

70th Anniversary - 1936-2006



CINDERS

NOVEMBER 2006



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Volume 67

Number 10

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

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

MEETING NOTICE:

FRIDAY EVENING, NOVEMBER 17, 2006

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 a
future issue of Cinders.)*

Philadelphia Chapter's meeting on Friday evening, November 17,
2006 will feature Member Paul Kutta with an illustrated slide
program on the **Pennsylvania-Reading Seashore Lines**. Some of
Paul's views were taken back in the early 1960's and the PRSL is
always an interesting subject for a program. Don't miss it!!

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, NOVEMBER 14, 2006 to Chapter
Secretary Marie Eastwood at 215-947-5769.** The menu for
September was uncertain at presstime, but will include salad, meat
or seafood entrée, vegetables, dessert, rolls and butter and
beverage. **N0-shows will be responsible for payment for meals
ordered!** *(Please note that meetings for the 2006-2007 year are
scheduled in the Faculty Club, on the second floor of the Alumni
Hall.)*

*(Members are reminded that our December meeting will be held
on the **SECOND Tuesday, which is FRIDAY, DECEMBER 8,
2006.** The program for the December meeting was not known at
presstime).*

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.

Abington Train Show Back; Greenberg's in Reading Again

The Abington Train Show will return this December,
providing a local venue for model railroad and real railroad
enthusiasts, just in time for the Christmas holidays.

The show is set for Sunday, December 17, at Bryner
Chevrolet, Old York Road (Route 611) and Township Line Road
(Route 73) in Jenkintown. The show will run from 9:00 AM to
3:00 PM. Admission will be \$4.00 for adults, with children under
12 admitted free. Philadelphia Chapter will be represented at the
event. For additional information on the Abington Show, contact
Chapter Member Paul Myers at 215-345-5017.

The Great Train Expo, successor to the Greenberg
Show organization, has announced that there will be a Greenberg
Show on the weekend of December 9-10, 2006, again in the
Reading area. GTE has announced that a Greenberg Show is
tentatively scheduled in the Fort Washington, PA area on the
weekend of February 17-18, 2007.



Chattanooga Rails 2007
NRHS Convention
August 21-25, 2007
Chattanooga, TN

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: \$37.00 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.

A Meeting Program Note.....

Those who attended Philadelphia Chapter's October 20 meeting were all looking forward to an enjoyable evening of traction freight films from the camera of Traction Historian Dr. Henry Elsner of Philadelphia.

Unfortunately, after screening two excellent films from the Kansas area, the projector seized up, shortening the evening's entertainment. We apologize for the malfunction, and trust we can get the projector repaired so that we might invite Dr. Elsner to return to screen the rest of his films.

(Reproduced below is PRR Form 30, showing service between Camden and Pemberton effective November 2, 1966, 40 years ago this month. The return form will be found on Page 7.)



NOVEMBER 16, 2006: NRHS Media Director Mitchell Dakelman will present a slide lecture on the Lehigh Valley Railroad and conduct signing for his new book The Lehigh Valley Railroad in Color, at National Canal Museum, 30 Centre Square, Easton, PA, beginning at 7:30 PM. Admission is free. For information, telephone 610-559-6613.

NOVEMBER 25-26: Cheltenham Hills Model Railroad Club open house (celebrating their 60th anniversary), 12:00 Noon to 4:00 PM both days, at former Reading Ogontz station, 8000 Old York Road (at railroad bridge), Elkins Park, PA. Admission is free, but donations welcome. For additional information, please telephone 215-635-9747.

DECEMBER 2-3: Annual Holiday Train Show & Sale in Ocean City, NJ at the historic Music Pier on the Boardwalk at Moorlyn Terrace. Operating displays, trains of all gauges. Parking available. Hours: 10 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$3 adults, \$1 children. For additional information, please telephone 609-525-9300.

DECEMBER 9: Christmas Lights night photography trolley tour on SEPTA's Route 15 Girard Avenue line, sponsored by Wilmington Chapter, NRHS. A rebuilt PCC-II car will be used, departing 63rd & Malvern loop at 5 PM. Tickets: \$35 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003. For information, telephone 973-383-3355 between 9 AM and 5 PM.

DECEMBER 17: Abington Train Show and Sale returns, taking place at Bryner Chevrolet, Route 611 (Old York Road) at Route 73 (Township Line Road), 9:00 AM to 3:00 PM. Admission: \$4.00 adults, children under 12 free. For additional information, contact Paul Myers, 15 Mystic View Lane, Doylestown, PA 18901-2040, telephone 215-345-5017. Philadelphia Chapter will be represented at this show.

THROUGH APRIL 15, 2007: "A Moveable Feast: From the Farm to the Table by Train," exhibit at Railroad Museum of Pennsylvania, Strasburg, showing how the railroads have delivered food to Americans over the years, and how they served millions of passengers in their dining cars. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

Table with columns: Miles, Mondays thru Fridays, except Nov. 24, Dec. 26 and Jan. 2, 983, 987. Rows include stations like Lv Camden, Ar West Merchantville, Ar Pennsauken, etc.

PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA TRANSIT

It's nail-biting time. SEPTA people are anxiously waiting to see if the State Legislature will take any action on transit funding this year. Lawmakers will have only about three weeks after the November 7 election—and before the legislative session officially ends on December 1—to craft a predictable funding mechanism for transit agencies statewide. If no action is taken, SEPTA will be forced to confront the \$50.3 million gap in its current operating budget, which may be closed by the imposition of higher fares and/or service cuts. Complicating the situation is the expected release on November 15 of a final report by the Governor's Transportation Funding & Reform Commission, and the uncertainty of whether the lame-duck Legislature will even take up the issue of transit funding.

November 15 will mark the 75th anniversary of the debut of Philadelphia & Western's famed bullet cars. The legendary speedsters entered service between 69th Street Terminal and Norristown on November 15, 1931, part of the revival of P&W engineered by Dr. Thomas Conway, Jr. The bullets continued in operation for nearly six decades with the last of the ten-car fleet being retired in October of 1990, an amazing record of longevity.....SEPTA's Kawasaki light rail vehicles are rounding out a quarter century of service in Philadelphia and its suburbs, beginning in August of 1981. The City Transit Division is home to 112 of the reliable "K" cars, while the Suburban Division operates 29 of the double-ended version on Routes 101 and 102. The Elmwood depot in Southwest Philadelphia, maintenance base for the City fleet, also was opened in 1981.

Construction shutdowns of the Market Street el were due to resume on Sunday, October 29, and will continue on weekends this month. The work scheduled for Saturday the 28th was cancelled because of bad weather.....Single-track service on the Route 100 Norristown High Speed Line north of Hughes Park began on October 16, due to construction work at the Bridgeport station. The project is due to continue through November 10. Many trains, especially during rush hours, are operating on adjusted schedules, and all trains use the northbound platform at King Manor and a temporary platform at BridgeportSingle-track service also is in effect during the morning and early afternoon on the Route 102 Sharon Hill line between Clifton and Drexel Hill Junction through November 20. This is due to construction on the inbound track.

Service on parts of SEPTA's paratransit network was disrupted by a strike on October 11, but normal service resumed five days later when the drivers ratified a new contract. About 100 drivers working for subcontractor Edens went on strike, forcing SEPTA to implement emergency service for medical patients and

other non-recreational riders. On average, SEPTA provides 6,000 daily paratransit trips in the CitySEPTA operated two extra local trains on the Broad Street Line for the Barbra Streisand concert at the Wachovia Center on October 4SEPTA last month received a \$1.4-million Federal Homeland Security grant to pay for the installation of video cameras on its buses. In addition, SEPTA, NJ TRANSIT and PATCO will share a further \$8 million for security enhancements.....The American Public Transportation Association reports that light rail ridership nationwide increased by 9.4 percent during the first half of 2006, compared with the year-ago period. Heavy rail ridership was up by 2.6 percent and commuter rail by 3.4 percent, some of the increases due to the introduction of new services (*Weekly Rail Review*).



SEPTA REGIONAL RAIL

SEPTA once again is battling it out with the millions of dead leaves which inevitably drop on its rails during the fall. This season the Railroad Division has decided to emphasize the spray technology which proved quite successful over the past few years. Two additional flatcars have been equipped with high-pressure washers, making a total of three spraying devices which are deployed on work trains six nights a week throughout the system. Spraying water at 10,000 lbs. per square inch, these devices blast away the leaves and their oily residue on the railheads, increasing traction for the trains and reducing delays. But in spite of these efforts slippery rails still cause delays. The worst day so far this season was Sunday, October 22, after the spray trains had taken Saturday night off. At least 35 trains were delayed from three minutes to a half-hour, and four trains were annulled.

A Japanese executive involved in a large contract with SEPTA gave a total of \$21,000 to five Republican State legislators from Bucks County for their 2006 election campaigns, the *Intelligencer* newspaper reported last month. The project in question is the \$244-million contract for 104 new Silverliner V MU railcars, awarded earlier this year to United Transit Systems (see April *Cinders*). The donor, who is based in New York, is the vice president of Sojitz Corp. of America, a subsidiary of a large Japanese conglomerate which formed the UTS consortium with the Rotem Company of South Korea. The five legislators said they

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were mystified by the contributions, since none of them had any connection with the contract, although SEPTA Chairman Pasquale Deon, Sr., has long been a major GOP fundraiser in Bucks County. Deon, however, told the newspaper that he no longer raises money for Republican Party candidates.

As reported in last month's column, SEPTA reissued all of its commuter rail timetables except for the R2 Warminster, effective October 29. Most schedule changes were relatively minor.....SEPTA is in the midst of several construction projects on the Regional Rail system. The largest of these is the \$12-million project to upgrade the signal system and make other improvements on the Mainline between Glenside and Lansdale (see October *Cinders*). The new "Rule 261" bi-directional signal system, including its cab signal component, was cut in over the weekend of October 21-22 between "Carmel" interlocking at Glenside (milepost 12.1) and the new "Gwynedd" interlocking at milepost 19.0 near Penllyn. Intermediate automatic signals were removed from service and the hand crossovers at Oreland and South Ambler retired. Numerous R5 trains were delayed that weekend as the signal work was completed. Continuing the signal improvements all the way to Lansdale will extend into next year, and reconstruction of "Dale" interlocking at Lansdale should be completed by the end of 2007.

Other Regional Rail projects include construction of the new Fort Washington station, as well as work on the R3 West Trenton, R3 Media-Elwyn and R8 Chestnut Hill West lines. Construction of a canopy at the Fort Washington station will require single-track operation between Glenside and "Gwynedd" during middays for about nine weeks beginning October 30. This will result in hourly rather than half-hourly service in each direction, as detailed in the new R5 North timetable effective October 29. On the R3, catenary replacement continued last month between Neshaminy Falls and Langhorne stations, and work was performed on the #2 track of the Media line north of Secane. On the R8 trackwork was carried out over two weekends in October. All of these projects required one track to be taken out of service.....On the night of December 4, when the Eagles play a Monday night football game against Carolina at Lincoln Financial Field, SEPTA will hold the last trains on each line at Suburban Station until 12:45 or 1 AM to accommodate homeward-bound fans.....SEPTA has placed comfortable metal benches in the waiting room at Market East Station, replacing the awkward wooden "perches" that have been there since the station opened in 1984.

Over the past few weeks SEPTA has had a number of problems with power outages, causing a litany of delays. The first occurred on the morning of Monday, September 18, when the crew of train 0213 saw a large flash ahead of them near Elkins Park station. The catenary was re-energized within 15 minutes but not before at least ten trains were delayed. The next afternoon the Chestnut Hill West Line was shut down for an hour when AMTRAK experienced a power outage on its mainline in North Philadelphia. Three R8 trains were annulled and two partially annulled. On Monday afternoon the 25th SEPTA lost all power between Wayne Junction and Jenkintown for about ten minutes, and two hours later power was lost in the center city tunnel for 15 minutes, delaying a dozen trains. Then, on Monday morning, October 2, the power failed on all SEPTA lines north of center

city, but was restored intermittently over the next hour. A total of 17 trains were affected. The following morning Amtrak suffered another failure between Philadelphia and Trenton, delaying four R7 trains for anywhere from ten minutes to an hour. This was related to the outage that day between Trenton and New York (see below). Finally, early on the morning of Wednesday, October 11, power was lost over much of the West Trenton line, when a catenary wire came down on #1 track near Yardley. Full service was not restored until after 2 PM, with a host of R3 trains delayed due to the temporary single-track operation.

AMTRAK train #111 became disabled in Wilmington station on Monday, October 23, delaying several R2 trains. Earlier, at 5:30 PM on Tuesday, October 10, Amtrak #647 bound for Harrisburg broke down in "Zoo" interlocking, resumed its trip then broke down again before reaching Overbrook. This caused major delays to several R5 Paoli and R6 Cynwyd trains before normal service resumed after 7 PM. An hour-long loss of signal power on Amtrak's mainline between Philadelphia and Marcus Hook on Monday, September 25, delayed several R1 Airport and R2 Wilmington trains, one of them (#9231) for 69 minutes. On the afternoon of Friday, October 20, signal power was lost for two hours on the West Chester Line between 30th Street Station and Elwyn, due to a breaker failure at "Walnut" interlocking south of 30th Street. Many R1, R2 and R3 trains were delayed, while at least one Wilmington-bound R2 train ran from center city via "Zoo" and the Lower Level of 30th Street.

Three SEPTA trains also encountered delays because of motor vehicles being where they shouldn't have been. On Tuesday, October 3, R3 train #6380 struck an unoccupied all terrain vehicle abandoned on the tracks just south of Neshaminy Falls. The crew managed to dislodge the wrecked ATV which was wedged under the front end of the train. On Thursday, October 12, R6 train #4277 was delayed when an automobile was discovered fouling the track near Elm Street station in Norristown. On Friday the 20th R3 train #331 lost 45 minutes at Somerton station when an automobile crashed through a fence and landed on both tracks. A tow truck removed the car, and the fence was pushed aside.

Signal malfunctions also created some headaches last month, especially for R5 Lansdale-Doylestown customers. Many glitches in the new bi-directional cab-signal system (see above) occurred during the first days after it was placed in service, with Monday, October 23, being the worst. Misbehaving cab signals caused a host of train delays, which were exacerbated by the discovery of a broken rail early that afternoon just south of Fort Washington station. Repairs were completed by 5 PM, in time for the peak of the afternoon rush.



AMTRAK on October 30 launched its much-ballyhooed all-electric service on the Keystone Corridor to Harrisburg. The expanded service is the end result of a \$145-million program—jointly funded by PennDOT and Amtrak—to rebuild the Philadelphia-Harrisburg corridor for higher speed operation. Certain sections of the line west of Parkesburg now boast a track speed of 110 mph, which allows express trains to make the 104-mile run in 90 minutes, a 15-minute cut in running

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time. (The maximum speed on #2 and 3 tracks between Overbrook and Paoli remains at 70 mph, in spite of the newly-installed concrete ties and welded rail, but the ride is smoother.) Schedules for the multi-stop runs also have been speeded up. In addition, three new weekday round-trips have been added between Philadelphia and the State capital, bringing the total to 14. The use of bi-directional trains—an AEM-7 locomotive on one end and a cab control car on the other—also cuts the dwell time at 30th Street Station from 20-40 minutes to 12-15 minutes, thus speeding service between New York and stations on the Keystone Corridor. Presumably, now that catenary power has been restored all the way to Harrisburg, the only Amtrak trains still using diesel locomotives will be the Philadelphia-Pittsburgh *Pennsylvanian*.

Those ex-Metroliner cab control cars now seen on Philadelphia-Harrisburg trains are officially referred to in the AMTRAK operating timetable as “Capitoliners,” a name that dates back to their removal from regular Northeast Corridor service and conversion into cabs.....AMTRAK planned a special inaugural trip on Monday, October 30, from Harrisburg to Philadelphia with Amtrak President Alex Kummant and PennDOT Deputy Secretary Karen Rae on board. A ceremony was planned at Harrisburg station to celebrate the new Keystone service before the special departed at 10:35 AM, and another upon arrival at 30th Street Station..... During the three-year program to upgrade the Harrisburg line, Amtrak installed about 200 miles of new welded rail, 216,000 concrete ties, 48,000 wood ties and 52 new switches, along with upgraded electrical and signal systems.....AMTRAK has issued a set of flash-card timetables for the revised Harrisburg service, featuring one of those Art-Deco-like drawings of the New York City skyline, a stylized diesel-powered train and large “KEYSTONE” lettering at the top.....The cover of AMTRAK’s new 136-page National fall-winter timetable features a photo of a Keystone train behind a P42 diesel, passing through the lush farm fields of Lancaster County. The timetable is four pages longer than last spring’s edition.

Congress failed to approve an appropriations bill for the Department of Transportation before the new fiscal year began on October 1. As a result, a continuing resolution will now fund AMTRAK (and a host of other programs) at the House-approved level of \$1.1 billion through November 17. A separate piece of legislation, the proposed six-year, \$11.4-billion reauthorization of Amtrak, also did not come to a vote before Congress recessed last month for its election break (NARP)Congress has approved Mary Peters of Arizona as the new secretary of transportation (see October *Cinders*). In spite of her previous seemingly pro-AMTRAK comments, Peters later was quoted as saying that she wants to help prod Amtrak into replacing a “failed business model” and that some long-distance routes may have to be pruned (NARP)Two Congressmen are accusing AMTRAK of wasteful spending after a DOT investigation revealed that the railroad had paid out \$102 million in legal fees to private firms between 2002 and 2005. The review was requested by Republican Representatives Don Young of Alaska and John Mica of Florida, both vehement critics of Amtrak, who complained that Amtrak did not exercise sufficient oversight of these firms. But Amtrak Chairman David Laney countered that the company has cut its legal fees by 26 percent since 2003 with the help of outside counsel and recovered \$79 million in settlements since 2001 (*Trains*).

AMTRAK last month reported a fourth consecutive year of ridership and revenue gains. For Fiscal Year 2006 ended September 30 ridership increased 1.3 percent over 2005, to 24.3 million, and revenue increased by 11 percent to \$1.37 billion. Corridor ridership in the Northeast and elsewhere was up by eight percent while long-distance ridership was off by two percent, with the biggest decreases on trains such as the **Coast Starlight** that suffer from poor on-time performance..... Congress has approved a multi-billion-dollar port security bill, after stripping out \$1.15 billion for rail and transit security enhancements (NARP).....Last month the House Subcommittee on Railroads held a hearing at which new AMTRAK President Alex Kummant was the principal witness. In his opening statement, Kummant said, “I believe long-distance trains are an important part of the nation’s transportation network, and I believe it is our challenge to run them in the most efficient and effective way...I understand how important these trains are as a basic form of transportation to many small communities across the nation.”

On any given day, AMTRAK now is fielding 15 Acela trainsets in the Northeast Corridor, with 15 weekday round-trips between Washington and New York. Eight of these runs also continue to and from Boston. Due to certain track improvements, New York-Washington running times for the Acelas have been reduced from two hours and 50 minutes to two hours and 45 minutes (*Amtrak Ink*).....AMTRAK has appointed 24 new customer service managers, most from within its own ranks, whose job it will be to improve “the overall travel experience of the Amtrak customer.” The nearest to Philadelphia are those based in New York and Washington (NARP)DOT auditors will review the performance of the AMTRAK board after some Democrats in Congress raised concerns about its oversight of the railroad. Democrats have disagreed with the board’s proposal to restructure Amtrak and with the firing of President David Gunn last year, following a dispute with the directors and the Bush Administration (*Trains*)AMTRAK is offering an array of low coach fares from Philadelphia, New York and Washington. Tickets from Philadelphia to Orlando, for example, are only \$104, to New Orleans \$114 and to Atlanta \$91. Amtrak Guest Rewards members also will collect double points for travel taken up to December 16.

A special three-car AMTRAK train carrying the Washington Nationals baseball team was delayed when the rear truck of its locomotive derailed just north of Wilmington station at 1:30 AM on September 26. No one was injured in the low-speed derailment. The train was carrying the team home after a night game in New York, and team members were transferred to an Acela train at 3:15 AM. The Nationals team travels exclusively by rail for games in Philadelphia and New York, and most players have said that it is their preferred method of travel (*Trains*, NARP). As a result of the derailment, only one track was open to Wilmington station that morning and SEPTA was forced to turn back some trains at Claymont. Many R2 trains were delayed or partially annulled, with DART providing some shuttle bus service to Claymont before regular service resumed in mid-afternoon.

Low voltage caused several power outages that delayed AMTRAK and NJ TRANSIT trains along the Northeast Corridor during the morning rush on Tuesday, October 3. Two of four electric feeder lines were offline for tree-trimming along the right-of-way when the third failed and the fourth overloaded. Unlike the massive power failure last May, no trains were stranded in tunnels

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but delays ranged up to 90 minutes. The problem began at about 7:20 AM and power was restored an hour later (*Trains*, NARP).....AMTRAK train #97 **Silver Meteor** struck and killed a male trespasser near Highland Avenue station in Chester at 5:09 PM on Saturday, October 14. Several Amtrak trains were delayed as was SEPTA's R2 Wilmington-Marcus Hook service. Train #4225 enroute to Wilmington was held at Crum Lynne for 96 minutes, with several passengers reported making threats to the conductor.



Thanksgiving week is AMTRAK's heaviest travel period, and a special Corridor timetable again will be issued for November 21-27. The current (December) issue of *Trains* Magazine contains a major article on how Amtrak copes with the Thanksgiving crunch each year.....As mentioned here last month, AMTRAK has taken over full responsibility for maintenance of its 20 Acela trainsets from the consortium of Bombardier and Alstom. The transfer comes seven years earlier than originally planned. Between October 1, 2005 and August 31, 2006 Acela trains carried some 2.4 million passengers (*Trains*).....This year marks the 18th anniversary of the reopening of the refurbished Washington Union Station. Now a DC developer has purchased 15 acres of air rights over the terminal trackage, on which he intends to build a \$1-billion office and retail complex. Included will be a new Burnham Concourse, named after Daniel Burnham, the architect of Union Station. The new concourse will be larger than the station's Main Hall and will provide new waiting space and boarding areas for train passengers (NARP).

A new comic book produced for AMTRAK by Marvel Comics will be distributed to 500,000 2nd through 6th-grade students in schools along the Northeast Corridor and on Keystone Corridor trains. Spider-Man and the Fantastic Four are pictured riding Amtrak trains with a young boy to see the country and the comic book recounts their adventures (NARP).....AMTRAK has issued a 36-page catalog for employees to help them carry out the new prescribed uniform look which is to start this month (*Amtrak Ink*).....The ancient truss structure of the historic Church Street bridge over AMTRAK's Harrisburg line in Ardmore was removed and trucked to the Railroad Museum of Pennsylvania in August. According to information from the PRRT&HS, the trusses were designed by famed Pennsylvania Railroad and Civil War Engineer Herman Haupt. The 19th-Century bridge will be replaced by a new span.....AMTRAK will install sophisticated

chemical detection "sniffers" in New York's Penn Station, the Union Stations in Washington and Chicago and in Philadelphia's 30th Street Station. The sensors constantly monitor the air for poisonous gases (NARP).



CSX, NS, OTHER ROADS

Both CSX and NORFOLK SOUTHERN have acquired new power for their official inspection trains. CSX has overhauled and repainted two ex-AMTRAK F40's while NS has purchased an A-B-B-A set of F-units from KANSAS CITY SOUTHERN to replace or assist the GP38-2's normally used on its office car specials. The CSX units, former Amtrak #280 and 288, have been renumbered 9998 and 9999, and will supplement #9992 and 9993 (ex-#390 and 395) acquired from Amtrak in 1999 (*Extra 2200 South*).

The new NS power is somewhat more historic. Two of the locomotives are F9PH cab units and two are F7B's, which KCS recently had purchased from tour train operator Rail Cruise America based in St. Louis. Rail Cruise (RPCX) F9PH #1010 was built by EMD as Baltimore & Ohio F7A #937 in 1952 but was rebuilt by Morrison Knudsen in 1980 as an F9PH for commuter service in Maryland, where it was renumbered 7181 (later MARC #81). It was sold to Rail Cruise America when MARC retired its F-units. RPCX F9PH #1020 followed a similar course, having been built as B&O #947 in 1952, rebuilt by M-K and used in Maryland commuter service as #7185 (MARC #85). Both F7B's were built for the old Chicago Great Western in 1950 as CGW #113D and 114B respectively, later becoming part of the office car fleet for successor Chicago & North Western. When UNION PACIFIC took over the North Western in 1998 the two units were sold, becoming RPCX 201 and 202. All four units will be overhauled at NS's Juniata shop in Altoona, and are to be painted in Southern Railway-style black and white with gold striping and lettering. Their numbers on NS have not yet been announced (*Trains*).

NS suffered a second major blockage within a month on its busy ex-PRR mainline west of Pittsburgh. On October 20, a train made up of 89 tank cars carrying ethanol from Chicago to North Jersey derailed 23 of those cars on a bridge over the Beaver River at New Brighton, PA. Nine of the cars caught fire, forcing the evacuation of several hundred nearby residents. One of two mainline tracks was reopened early on the 23rd and the second two days later. Meanwhile, many trains were diverted over other NS routes and the WHEELING & LAKE ERIE, while other less urgent shipments were held at terminals. AMTRAK's **Capitol Limited** between Washington and Chicago was detoured via CSX and an NS branch between Youngstown and Ashtabula, OH. As reported in last month's *Cinders*, the ex-Pennsy mainline also was blocked for several days when a massive landslide broke loose on September 21 at Emsworth, PA, burying the three tracks as well as State highway 65. Again, many trains including the **Capitol Limited** had to be rerouted. Two of the tracks were reopened late on September 24, allowing this writer and his wife a birdseye view of the scene as we passed it at slow speed aboard the **Capitol**.

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PHILADELPHIA EXPRESS

(Continued from Page 6)

NS has reported record net income of \$416 million for the third quarter of 2006, on operating revenues of \$2.4 billion. These figures were 38 percent and 11 percent higher than the year-ago period, respectively. The operating ratio improved 5.4 percent to 70.1 percent, close to what it was before NS acquired part of CONRAIL in 1999.....A new survey of rail shippers conducted by the Wall Street firm UBS Securities found that CANADIAN NATIONAL was judged first among U.S. and Canadian railroads for dependability and value received, followed by NS and CSX. UNION PACIFIC came in at the bottom of the list (*Weekly Rail Review*).....PennDOT has announced a grant of \$700,000 to Franklin & Marshall College in Lancaster, which will pay for engineering work on relocating and rebuilding NS's nearby Dillerville yard. This is part of a \$20-million project to allow the college to expand its campus.

NS has negotiated a public-private funding agreement for the so-called Heartland Corridor project, which will raise the clearances in 28 tunnels on the former Norfolk & Western mainline through Virginia and West Virginia. The project is expected to cost about \$150 million, of which the Federal government will provide \$95 million, NS \$46 million and the two states the balance. The improvements will shave a day off double-stack container schedules between the Port of Norfolk, VA, and Chicago, and is similar to the 1990's clearance project on CONRAIL's mainline through the Allegheny Mountains, which was jointly funded by the State of Pennsylvania and the railroad. *USA Today* carried a major article on the Heartland Corridor in its October 10 edition.....A recent study shows that five of the seven U.S. Class 1 railroads have increased their average train velocities in recent weeks. (Train velocity is a key measure of operating efficiency.) CSX's average train velocity of 20.4 mph is three percent higher than a year ago, but NS's average of 22.1 mph was down 1.6 percent, the result NS said of a three-percent growth in traffic volume (NARP).....Class 1 railroads earned an average 9.1-percent return on investment during the year ended last June 30, a 2.7-percent increase over the year-earlier period. NS again posted the highest ROI, 13.35 percent, which was up from 11.85 percent, while CSX's ROI rose from 5.06 percent to 7.18 percent. Return on investment is a key indicator of whether a railroad can justify heavy capital investments (*Railway Age*).

NJ TRANSIT has announced that it will place the first of its new bi-level cars in regular service in December. Over the next three years, 234 new bi-levels will be added to NJT's current fleet of 908 single-level cars. One of the services receiving the new cars will be the Northeast Corridor line, where they will enter service on December 11. Each of these stainless-steel double-deck cars, being built by Bombardier at a cost of \$1.9 million each, will have 15 to 20 percent more seating capacity than a conventional coach, even though they do not have any of the unpopular three-passenger seats. Eighty-six of the coaches and 33 cab cars will contain restrooms while 115 coaches will not. As the new cars come on line, NJT plans to reassign modern Comet IV and Comet V cars to replace many of the 34-year-old Comet I cars, the oldest in the fleet.....The *Inquirer* reported last month that PATCO will conduct a rider survey to see if it should place a concierge service in the Lindenwold station. Similar to that provided by some hotels, the privately-operated concierge service would offer certain conveniences to riders such as sending out laundry, making appointments or ordering takeout meals.

Twelve bridges over the Schuylkill River near center city Philadelphia will be renovated over the next few years—including three active railroad bridges. The \$83-million plan advanced by the non-profit Schuylkill River Development Corp. calls for many cosmetic improvements including enhanced lighting, landscaping and better sidewalks on the highway bridges, but no actual structural work. The railroad bridges are CSX's Philadelphia Subdivision span near East Side yard, an abandoned PRR swing bridge just south of Grays Ferry Avenue, the high-level CONRAIL bridge at Christian Street and SEPTA's mainline structure east of 30th Street Station. The bridge improvements tie in with the University of Pennsylvania's recently-announced plan to expand its presence along the west bank of the river.

Two murals have been painted on buildings along West Chester Pike near Darby Road in Llanerch, depicting Red Arrow trolleys and the long-gone crossing of the abandoned PRR Newtown Square branch at that location. A steam locomotive is pictured approaching the crossing. Evidently, the work was done by a local artist (Joe Boscoe).....The LYCOMING VALLEY RAILROAD, a shortline based near Williamsport, PA, has applied for a \$1.38-million State grant to purchase a diesel locomotive that meets or exceeds the tough new Federal environmental standards (Harrisburg Chapter).....The Ringling Bros. and Barnum & Bailey Blue Unit circus train may well be the longest passenger train on earth. The train, which often visits or passes through Philadelphia, normally has 59 cars, weights 5,330 tons and is just short of a mile in length at 5,221 feet, not including locomotives. Its sister Red Unit train is slightly shorter. Both trains carry many cars which house the performers and staff, as well as specially-modified cars for the elephants, giraffes, horses, zebras and ponies. The latter are equipped with overhead misting systems to keep the animals cool on hot summer days, insulation for cold days, on-board water and storage space for hay and feed. The train also includes flatcars carrying motorized equipment (Harrisburg Chapter).

EFFECTIVE NOVEMBER 2, 1966 EASTERN STANDARD TIME		
PEMBERTON - MOORESTOWN MERCHANTVILLE and Intermediate Stations to CAMDEN		
Mondays thru Fridays, except Nov. 24, Dec. 26 and Jan. 2	988	990
Lv Pemberton, N. J.	AM	AM
" Birmingham, N. J.	6:37	-----
" Mount Holly, N. J.	f 6:40	-----
" Masonville, N. J.	6:47	-----
" Stanwick Ave., N. J. (Moorestown)	6:54	-----
	6:59	-----
Lv Moorestown, N. J.	7:01	8:04
" West Moorestown, N. J.	7:03	8:06
" Lenola, N. J.	7:05	-----
" Maple Shade, N. J.	7:09	8:10
" Pennsauken, N. J.	7:12	8:13
Lv Merchantville, N. J.	7:17	8:16
" West Merchantville, N. J.	7:19	f 8:18
Ar Camden (12th Street)	7:26	8:26
Lv Camden (12th & Federal) (Bus *)	7:29	8:28
Ar " (Broadway) (Bus *)	7:35	8:34
	AM	AM

REFERENCE NOTES

Baggage Service—No checked baggage handled on above trains between Pemberton and Camden or intermediate stations.

* Subway-High Speed Line Station—Convenient connections to subway stations in Philadelphia.

* Bus on Public Highway between Broadway and 12th Street Stations.

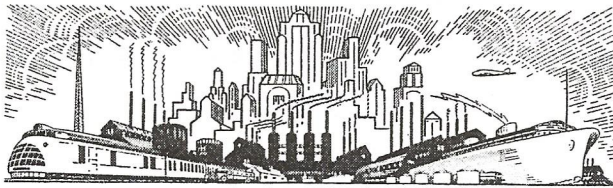
f Stops only on signal or notice to agent or conductor to receive or discharge passengers.

Pennsylvania Railroad

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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).



Vince Gallagher, who manages the Needham Growth Fund, has a point system to flag stocks with good attributes. One of the eight companies that score high on his system is Genesee & Wyoming, which manages 49 short line railroads in five countries with 9,300 miles of owned or leased track (*Forbes Magazine*).....Siemens Transportation Systems recently expanded its Sacramento, CA light railcar manufacturing facility. This will not only increase output, but it now has the capability to manufacture LRV's from start to finish (*Metro Magazine*).....(English) Channel tunnel operator EuroTunnel said recent sales are up 7 percent, but that is not enough and it may face liquidation. The Company, which is the key to Europe for the high-speed Eurostar trains, filed for bankruptcy protection in August (*Wall Street Journal*).....The Glassboro (NJ) Economic Development Office has embarked on a program to restore their PRSL (West Jersey & Seashore RR) depot (NJ Transportation Heritage).....Efforts are under way by the Friends of the Stewartstown Railroad toward preserving the five-mile line, equipment and facilities (*Interchange*).....Strasburg Rail Road's little General Electric 44-tonner #33 has been through the shop. It now sports a beautiful PRR paint scheme with its

original #9331 and "Pennsylvania" lettering along the running board. The Brunswick green color is most obvious again its shiny black undercarriage (Roy).

The last regularly-scheduled steam movement on the Pennsylvania Railroad was on November 25, 1957 when Class II 2-10-0 #4371 moved 50 loads of coal from Cresson, PA to Juniata Scales. The 4371 had the fire dumped at East Altoona, officially ending 108 years of steam operation on the PRR (*Mutual Magazine* via Pittsburgh Chapter, NRHS's *Keystone*).....Someone collects everything!! Will Sanders of Lewisburg, PA collects Pennsylvania Railroad manhole covers! (*The Keystone*).....Pennsy Lovers – For Shame! Did you know that in the early 20th century and probably later the PRR operated a fleet of segregated "Jim Crow" cars? In 1919 there were 18 such coaches with reporting marks "PRR" and "NYP&N". All were believed assigned to the "redneck" lines on the Delmarva peninsula (*PRR Equipment Register*, via S. L. James).....Old Suds fans!! Do you remember when, in 1964, Schmidt's Brewery had a display of their one millionth barrel (the actual one) in a glass case in the concourse of PRR's 30th Street Station? (S. L. James).

The East Penn Railway, as you know, operates a tri-weekly steel train between Coatesville and CSX's Wilmsere yard over the former Wilmington & Northern branch of the Reading. Normal power for this train is rebuilt General Electric B30-7's #7811 and 7874 in their attractive blue-and-yellow paint scheme. What's nice is that they both carry their former Southern Pacific numbers (*Extra 2200 South*).....Speaking of Southern Pacific, meet Robert Duncan Krebs, a fly in the ointment. Sacramento-born Krebs came to Espee with a bachelor's degree from Stanford University and an MBA from Harvard. He had a brief stint as trainmaster in Portland, during which he was known "as the only

(Continued on Page 9)

(Train Consist)

READING COMPANY

(The Schuylkill – Train #2 – Pottsville to Philadelphia – November, 1948)

Typical Weekday Consist - Train made two round trips Monday-Saturday, one round trip Sunday)

<u>Number</u>	<u>Class</u>	<u>Description</u>
219	G-3	4-6-2 "Pacific" steam locomotive (<i>Note 1</i>)
1720	MBR	Railway Post Office/baggage (<i>Note 2</i>) (sold 8/63 to C&O #92)
593	CVM	Skirted combine coach/baggage (44 seats)
2010	PBU	44 in coach, 13 in smoking section (<i>Note 3</i>) (rebuilt from RDG 1343)
2011	PBU	44 in coach, 13 in smoking section (<i>Note 3</i>) (rebuilt from RDG 1347)
2012	PBU	44 in coach, 13 in smoking section (<i>Note 3</i>) (rebuilt from RDG 1348)
2060	DCL	Named Schuylkill coach/lunch counter/grill (<i>Note 4</i>) (reblt. fr. RDG 1337)
1536	PBR	75 seat non-reclining, high-back seats (<i>Note 5</i>)
1542	PBR	75 seat non-reclining, high-back seats (<i>Note 5</i>)
1544	PBR	75 seat non-reclining, high-back seats (<i>Note 5</i>)

Note 1 – Last 4-6-2 built in Reading Shop (last in USA), was on Schuylkill's first run, November 14, 1948

Note 2 – Railway Post Office car did not operate on Sunday

Note 3 – Reclining seats, skirts, roller bearings, air-conditioned

Note 4 – Lunch counter/grill car – 32 reclining seats plus 17 in dining section

Note 5 – high back, non-reclining seats, air-conditioned



Sources: Roy L. Hudson, Bert Pennypacker, R. L. Eastwood, Jr.

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

(Continued from Page 8)

trainmaster in the history of American railroading to use a Porsche 911 as a company car! (Fred Frailey).....In 1969 the "shaky" Rock Island was desperate for reliable motive power. The Union Pacific sold them nine second-hand EMD E8 and E9 passenger units. These were quickly pressed into service, without repainting, with some being used on the Rock's Chicago Southwest commuter service. Local wags, knowing of UP's "City of ..." history for train names, dubbed the commuter locals the City of Joliet! (Jim Boyd).

business hours. VISA and MasterCard are accepted (*Diesel Era Magazine*).....Another piece of the Reading has slipped away – the Reading, Blue Mountain & Northern has received permission from the Surface Transportation Board to abandon 1.2 miles of its 8.8-mile Minersville Running Track in Schuylkill County (*Arkansas Railroader*).

For those who keep track of such things, from the list of the top 100 North American transit bus fleets in 2006, local operators shape up this way: NJ Transit (#2), 3,008 buses, SEPTA (#9), 1,375 and Delaware's DART (#47), 412 motor coaches (*Metro Magazine*).....In yesteryear (1931, 75 years ago), the US transit industry operated 76,000 streetcars over some 43,000 miles of track. There were also 13,000 buses running on 75,000 miles of route (*Metro Magazine*).....In September, one of Amtrak's "competitors", a crowded "Fung-Wah" bus overturned on an Interstate interchange near Boston. Thirty-three passengers were injured, but the infamous "bottom feeder" operator took 3-1/2 hours to deliver a rescue bus to the scene, and when it arrived, the driver did not have a proper license!.....The three-foot-gauge White Pass & Yukon has announced it will begin scheduled passenger service between Skagway, AK and Carcross, BC in May 2007. With this "new" service, the WP&Y will again become North America's longest operating narrow gauge railway at 67.5 miles. Now, on to Whitehorse, Yukon Territory!! (*Interchange*).....Station Master: "I hear that Rose is to be married, at last. Who is the happy man?" Ticket agent: "Her Father!" (*Christian Science Monitor* and Roy).

(Train Consist)

Pennsylvania Railroad

Train #29

Broadway Limited

Harrisburg, PA - July 13, 1946

<p>PRR 669, 3670 PRR 6707 Sleeper (4-4-2) Sleeper (13 dbl-bedrm) Sleeper (6 cmpt., 3 dbr) Sleeper (18 roomette) Sleeper (18 roomette) Sleeper (18 roomette) Sleeper (5 DBR-buffet) PRR 4514 PRR 4500 Sleeper (13 dbl-bedrm) Sleeper (13 dbl-bedrm) Sleeper (4-4-2) Sleeper (10-5) Sleeper-observation-lge</p>	<p>K4s 4-6-2 steam locos baggage-dormitory <i>Naslini</i> <i>Royall House</i> <i>Washington Square</i> <i>City of Fort Wayne</i> <i>City of Washington</i> <i>City of Pittsburgh</i> <i>Harbor Point</i> diner diner <i>New York County</i> <i>Cambria County</i> <i>Imperial Lawn</i> <i>Cascade View</i> <i>Metropolitan View</i></p>
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Information from Robert J. Wayner

The last ten Nickel Plate Class S-3, 2-8-4 Berkshire steam locomotives (#770-779) were delivered by Lima Locomotive Works in 1949. Not only were they the last steamers ordered by the NKP but #779 had the dubious distinction of being the last steam locomotive built by Lima (Mike Schafer).....One day in 1923 (no month or day provided), a Santa Fe Railway record was broken. Between Chicago and Los Angeles there were 45 (!) sections of the **California Limited** (Trains 3 and 4) in motion, 23 sections in one direction and 22 in the other!! (Daniel E. Seward, *Colorado Railroad Annual* #23).

It seemed like only yesterday, but the last run of Amtrak's **Broadway Limited** occurred on September 9, 1995 as eastbound and westbound trains departed Chicago and New York, respectively. Eastbound Train #40 was the last of the duo to be running, arriving a bit after 6:00 PM on September 10 in New York's Penn Station. The lead locomotive, Amtrak F40PH #291, still exists on New Jersey's Morristown & Erie, but E60 electric locomotive #955 has passed into history (*The Fast Mail*).....Reading fans should listen up! There is a well-prepared ten-page article on the RDG FP7's in the September/October issue of *Diesel Era Magazine*. There are over 30 photos, some of each of the eight units Reading had, a number in color. The magazine costs \$6.95 from Withers Publishing, 528 Dunkel School Road, Halifax, PA 17032 or 717-896-3173 during

The "Schuylkill"

On Page 8 of this issue of *Cinders*, Roy L. Hudson, with help from friends, has presented a typical consist of the Reading Railroad's **Schuylkill**, dating from its inauguration on November 14, 1948.

At the right is the cover of the special brochure the Reading issued for the train, and on Page 10 you'll find the schedule for the train.

(Brochure from the Collection of Larry Eastwood)

TWO ROUND TRIPS WEEKDAYS ONE ROUND TRIP ON SUNDAYS

Available to and from a large surrounding area

Schuylkill Haven

Hamburg

Route of the "SCHUYLKILL"

READING

Lebanon
Hershey
Harrisburg

Birdsboro
Pottstown
Royersford
Phoenixville
Narritown

PHILADELPHIA
READING and
POTTSVILLE **PHILADELPHIA**

Beginning Sunday, November 14th, 1948

Reading Railway System

**Schedule of the SCHUYLKILL . . . WESTBOUND .
PHILADELPHIA to READING and POTTSVILLE**

Reading Last	Afternoon SCHUYLKILL		Night SCHUYLKILL	
	No. 7 WEEKDAYS (See Note below)		No. 11 DAILY	
Lv. Philadelphia.....	1.00 P.M.		10.00 P.M.	
" North Broad Street..	1.07 "		10.07 "	
" Norristown.....	1.30 "		10.30 "	
" Phoenixville.....	1.44 "		10.44 "	
" Royersford.....	1.51 "		10.51 "	
" Pottstown.....	2.03 "		11.03 "	
" Birdsboro.....	2.14 "		11.14 "	
" Franklin Street.....	2.27 "		11.27 "	
Ar. Reading Depot.....	2.30 "		11.30 "	
Lv. Reading Depot.....	2.35 P.M.		11.35 P.M.	
Ar. Leesport.....	3.00 "		11.46 "	
" Hamburg.....	2.58 "		11.58 "	
" Auburn.....	3.11 "		12.11 A.M.	
" Schuylkill Haven.....	3.20 "		12.20 "	
" Pottsville.....	3.30 "		12.30 "	
LEBANON VALLEY CONNECTIONS				
	Bus		Bus	
Lv. Franklin Street....	2.30 P.M.		11.45 P.M.	
Ar. Lebanon.....	3.35 "		12.55 A.M.	
" Hershey.....	4.05 "		1.21 "	
" Harrisburg.....	4.35 "		1.50 "	
SHAMOKIN DIVISION CONNECTIONS				
	Bus From		Bus From	
	Pottsville	Hamburg	Pottsville	Hamburg
Lv. Hamburg (R.T.Co.)	—	3.00	—	12.00
" Pottsville (R.T.Co.)	R3.35	—	R12.35	—
" (S.T.Co.)	S3.35	—	S12.30	—
Ar. Tamaqua.....	—	3.51	—	12.51
" Mahanoy City.....	S4.45	—	S 1.45	1.26
" Shenandoah.....	S4.30	—	S 1.30	—
" Girardville.....	S4.30	—	—	—
" Ashland.....	R4.17	—	R 1.17	—
" Mt. Carmel.....	R4.34	—	R 1.34	—
" Shamokin.....	R5.00	—	R 2.00	—

(b) Bus from Franklin St. Reading, Pa. weekdays only.
 (d) Stops on notice for Philadelphia passengers.
 (R) or (R. T. Co.) Reading Transportation Co. Bus.
 (S) or (S. T. Co.) Schuylkill Transit Co. Bus.

The term *Holidays* refers to Labor Day, Thanksgiving, Christmas, New Years, Memorial Day, Independence Day or days celebrated as such.

NOTE: Afternoon SCHUYLKILL (Train No. 7) will not operate on Sundays. On Sundays train with regular standard equipment will operate on schedule of Afternoon SCHUYLKILL (Train No. 7).

**Schedule of the SCHUYLKILL . . . EASTBOUND
POTTSVILLE to READING and PHILADELPHIA**

Reading Last	Morning SCHUYLKILL		Evening SCHUYLKILL	
	No. 2 DAILY		No. 10 WEEKDAYS (See Note below)	
Lv. Pottsville.....	7.00 A.M.		5.10 P.M.	
" Schuylkill Haven.....	7.08 "		5.18 "	
" Auburn.....	7.17 "		5.27 "	
" Hamburg.....	7.32 "		5.42 "	
" Leesport.....	7.44 "		5.50 "	
Ar. Reading Depot.....	7.55 "		6.05 "	
Lv. Reading Depot.....	8.00 A.M.		6.10 P.M.	
" Franklin Street.....	8.03 "		6.13 "	
" Birdsboro.....	8.14 "		6.24 "	
" Pottstown.....	8.25 "		6.36 "	
" Royersford.....	8.38 "		6.48 "	
" Phoenixville.....	8.45 "		6.55 "	
" Norristown.....	8.59 "		7.09 "	
Ar. North Broad Street..	9.21 "		7.31 "	
" Philadelphia.....	9.30 "		7.40 "	
LEBANON VALLEY CONNECTIONS				
	Bus		Train	Bus
Lv. Harrisburg.....	5.35 A.M.		4.50	4c10
" Hershey.....	6.04 "		5.08	4c40
" Lebanon.....	6.30 "		5.26	5c10
Ar. Franklin Street....	7.40 "		6.10	—
" Reading Depot.....	—		6.07	—
SHAMOKIN DIVISION CONNECTIONS				
	Bus To		Bus To	
	Pottsville	Hamburg	Pottsville	Hamburg
Lv. Shamokin.....	A.M.	A.M.	P.M.	P.M.
" Mt. Carmel.....	R5.15	—	R3.25	—
" Ashland.....	R5.55	—	R4.05	—
" Girardville.....	—	—	S3.20	—
" Shenandoah.....	S1.55	—	S4.00	—
" Mahanoy City.....	S5.30	R5.54	S4.00	—
" Tamaqua.....	—	R6.29	—	R4.39
Ar. Pottsville (R.T.Co.)	R6.40	—	R4.50	—
" (S.T.Co.)	S6.50	—	S5.00	—
" Hamburg (R.T.Co.)	—	R7.20	—	R5.30

(c) On Sundays and Holidays leaves Harrisburg 4.05 P.M., Herahay 4.34 P.M., Lebanon 5.00 P.M.
 (d) Stops on notice for Philadelphia passengers.
 (R) or (R. T. Co.) Reading Transportation Co. Bus.
 (S) or (S. T. Co.) Schuylkill Transit Co. Bus.

The term *Holidays* refers to Labor Day, Thanksgiving, Christmas, New Years, Memorial Day, Independence Day or days celebrated as such.

NOTE: Evening SCHUYLKILL (Train No. 10) will not operate on Sundays. On Sundays, train with regular standard equipment will operate on schedule of Evening SCHUYLKILL (Train No. 10).

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