

# CINDERS

MAY-JUNE

2008



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Volume 68

Number 5

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

**PHILADELPHIA CHAPTER, NRHS WEBSITE ADDRESS: [www.phillyNRHS.com](http://www.phillyNRHS.com)**

## NOTICE TO MEMBERS

This combined May-June issue of *Cinders* contains the Meeting Notice for both the May and June meetings. You will receive both a July and an August issue, each being mailed near the 1<sup>st</sup> of the month.

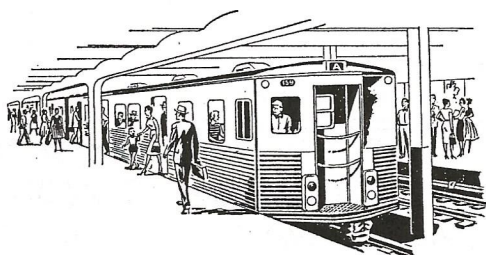
## Tatnall Elected President For 2008-2009 Year

Frank G. Tatnall was elected President of Philadelphia Chapter for the 2008-09 year at the Chapter's annual meeting, held on Friday evening, April 18. Chapter National Director and Editor Larry Eastwood also agreed to serve for one year as Chapter Secretary, in addition to his present duties, replacing Marie Eastwood, who resigned her 35-year NRHS membership at the end of the 2007 year.

Tatnall, who has previously served as national director and president of the Chapter, expressed a strong desire to become involved again, outlining concern and dissatisfaction over recent events at the National level, most of them relating to upheavals on the *National Railway Bulletin* staff.

Following his election, Frank expressed his appreciation to outgoing Chapter President David Koppena for his efforts on behalf of Philadelphia Chapter over the past several years, as well as thanking Marie Eastwood for her support.

President Tatnall and National Director Eastwood will be considering the direction our relationship with NRHS should take in the future; the input of members of the Chapter is vital as the Chapter explores its options.



## MAY, 2008 MEETING NOTICE

### FRIDAY EVENING, MAY 16, 2008

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) (*Note that some of these parking prices  
have changed and will be adjusted in a future issue of Cinders.*)

Our May 16, 2008 program will feature a narrated slide program by Chapter President Frank Tatnall, covering **Regional and Short Line Railroads of Florida, 2008**. Frank spent time this past winter along the Florida East Coast as well as the shortlines of southwest Florida. You'll enjoy another in Frank's long series of slide programs documenting rail activity, this time in sunny Florida.

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, MAY 13, 2008 to National Director Larry Eastwood at 215-947-5769.** The menu for the April meeting was unknown at presstime, but includes salad, entrée, dessert, rolls and beverage. **N0-shows are responsible for payment for meals ordered! (Meetings for the 2007-08 year are held in the Faculty Club, on the 2<sup>nd</sup> Floor of the Alumni Hall.)** Why not come out for dinner before our meeting. It's an enjoyable full meal, plus informal and interesting conversation, it's priced at only \$20.00 per person. Try it!!

Our June meeting notice will be found on Page 2 of this issue, and will feature Chapter Senior Vice President Bill Thomas' video program on SEPTA's Route 100 in the snow plus the Market-Frankford Line. Don't miss this behind-the-scenes video treat.

### If your *Cinders* Arrives in Bad Condition

If your *Cinders* arrives damaged, contact Editor Larry Eastwood at 215-947-5769 or [reastwood2@comcast.net](mailto:reastwood2@comcast.net) and a replacement copy will be promptly sent to you.



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

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

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## George M. Hart Passes Away; Renowned Rail Historian

Eastern Pennsylvania Rail Historian George Michener Hart passed away at Lehigh, Pennsylvania on Thursday, April 17, at the age of 89, following a period of failing health. Funeral services were held in Jim Thorpe on Monday, April 21, with interment in Doylestown Cemetery.

Hart was a native of Doylestown, Bucks County, having been born to George and Kathryn Hart on February 12, 1919. His boyhood home was located near the corner of West Street and West Oakland Avenue, a short walk from the Doylestown station of the Reading. He was educated in the Doylestown Public School, then Buckingham Friends' School, finally graduating from George School, the well-known Quaker secondary school located on the Reading's Newtown Branch.

He stayed at George School, where he served as business manager, from 1937 to 1964. During his latter years, he served as a consultant to the Reading Railroad as it began its famed Iron Horse Rambles, which ran from 1959 to 1964.

In 1964, he began to assemble his own collection of locomotives and cars, with four different Canadian Pacific steamers as well as Reading 0-6-OT #1251, used for many years as the Reading Locomotive Shop switcher. The 1251 survives today in the Railroad Museum of Pennsylvania.

Hart was named the first Director of the Railroad Museum of Pennsylvania at Strasburg when it opened in 1969. He played a vital role in site selection, equipment and collection materials during the lean early years of the Museum, ultimately retiring in 1983.

He also formed Rail Tours, Inc., which operated excursions from 1971 through 2004 in various locations, including the CNJ Hometown Branch at Jim Thorpe, on the Stewartstown Railroad and other locations out of York, PA.

Many articles have been and will be written about George Hart and his more than 60 years of involvement in the rail history preservation movement. All will agree that his untiring devotion will provide a lasting legacy for all rail enthusiasts to treasure.

—R. L. Eastwood, Jr.

**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:** \$50.00 per person, which includes Chapter and National dues. Chapter-only dues \$17.00 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.

## JUNE, 2008 MEETING NOTICE

### FRIDAY EVENING, JUNE 6, 2008

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) (*Note that some of these parking prices  
have changed and will be adjusted in a future issue of Cinders.*)

Our June 6, 2008 meeting will feature Chapter Member Bill Thomas, with some interesting local VHS video he has shot. Included will be SEPTA Route 100 in the snow, Frankford El rebuilding, plus Market-Frankford scenes in the yard and out on the line with the now-retired Budd M3 cars. Many sequences will be from areas not normally included in public access. This promises to be an entertaining and educational program from Philadelphia traction. (**NOTE: This program was postponed from the April 18 meeting due to non-delivery of video equipment from Jefferson.**)

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, JUNE 3, 2008 to **National Director Larry Eastwood at 215-947-5769**. The menu for the April meeting was unknown at presstime, but includes salad, entrée dessert, rolls and beverage. **NO-shows are responsible for payment for meals ordered!** (*Meetings for the 2007-08 year are held in the Faculty Club, on the 2<sup>nd</sup> Floor of the Alumni Hall.*) Why not come out for dinner before our meeting. It's an enjoyable full meal, plus informal and interesting conversation, it's priced at only \$20.00 per person. Try it!!

**Annual Bill Wagner Summer Dinner  
Friday, August 15, 2008  
Main Street Café, Berwyn, PA**



# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



**SEPTA  
TRANSIT**

One of the biggest—and saddest—news stories at SEPTA over the past two months was the alarming increase in violence near center city subway stations. At 2:30 PM on Wednesday, March 26, a 36-year-old SEPTA rider was beaten by a “wolfpack” of high-school-age thugs in the 13<sup>th</sup> Street subway concourse, later suffering a fatal asthma attack. Within a week, five of the accused were behind bars, charged as adults with murder and conspiracy. All were identified as students at Simon Gratz High School. A week later, a 23-year-old woman was kicked and punched by a gang of teens and adults in the concourse between the Gallery and the 8<sup>th</sup> Street subway station, losing a tooth in the melee. At least nine suspects were quickly arrested. Then, at 11:35 PM on Friday, April 4, a 30-year-old man riding a Market-Frankford train was assaulted and robbed by three wig-wearing men in their 20’s and 30’s between the 13<sup>th</sup> and 15<sup>th</sup> Street stations. The *Inquirer* later reported that robberies on the City’s public transportation system were up substantially during the first three months of 2008, compared with the year-ago period.

SEPTA’s new general manager, Joseph M. Casey, while acknowledging that recent events “have cast a shadow... about whether it is safe to use public transit,” assured the public that the system is indeed safe. In attempting to counter the perception that transit has become more dangerous, Casey said that from March of 2007 to March of 2008 reports of crimes on SEPTA platforms, in stations and vehicles actually are down, and since 1981 when the dedicated Transit Police Force was created, crime on the SEPTA system has been reduced by 90 percent. In early April, SEPTA announced that it would deploy 30 additional officers for patrol duty between 2 and 5 PM, which is considered the time when marauding teenagers are most likely to strike. These officers, working on overtime, will supplement the 60 SEPTA police already on duty during that period. Along with additional city police, the increased patrols will continue through the balance of the school year. SEPTA Board Member Christian DiCicco urged SEPTA to permanently hire 50 more police officers over the next two years, increasing the force to about 300 officers at an annual cost of \$2.85 million. SEPTA also will speed up its \$104-million “Smart Stations” project (see December *Cinders*), which will include digital surveillance cameras, improved communications and fire alarm systems at all of SEPTA’s Market-Frankford Line, Broad Street subway and subway-surface stations.

In April SEPTA placed the first five of its 38 new Flyer-built trackless trolleys in regular service out of the Frankford depot. Although most service on Routes 59, 66 and 75 is still being provided by diesel buses, all 38 of the low-floor “trolley buses” should be running by September 1. A fantrip with one of the new coaches is set for June 1 (see “Extra List”) .....SEPTA opened its new 46<sup>th</sup> Street elevated

station on April 14. All Market Street el stations now have been replaced except for Millbourne, which is under construction, and 63<sup>rd</sup> Street due to open next year. Meanwhile, weekend construction shutdowns of the el will continue through June, except for the Mothers Day and Memorial Day weekends .....The \$18.5-million, 522-space parking garage at Norristown Transportation Center finally opened for business on April 7. For the first week, parking was free for all SEPTA customers .....Both platforms of the new Route 100 Gulph Mills station are now fully accessible to handicapped passengers .....Over the weekend of April 12-13 Route 13 trolleys were replaced by shuttle buses between 58<sup>th</sup> Street & Chester Avenue and the Yeadon loop to allow for installation of welded rail and replacement of switches.

In April SEPTA launched a major “Go green go SEPTA” advertising campaign. In some stations this took the form of actual grasslike turf appearing on overhead signs and on numerous posters emphasizing the environmental benefits of using public transportation rather than private automobiles..... General Manager Joseph Casey has made good on his promise to upgrade SEPTA’s customer service function. He appointed longtime manager Kim Scott Heinle to the new position of assistant general manager for customer service, who will head an expanded department. One of his initiatives will be reviving the “SEPTA On Site” sessions to receive input from passengers, and another to respond more quickly to complaints..... AT&T and SEPTA have cooperated to install a new wireless system in the Market Street subway, allowing cell phone customers to make and receive calls or text messages while riding trains underground.

A memorial service for former SEPTA and AMTRAK Executive John F. Tucker III was held March 29 in Germantown, with many officials from the rail and transit industries in attendance. One of them was David L. Gunn, onetime general manager of SEPTA who later headed several other major transit systems before becoming president of Amtrak. Tucker, 57, who served as chief officer of SEPTA’s Railroad Division in the 1980’s, died of a heart attack February 24 at his home in center city (see article in the April issue of *Cinders*). A longtime friend of Philadelphia Chapter, it was Tucker who oversaw the closing of Reading Terminal in November 1984, and made sure that the Chapter’s “Last Train from Reading Terminal” would in fact be the very last to depart from the historic station. Crews were standing by to spike the switches soon after the special passed.

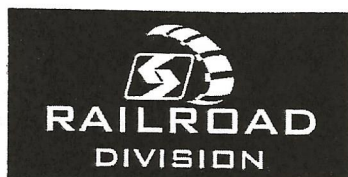
The *Daily News* on April 11 ran an article explaining where Democratic Presidential Candidates Hillary Clinton and Barack Obama stand on the subject of funding public transit. Both have favorable positions on increased funding for transit and AMTRAK, in contrast to Republican Nominee John McCain who for years has made no secret of his contempt for Amtrak .....On March 28 Chelsea Clinton joined Mayor Nutter at a campaign stop for her mother, greeting SEPTA riders at the Olney terminal.

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# PHILADELPHIA EXPRESS

(Continued from Page 3)



## SEPTA REGIONAL RAIL

Work on SEPTA's new "K" interlocking near Spring Garden Street in West Philadelphia is well underway, and will continue into the fall (see February *Cinders*). The project is designed to speed the operation of four Regional Rail lines west of 30<sup>th</sup> Street Station.....SEPTA performed tree trimming and bridge inspections along the R3 Media-Elwyn line over the last two weekends in April, forcing single-track operation between "Arsenal" interlocking in Philadelphia and Secane ..... SEPTA is still looking for surplus equipment it might purchase or lease from other commuter rail operators, to help ease the overcrowded conditions on some Regional Rail trains (see March *Cinders*). A consultant has been hired to inspect some available cars.....The Delaware Valley Regional Planning Commission has withdrawn \$1 million in funding for engineering studies of the proposed Paoli Transportation Center. The reason given is the slow progress of the project, which has been under discussion for the past 17 years.

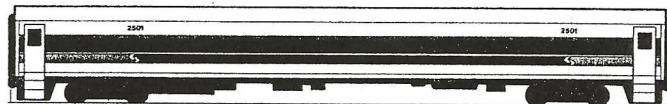
Again this year SEPTA plans to beef up its R6 Norristown service to accommodate spectators going to the Philadelphia International Cycling Race on Sunday, June 8. A special schedule folder will be issued, showing half-hourly service between 7:48 AM and 8:48 PM from Norristown, and at about the same times from center city. Special early morning and late evening service also are scheduled and a ticket agent will be on duty at the Manayunk station, close to the steep "Manayunk Wall" which the cyclists have to conquer.....SEPTA reissued all of its Regional Rail timetables effective March 23 (except for R6 Cynwyd effective March 24). Something new is the small ad space appearing at the bottom of the front cover, as was already done with the transit timetables. On May 11 new schedules will appear for the R2 Wilmington-Newark, R7 Chestnut Hill East-Trenton and R8 Chestnut Hill West-Fox Chase Lines, due to AMTRAK schedule changes on the Northeast Corridor (see below). On the R2, Saturday trains #4217 and 4618 are extended between Marcus Hook and Wilmington, filling a gap in afternoon service.

An architect's drawing of the proposed rail station at Ardmore (see April *Cinders*), as published in *Main Line Life*, shows a large two-story brick building with an impressive clock tower rising above it. A glass-enclosed walkway crosses above the tracks.....A last-ditch effort to revive at least a segment of the ill-fated Schuylkill Valley Metro is currently underway, with a study funded partly by Montgomery County. The study is examining the feasibility of extending electrified R6 service from Norristown to Port Kennedy or, as an alternative, running diesel service between Norristown, Pottstown, Reading and Wyomissing. (The latter service could be operated under contract by NORFOLK SOUTHERN.) Results of the consultant's study are due in June .....There are proposals to rebuild or relocate the 1990-vintage Claymont (DE) station, which is situated on a curve along the Northeast Corridor .....Over the next year SEPTA plans to spend

\$7.7 million to modernize the escalators at Market East and Suburban Stations, and already is in the final phase of rebuilding the escalators at 30<sup>th</sup> Street Station.

SEPTA suffered some power problems over the past few weeks. Early on Tuesday, March 25, the pantographs on Glenside-bound train #0102 damaged the catenary on #2 track at Wayne Junction, causing that train and five others to be annulled and delaying numerous additional trains. The next day AMTRAK reported a loss of voltage on the Northeast Corridor between Philadelphia and New York, which lasted for an hour starting around 12:30 PM. The voltage dropped from the normal 12,000 to about 9,000, for unexplained reasons. Two SEPTA R7 trains and several Amtrak and NJ TRANSIT trains were delayed. Then, on Monday, March 31, catenary power was lost on the R3 Media-Elwyn line between "Arsenal" and Morton due to a broken hanger, delaying two trains. On the morning of Friday, April 25, downed wires on AMTRAK's Harrisburg mainline west of Malvern forced the cancellation of R5 service to and from Thorndale for several hours. On Thursday, April 17, signal power was lost on the R2 Warminster Line for about two hours in early afternoon, causing minor delays to three trains.

As we have so often reported, another trespasser was killed by a train, but it was uncertain whether it was a suicide. On Thursday, April 10, a SEPTA crew reported a body beside the Mainline track near Melrose Park station. An investigation determined that the person apparently had been struck by R3 train #389 around 9:30 PM. The railroad was shut down by the police until #2 track was released at 10:45 PM, but #1 was held out of service until 12:40 AM. A host of R1, R2, R3 and R5 trains suffered lengthy delays. Then, early on Thursday, April 24, Newark-bound push-pull train #7295 struck and killed a trespasser on #1 track of the AMTRAK mainline near Newport, DE. All Amtrak and SEPTA service was halted for over an hour, then resumed with delays. A passenger reportedly fell from R7 train #4650 at Croydon station on Thursday, April 17, and was injured when dragged by the train. That train was delayed for 41 minutes and #758 was held for 25 minutes behind #4650.



SEPTA's Railroad Operations center lost control of all signals and interlockings for a half hour on Saturday morning, March 17. Many trains were delayed between five and 20 minutes. A late-night auto accident on Oxford Avenue at the SEPTA crossing in Fox Chase fouled the railroad for a time, delaying one R8 train. This was the second instance in two weeks that a car accident at Oxford Avenue interfered with SEPTA service (see April *Cinders*). CSX freight train Q439 became disabled north of Woodbourne on Thursday, April 10, delaying two early morning R3 trains. Low air pressure at AMTRAK's "Overbrook" interlocking around 6 PM on Wednesday, April 2, delayed three eastbound R5 trains. Passengers on #582 were transferred to a following deadheading train. R5 train #567 became disabled at Temple U station during the evening rush on Friday, April 18, backing up following trains with several lengthy delays. Passengers on #567 were able to transfer to other trains across the platform. Vandals extensively damaged the R3 Rydal station on Sunday, March 30.

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# PHILADELPHIA EXPRESS

(Continued from Page 4)



## AMTRAK

The problem of defective concrete ties on the Northeast Corridor is not going away anytime soon (see March, April *Cinders*). AMTRAK has announced that starting on May 12 the #4 westbound track will be taken out of service for several months from Jersey Avenue in New Brunswick to Trenton to permit replacement of the ties. This will force NJT to cancel some of its New York-Trenton trains and lengthen the schedule of others. In addition, slow orders in some areas already are affecting both Amtrak and NJT service. The manufacturer, Rocla, is supplying new ties free of charge, but Amtrak must absorb the cost of replacing them. Altogether, Amtrak expects to replace about 85,000 concrete ties, as crews using the Track Laying System (TLS) will install up to 1,000 new ties each workday. The #1 track north of Trenton also is supported by Rocla ties, some of which presumably will need to be changed out. Amtrak says the ties do not compromise safety but are being replaced as a "precautionary measure".....AMTRAK also is working on replacement of the Portal movable bridge in the Jersey Meadows, built by the Pennsylvania Railroad a century ago as part of its extension into New York City.

The first political campaign train of 2008 operated over AMTRAK from Philadelphia to Harrisburg on Saturday, April 19. Democratic Presidential Candidate Barack Obama chartered a four-car train which departed 30<sup>th</sup> Street Station around 11:20 AM, making stops at Wynnewood and Paoli where large crowds gathered to hear Obama. The train also made slow-speed "rollbys" at Bryn Mawr and Wayne where Obama came out on the rear platform of the private car **Georgia** to greet crowds of supporters. (This reporter photographed the train both at Narberth and Bryn Mawr.) Obama also made longer stops at Downingtown and Lancaster before arriving in Harrisburg for a major speech that evening on the Capitol steps. The train consisted of freshly-washed P42 diesels #99 and 98, two Amtrak coaches, an Amcade and the **Georgia**, a heavyweight open-platform car which glistened in blue paint, its platform draped in bunting with an Obama tail sign. The car was built by Pullman in 1930 and later converted to a business car by the Georgia Railroad.

AMTRAK's improved service has caused US Airways affiliate Colgan to suspend service between Harrisburg and New York City. Last year, the air service averaged only an 18-percent load factor, as passengers chose Amtrak because it's cheaper, doesn't take much longer downtown to downtown than flying and because of recurrent flight delays. Amtrak ridership is up 20 percent in this corridor versus the previous fiscal year (*Trains*). Amtrak also has increased its share of the combined rail/air market between Boston and New York from 36 percent in FY 2006 to 41 percent in FY 2007 (*Railway Age*).....Turmoil in the airline industry continues, with several low-fare carriers recently going out of business and one major airline being forced to cancel thousands of flights due to a government-ordered inspection of its MD-80 fleet. The skyrocketing cost of jet fuel also is putting severe pressure on all of the air carriers, and can be expected to result in higher fares. AMTRAK should benefit from the overall

trend toward higher fuel costs not only for airlines but also for automobile users.

A report by the U.S. DOT's inspector general says that delays to its trains on freight railroads cost AMTRAK nearly \$137 million in Fiscal Year 2006. The report said that this was the result of overtime costs, extra fuel costs and lost revenue. More than 97 percent of Amtrak's 21,000 route miles are on "host" railroad tracks. In the past four years on-time performance for long-distance passenger trains has declined from 51 percent to 42 percent, owing partly to the increase in freight train traffic (*Weekly Rail Review*) ..... AMTRAK will shut down its service between Boston and New York for several days beginning June 14, to permit the installation of a new lift bridge over the Thames River at Groton, CT. No alternate service will be provided.

AMTRAK this year will begin planning for the replacement of its aging passenger car fleet, according to an article in *Railway Age Magazine* by Vice President-Government Affairs Joseph McHugh. Most of the Amfleet and Superliner cars that comprised 964 of the railroad's 1,475 active cars in 2007, McHugh said, are approaching or past the midpoint of their service life. "Amtrak estimates the 'useful life' of a car at 50 years for long-distance service and 40 years for Northeast Corridor equipment, since it is run at higher speeds and subject to relatively greater stresses".....All 24 of the Amfleet I coaches that had been stored at New Orleans for emergency use in the event of a hurricane have been deadheaded back to the Wilmington or Bear (DE) shops for storage (*Railpace*) .....AMTRAK has offered for sale its long-idle fleet of Rohr Turboliner trains, which were intended to operate in Empire Service between Albany and New York City. Three sets were overhauled and are stored at Bear, DE, while the other four were partially overhauled and are stored in New York. Dating from the 1970's, the trains had been refurbished and placed back in service, but were soon sidelined due to multiple failures and high operating costs (*Weekly Rail Review*).

Because of schedule changes required by the concrete tie project (see above), AMTRAK will reissue its Corridor timetables effective May 12 and again in mid-July. Issuance of the new National timetable also will be postponed to May 12.....AMTRAK's National Train Day on Saturday, May 10, will feature concerts and other events in the Washington, Chicago and Los Angeles stations, and a performance by the famed Harlem Globetrotters at Penn Station in New York. Television Personality Al Roker is the official spokesman for National Train Day. At presstime, nothing definite had been announced for 30<sup>th</sup> Street Station in Philadelphia. For information, visit the website [www.nationaltrainday.com](http://www.nationaltrainday.com).....*USA Today* reports that AMTRAK and GrandLuxe Rail Journeys this fall will roll out a luxury service between Washington and Miami, Chicago and Oakland and Chicago and Los Angeles. GrandLuxe (formerly American Orient Express) will split its train into three sections, which on certain days will be attached to regular Amtrak trains. This service was planned last year but was cancelled due to lack of response, possibly because not enough lead time was provided.

During late March and early April two derailments occurred on CSX lines that disrupted AMTRAK service. On Thursday, March 27, CSX train Q416 derailed 14 cars at

(Continued on Page 6)



## PHILADELPHIA EXPRESS

(Continued from Page 5)

"Greendale" interlocking on the RF&P Subdivision just north of Richmond, VA. Most Amtrak service was suspended that day, with only northbound **Silver Meteor** passengers bused from Richmond to Washington, while the **Auto Train** suffered serious delays in both directions. Then, a week later on April 3, a CSX coal train derailed at Palmyra, NY, east of Rochester, shutting down the ex-New York Central Water Level Route. Empire Service west of Albany was cancelled for that day, but **Lake Shore Limited** and **Maple Leaf** passengers were bused between Albany and Buffalo (NARP).....New York newspapers reported that April 6 was the 100<sup>th</sup> anniversary of the completion of the Pennsylvania Railroad's tunnels beneath the Hudson (North) River. The tunnels were a major part of the PRR's massive New York Terminal project, which was spearheaded by President Alexander J. Cassatt, although he died too soon to see his vision realized. Now, the tunnels are used by 104 AMTRAK trains, 337 NJ TRANSIT revenue trains and 39 NJT deadhead trains each weekday (*Weekly Rail Review*).

In March AMTRAK cut in its new "Rule 261" bi-directional signal system over the 11 miles of the Harrisburg mainline between "Rheems" interlocking near Elizabethtown and Middletown. Bi-directional signaling is now in service between "Rheems" and Harrisburg (22 miles), and ultimately will be extended all the way to Philadelphia as part of the long-term Keystone Corridor improvement project.....Lancaster County has approved \$400,000 to match Federal and State funds for the planned \$12-million renovation of AMTRAK's Lancaster station. Work should begin this fall and be completed in 2010 (NARP).....AMTRAK has begun a \$10-million repair project on the famed Hell Gate bridge in Queens, NY and will spend \$72 million to upgrade the catenary on the Hell Gate Line .....The new Church Road bridge across the AMTRAK mainline in Ardmore opened in January and the Merion Avenue overpass in Bryn Mawr opened in April. The new bridges replace ancient spans dating back to the 19<sup>th</sup> Century.....AMTRAK is really going after advertisers these days. In 30<sup>th</sup> Street Station even some of the floors are covered with ads, and a toilet paper manufacturer is plastering the station with huge banners and posters which some would say are in questionable taste!



CSX,  
NS,  
OTHER ROADS

CSX last month reported record net operating income and revenues for the first quarter of 2008. Earnings of \$351 million were 63 percent higher than the same period in 2007 and revenues of \$2.7 billion were up by 12 percent. The operating ratio (operating expenses as a percentage of revenues) fell to a first-quarter record of 77 percent. NORFOLK SOUTHERN meanwhile reported net income of \$291 million for the first quarter, a two-percent increase over a year ago, and record operating revenues of \$2.5 billion. The operating ratio of 76.5 percent was only slightly lower than that achieved by CSX

.....The top four U.S. railroads last year burned a total of 3.835 billion gallons of diesel fuel in 2007, down from the 3.967 gallons used in 2006. CSX used 569 million gallons in 2007 and NS 498 million, but CSX reported that its program to shut down locomotives between assignments saved 900,000 gallons during the year. Trucking firms, meanwhile, are suffering due to the steep increase in the price of diesel fuel (*Traffic World*).

NS has issued its annual report for 2007, the cover of which features a photo of a drilling machine working to enlarge a tunnel on the former Norfolk & Western mainline in West Virginia. As mentioned here last month, the report features a section entitled "Thoroughbred 24/7," which pictures activity throughout the system during one day, October 23, 2007. Altoona is featured in one of the photos, Horseshoe Curve one, Baltimore one and Conway yard near Pittsburgh one.....In April NS introduced its new "online carbon footprint analyzer," dubbed the "green machine," which highlights the environmental benefits of rail transportation by estimating the reduction in greenhouse gas emissions when shippers use rail freight service.....Schneider National, one of the nation's largest trucking companies, has named BNSF and CSX as its primary intermodal carriers, which should mean at least 40,000 additional trailers and containers per year for each of those railroads (*Traffic World*) .....A Federal judge has upheld a \$24-million jury award to two teenage trespassers who were severely burned when they touched a catenary wire after climbing atop an NS freight car in Lancaster. The jury assigned 70 percent of the blame to AMTRAK and 30 percent to NS, but both railroads said they would appeal (*Trains*).

CSX has received an additional \$2-million grant from the State of Pennsylvania, which will be used to build a new connection between its Trenton Subdivision and CONRAIL'S Delair branch at "CP Park" near the Art Museum in Philadelphia. This will create a wye at that location and allow CSX trains to operate directly between Camden and the South. It is also believed that this will minimize the need to park trains along the Schuylkill River Park in center city, which long has been a bone of contention between the railroad and local residents.....CSX will handle the 61-car Ringling Bros. Blue Unit circus train from Hartford, CT, to Trenton, NJ, around May 12, and NS then will move the train from Trenton to Hershey, PA, on May 19 (see March *Cinders*). America's last carnival train, owned by the famed Strates Shows, is due to move from the South to Danbury, CT, in early June, and could pass through Philadelphia. Actual routing is unknown at this time.

The April issue of *Trains Magazine* contains an article entitled "Railroads in the streets," which explores the reasons that railroads often built their tracks in or along city streets. While many of these street-running lines have been removed, a surprising number remain in various sections of the country. The article says that at 4.6 miles the waterfront belt line on Delaware Avenue in Philadelphia was the nation's longest continuous segment of street running in the U.S. (much of which has been abandoned). The article states that among the top ten U.S. cities in street-running mileage Philadelphia ranked #2, with a total of 10.9 miles. Chapter Member John Pawson, however, identified more than 14 miles of street tracks in Philadelphia as of the 1949-1953 period, and Member Phil Mulligan explored the history of main tracks being laid in city streets during the 19<sup>th</sup> Century, such as the PRR's line down Market Street from the Schuylkill River. No mention is made in the article of other segments of street running in our area,

(Continued on Page 7)



**Special Notice!!**  
**Philadelphia Chapter, NRHS**  
**June, 2008 Meeting**  
**FRIDAY, JUNE 6, 2008**  
**Mark your calendars, please!**

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

*(NOTE: This is an abbreviated ODDS AND ENDS column, due to an unusually-long EXTRA LIST in this issue. More material will be printed in the July issue.)*

On May 2, 1935, the first of 57 production models of the GG1 electric locomotive, with its Raymond Loewy Brunswick green and gold pinstripe paint scheme were placed in service on the PRR. Locomotives 4801-4814 are built by Baldwin Locomotive Works/General Electric., 4815-4839 are built by Baldwin and finished at Juniata shop in Altoona, and 4840-4857 are totally built at Juniata. Predecessor P5A electrics are transferred to freight service as the G's arrive (Chris T. Baer).....One hundred years ago, in 1908, Ohio Electric Co. completed a 215-mile traction line that ran from Toledo to Cincinnati. At the time it was the longest interurban route in the U.S. (*Metro Magazine*).....In 1933, 75 years ago, the Delaware & Hudson Railway laid the first continuous welded rail in the United States (*RailDates*).....On January 23, 1947, representatives of the United Mine Workers of America, District 4 said the Union would fight the Pennsylvania Railroad's dieselization plans in the Pennsylvania State Legislature. Well, we think it's obvious what became of those plans (*The Mixed Train*).....Philadelphia Suburban Transportation Co. (Red Arrow Lines) received 14 one-man, double-ended suburban cars from St. Louis Car Co. in 1949. They were equipped for multiple-unit operation and had a PCC-style body, but were mounted on high-speed suburban trucks and were not considered PCC cars. The popular cars were in daily service for over 30 years (A. R. Lind).

On May 26, 1966, as part of World Trade Week, a number of representatives of business, industry and government rode the Reading in the Philadelphia commercial area. An "air-conditioned" train took the visitors from Reading Terminal to Port Richmond. There they boarded five boats, including the Reading's **Delaware** and **Brandywine** tugboats. Lunch was served as they cruised down the Delaware River to Girard Point, where they then boarded a PRR train for a tour of industrial sites, winding up the trip at 30<sup>th</sup> Street Station (*Reading Railroad News*).....Did you know there was a regular Pullman sleeping car line that operated over the Lehigh & New England Railroad? Yes, the **Williamsporter** which ran between Jersey City and Williamsport (1930-1945) originally used a classy CNJ P52 Pacific to Tamaqua where the Reading handled the through car in Trains #11 and 14 beyond. The CNJ used trackage rights from Hauto on their Nesquehoning Branch, then the L&NE's line and Lansford tunnel into Tamaqua – about six miles! The Pullman was little used and came off within a year or so after inauguration (Bert Pennypacker and Roy).....Remember the 1870's Lancaster & Reading Narrow Gauge Railroad? Neither does Roy, but the line's fame lies in the fact that it never ran to Reading and it was never narrow gauge!! It ran to Quarryville and in 1899 the PRR took it into its fold as a branch line (W. Seigford – *Harrisburg Rail Review*).

## PHILADELPHIA EXPRESS

(Continued from Page 6)

such as the nearly one mile of track through downtown Burlington, NJ, still jointly used by CONRAIL and NJ TRANSIT, or the now-abandoned trackage in Atlantic City.

Contrary to the naysayers, ridership on NJT's River Line continues to increase. During the last quarter of 2007 passenger trips on the 34-mile line between Camden and Trenton were up 4.8 percent over the year-ago period, with weekday ridership averaging 7,600 trips (*Trains*).....A man who jumped in front of a PATCO train at the Broadway station in Camden on Wednesday, April 2, was not killed but came away with a severed leg. Service on the line was disrupted while the man was extricated from beneath the train.....The average trespasser killed on railroad tracks in the U.S. is around 38 years old, white and under the influence of alcohol or drugs, according to a Federal Railroad Administration study released in late March. Suicides account for about 18 percent of the fatalities. The study covered the period between 2002 and 2004 (*Trains*).

The FRA has issued a rule requiring that railroads must conduct comprehensive studies to determine the safest and most secure routes for moving toxic hazardous materials. By September 2009 the railroads must begin using these routes for hazmat movements. The analyses will consider input from local communities and at least 27 risk factors such as trip length, type of hazmat, existing safety measures and population density along the route (*Railway Age*). The end result may be to restrict the movement of extremely dangerous commodities such as poison inhalation hazard (PIH) chemicals through major urban areas such as Washington and Philadelphia.....Earlier, FRA proposed new standards for the construction of tank cars which carry PIH commodities. Included is a requirement that new tank cars be equipped with puncture-resistant protection strong enough to withstand penetration at speeds of 25 mph for side impacts and 30 mph for head-on impacts. In addition, PIH cars would be restricted to a maximum speed of 50 mph (*Weekly Rail Review*).....The Association of American Railroads issued a call for chemical companies to "stop manufacturing extremely dangerous chemicals" such as chlorine and use safer replacements (*Traffic World*).

Baltimore-based MARC has ordered 26 remanufactured MPX 3,600-hp diesel locomotives worth \$95 million from MotivePower of Boise, ID, which will replace older units in MARC's current commuter fleet. MotivePower is a subsidiary of Wabtec (*Railway Age*).....The **Francis L. Suter**, a private car based on the STRASBURG RAIL ROAD, is for sale. The asking price is \$800,000. The car, which has sat idle for several years, was the former PRR business car 7503 **Harrisburg** built in 1911 (Harrisburg Chapter).....Pennsy GG1 #4909, now the property of the Leatherstocking Chapter NRHS and stored near Oneonta, NY, has been purchased by the Henry Ford Museum. The huge electric locomotive will be moved to Dearborn, MI, and restored for display at the museum (*Trainorders.com*).....Professor John R. Stilgoe of Harvard University, a noted transportation scholar, has published a book in which he predicts an increased reliance on railroads in the U.S. over the next few decades. Population growth, rising energy prices and advanced technology will be among the factors driving the expansion of railroad services (*Weekly Rail Review*).





**MAY 10, 2008:** Special ceremony at 69<sup>th</sup> Street Terminal, Upper Darby, to mark a century of service on SEPTA's Norristown High Speed Line, which began life as the Philadelphia & Western Railway in May 1907. Complete details are on Page 9 of this issue of *Cinders*.

**MAY 10-11:** Spring steam engine show hosted by the Williams Grove Steam Historical Association at Williams Grove, PA. Ex-Pennsy B4 0-6-0 will be under steam, plus antique steam tractors and a working sawmill. For information, telephone 717-766-4001 (website: [www.wghsea.org](http://www.wghsea.org)).

**MAY 15:** Historian Lance Metz will present a program of films dating from 1930 on subjects such as the Delaware Canal, New Hope and Bucks County, at the National Canal Museum, Two Rivers Landing, Easton, PA, beginning at 7:30 PM. Admission is free. For information, telephone the Museum at 610-559-6616.

**MAY 17, 2008:** Berkshire Flyer special train from Lenox to Pittsfield, MA and then to Canaan, CT, over tracks of Housatonic Railway, sponsored by Massachusetts Bay RRE. Special train leaves Lenox, MA 10:30 AM, returning about 6:00 PM. Coach fare: \$75 (\$65 for current Mass Bay members), children 12 and under \$35. Optional box lunch \$9 by advance order only. For additional information and/or tickets, contact Mass Bay RRE at **978-470-2066**, or E-mail to [massbayrre@comcast.net](mailto:massbayrre@comcast.net). (Please note correct phone number.)

**MAY 17:** Lehigh Valley Chapter, NRHS presents Annual Banquet and train ride at Kempton, PA. Event starts with chartered Wanamaker, Kempton & Southern train ride, departing Kempton depot at 4:15 PM. Banquet will be held at Kempton Hotel, Route 737, Kempton, with social hour beginning at 5:15 PM and family-style ham and turkey dinner beginning at 6:15 PM. All-inclusive price: \$25 per person. Banquet program will be a tribute to long-time NRHS Member Gerhard Salomon. Reservation deadline May 11, 2008. Send reservations to: James Danner, 840 Point Phillips Road, Bath, PA 18014-9618. For information, telephone 610-837-9435.

**MAY 17-18:** Keystone N-trak Model Railroad Club Open House at Burholme Baptist Church (basement auditorium), 905 Cottman Avenue (PA Route 73), just west of Rising Sun Avenue, one block east of SEPTA's R8 Ryers station. Open Saturdays 12-4 PM, Sundays 1-5 PM. Admission free, with donations appreciated. For information, telephone 610-792-0696 or visit website: [www.keystonentrak.us](http://www.keystonentrak.us).

**MAY 17-DECEMBER 31:** "The Railroad Art of Ted Rose: A Retrospective" exhibit at the Railroad Museum of Pennsylvania, Strasburg, featuring the watercolor paintings and photographs of the late Artist Ted Rose. Regular museum hours and admission charges apply. For information, call 717-687-8628.

**MAY 30-JUNE 1:** "Pennsy Days" at Railroad Museum of Pennsylvania, Strasburg, celebrating the heritage of the Pennsylvania Railroad. Special presentations, operating layouts, memorabilia and tours of PRR equipment at the museum will be featured. Several noted railroad artists, photographers and authors will display and sell their works, and PRR Technical & Historical Society will assist in the program. Regular museum hours and admission charges apply. For information, call 717-687-8628.

**JUNE 1:** First-ever excursion using one of SEPTA's brand-new Flyer trackless trolleys, sponsored by Friends of Philadelphia Trolleys. Charter leaves Frankford depot (adjacent to Frankford Transportation Center) at 11 AM, covering all available portions of Routes 59, 66 and 75, plus some non-revenue areas. Fare: \$35 per person. Order tickets from: FPT, Inc., c/o Harry Donahue, 101 Mulberry Court, Morgantown, PA 19543-8843. For information, E-mail [had2709@aol.com](mailto:had2709@aol.com). (At presstime, first coach was nearly sold out and second had been requested from SEPTA.)

**JUNE 8:** Buena Vista Township, NJ presents "Trains & Fire Engines" display of fire equipment, model trains and other interesting items at Saw Mill Park, Route 40, Richland Village, NJ, 10:00 AM to 3:00 PM. For additional information, telephone 856-697-2100, then press 8).

**JUNE 16-22:** *LoneStar Rails 2008* NRHS Convention in Fort Worth, TX, hosted by North Texas Chapter, NRHS. Brochures have been mailed to those requesting them, and complete full-color brochure is on Convention website, [www.LoneStarRails2008.com](http://www.LoneStarRails2008.com). Registration \$35 through May 15, \$50 thereafter. Ticket orders will be accepted beginning April 1. Convention hotel is Hilton Fort Worth, with room rate of \$129 per night.

**JUNE 21:** Steam excursion from Port Clinton to Jim Thorpe, PA, via Reading & Northern, using recent-restored Pacific #425. Special train leaves Port Clinton at 9 AM, returns about 6 PM, with three-hour layover in Jim Thorpe. Coach fare: \$69 per person. (Some first-class seats may be available.) Order tickets from: Reading & Northern Railroad, P. O. Box 218, Port Clinton, PA 19549-0218, making checks payable to the railroad, or purchase online via website [www.rbmnr.com](http://www.rbmnr.com). For information, telephone 610-562-2102.

**JUNE 28:** "Founders Day" excursion from Scranton to Delaware Water Gap, PA and return, sponsored by Steamtown National Historic Site. Train leaves Steamtown Station, 9 AM, returns about 5:30 PM. Fare: adults \$51.00, seniors (62 and older) \$46.00, children (6-16), \$30.00. For additional information, contact Steamtown at 1-570-340-5204 (9:30 AM-4:30 PM daily), or visit website: [www.nps.gov/stea](http://www.nps.gov/stea).

**JUNE 29, JULY 6, 19, AUGUST 9, OCTOBER 4, 11, 19, 25:** Excursions Scranton to Tobyhanna and return, departing Steamtown Station 11:00 AM, returning 3:00 PM. For fares and details, contact Steamtown National Historic Site (see above).

**JULY 2-6:** "Reading Railroad Days at Railroad Museum of Pennsylvania, Strasburg, featuring special presentations, tours of Reading equipment and a huge model railroad layout. Reading Company Technical & Historical Society will assist in the program. Regular museum hours and admission charges apply. For information, telephone 717-687-8628.

**JULY 5, 12, 26, AUGUST 2, 16, 23, 30, OCTOBER 5, 12, 18, 26:** Excursions Scranton to Moscow and return, departing Steamtown Station 1:00 pm, returning 3:00 PM. For fares and details, contact Steamtown National Historic Site (see above).

**JULY 11-13:** **Railfest 2008** at Altoona, PA, sponsored by Railroaders Memorial Museum. Numerous events are planned, including special excursion train using Bennett Levin's ex-Pennsy

(Continued on Page 9)



## ERA Announces Events for '08 Philadelphia Convention

The Electric Railroaders' Association has announced complete plans for its 2008 Philadelphia convention, to be held August 29-September 1, 2008. The headquarters hotel for the Labor Day weekend gathering will be the Crowne Plaza Philadelphia Center City Hotel, 1800 Market Street, downtown.

While many Philadelphia Chapter members also hold ERA membership, President Jack May of the ERA has extended an invitation to all of our members to participate.



To kick off the convention on **Friday evening, August 29**, local traction fans may gather at the hotel at 7 PM. At 7:30 PM, longtime ERA (and NRHS) member Russell Jackson will present a movie show featuring the bygone days of street railways in the Delaware Valley, which should prove attractive.

On **Saturday, August 30**, conventioners will board chartered buses for a daylong trip to the Rockhill Trolley Museum at Orbisonia, PA. The trip will leave the Crowne Plaza at 7:55 AM, returning between 7 and 8 PM. Enroute, a stop will be made at Manheim, PA to see restored Conestoga Traction Company Brill Birney Car 236 in action.

The bus charter will arrive in Orbisonia at Noon, where a picnic lunch will be served to the group. The Rockhill group will roll out many interesting cars from their collection for conventioners to ride during the afternoon. An optional ride on the East Broad Top Railroad is offered for the 1 PM trip. The charter is expected to return to Philadelphia between 7 and 8 PM, and dinner should be obtained individually on return.

On **Sunday, August 31**, a four-hour charter trip using SEPTA's PCC-II cars will be operated on the West Philadelphia lines which normally see the Kawasaki cars. This trip will begin at Elmwood depot at 9:45 AM, ending there at 1:45 PM. No lunch stop will be made during the four-hour charter. The trip may also be joined at the 40<sup>th</sup> Street trolley subway portal at 10:10 AM.

On Sunday evening, the annual ERA banquet will be held in a private room at the Crowne Plaza, beginning with a cash bar and reception at 7:00 PM, with dinner served at 8:00. Guest speaker will be Al Fazio, a longtime ERA member and rail historian. He serves as General Manager of NJ Transit's River Line, and was previously president of 21st Century Rail, operator of NJT's Hudson-Bergen light rail system. His illustrated presentation will speak to the development of light rail, lessons learned and what the future bodes.

**Monday, September 1** will find the convention ending with several events of interest. Morning activities will include chartered cars on SEPTA's Route 100-Norristown, 101-Media and 102-Sharon Hill lines. The charter begins on the 101/102 platform at 69<sup>th</sup> Street Terminal at 8:30 AM, and will end at the Norristown 69<sup>th</sup> Street platform at Noon.

Participants should then, on their own, travel to the Walter Rand station at NJ Transit's River Line in Camden, where a chartered train will pick the group up at 1:45 PM to ride to the inbound Entertainment Center terminal, with photo stops, and then out to 36<sup>th</sup> Street for a shop tour. Following the shop tour, the ride will continue on to Trenton and return to 36<sup>th</sup> Street for a return connection to Camden. An alternate for participants is to ride SEPTA Regional Rail back to Philadelphia from Trenton station.

Philadelphia Chapter members who wish to participate will find a handy order form at the top of **Page 10** of this issue of *Cinders*. Anyone desiring to stay at the Crowne Plaza Hotel may register directly with the Hotel at 1-866-618-0410, with a reservation deadline of July 31, 2008 to receive the special ERA Convention room rate of \$129.00 per night.

A supply of the convention brochures will be available at the Chapter's May 16 and June 6 meetings.

## SEPTA 69<sup>th</sup> Street Terminal; P&W Exhibit Ceremony Set for May 10

After many months of preparation and some production delays, the exhibit commemorating the centennial of the 69<sup>th</sup> Street Terminal and inauguration of Philadelphia & Western service to Strafford will be unveiled on Saturday, May 10 in the Great Hall of 69<sup>th</sup> Street Terminal. Chapter Member John Calnan, a SEPTA service planner, was responsible for compilation of the display panels, which will be similar to those in the SEPTA headquarters at 1234 Market Street commemorating the centennial of the Market Street Subway-Elevated.

Speeches and reading of a proclamation will begin at 11:30 AM, followed until 3:00 PM by appearances by famed Philadelphia DJ Jerry Blavat, some magicians and others. Food and refreshments will be served.

As part of the commemoration, travel on the Route 100 Norristown High-Speed Line will be free between 11:00 AM and 4:00 PM on that day only.

## EXTRA LIST (Continued from Page 8)

E8 locomotives from Harrisburg to Altoona, then on to Pittsburgh, plus three trips on Saturday and on Sunday from Altoona to Gallitzin and return via Horseshoe Curve. For information, telephone 888-425-8666 (website: [www.railroadcity.com](http://www.railroadcity.com)).

**JULY 12:** Steam excursion from Tunkhannock to Jim Thorpe, PA and return via Reading & Northern's ex-Lehigh Valley mainline, using recently-restored Pacific #425. Special train leaves Tunkhannock at 9 AM, returns about 7:45 PM, with three-hour layover in Jim Thorpe. For tickets and information, contact Wyoming Valley United Way at 570-836-1661 or by E-mail to [unitedfund@mymail.emcyber.com](mailto:unitedfund@mymail.emcyber.com).

**AUGUST 29-SEPTEMBER 1:** Electric Railroaders' Association, Inc. will hold ERA 2008 Convention in Philadelphia, PA, with numerous activities scheduled. See additional details on Page 9 of this issue and event Order Form on Page 10.



# ERA 2008 Philadelphia Convention Event Order Form

## SEND THIS COUPON TO:

Electric Railroaders' Association, Inc.  
P. O. Box 3323  
New York, N. Y. 10163-3323

Please enclose a stamped, self-addressed envelope with this coupon and make check or money order payable to the E. R. A. Thank you.

Yes, I plan to attend the E. R. A.'s 2008 convention in Philadelphia. Please send me tickets for the following events.

<input type="checkbox"/>	Excursion to Rockhill Trolley Museum in Orbisonia*	Saturday, August 30	\$60 each:	<input type="text"/>
<input type="checkbox"/>	SEPTA PCC Tour	Sunday, August 31	\$50 each:	<input type="text"/>
<input type="checkbox"/>	Banquet**	Sunday, August 31	\$52 each:	<input type="text"/>
<input type="checkbox"/>	Red Arrow and New Jersey Transit Tours	Monday, September 1	\$50 each:	<input type="text"/>
--OR--				
<input type="checkbox"/>	COMBINATION TICKET FOR ALL OF THE ABOVE		\$192 each:	<input type="text"/>
<input type="checkbox"/>	East Broad Top steam excursion add-on at Orbisonia August 30		\$12 each:	<input type="text"/>

\* Cost of our picnic lunch is included

\*\*Check here if you want to substitute ☐ Fish or ☐ Vegetarian for Chicken \*TOTAL\*

I ☐ will ☐ will not be staying at the Crowne Plaza in Philadelphia

NAME

ADDRESS

CITY, STATE, POSTAL CODE

TELEPHONE NUMBERS

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

**FIRST CLASS MAIL**  
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Huntingdon Valley, PA 19006



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