would call the General Assembly into special session on January 18 to consider a permanent solution to the transit crisis. As a result, SEPTA and the City agreed on December 23 to postpone the court hearing to January 21 to allow time for some positive action in Harrisburg. But the chemistry is not favorable for any quick relief. Earlier, Rendell had been quoted as saying that the Republican-dominated Legislature, by adjourning in November without approving additional money for transit, was "creating a fiscal crisis of catastrophic proportions." In response, House Majority Leader Samuel H. Smith of Punxsutawney told the Governor that little could be expected in the special session because he thought the "immediate crisis is solved" through higher fares and service cuts. Smith said that the only way that increased subsidies for transit could be enacted is by raising the State gasoline tax, which also would benefit highway improvements. (The gas tax went up by 3.8 cents per gallon on January 1, as part of an oil company franchise tax already on the books.)

Finally, at a special meeting on December 30, the SEPTA board voted 13-0 to delay implementation of the approved operating plan until February 27. This decision was based on the Governor's pledge of \$13 million in stopgap funding, plus the hope that some good news would come from the Legislature. The board also authorized its leadership to cancel or further delay the plan if additional State money becomes available. But a spokesman for Senate Majority Leader David J. Brightbill of Lebanon said that he didn't think the problem could be resolved until March, "and only if it is packaged with highway funding." To keep its options open SEPTA went ahead with plans for public hearings later this month on part two of the fare increase proposal, to become effective March 6. This is the step that will take the cash fare to \$3 and tokens to \$2, along with other commensurate increases. The Philadelphia hearings will be held January 25, starting at 11 AM and 5 PM on the first floor of the Pennsylvania Convention Center.

As an indication of the importance he places on mass transit, Mayor Street said last month that he will expect each of his top administrators to ride SEPTA at least once a week...... The omnibus spending bill for Fiscal Year 2005 passed by Congress and signed by President Bush last month (see December *Cinders*), contains \$7.64 billion for transit, up \$378 million or 5.2 percent from FY 2004. The ceiling for highway spending is \$34.35 billion, also up from the previous fiscal year (NARP)..... SEPTA has begun work on the four-level, 1,000-space parking garage at Frankford Transportation Center. It is due to open early next year..... SEPTA last month fired the contractor responsible for rebuilding the Cobbs Creek section of the Market Street el west of the 63<sup>rd</sup> Street station (see November *Cinders*). PKF-Mark III of Newtown, PA, had been in a legal battle with SEPTA, which claimed that the contractor used

(Continued on Page 4)



## PHILADELPHIA EXPRESS

(Continued from Page 3)

defective materials and was almost two years behind schedule on the \$74-million job.....We incorrectly stated in our October column that the Route 11-CSX crossing in Darby was the only at-grade crossing in the U.S. between a mainline railroad and a trolley line. This was the case for many years, but we are now reminded that the new TECO trolley line in Tampa, FL also crosses CSX at grade (DVARP).

SEPTA is proceeding with its plan to replace the padded seats in its M4 Market-Frankford cars with stainless steel seats. It has approved a \$3.8-million contract with American Seating Company, after testing the new seats in two M4 cars .....Work continues on the \$8-million project to make the 13<sup>th</sup> Street station of the Market Street subway accessible to disabled passengers. This involves the installation of four elevators connecting the street with the two subway platforms and with the Juniper Street subway-surface station. The project includes a new public address system and other improvements .....SEPTA will purchase approximately 657,000 gallons of ultra-low-sulfur diesel fuel for its fleet of diesel-electric hybrid buses, at a cost of \$1 million..... SEPTA received more bad publicity last month, when the *Inquirer* reported that managers were prohibiting cashiers at subway-el stations from placing traditional holiday decorations on their booths. A SEPTA memo to employees stated that anyone wishing to apply festive decorations "must first make a written request for approval to do so (and) all lights must be inspected by a SEPTA electrician or safety officer." We have received no word on how many cashiers successfully completed this bureaucratic process.



## SEPTA REGIONAL RAIL

An off-duty female police officer from Bethlehem, PA was struck and killed by West Trenton-bound train #396 at 11:06 PM on November 24, as she attempted to jump over the inter-track fence at Melrose Park station. Investigation revealed that she had boarded the wrong train and apparently was trying to cross the track to obtain information at the station, which was closed. Train 396 was not scheduled to stop at Melrose Park. It was terminated there and at least eight other trains seriously delayed as SEPTA was forced to go to a single-track operation between Jenkintown and Fern Rock Transportation Center.....Four days earlier, R3 train #398 headed for West Trenton struck and injured a trespasser at Noble station.....An automobile ran into the side of train #554 on the Doylestown Line near Lansdale station at 1:30 PM on November 29, trapping the driver in the auto .....A woman attempted suicide by lying in the gauge of #4 track near Highland Avenue in Chester on December 4. Police apprehended the woman but two R2 Wilmington trains were delayed.

SEPTA's push-pull trains had a bad month in December, failing on at least four occasions. On December 15 Thorndale limited #9559 could not leave Wayne Electric yard because the head-end power failed on AEM-7 #2307, among other

problems. On the 20<sup>th</sup> AEM-7 #2304 hauling train #9724 was stopped near "Zoo" and after a long delay passengers were transferred to other trains. The next day engine #2307 again lost its HEP before leaving Suburban Station with **Great Valley Flyer #7565.** The problem was fixed and the train departed 24 minutes late. On December 23, express #6321 headed by AEM-7 #2301 was late leaving West Trenton because the brakes would not release.....Bad weather also caused numerous problems on the railroad last month. On a cold, damp December 19 slippery rails and icy platforms were reported throughout the system. That night the temperature dropped to ten degrees in the suburbs and several weather-related delays were reported. Heavy rains on the 23<sup>rd</sup> caused slippery rails which in turn resulted in numerous delays.....Failure of the centralized control system between Suburban Station and 30<sup>th</sup> Street caused a host of delays in the morning rush of December 6 and the afternoon rush on the 8<sup>th</sup> and 14<sup>th</sup>.

There were some rather unusual causes for train delays last month. On December 1 train 369 out of West Trenton struck a deer south of Yardley station, disabling the lead car and delaying several other trains. On November 29 train 326 split a switch at Elwyn, the defective switch causing a cascade of delays to other trains. A broken rail on the Fox Chase Line caused a backup of trains on December 3. A rail pull-apart on the #3 track south of Eddystone on December 16 caused delays to both SEPTA's R2 and Amtrak's Corridor service, because track #4 in the area was already out of service for trackwork. Several R5 trains were delayed December 15 and 16 on the Harrisburg mainline because an Amtrak geometry car was working in the area and temporary speed restrictions were in effect. On December 7 train 734 had to be annulled at Trenton because of a traction motor fire under MU car #437, and the following day train 585 bound for Thorndale was terminated at Paoli when a traction motor caught fire under MU #220, forcing evacuation of the two-car train. And there were the not-so-unusual delays caused by fallen trees, one on the Chestnut Hill East Line just north of Gravers station on December 1, and another the same day east of Overbrook station on the Amtrak Harrisburg line. The latter event, in which a tree fell into the catenary over #1 track, caused the cancellation of two trains and numerous other delays.

But there was some good news on Regional Rail in December. During the second half of the month overall on-time performance was mostly over 90 percent, the high being 99 percent on Christmas Day when a holiday schedule was in effect .....RL1 diesel locomotive #60 is expected to move this month to Brookville Equipment at Brookville, PA for an overhaul. Sister #61 returned from Brookville last year .....Chapter Webmaster John Almeida reports that work began last spring on a new grade crossing at 9<sup>th</sup> Street in Lansdale and should be completed later this year. Crossing the Doylestown Line, it will provide another access to the North Penn Business Center on the site of the old American Olean Tile factory. Photos of the project may be seen on Philadelphia Chapter's website at [www.trainweb.org/phillynrhs](http://www.trainweb.org/phillynrhs).

Sometime in 2007, cable giant Comcast expects to move into a new \$465-million headquarters building, to be erected at 17<sup>th</sup> & JFK Blvd. in center city Philadelphia. In the talking stage for over two years, the Comcast Center at 975 feet will become the City's tallest building, and will feature a glassed-in garden with a 110-foot-high ceiling—ten feet higher than the 30<sup>th</sup> Street Station

(Continued on Page 5)



## PHILADELPHIA EXPRESS

(Continued from Page 4)

concourse. The garden also will serve as a new entrance to SEPTA's adjacent Suburban Station. Though Comcast failed to secure special tax breaks from the State, the *Inquirer* reported that Governor Rendell did come up with \$43 million in other financial aid for the project, three times the amount that he put together for the SEPTA bailout (see above).....SEPTA is evaluating proposals for a feasibility study on the proposed three-mile extension of R3 service from Elwyn to Wawa. The line between Elwyn and West Chester (including the vacant Lenni shop) now is leased to the Borough of West Chester, which subleases a portion of it for excursions operated by the WEST CHESTER RAILROAD.....Controversy still rages in Ardmore over Lower Merion Township's plan to redevelop the business district and build a new SEPTA station to replace the unsightly 1950's-vintage station. Resisted by many business people and other citizens, the latest concept still must be approved by the township's Planning Commission as well as the Montgomery County Planning Commission.



# AMTRAK

AMTRAK has begun cycling its 20 Acela trainsets through SEPTA's Frazer shop for their five-year overhauls. The consortium of Bombardier and Alstom which built the trainsets is also responsible for their maintenance, and has rented space in the shop to perform the work with its own employees. The first train to arrive was set #5 on December 1, consisting of power car 2009, cars 3409-3546-3305-3543-3541-3207 and power car 2020 on the west end. Each set will require about six weeks of shop time, and it is expected that there will be no interference with SEPTA's own maintenance activities at the shop.....Although AMTRAK has pretty much gotten out of the mail and express business (see October *Cinders*), it is continuing to handle perishable commodities in ExpressTrak refrigerated boxcars from the West Coast to certain eastern destinations, including Philadelphia. (The terminal is near "Zoo" tower in West Philadelphia.) Amtrak has gone to court in an effort to nullify its long-term contract with the bankrupt ExpressTrak firm, but has been unsuccessful thus far.

President Bush signed the \$388-billion omnibus funding bill for Fiscal Year 2005 last month, which includes \$1.207 billion for AMTRAK. This was about \$200 million less than Amtrak's request, which will result in the deferment of certain capital projects. The appropriation also carries a few caveats, among them the requirement that Amtrak repay an earlier \$100-million loan from the Department of Transportation at the rate of \$20 million per year. Sixty million of the appropriation will also be held back to the July-September quarter to cover the possible continuation of commuter rail services that Amtrak wishes to terminate (NARP).....President Bush has decided to retain Norman Mineta as secretary of transportation during his second term. For his part, Mineta said that he would press forward with the Administration's controversial plan to reform AMTRAK, placing more of the financial burden on individual states. He made the following remarkable statement: "If a train goes through a state and that state is not willing to pony up the state's share, we would run the train through the state, not stopping and keeping the doors closed."

In November, DOT Inspector General Kenneth M. Mead released his "Assessment of AMTRAK's 2003 and 2004 Financial Performance and Requirements." Mead recognized Amtrak's need for increased Federal funding so that it can address the "increasing levels of deferred infrastructure and fleet investment," but questioned the railroad's plans "to continue operating the status quo system." He said that Congress should provide clear guidelines for future investment, criticizing Amtrak for "programming millions of scarce capital dollars for fixing long-distance sleeping cars when bridges that Amtrak owns are beyond their functional and economic lives and must be refurbished" (NARP).....The story in Washington is that Representative Ernest Istook of Oklahoma, chairman of the Subcommittee on Transportation of the House Appropriations Committee and a persistent critic of AMTRAK, tried to strongarm 21 fellow Republicans who signed a letter seeking full funding for AMTRAK. According to a report in a Washington newsletter, Istook told the Congressmen that he would retaliate by deleting transportation funding for their districts, causing one of the lawmakers to come close to a physical confrontation with him. Strong counter-pressure finally forced Istook to back off from his threat and in a letter sent to the 21 legislators he said, "I will do everything in my power to rectify this as promptly as possible, and to give you other requests every proper consideration" (NARP).

Trains #40-41 Three Rivers will continue running between New York and Chicago until March 6, five days longer than the original termination date of March 1. After that, the train will operate only as far as Pittsburgh (NARP).....AMTRAK has reinstated its waiting list for sleeping car space. If a train has no sleeping car space available, a customer can ask the reservations agent at 800-USA-RAIL to be placed on the wait list, and if space is released someone from Amtrak will so advise (NARP).....AMTRAK has named David Smith as its new chief financial officer. He was most recently CFO for the Tennessee Valley Authority (*Weekly Rail Review*).....The firm that handled the AMTRAK Vacations program, Private Label Travel, has gone out of business. Amtrak is honoring all paid vacation packages, but is taking no new bookings (NARP).....Toyota has contracted with AMTRAK to paint full-size images of its Tundra double-cab pickup truck on the sides of two P42 diesel locomotives, #84 and 115. One will operate in Silver Service between Washington, DC, and Florida, and the other on the Texas Eagle between Chicago and San Antonio, TX (*Railpace*).

AMTRAK has carried out a major cleanup of the storage area at Penn Coach yard near 30<sup>th</sup> Street Station. This was the very untidy area adjacent to SEPTA's Powelton yard, easily seen from all outbound SEPTA trains. A new material control facility was opened in the fall, after a ten-month effort to spruce up the area and recover maintenance-of-way materials. Among the items removed were 45 large shipping containers, 32 sheds and trailers and two old freight cars, all of which were used for material storage. A total of 338 gross tons of scrapped track materials and 186 tons of miscellaneous scrap steel were removed and sold, as well as \$220,000 worth of material that was recovered and returned to inventory (National Corridors Initiative).....SEPTA loaned two push-pull trainsets to AMTRAK to help with the Thanksgiving Week rush (see December *Cinders*). They were powered by SEPTA AEM-7's #2303 and 2304 and were used exclusively in Clocker and Keystone service except for one trip from Philadelphia to Washington on Sunday afternoon (*Railpace*).

(Continued on Page 6)



## PHILADELPHIA EXPRESS (Continued from Page 5)

.....Lenore A. Slimbock has been named as general superintendent of the New York Division, replacing Walter Ernst who retired. Most recently, Slimbock was superintendent of passenger services at Philadelphia (National Corridors Initiative).

AMTRAK has told a Federal court that it believes that its contract with New York State for high-speed service between Albany and New York City is null and void. It said that the contract was based on so many false assumptions that it is worthless. New York wants the railroad to put its mothballed Turboliners back in service and make the necessary track improvements, or else pay the State \$477 million in penalties (*Trains*).....AMTRAK currently is taking delivery of ten low-profile MP15B diesel switcher locomotives from MotivePower, Inc. Numbered 570-579, the 1,500-hp Caterpillar-powered units will be assigned to yards along the Northeast Corridor (*Railfan & Railroad*).....The Red Rose Transit Authority last month gave approval to purchase land and draft a plan for a new station at Paradise, PA, along AMTRAK's Harrisburg mainline. The STRASBURG RAIL ROAD would extend its track to reach the station, which also will be served by Red Rose buses. Amtrak president David Gunn is said to want the plan to "move ahead" (NARP).....As a part of its "See Something? Say Something!" campaign to increase safety and security, posters are being distributed asking passengers to report any suspicious persons or activity on its trains or property (*Trains*).



## CSX, NS OTHER ROADS

CSX is planning to convert to an alpha train symbol system from its present system of one letter and three numerals. Somewhat similar to the system formerly used by CONRAIL, the CSX symbol for South Philadelphia yard will be "PHL" and "TOK" for East Side yard in Philadelphia (*Railpace*). As of early January the conversion had not yet occurred.....On November 1 CSX replaced the NORAC book of rules inherited from CONRAIL with a new systemwide book of rules. One of the rules states that a crew member in the operating cab must announce all signal indications by radio, in addition to certain other operating information (*Railpace*).....CSX operated a "Santa Claus Special" for Philadelphia-area employees and their families on Sunday, December 12. Using an eight-car MARC passenger train bracketed by GP40WH-2 locomotives #57 and 68, the special originated at East Side yard in Philadelphia, proceeded west to Wilsmere yard near Wilmington where it picked up additional employees and families. It then returned east to discharge the Philadelphia group, reversed back to Wilsmere and deadheaded on to Baltimore (John Almeida).

The dispute between CSX and the City of Philadelphia over access to the Schuylkill River Park will be settled in Federal court (see June 2004 *Cinders*). The issue concerns the existing pedestrian crossings of CSX's double-track mainline along the river between Race and Locust Streets in center city. The railroad wants to close the grade-level crossings, forcing park hikers and bikers to use the ramps and stairways at Market, Chestnut and Walnut Streets.....CSX has established a consolidated

training center at Atlanta, GA for newly-hired train-service and maintenance employees. The \$8-million center is located at the Tilford yard in Northwest Atlanta.....CSX is operating a successful partnership with leasing giant GATX called Redi-Rail, which gives chemical shippers large and small the opportunity to take advantage of short-term leases on tank cars without a major financial investment (*Railway Age*).....A coalition of lawyers has filed suit against CSX seeking \$500 million in compensation and damages related to pollution from a former Seaboard Air Line tie-treating plant in Hull, FL, which has long been closed (*Weekly Rail Review*).....CSX already has about 500 locomotives painted in its current deep blue paint scheme with gold nose, tail and trim (including newly-delivered power). The effort to repaint older units into the new livery is expected to increase (*Bull Sheet*).

NORFOLK SOUTHERN has agreed to lease 123 miles of its ex-Erie Lackawanna Southern Tier Line between Port Jervis and Binghamton, NY, to CENTRAL NEW YORK RAILROAD, a subsidiary of Delaware Otsego Corp. which also is the parent company of NEW YORK, SUSQUEHANNA & WESTERN. NS uses this segment of the Southern Tier only sparingly but will retain overhead trackage rights. Since the CONRAIL days, NYS&W also has exercised trackage rights over the line to link its New Jersey operations with its Utica and Syracuse branches. CNY will provide all local service and maintain the track to Federal Class 2 (25 mph) standards until 2009, when it will increase to Class 3 (40 mph). The new operator also plans to remove the lineside signal system (*Trains*).....NS has rebuilt a section of SEPTA's Stony Creek branch out of Norristown, following last July's four-car derailment of a CSX train bound for Lansdale (*Railpace*).....NS plans to increase its capital spending in 2005 to \$938 million, a 16-percent rise over its 2004 budget of \$810 million. Track improvements will cost \$438 million and \$154 million will go for 52 new six-axle locomotives and equipment upgrades (*Traffic World*).....NS and CANADIAN PACIFIC have begun the routing of CANADIAN NATIONAL-NS interchange traffic through the Rouses Point, NY gateway, as described in last month's *Cinders*.....NS has filed to abandon the remaining one-mile stub of the old Reading Chester Valley branch out of Downingtown.

Pennsylvania State Senator Vincent Fumo told the Delaware River Port Authority board last month that it should stop subsidizing PATCO operations because it is unfair to Pennsylvania residents who pay tolls on DRPA's four bridges. This year PATCO will receive a subsidy of about \$21.5 million funded from bridge tolls. Fumo claimed that the subsidy amounts to Pennsylvania tollpayers subsidizing New Jersey commuters, according to an *Inquirer* report. PATCO pays the City of Philadelphia about \$8 million annually in rental for the use of City-owned subway properties.....CANADIAN PACIFIC operated its annual "Holiday Train" last month, originating at Steamtown in Scranton on December 2 and proceeding through New York State, Chicago, Milwaukee and the Twin Cities. The train, brightly lit with thousands of electric bulbs, was led by CP's shiny red AC4400 unit #9772.

NJ TRANSIT last month replaced the bridge which carries its mainline over Jonathan's Thorofare between Atlantic City and Absecon. Bus service was substituted for three days.....NJ Transit will launch a study to determine the feasibility of reinstating commuter rail service between Newark

(Continued on Page 9)



## NJ TRANSIT PHOTOGRAPHY

©Walter E. Zullig Jr.

*This article appeared in the January, 2005 issue of FLASHES & ASHES, the newsletter of New York Chapter, NRHS. Walter E. Zullig, Jr., is NRHS Metropolitan Region Vice President and a retired special counsel from Metro North Commuter Railroad. He is spearheading an NRHS drive to stabilize photography of rail equipment and facilities following the September 11, 2001 attack on the World Trade Center and Pentagon. We thank Walter and New York Chapter Editor John H. Bobsin for permission to use it.*

Starting around April 2004, railfans began encountering NJ Transit Police officers who stated that a "photo permit" is necessary to take pictures on NJT, even from station platforms. In some cases this led to nasty confrontations with some officers stating that it is "illegal" to photograph NJT even from public streets, and threats to confiscate cameras and films.

Research by *Railpace* magazine and me turned up no written evidence of a valid regulation banning photography. When *Railpace* representatives raised this issue at a meeting of the NJT Board, the members expressed surprise upon learning of such a ban. My requests for documents under the Open Public Records Act were met with responses that there is no law or written regulation banning photography.

Enter the ACLU. During June an attorney at their Newark office sent a detailed letter on this subject to the New Jersey Attorney General. A Deputy Attorney General responded in a letter dated August 16, 2004. That letter states that a photo permit process was developed "...to identify the individual who is requesting permission to enter NJ Transit property to take photographs and the time and place that this will be done." The letter recognizes that the existing "rule" is unclear and states an intention to draft a new rule for Board adoption following a 60-day public notice process. To my knowledge, the proposed rule has not yet been published.

At the risk of summarizing a 4 page letter, the Deputy Attorney General states:

- (1) NJT plans to enforce its existing photo permit policy until a new one is adopted and asks ACLU to refrain from a legal challenge since NJT has no intention of banning photography.
- (2) NJT lacks authority to control photography from off-property areas, such as public streets. To the extent it has dealings with local police departments, NJT will advise them that there is no ban on photography from local streets.
- (3) No person will be arrested or removed from NJT property, or so threatened, solely because they are taking pictures.
- (4) Absent a legitimate law enforcement reason, NJT police officers will not seize any cameras or confiscate or destroy any films or digital images.
- (5) It is within the authority of any police officer to ask an individual his or her name and purpose for being in a public place. At that point the individual is free to answer or not and, absent reasonable suspicion, the police officer may not pursue the matter further.

That is the present status of the matter. Based on the Deputy Attorney General's assurance that photo permits will be issued to anyone who applies, I do not believe the ACLU intends to make a legal challenge to the policy. While the original photo permit forms had contained some rather unreasonable requirements, for example that copies of all photos be furnished to NJT, the language has been modified over the past few months. From the photographer's standpoint, the main objections would be the inconvenience in obtaining a permit as well as the detailed date, time and location requirements. What are you supposed to do if it rains on the selected date or if you desire to photograph at Metuchen instead of Metropark? Then there is the lingering question of why should a "permit" be needed when there does not appear to be an effective law or written regulation to prevent photography without it?

Any violations of the conditions specified in the Deputy Attorney General's letter should be reported to the ACLU's Newark office. So, for example, if there is a threat of arrest or to confiscate a film that should be reported with the time date, location and officer's name and badge number. Please do this as we will lose our freedoms if we remain mute.

I presently am working through NRHS on the overall question of restrictions on rail photography. Meanwhile, anyone desiring to obtain a NJT photo permit should get in touch with Mr. Tom Woods at NJT who may be reached at 973-491-7554. The process can be started by email message to [athomas@njtransit.com](mailto:athomas@njtransit.com) or [rmarques@njtransit.com](mailto:rmarques@njtransit.com).

## February in Canada, Anyone???

Harrisburg Chapter Member Joe Heffron, accompanied by a couple of Philadelphia Chapter members, are planning a round-trip across Canada on VIA Rail Canada Trains #1 and 2, the **Canadian**, beginning February 22, 2005. In 2001, four Harrisburg Chapter members, plus *Cinders* Editor Larry Eastwood did this trip in March and thoroughly enjoyed it.

The trip includes plenty of beautiful winter scenery, a great dining car, dome-observation car and, of course, genuine Budd-built equipment. With off-season fares and the currency exchange rate, the trip is quite affordable in sleepers. On VIA, all dining car means are included for sleeper passengers. Snacks, coffee and tea are constantly available for sleeper passengers.

A round-trip requires spending the night before departure in Toronto as well as the night you arrive back. You'll spend six nights on the train (three each way), with an eight-nine hour sightseeing break in Vancouver during the turnaround. Those who are going, therefore, are looking at a seven-eight day minimum trip either Harrisburg/Harrisburg or Philadelphia/Philadelphia; longer if you opt to get to and from Toronto some other way than flying.

Anyone interested in joining this outing and soaking up a full week of railroading in the comfort and warmth of the **Canadian** should contact Harrisburg Chapter National Director Joe Heffron, 300 Pennsylvania Ave., Camp Hill, PA 17011-5438 (telephone 717-737-4213, E-mail at [chfiretrain@panetwork.com](mailto:chfiretrain@panetwork.com)). Joe is a long-time chapter-only member of Philadelphia Chapter. If everyone uses the same travel agency (as was done in 2001), there is considerable leverage with VIA. On the return 2001 trip, the group had all the space in the Park-series observation car.



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

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

The Ministry of Railways of the Peoples Republic of China has selected Alstom to supply 60 trainsets and locomotives for \$776 million. Fifty-one of the sets will be built in China with initial service expected in 2007. Operating speed will be in the 120 mph range (*Metro*).....Some tidbits from Virginian Railway Veterans -- During rainstorms, waxed paper was used to keep train orders dry when handing up order hoops. Clerk Jimmie Whittaker's grandmother's casket was carried from Roanoke to Princeton for her funeral on her annual pass! It was said that, if the Virginian Railway had fired everyone caught sleeping on the job, there would have been no one left to perform the investigation! The Heavy Train: Conductor Booth came into Roanoke from Victoria, VA and was asked if he had a good run. Booth replied, Lord, God, Boy, if a canary landed on the cab, we would have stalled! (Skip Salmon, *Turntable Times*).....So magnificent was the Illinois Central's crack train, the **Panama Limited**, that every day for 12 years the Sixth Mississippi District Court at Valden recessed so everyone could watch the train come through town! (*Metropolitan Corridor*).

Noted December 26 in the West Chester Railroad's yard in West Chester was an ancient open-platform wooden round-roof coach. It is approximately 50 feet in length with the number 124 and lettered "Boston and Maine". The faded green car has arch bar trucks and is lettered display car. Does anyone know why it is there? (Roy L. Hudson).....In 1913, the Pennsylvania Railroad's Broad Street Station handled as many as 22.3 million passengers. Imagine -- just at this one station the PRR took care of almost as many passengers as Amtrak did over its entire system in 2004!! (Bert Pennypacker).....On Monday, June 12, 1905, the Pennsy's **Pennsylvania Special** (later known as the **Broadway Limited**) running on the PRR mainline established a world speed record of 127.1 mph between AY Tower and Elida, OH, near Lima. The train was drawn by Class E 4-4-2 Atlantic #7002. A similar locomotive (numbered 7002) is located at the Railroad Museum of Pennsylvania at Strasburg. (*Highball*).....Baldwin's "Neversink" locomotive was a 4-2-0 built in 1837 for the Philadelphia & Reading and it could handle as many as 52 four-wheeled "jimmies" loaded with coal. (*The Iron Horse*).

Good News for the Railroads??? Year 2004 coal production in the United States is expected to climb to a record of more than 1.2 billion tons, an increase of almost four percent over 2003. About 90 percent of coal mined in the U. S. is used to produce electricity and coal produces about half of the country's needs. One reason coal has surged is because it's easily transported (mainly by rail) and although coal prices are up some 80 percent to more than \$50 per ton it is still the cheapest fuel. It costs \$3.00 to generate 1,000,000 BTU's where gas and oil can run \$7.00 to \$8.00 to generate the same (*Wall Street Journal*).....The Cascade Tunnel in Washington State (built by Great Northern Railway), now the property of Burlington Northern Santa Fe, is the longest tunnel in the Western Hemisphere at 7.8 miles in length. Take Amtrak's **Empire Builder** to the West Coast and you can ride through this marvel of railroad engineering. Completed in 1929, the Cascade just celebrated its 75<sup>th</sup> anniversary (*The*

*Shortline*).....Railroads hauling Christmas trees a thing of the past? Ho! Ho! No! No! Union Pacific's biggest evergreen shipper, Holiday Tree Farms of Corvallis, OR, shipped more than 1,000 piggyback trailers to Southern California for Christmas, 2004. That business represents about 300,000 trees! (*Fast Mail*).

When the Pennsy's Stuart Saunders arrived in Philadelphia, he was invited to join the city's most prestigious clubs. This amounted to affirmation that high society found the PRR's new CEO scintillating company! Saunders was driven to work in a limousine, which did not endear him to the riders of the "Red Rattlers", the railroad's ancient MP54 commuter cars (R. Saunders, Jr.—*Merging Lines*).....The 3,600-foot-long "Wabash Tunnel" route opened in December, 2004 for the first time in 74 years! The old railroad tunnel will help ease highway traffic in and out of Pittsburgh. The tunnel was closed when the Wabash pulled out of the Steel City in 1930 (*USA Today*).....The passenger depot of the Cincinnati, Wabash & Michigan Railroad at Wabash, IN was blown up with dynamite on April 16 and a dispatch from there states that citizens who for years have been trying to secure the construction of a new depot are presumably the guilty parties! (*Railway Age*, April 20, 1888).....Jim Leisey worked for 30 years as an operator and dispatcher for the Reading, Conrail and Norfolk Southern. He was so respected that after his passing he was honored by the changing of the name "CP Valley Junction" (where he once worked) to "CP Leisey" (*The Crusader*).

A two-year case of automobile break-ins on Boston MBTA parking lots was recently solved with an arrest. This crime spree was causing so much trouble that the "T" wanted to ban autos left at station lots all night (that, of course, would have been much easier than solving the case!) (*Steel Wheels*).....DC Metro will take the unusual measure of seeking a review from the hospitality industry to improve customer service. Recently, transit police handcuffed a 12-year-old for eating French fries and arrested a woman for munching a candy bar (*USA Today*).....Sound Almost Familiar Department??? The Cincinnati City Council rejected a plan to increase fares on Southwest Ohio Regional Transit Authority to maintain current levels of service and cut its \$74 million operating budget deficit. The increase would have raised the basic weekday fare from 80 cents (65 cents off-peak) to \$1.00. Wow!! Huh?? (*USA Today*).....Problems for fixed rail?? According to the Brookings Institution, one-third of all jobs are located beyond a ten-mile radius of central business districts and at least 36 percent of commutes nationally are suburb to suburb. Job and population growth seems to be in the outer suburbs or exurbs. Between 1990 and 2000, the Census shows that suburbs of the U.S.'s 100 largest cities grew at a population rate twice that of the cities themselves and when people move, so do jobs. The rapid decentralization is creating a group of people who don't work in the city or have any contact with urban life (*USA Today*).

Help the Reading Company Technical & Historical Society restore former Reading GP35 diesel #3640 by purchasing an Atlas "O" gauge model of the unit. The 3640 was the last road unit to be rebuilt by Reading shop forces and painted in the final dark green/yellow nose stripe paint scheme. Part of the purchase price goes toward the restoration. Call 484-248-2100 for further information (RCT&HS *Crusader* insert).....The new Fall/Winter Amtrak timetable calls for Trains 448 and 449 (Boston

(Continued on Page 9)



## PHILADELPHIA EXPRESS

(Continued from Page 6)

and Phillipsburg, mostly over the former Jersey Central mainline (*Railpace*).....NJT has acted to reduce the minimum age for senior discounts from 65 to 62 (Jersey Central Chapter).....The first of NJT's 33 new PL42 diesel locomotives has been delivered by Alstom. They will replace 13 aging GP40PH and 15 GP40FH units now in service (*Railpace*).....A favorite prop for photos along NJT's River Line is the impressive Keystone Watch Case Building in Riverside. The historic seven-story building has been purchased by a developer who promises to restore and operate it.

The BELVIDERE & DELAWARE RIVER RAILWAY has decided to abandon its little-used line between Carpentersville and Milford, NJ, now that the paper mill at Milford has been shut down. This leaves just the five miles out of Phillipsburg over which passenger excursions are operated along the banks of the Delaware River (*Railpace*).....The engineering firm of Edwards & Kelcey has been retained by WILMINGTON & WESTERN to prepare plans for cleaning up the shattered bridges and debris left by the flood of September 2003. The six destroyed bridges will be replaced with steel spans after the necessary funds have been raised.....Because of a serious decline in its business and profits, Bombardier Corp. has fired CEO Paul Tellier and plans to lay off an additional 2,200 workers in its Rail Transportation Division. This will mean that by next year 7,500 rail division jobs will have been eliminated, mainly in Canada, Germany and Great Britain (*Trains, Weekly Rail Review*).....Burlington County, NJ, is working on a plan to build a hiking-biking trail along a 13-mile stretch of abandoned Pennsylvania Railroad trackage between Kinkora and Pemberton. Most of the mileage was the old PRR Kinkora branch leading to Fort Dix, which was torn up by Penn Central in the 1970's.

The acting head of the Federal Railroad Administration, Betty Monro, has decided to retire, amid two investigations conducted by the Transportation Department's inspector general. Monro has been accused of favoritism toward the UNION PACIFIC because of her close ties to a UP lobbyist (*Trains*).....With the recent affiliation of the Brotherhood of Maintenance of Way Employees and the Brotherhood of Locomotive Engineers & Trainmen, the Teamsters Union now represents over 42 percent of all unionized railroad employees in the U.S. (*Railway Age*).....Two Alco RS32 locomotives that spent time on the now-defunct Delaware Valley Railway, #211 and 212, have been acquired by DELAWARE-LACKAWANNA to add to its large Alco fleet based in Scranton. Both were built in 1962, 211 for Southern Pacific and 212 for the New York Central (*Railpace*).....The New York *Times* in its December 30 editions reported that many grade crossing devices in the U.S. are not in proper working order, and some have malfunctioned to the point of causing fatal automobile-train collisions. One such accident involved a CSX train at a crossing near Rochester, NY., the report said.

## ODDS AND ENDS

(Continued from Page 8)

section of the **Lake Shore Limited**) to be a stub-end operation between Boston and Albany with a "convenient" cross-platform transfer at Albany (remember old New York Central Trains 404 and 405? A coach and locomotive between these two points?). This is being done to insure operational reliability in the winter. The two trains will also offer a club car with "time appropriate" meal service. Sounds inviting! (*The Fast Mail*).....Swiss Railways are the most punctual in Europe with 95 percent of passenger trains arriving on time. The next four spots are held by Austria (91%), Italy (89%), and France and Germany (both at 85%). (*Today's Railways*).....An early railroad in Texas – the 23-mile Bartlett Western, was called the "Road of the Apostles" as some of the stations along the line were named St. Matthew, St. Mark, St. Luke and St. John. None of these places, however, show in the current Highway Atlas of Texas (AAR).

General Electric Transportation Systems (GETS) has agreed to build 78 locomotives for China's Ministry of Railways with production set for late 2005. There are also 315 new units set for 2005 delivery in the U. S. to Union Pacific. In addition, GETS will build 25 locomotives for Mexico to be used by the 6,180-mile Ferrocarril Mexicano. The company has continued to make inroads in railroad markets in Kazakhstan, Russia, Iraq, India, Canada and Brazil (*Lakeshore Timetable*).....Union Pacific and Canadian National will not wait for the grand \$1.5-billion Chicago speed-up to begin. They will soon start bypassing the Windy City by exchanging freight at Memphis, TN, Superior, WI and Salem, IL. It is expected that 15,000 cars a year will be removed from the Chicago area saving a day or two from their current transit time (*Wall Street Journal*).

### BASIC RAILCAMP 2005

#### Steamtown National Historic Site

#### Scranton, Pennsylvania

July 17-23, 2005

Basic RailCamp 2005 is open to young adults who will enter 9<sup>th</sup> grade in September, 2005 or graduated from high school in June, 2005, and ages in-between (basically, 14 to 18). This full week-long program provides exposure to rail history preservation, equipment restoration, steam locomotion, railroad operations, field trips, a visit to a major rail yard, and much more. Tuition is \$825.00 (\$725.00 before April 1, 2005), which includes lodging (University of Scranton) and all meals. Scholarship assistance is available. There are only 24 spaces available at the 2005 session. Information is available from: Basic RailCamp 2005, National Railway Historical Society, P. O. Box 58547, Philadelphia, PA 19102-8547, or by E-mail to [info@nrhs.com](mailto:info@nrhs.com).

**PHILADELPHIA CHAPTER, NRHS -- Annual Railroadiana Auction**  
**Friday evening, January 21, 2005, 7:30 PM in the Faculty Club,**  
**Thomas Jefferson University Alumni Hall, 1020 Locust St., Phila.**



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