

75th Anniversary -- 1936 - 2011



CINDERS

MAY 2011



IN THIS ISSUE

Philadelphia Chapter News.....	1, 2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
ODDS AND ENDS, by Roy L. Hudson.....	7
Extra List.....	8
Chapter Announces Closeout Book Sale.....	9
Steamtown Sets Event-Filled Memorial Day Weekend.....	10

Volume 72

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

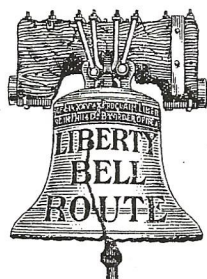
Meeting Notice

FRIDAY EVENING, MAY 20, 2011

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
(\$9.00 after 5 PM). There is a new underground garage directly
across from the Jefferson Alumni Hall (entrance on 11th Street just
above Locust) which is very handy. *(Please note that we are in the
process of updating the garages and prices and this will be
completed during the fall months.)*



Our meeting on Friday, May 20, 2011 will
feature Chapter Member Dale Woodland,
with a Power Point presentation, **Lehigh
Valley Transit Potpourri**. It was 60 years
ago, on September 6 1951, when LVT
discontinued rail service between Allentown
and 69th Street Terminal in Upper Darby, so
this program is timely. Don't miss this
excellent presentation.

The evening begins with our usual optional sit-down dinner in the
Eakins Lounge, ground floor, Jefferson Alumni Hall, 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 17, 2011 to **National Director
Larry Eastwood at 215-947-5769**. The menu for the May 20
dinner is **Chicken Saltimbucca**, mushroom orzo pilaf, sautéed
green beans, **OR Stuffed Flounder** (2 pieces), a pair of potato
baskets with fire roasted vegetables tumbling out. Caesar salad,
rolls and butter, lemon crème layer cake finish out this attractive
dinner. The Chapter needs to meet a minimum guarantee of 18
meals in order to provide a meeting room for members. Come out
for dinner before our meeting. It's an enjoyable full-course meal,
plus informal conversation, all priced at an affordable \$20.00 per
person. Optional glasses of wine, \$2.00 each.

Chapter Marks 75th Anniversary with Festive Banquet

On Saturday evening, April 9, 2011, Philadelphia
Chapter celebrated 75 years of recording and preserving rail
transportation history at Maggiano's Little Italy Restaurant on
Filbert Street in downtown Philadelphia. There were 67 members
and guests in attendance at the affair, which featured an excellent
program, plentiful food, and door prizes for virtually every
individual present.

Chapter President Frank G. Tatnall served as Master of
Ceremonies for the banquet. The Reverend Ronald W. Parker,
longtime friends of Frank and Mary Tatnall, offered the invocation
and benediction. During the evening's conversation it was learned
that Parker's wife, Jo, also present, had employment connections to
the Pennsylvania Railroad.

NRHS Eastern Region Vice President John Sweigart
and his wife, Peg were on hand, as John presented National
Director Larry Eastwood with the NRHS certificate marking 75
years of affiliation with the Society. Following John's
presentation, Eastwood presented those members in attendance
with their 25 and 50-year NRHS membership pins, together with a
congratulatory letter from NRHS Membership Awards Director
Joseph Maloney.

Also present as guests of the Chapter were SEPTA
General Manager Joseph M. Casey and his wife, Carol. It was
noted that many members of Philadelphia Chapter were either
present or former employees of the Authority, as well as the many
predecessor private transportation entities which today make up the
corporate structure of SEPTA. The Chapter's relationship extends
back over nearly 75 years with many early trips on Philadelphia
Transportation Company, as well as the Pennsylvania and Reading
Railroads. That cordial and cooperative relationship exists today,
even though changing times have of necessity limited the
opportunities for rail excursions.

(Continued on Page 2)

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

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

CHAPTER OFFICERS

President.....Frank G. Tatnall (610) 688-5623
Senior Vice President.....William Thomas III (215) 545-3198
Vice President & Treasurer.....Richard Copeland (215) 343-2765
Secretary.....R. L. Eastwood, Jr. (215) 947-5769
National Director.....R. L. Eastwood, Jr. (215) 947-5769
Historian.....Larry A. DeYoung (610) 293-9098
Editor.....R. L. Eastwood, Jr. (215) 947-5769

COMMITTEE CHAIRS

Equipment.....David R. McGuire (856) 241-8046
Membership.....Sheila A. Dorr (610) 642-2830
Program.....William Thomas III (215) 545-3198
Publicity.....William C. Faltermayer (215) 591-9018
Trip.....R. L. Eastwood, Jr. (215) 947-5769
Webmaster.....John P. Almeida (215) 361-3953

MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Check at Security Desk in Lobby for exact dinner and meeting room location. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

ANNUAL MEMBERSHIP DUES: \$54.00 per person, which includes Chapter and National dues. Chapter-only dues \$18.00 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.

Individuals interested in supporting Philadelphia Chapter and its local rail preservation activities may become a part of Philadelphia Railfriends. This non-membership category is available for an annual contribution of \$25.00. Forward remittance, payable to "Philadelphia Chapter, NRHS" to the Chapter's P. O. Box above, indicating it is for "Philadelphia Railfriends".

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

If your *Cinders* is received damaged or incomplete, please contact the Editor at the address above to receive a replacement copy. Requests may also be made by telephone to 215-947-5769, or be E-mail to reastwood2@comcast.net.

IMPORTANT NOTICE!!!! Regarding our Dinner/Meeting at Thomas Jefferson University

Philadelphia Chapter has been notified by the Catering Manager at Thomas Jefferson University that the Faculty Club we have been having dinner and meetings in for several years is no longer available to us because it is being converted into a computer laboratory.

For our May and June, 2011 meetings, our optional dinner will be in the Eakins Lounge, on the first floor of the Alumni Hall. Our May and June meetings will be in Room 207 of the Alumni Hall. A notice will be posted with the Security Officer as you enter the building as a reminder. Please look for it.

If your *Cinders* Arrives in Bad Condition

If your *Cinders* arrives damaged or with pages missing, contact Editor Larry Eastwood at 215-947-5769 or reastwood2@comcast.net and a replacement copy will be promptly be sent to you.

Chapter Marks 75th Anniversary with Festive Banquet (Continued from Page 1)

Robert S. McGonigal, Editor of Kalmbach's *Classic Trains* Magazine, himself a Philadelphia Chapter member and native of Glenside in Montgomery County was the featured speaker for the event. Rob's PowerPoint program covered the history of the Pennsylvania Railroad's GG1 electric locomotive, and how Kalmbach's *Trains* Magazine covered the classic machine. Because the date of the banquet was 4/09/11, Rob paid particular attention to GG1 #4911, weaving through his program each time the locomotive was mentioned in *Trains*.

Following dinner, door prizes were awarded to each person in attendance. Norfolk Southern Corporation generously provided a baseball cap, Christmas tree ornament, 2011 calendar and a 2012 diary book for each banquet attendee. CSX Transportation provided a whole host of door prizes from their "company store". SEPTA Assistant General Manager, Customer Service & Advocacy Kim Scott Heinle provided two highly coveted prizes (which were the first awarded), one of which was a tour of a SEPTA rail maintenance facility, and the second a tour of SEPTA's customer call center and operations center. SEPTA's Transit Gift Store provided a gift certificate. The prizes, which were awarded by National Director Larry Eastwood and his wife, Marie, included a large quantity of Morning Sun Books from the Chapter's discontinued book sales operation.

Maggiano's was picked as the venue for the banquet because of its convenient location to SEPTA Regional Rail and City Transit lines. The restaurant also has a reputation for making sure no one leaves hungry, and that was certainly true, as members feasted on Chicken Piccata or salmon filet entrees. Appetizers were stuffed mushrooms and mozzarella marinara sticks, followed by Maggiano's and Caesar salad. The entrees were accompanied by Maggiano's noted four-cheese ravioli and fettuccine alfredo. The meal, served family style to each table, was finished off with New York-style cheesecake and tiramisu.

The banquet, which honored the memory of Founding Member Robert G. Lewis, was designed to be a low-key but festive affair, and those in attendance were highly pleased with the event. NRHS and nearby Lancaster Chapter observed their 75th anniversary in November, 2010, and Baltimore Chapter marked its 75th in March with a banquet in that city.

Special Note to Chapter Dinner Attendees

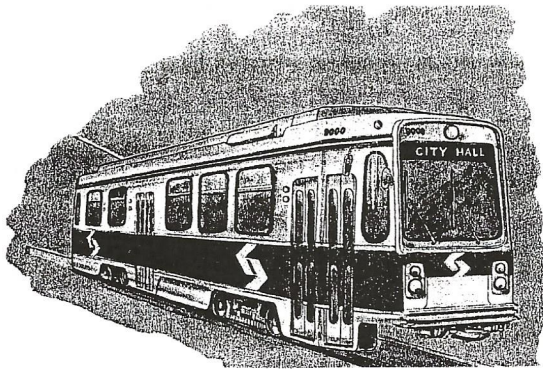
As you know, Philadelphia Chapter provides the opportunity for a nice optional dinner each month prior to its meetings, provided by Jefferson's Catering Department. The Chapter does incur a loss on these meals, but views them as an attraction to the meeting itself. At the Chapter Board of Directors meeting on April 27, it was decided to maintain the current \$20 price for the dinner, but for those desiring wine, an additional \$2 per glass will be requested. This will take effect with the May 20 meeting.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



SEPTA last month held public hearings on its operating and capital budgets for Fiscal Year 2012 beginning this July 1, and 12-year financial plans. Both the \$1.2-billion operating budget and the \$311.5-billion capital budget will be submitted to the SEPTA board at its May 26 meeting. The operating budget does not include any notable service cutbacks, but capital spending continues to be constrained by the sharp reduction in State funding that began last year. Capital spending has been cut by 25 percent from FY 2010 levels.....SEPTA's capital budget document cites a Federal study that transit operators in the U.S. need more than \$77 billion to bring their properties to a state of good repair, of which \$50 billion is needed for rail assets alone in the nation's seven "old rail cities, which includes Philadelphia.

Capital expenditures in Fiscal Year 2012 will be confined to 13 major categories. These include \$59.2 million for new buses, \$53.1 million for vehicle overhauls, \$35.8 million for Regional Rail signal modernization, \$34.4 million for infrastructure safety and renewal and \$52.7 million for debt service. Part of the outstanding debt will go toward paying for the 120 new Silverliner V commuter cars now coming on line and the rebuilding of Wayne Junction station, among other projects. Federal funding is expected to account for \$179.7 million, the State \$120.2 million and local sources \$11.6 million. The operating budget for FY 2012 projects revenues of \$487 million and subsidies of \$742.6 million to offset expenses totaling \$1.2 billionOn the capital side, the biggest item is for the acquisition of 55 new 60-foot-long articulated buses from Neoplan, the first step towards acquiring 155 "bendable" buses to replace the existing Neoplan fleet.

Systemwide, SEPTA ridership increased by 9.5 million trips during the first eight months of Fiscal Year 2011 and the most recent customer satisfaction survey showed that riders were happier with their service. During the current period SEPTA received a grade of 7.9 on a scale of one to ten, as compared with 7.1 a year earlier.....In cooperation with the City, SEPTA last month started a "pilot" program to improve service on bus Route 47. The targeted area is along 7th and 8th Streets between Market Street in center city and the Whitman Plaza

terminal in South Philadelphia, which has seen the consolidation of some bus stops, moving certain other stops to the far side of the intersections and providing extra personnel during rush hours to allow center-door boarding at 8th & Market and at 7th & Washington AvenueThe U.S. Postal Service has issued a pane of 16 "go green" stamps, which illustrate ways to conserve energy. One of the stamps shows a drawing of a bus and suggests the use of public transportation.

SEPTA held a public meeting on April 1 to provide a first glimpse into its proposed new payment technology (NPT), which up until now has been referred to as a "smart card" fare collection system. A row of posters spelling out the details of NPD was displayed on the mezzanine of the 1234 Market Street building. Total cost of the new electronic system is estimated at \$175 million (not \$150 million as stated here last month), which will be covered by a low-interest loan from the Philadelphia Industrial Development Corp. A contract may be awarded as early as this summer, with three companies already expressing interest in the project. Full deployment is expected to take about three years, with Regional Rail considered to be the most difficult challenge. Upgraded fareboxes on buses and trolleys and new entrances in subway and elevated stations will be employed with direct links to a central computer, which will subtract the fares from pre-loaded smart cards. These will include SEPTA-issued cards containing electronic chips, bank-issued debit and credit cards and at some future time even cell-phone accounts. Single-fare magnetic strip cards still will be available. Preliminary plans call for the installation of turnstiles in the five Center City Regional Rail stations and the use of hand-held "validators" by conductors on board the trains, but the possible use of one-way fares on RRD has raised doubts among many observers.

With the June timetable change, there may be a few Route 15 Girard Avenue trips diverted onto the new spur along Frankford Avenue (see February *Cinders* and previous issues). Final work on the trolley wires along the three-block line still needs to be done but otherwise everything on the double-track spur seems ready. Frankford & Delaware Avenues is to become the eastern terminus of Route 15 as soon as PennDOT begins reconstruction of the elevated section of Interstate 95 in the Port Richmond area. However it's reported that work on the highway will not begin until next year.....Route 13 Yeadon cars will be turned back at the subway portal from June to Labor Day, to allow the installation of new track in Chester and Kingsessing Avenues.....Replacement of the 40th Street bridge over AMTRAK's Harrisburg line in the Mantua area is well underway. It's not known if tracks will be laid on the new span, but for years trolleys did not operate on the now-demolished bridge due to weight restrictions.

Correcting an item here last month, SEPTA has *not* changed the name of the 36th trolley station in University City. New signs reading "Sansom Commons" were in fact installed in

(Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)

the station, pursuant to an earlier request from the U of P. The name change even appeared on some maps, but had not been approved by SEPTA management. DVARP Editor Matthew Mitchell called this an "unforced error by SEPTA," comparing it with the name changes at some suburban trolley stops and on the Norristown High Speed Line which "were made without much outside advice or review." The 36th Street station originally had been called "Sansom." In a recent terminology change for its rail operations, SEPTA no longer uses the time-honored term "subway-surface" but instead applies the term "trolley" to all of its light-rail lines powered from overhead wires. Many users feel that the traditional Philadelphia word "trolley" is much preferable to "light rail."

Pittsburgh's PORT AUTHORITY TRANSIT has been forced to cut service by about 15 percent because of a funding shortage, but it could have been much worse. PAT had planned to reduce service by some 35 percent in March, but in one of Governor Rendell's last acts in Harrisburg he diverted \$45 million in unspent Federal funds to the Pittsburgh system. But PAT still had to increase fares by around 12 percent and faces a tough future, as it depends more on State funding than does SEPTA (DVARP).....NHSL trains were forced to operate on a single track for a time on Saturday, April 16, between 69th Street Terminal and Township Line, when a fallen tree blocked the outbound trackAt about 8 AM on Thursday, March 31, a 19-year-old man rushing to catch a Route 101 car at Terminal Square in Upper Darby fell under the car and was seriously injured. Trolley service to and from 69th Street was suspended for about 45 minutes.....Buses substituted for Route 11 trolleys between 69th Street and Darby over the weekend of April 15-17 because of overhead power constructionMarket-Frankford Line service was disrupted in center city for about 45 minutes during the morning rush of Monday, April 18, due to a switch problem. Buses were pressed into service between the 15th Street and Spring Garden stationsA teenage male was captured by police on Saturday, April 23, after he tried to rob a 22-year-old man on the steps of the Susquehanna-Dauphin station of the Broad Street Subway, and during a struggle shot the victim. The northbound platform was closed during the police investigation and the victim was taken to Temple University Hospital.



SEPTA REGIONAL RAIL

By the end of April, 16 new Silverliner V cars had been delivered to SEPTA, with a six-car set and a five-car set in weekday rush-hour service. The most recent arrivals were single cars #706 and 707 on Wednesday, April 27. There have been some relatively minor teething issues with the new cars, such as inoperable doors and air brake problems.....SEPTA

is in the midst of a large station improvement program. The new Fox Chase station is to be dedicated on May 20 and the restoration of two historic buildings on the Media-Elwyn line is all but completed. Morton station, built by the Pennsylvania Railroad in 1880, has received a full makeover (except that the station and platform signs still read "R3 Morton"), and the Clifton-Aldan station, built in 1869, is nearly complete. Primos is receiving high-level platforms and a new Ryers station with a high-level platform is rising just south of Fox Chase. But funding is still being sought for the restoration of the PRR's Villanova station (1872) on the Paoli-Thorndale line. Several stations, such as Narberth, Wynnewood and Haverford, have gotten the new standard blue-and-white platform signs. Rebuilding work has been done at numerous locations elsewhere on the system, such as the ex-Reading Langhorne station and the 1878-vintage Tulpehocken station on the Chestnut Hill West Line, which was probably the most dilapidated structure anywhere on SEPTA. High-level platforms also have been installed at Croydon on the Trenton line, but other work there is still underway.

One of Regional Rail's senior citizens, Silverliner II #219, was returned to active service after being set aside for repairs last June. Of the 55 Silverliner II's built by Budd in 1963 for the PRR and Reading, 47 are still on the active roster (five are currently stored), together with 14 of the 20 Silverliner III's built by St. Louis in 1967.....Construction of the new SEPTA 1-A substation at Spring Garden Street, west of 30th Street Station, is proceeding rapidly, with the brick walls complete and installation of electrical equipment in progress. The facility will replace an unreliable 1920's-era AMTRAK substation which currently feeds power to SEPTA's center city tunnel and nearby yards.....SEPTA has leased an additional 75 parking spaces near Hatboro station, nearly doubling the parking capacity at that busy station (DVARP).

Restoration of the Wayne Junction station (see March Cinders) has vaulted to the top of SEPTA's to-do list. The \$27.2-million project will receive funding from a bond issue, and on April 28 Federal Transit Administrator Peter Rogoff handed over a check for \$3.8 million to complete the funding package. Wayne Junction, which decades ago was a key boarding point for both Reading and B&O long-distance trains, could compete with Tulpehocken as the most run-down station on the entire Regional Rail system. Restoration work should be completed by 2014. On the other hand, the long-planned project to extend the Media-Elwyn line three miles to Wawa apparently will remain stalled for many years to come. SEPTA has no money for Wawa in its capital program until Fiscal Year 2016 and beyond.

A consulting engineer's report released last month recommends that the proposed extension of commuter rail service from Lansdale to Quakertown be trimmed back to a terminus at Pennridge, just north of Telford. The eight-mile extension along the old Reading Bethlehem branch through Souderton would be electrified and cost about \$182 million. Running time from Pennridge to center city is estimated to be 69 minutesThe ambitious plan to remake downtown Ardmore and build a new rail station appears to be back on track, but somewhat reduced in scope (see April Cinders and previous issues). Unlike the last change in the plan, this time the passenger station would be built as part of the basic design, rather than being postponed until additional funding could be found.

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

Overhead electrical problems were the major cause of delays last month. On Tuesday, April 26, a fire in an AMTRAK locomotive at Wilmington station around 5 PM (see below) delayed five SEPTA trains in the Wilmington area. Then, at 6:30 two-car train #9261 stalled on #4 track just north of Darby station, and the crew was unable to lower the pantographs. It was unclear whether the outage was somehow related to the Wilmington emergency or was caused by #9261 shooting the line. Catenary power on #4 was knocked out south of "Arsenal" interlocking in Philadelphia, forcing the cancellation of SEPTA's Wilmington and Airport services. Power was restored around 7:45 but #9261 still could not move. After being stranded for more than 1-1/2 hours, the 110 passengers on #9261 were rescued by train #4265 operating on #3 track. At 9:35 PM the two cars from #9261 finally were towed back to Philadelphia by diesel #70. Three other trains also had to be annulled and at least a dozen were delayed by the power outage. Another power problem occurred on Monday morning, April 11, when wire damage at Trenton station delayed ten SEPTA trains as well as several AMTRAK and NJ TRANSIT trains. On Tuesday evening the 19th Wilmington-bound train #4249 shot the line on #4 track at "Baldwin," near Chester, and although power was restored within ten minutes six other trains were delayed. Then, late on Thursday the 21st Doylestown-bound #592 suffered pantograph damage just north of Lansdale station. Three other trains had to be annulled to and from Doylestown, with buses pressed into service.

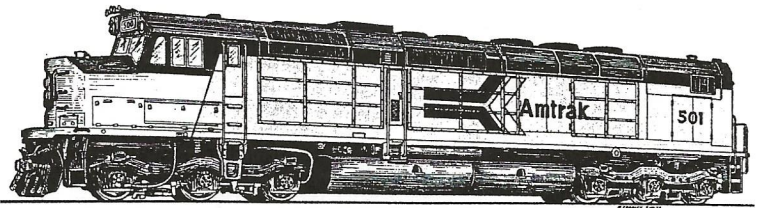
Other miscellaneous events: On Thursday evening, March 31, three new Silverliner V cars operating as train #1256 out of Newark stalled near Prospect Park and its 45 passengers were rescued by following train #9260. Late-evening train #279 on Tuesday, April 5, struck and killed a trespasser on the tracks near East Falls station. On Monday morning the 11th the pantograph on AEM-7 #2303 could not be raised and push-pull train #6321 **Neshaminy Limited** had to be cancelled. Five days later, after heavy rains, West Trenton-bound trains #4370 and 4374 were terminated at Bethayres due to water over the rails near Trevose. That same evening several trains on the Norristown Line were delayed by reports of flooding. A train at Chestnut Hill West station derailed the truck of one car on Thursday, April 21, caused by a chock under one wheel. And a suspicious bag found in a car on train #9720 the morning of Monday, April 25, delayed that train for nearly an hour at Croydon station, as police investigated. Six other trains suffered lengthy delays.



**NORTHEAST
REGIONAL AMTRAK**

As Cinders went to press, AMTRAK was preparing for its fourth annual National Train Day celebration on Saturday, May 7, which also marks the railroad's 40th anniversary. The theme of the event is "Discover the Rail Way" and one of the four principal venues will be Philadelphia's 30th Street Station. Numerous attractions will be available to the public as well as an extensive display of Amtrak locomotives, equipment and at least five private cars. It is hoped that one of the six diesel locomotives painted in "historic" Amtrak paint schemes (see April *Cinders*) will be on display. The touring anniversary train is due here on May 28-29 (see article elsewhere in this issue). A new National timetable should be available on National Train Day, with an effective date

of May 9.....Bennett and Eric Levin were to run their restored ex-Pennsy E8 locomotives and several private cars from Philadelphia to Chicago for AMTRAK's National Train Day event in that city. The train was scheduled to leave 30th Street Station on the morning of Wednesday, May 4.



April was a bad month for delays on the Northeast Corridor. One of the most serious incidents occurred on Tuesday afternoon the 26th. As northbound train #92 **Silver Star** arrived at Wilmington station at 5 PM, the engineer on AEM-7 #911 reported smoke entering the cab. Soon the front of the unit was engulfed in flames and the crew and 180 passengers were evacuated from the train. The Wilmington Fire Department ordered everyone out of the station, and a diesel unit was positioned to pull the disabled train 1.5 miles back to West yard where the firefighters could work without being impeded by overhead wires. Once the 911 was cut off, the ten-car train was moved back to the station to handle baggage, then it was deadheaded on to New York. At least ten other Amtrak trains were delayed, not to mention SEPTA trains. Track #3 remained in service throughout the emergency but tracks #1 and 2 were shut down until about 8 PM.

Two trespassers were killed at New Brunswick last month, each incident resulting in many delays to both AMTRAK and NJ TRANSIT trains. At 7:15 PM on Friday, April 15, a man was struck and killed by Keystone train #655 at the Jersey Avenue station, causing up to one-hour delays. Then, at 4:35 PM on Tuesday the 26th a woman jumped in front of train #651 at New Brunswick station, again forcing many delays. Train 651 was terminated, its passengers transferred to train #127.....Regional train #161 out of New York had to be terminated at Newark (NJ) station on Saturday, April 23, when HHP-8 locomotive #663 shut down. Passengers were accommodated on following trains. The next afternoon train #157 stalled just north of Baltimore, when AEM-7 #906 died. Passengers were transferred to trains #145 and 99.

AMTRAK Police Chief John O'Connor last month announced a new security program, which enlists the help of railfans and the public to report suspicious activity around the railroad. The program is modeled after BNSF's Citizens for Rail Security initiative, launched in 2006. Those who wish to participate in the "PASS" (Partners for Amtrak Safety and Security) program may register at pass.amtrak.com and a PASS card will be issued. Amtrak's emergency police telephone number is 800-331-0008.....AMTRAK shut down its online reservations and ticketing system on Sunday, April 17, to allow for the transition to a new server. But technical problems were encountered and the system was not fully up and running until the following Wednesday.....*Bloomberg Businessweek* magazine ran an article in its April 11 edition on the new low-fare "curbside" bus operators, which to some extent compete with AMTRAK along the Northeast Corridor and elsewhere. Both Megabus and Bolt Bus operate from street loading areas just west of 30th Street Station.

(Continued on Page 6)

PHILADELPHIA EXPRESS

(Continued from Page 5)



CSX,
NS,
OTHER ROADS

PATCO suffered a serious accident early on the morning of Saturday, April 16, when an eastbound train struck a metal object on the track as it approached the City Hall station in Camden. The object was dragged into contact with the third rail, producing an arc which in turned caused heavy electrical and smoke damage to the front end of car #283. All 33 passengers were evacuated, with five taken to the hospital for treatment of smoke inhalation. The car will be sent to the Alstom shop in Hornell, NY, as part of the fleet rebuilding project (see April *Cinders*)Longtime PATCO General Manager Robert A. Box will retire this year (DVARP).

A southbound NJ TRANSIT River Line train struck and killed a 45-year-old man on the evening of Friday, April 15. The man was lying on the track near the Cooperstown Road crossing in Delanco (Richard Barben).....NJT is due to resume its ACES express train service between New York City and Atlantic City on Friday, May 13. The Friday-Sunday service was suspended in January due to low winter ridership..... Former Public Service/NJT PCC car #6, which for many years was used on the city subway line in Newark, has been acquired by the Railways to Yesterday museum in Orbisonia, PA.

A CONRAIL stone train with NORFOLK SOUTHERN D9-40C locomotive #8790 in the lead struck an auto at the Station Avenue crossing in Haddon Heights on Friday morning, March 18. The 23-year-old driver was killed in the 3 AM collision (Richard Barben).....Both CSX and NS reported good financial results for the first quarter of 2011, reflecting increases over the same period in 2010. CSX had net income of \$395 million on revenues of \$2.8 billion and an improved operating ratio of 72.5 percent, while NS reported net income of \$325 million on revenues of \$2.6 billion and an operating ratio of 77.1 percentCSX CEO Michael Ward told Bloomberg News last month that he doesn't think his railroad can support the Administration's high speed passenger rail program (NARP).

READING & NORTHERN finally has removed all the stored freight cars from its ex-Pennsy Temple-to-Hamburg branch. But this does not mean that the Reading Company T&HS can begin operating excursions out of its museum site in Hamburg, due to poor track conditions on the line. As noted here last month, *Railway Age Magazine* has recognized RBM&N as its Regional Railroad of the Year.....In its May issue *Trains Magazine* publishes a two-page spread showing the location of all 415 rail hiking and biking trails in the U.S. of ten miles or more in length.....After many years in dead storage, ex-Pennsy doodlebug car #4666 is being restored at the BLACK RIVER & WESTERN shop in Ringoes, NJ (Trainorders.com)Berks Area Reading Transportation Authority (BARTA) is planning a \$4.1-million restoration of the historic ex-Reading Company Franklin Street station in Reading. It will be used as a bus station (*Railpace*).

Amtrak Anniversary Train to Visit 30th Street in June

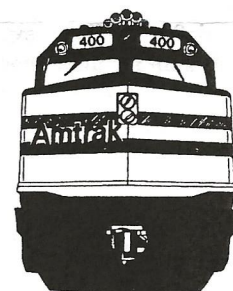
Amtrak's 40th Anniversary display train will visit several Northeast Corridor cities this spring and summer, including a stop at 30th Street Station on Memorial Day weekend, May 28-29. The train will be open to the public from 10 AM to 4 PM both days.

The tour will begin on National Train Day, Saturday, May 7, at Washington Union Station with later weekend stops to include:

Lorton, VA (May 14-15)
Baltimore, MD (May 21-22)
Philadelphia (May 28-29)
Perryville, MD (June 4-5)
Harrisburg, PA (June 11-12)
Strasburg, PA (June 18-19 and June 25-26)
Springfield, MA (July 9-10)
New Haven, CT (July 16-17)
New London, CT (July 23-24)
Providence, RI (July 30-31)

Additional stops are likely to be announced by Amtrak.

The five-car "Heritage" train will be hauled by rebuilt P40 #822, built by General Electric in 1993, with former EMD F40PH #406 dating from 1988 serving as an unpowered cab control car. Both have been painted in the retro "Phase III" scheme featured by a band of three evenly-spaced red, white and blue stripes as introduced by Amtrak in 1979.



Here is the train consist:

- Display car 10095, built by Budd in 1953 as Santa Fe baggage car 3512, later Amtrak 1029 and Amtrak 1856.
- Display car 10094, built by Budd in 1957 as Santa Fe baggage car 3547, later Amtrak 1061 and Amtrak 1228.
- Display car 10093, built by Budd in 1953 as Santa Fe baggage car 3535, later Amtrak 1049 and Amtrak 1222.
- Crew sleeper 10020, built by Budd in 1950 as Union Pacific 1404-**Pacific Bend**, later Amtrak 2603 and then 2903, retaining the name. In 1994, the car was converted to crew dormitory 2504 until 2006. In 2007, the car was modified for use by the Amtrak Police Department as a Special Communications Car. It was renumbered 10020-**Pacific Command**. It has regained its **Pacific Bend** name for this special.
- Gift shop/exhibit car 85999, built by Budd in 1976 as Amfleet I coach-club 20130. In 2000, the car was converted to Capstone Café car 85004 for Northeast Regional service.

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

(This column appears on a reasonably regular basis to provide Cinders readers with some useful as well as interesting information which has been gathered from miscellaneous sources. Mr. Hudson pens a column called "Comments from Track 34" for New York RRE; he has given us permission to use material from that publication for Philadelphia Chapter members.)

Historic Ramblings: As we observe 75 years of existence, in June, 1939, NRHS had a two-day convention in New York City. On Saturday, they rode in special cars between Grand Central Terminal and Croton-Harmon on the New York Central for a tour of the steam and electric facilities located there. That night, a banquet was held at the host hotel and on Sunday the group had a chartered "open car" on the Brooklyn & Queens Transit Lines. This was for a trip over the Brooklyn Bridge, followed by runs over various lines in the two boroughs to Corona and a visit to the New York World's Fair. The "package", not including NYWF gate of 75 cents per person, but including hotel, banquet and trips came to \$4.80 – that's correct, the decimal point is in the proper location (NRHS Bulletin).

Speaking of vintage trips, Cinders Editor Larry Eastwood recently picked up a lot of old NRHS excursion tickets on eBay. The included a souvenir ticket from Sunday, May 14, 1939 over the entire system of the Wilmington (DE) Trolley Company. The trip committee was none other than E. Lewis Pardee (later NRHS President and Chairman) and Walter A. Zackon (longtime Philadelphia Chapter member). Who knows anything about this trip?.....The next year, on Sunday, December 15, 1940, Philadelphia Chapter held its "1940 Christmas Party" with an "annual trip" over the Philadelphia & Western Railway, and a tour of PTC's Terminal facilities (all at 69th Street Terminal, of course).....Then, we have a ticket from Sunday, April 8, 1945 (during World War II) from a Philadelphia Transportation Company trip from Torresdale to Chester and other City Lines. Amazing!!

But, we're not done. In Sunday, July 21, 1946, we have a ticket "Good for one round-trip on special car over all divisions of the Red Arrow Lines". Leaving 69th Street Terminal at 11 AM, EDT, we're sure the trip covered Ardmore, Media, Sharon Hill and West Chester. We wonder if they went to Strafford and Norristown on the P&W as well.....On Sunday, September 21, 1947, there is a souvenir coupon on a joint trip by the National Railway Historical Society, Inc. and the Penn-Jersey Railroad Club (who was the latter group????) Railfan Special via Reading Railroad. The ticket says the trip left Reading Terminal at 8:30 AM, but doesn't provide a destination, but did cost \$4.25 for adults (including Federal Tax!).....Lastly was the famed trip on Sunday, May 2, 1948 via Reading Railroad and the Cornwall Railroad which departed Reading Terminal at 9:00 AM, and stopped at North Broad Street station at 9:07.

More Vintage Stuff: The Long Island Rail Road is over 175 years old. The line was incorporated on April 24, 1834 and is the oldest railroad in the United States still operating under its original name. It is also the busiest commuter road in North America, carrying over 80 million riders every year. Some may remember the customer service campaign in the 1950's and 1960's that featured "Dashing Dan" and later "Dashing Dottie" logos that were featured in print and on the slide of LIRR's passenger equipment (BLET News).....In 1886, Richard Sears was the Minneapolis & St.

ATTENTION ALL MEMBERS!!

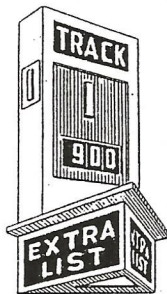
Philadelphia Chapter's June, 2011 meeting will be held on the second Friday in June so as to not conflict with members' travel plans to the NRHS Convention in Tacoma, WA June 20-26, 2011. Please mark your calendars so you are present at our meeting on **FRIDAY, JUNE 10, 2011 as we close out the current meeting season.**

Louis Railway's agent at North Redwood, MN. He received a shipment of watches that went unclaimed, and he started selling them by mail order. That's right, the venture eventually became the Number 1 mail order retailer in the world – Sears, Roebuck & Co. (*The Timetable Collector*).....In New York City, at the 59th Street stop on the West Side IRT Line, a mosaic installed around 1901 has been brought to light. It depicts a museum-quality terra cotta of Christopher Columbus's ship the **Santa Maria**. It has been restored and will be put on permanent display at the station (R. A. Lowe – BLHS Bulletin).

In the early 1950's, the New York, Ontario & Western still served the Port of New York. The "Old Woman" used New York Central's passenger station and yard facilities in Weehawken, NJ, but also had two of its own piers there. These could berth two ships for loading with a third waiting. They were the only high-level piers in the New York Harbor where bulk cargo could be dumped directly into vessels by gravity and they had a capacity of 300 to 500 tons per hour. The "Weary" had freight stations at 36th Street and Barclay Street on the North (Hudson) River and Pier 34 on the East River. All of its lighterage and carfloat service was performed under contract with other railroads (*Railroads of New York*).....The event was reported earlier in Cinders, but on December 30, 2010, the last Kodachrome slide film processing lab shut down. Dwayne's Photo in Parsons, KS had a last-minute flood of business, but a record holder of sorts must have been Jim Denike, a railfan/railroad employee from Arkansas. He brought in 1,580 rolls of freezer-stored Kodachrome, paying \$15,798 to process more than 50,000 slides with money he borrowed from his father's retirement account!! The much-admired film made its debut in 1935 and was a victim of the digital age *New York Times Online*.

Jersey Central's **Blue Comet**, in spite of using steam power, a slower route, and several more stops made comparable time between New York City and Atlantic City, with NJ Transit's ACES train, which will resume operations this month. The ACES, of course, operates via Frankford Junction in Philadelphia, then over the Delair Bridge to the famed Boardwalk. The **Blue Comet** was partly a victim of the Pennsy's **Nellie Bly**, which operated via Trenton and Burlington, NJ enroute to the Shore, a service which lasted into the 1960's (*New Jersey Transport Heritage*).....CSX Transportation on December 14, 2010 removed the last semaphore signals on the former Monon Route at North Crawfordsville, IN. Now, the last active semaphores in the United States on Burlington Northern Santa Fe's ex-Santa Fe route between Raton and Lamy, NM, used by the Amtrak's **Southwest Chief** (*NorthWestern Limited*).....In Massachusetts, the Cape Cod Canal lift bridge turned 75 years old last November. The ex-New Haven Railroad structure is the second-longest lift bridge in the World, after the Arthur Kill bridge built for the Baltimore & Ohio/Staten Island Rapid Transit (*Cape Rail Dispatch* and Roy).

MAY 13-14: East Penn Traction Club will sponsor **20th National Model Trolley Meet** at the Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA 19456. Layouts, displays and dealer tables. For additional information, visit website: www.eastpenn.org.



MAY 14: "Day Cape Codder II" special train over the Cape Cod Central and Mass Coastal Railroads will be sponsored by Mass Bay RRE. Trip will operate West Barnstable-Buzzards Bay-Middleboro to Hyannis and return. MBTA Commuter Rail connection from and to Boston possible. For complete information and ticket ordering, call Mass Bay RRE at 978-470-2066 or visit website: www.massbayrre.org.

MAY 13-15: "Conrail Days" at the Railroad Museum of Pennsylvania, jointly sponsored by Conrail Historical Society. Regular museum hours and admission charges apply. For contact information, see Through December 31 item below.

MAY 16: West Jersey Chapter, NRHS will hold its Monthly Chapter Meeting at 7:30 PM, in Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ. Program will feature NRHS Member J. William Vigrass with a program on PATCO's search for additional cars, 1971-1980.

MAY 20: Dedication of SEPTA's new Fox Chase Regional Rail Station, 10:00 AM.

MAY 21: Southampton Railroad Station Society presents its first annual "Armed Forces Day Railfest" at Klinger Middle School, 1415 Second Street Pike (PA Route 232) in Southampton, Bucks County, PA. Event will run from 9:00 AM to 4:00 PM. Admission: adults \$5.00, children 12 and under free when accompanied by an adult.

MAY-JUNE, 2011: Willow Grove 300: A celebration of the Tricentennial of Willow Grove, PA. Many different activities over the two-month period, including advertised rail excursion from Willow Grove to New Hope, PA and return (**TRIP SOLD OUT AS OF APRIL 22**). See article in April *Cinders* and, for up-to-date information visit website: www.willowgrove300.com.

JUNE 4: West Chester Railroad will host "The Lansdale Day Special" excursion train from West Chester, PA to Lansdale, PA and return. See separate article below.

JUNE 4: Annual Spring "Bus Fling" will take place at the Museum of Bus Transportation (Antique Automobile Club of America Museum), 161 Museum Drive, Hershey, PA, 8:30 AM to 4:30 PM. Admission: \$2.00 per person. An all-day transportation-related flea market will be held in the Museum building (table rental \$35.00 each). Antique, contemporary and other interesting buses will be on display in the Museum and on the grounds. For more information, telephone 717-566-7100, extension 119 or visit website: www.busmuseum.org.

JUNE 18: Mass Bay RRE and Berkshire Scenic Railway Museum present "Berkshire County Rambler" excursion from Lenox to Pittsfield and Great Barrington, MA. Trip departs Lenox, MA at 10:30 AM, returning at 4:45 PM. Trip capacity is limited, and tickets are \$59 each (MBRRE/BSRM members \$49), children under 14 \$29. Optional box lunch \$11. Order tickets,

making checks payable to Mass Bay RRE and including #10 stamped, self-addressed envelope to: Mass Bay RRE, Box 4245, Andover, MA 01810-0814. For additional information, telephone 978-470-2066, or visit website www.massbayrre.org.

THROUGH DECEMBER 31: Exhibit on railroad communications and signaling at the Railroad Museum of Pennsylvania, Strasburg. Displays, photographs, artifacts and videos will tell the story of railroad "C&S" over the years. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

West Chester Railroad Schedules "Lansdale Day Special" on June 4

West Chester Railroad will host the "Lansdale Day Special" excursion train from West Chester to Lansdale, PA and return on Saturday, June 4. The special train will consist of WCRR's Montreal Locomotive Works C424 diesel #4230 and RS18u diesel #1803 (both ex-Canadian Pacific) between West Chester and 30th Street Station, plus ex-Reading "Blueliner" coaches. At 30th Street, the 4230 will be removed and SEPTA Genset #70 will be added to take the train to Lansdale and return.

The special train will depart West Chester's Market Street station at 9:00 AM, and will make a flag stop for passengers at SEPTA's Elwyn station at 10:10. The train will also accept passengers at 30th Street Station, departing there at 11:45 AM. The train is expected to arrive at Lansdale at 12:30 PM, where passengers may take part in the Lansdale Day Festival. Returning, the train will depart Lansdale at 3:30 PM, arriving 30th Street at 4:30 PM, Elwyn at about 5:50 PM and West Chester at 7:00 PM. Passengers may visit the North Penn Rotary Club website, www.RotaryClubOfNorthPenn.org, to learn about various activities during the Lansdale layover.

Tickets are \$50.00 per person, regardless of boarding location and may be ordered on-line at www.WestChesterRR.com, using a credit card, or by mailing check to: West Chester Railroad, ATTN: Lansdale Trip Tickets, P. O. Box 385, Yorklyn, DE 19736-0385.

Addenda to American Trolley Cities

The April issue of *Cinders* featured a list of American cities which currently operate trolleys or electric light rail vehicles in regular public service. One city was inadvertently omitted:

St. Louis has a light-rail line which also passes through a subway (a former railroad tunnel) beneath the streets of the downtown area. Also, Seattle was left off the list of cities which operate a light rail subway tunnel (shared with trolley buses).

Several other U.S. cities are working on plans to build entirely-new light rail/trolley systems, including Washington DC, Atlanta and Tucson, AR. The question of how to apply the terminology of "trolley" vs. "streetcar" seems to be one of local preference. A recent article in *Railway Age* uses the streetcar designation exclusively to describe rail lines that actually operate in city streets.

Chapter Closes Out Hard-Cover Book Inventory – 50% OFF!!!

(Rare opportunity to add to your rail library at greatly reduced prices!!)

Back in 2009, Philadelphia Chapter, NRHS ended its book sales program. This was caused by the declining number of train shows in the Philadelphia area, plus the logistics of maintaining and moving a large inventory of books, as well as the fact that it was hard to staff train shows, where they were available.

The Chapter has some inventory of books left, and we will be selling them at **50 percent off** their **list price**. Where applicable, the Chapter will absorb the Pennsylvania and/or Philadelphia sales tax. Most of the books are the famed Morning Sun Books, and this represents an opportunity to add to your library at rock-bottom price. Shipping (Media Mail) will be \$4.00 per book, covering the cost of postage and mailing bag for each book.

To reserve a book listed below, you are requested to contact Editor Larry Eastwood at 215-947-5769 (leave message, including name, phone number and title, please), or by E-mail to this E-mail address: ayrestower@comcast.net.

This will be your final opportunity to secure these titles, so you should act immediately to insure you can get one. Titles are arranged by price, as follows:

TITLES AVAILABLE AT \$22.50 EACH:

Erie Lackawanna in Color, Vol. 1: The West End, DeYoung
Wabash in Color, David R. Sweetland
(the above two titles are all believed to be out-of-print)

TITLES AVAILABLE AT \$25.00 EACH:

ALCO Official Color Photography, Walter A. Appel
ERIE LACKAWANNA COLOR GUIDE FRT/PSGR EQUIP
 Larry DeYoung
ERIE LACKAWANNA IN COLOR, Vol. 4: The Early Years
 Larry DeYoung
MAINE CENTRAL IN COLOR, Volume 1, Jeremy F. Plant and George F. Melvin
MISSOURI-KANSAS-TEXAS IN COLOR, R. B. George, Jr.
NEW HAVEN TRACKSIDE, Thomas J. McNamara
NEW YORK CENTRAL COLOR GUIDE FRT/PSGR EQUIP, David R. Sweetland and Robert J. Yanosey
NEW HAVEN COLOR GUIDE TO FREIGHT AND PSGR EQUIP, David R. Sweetland with Stephen Horsley
PENNSY DIESEL YEARS, VOL 6, Robert J. Yanosey
PENNSYLVANIA TROLLEYS, Vol. 1 – Anthracite & Pennsylvania Dutch Regions, William D. Volkmer
READING COLOR GUIDE TO FREIGHT/PASSENGER EQUIPMENT, Craig T. Bossler
SEABOARD AIR LINE COLOR GUIDE TO FREIGHT AND PASSENGER EQUIPMENT, Paul Faulk

UNION PACIFIC TRACKSIDE, with Lou Schmitz
CANADIAN NATIONAL COLOR GUIDE TO FREIGHT & PASSENGER EQUIPMENT, Vol. 2, by John Riddell
CHICAGO & EASTERN ILLINOIS RAILROAD IN COLOR, by Edward M. DeRouin
MAINE CENTRAL IN COLOR, by Jeremy F. Plant and George F. Melvin

TRACKSIDE AROUND BOSTON, 1942-1962, with Lawson Hill, by Carl R. Byron

TITLES AVAILABLE AT \$27.50 EACH

PENNSY DIESEL YEARS, Volume 2, by Robert J. Yanosey
(this volume believed to be out-of-print)

TITLES AVAILABLE AT \$30.00 EACH

BALDWIN DIESELS – VOL. 1 IN COLOR (Owners A-G) by Jim Boyd
BALTIMORE & OHIO IN COLOR, Volume 1, by David T. Mainey
BURLINGTON NORTHERN COLOR GUIDE TO FREIGHT & PASSENGER EQUIPMENT, by David G. Casdorff
CANADIAN NATIONAL STEAM IN COLOR, Vol. 1 – Ontario & East, by Kevin J. Holland
CHICAGO, BURLINGTON & QUINCY in Color, Volume 4, by Michael J. Spoor
CHICAGO, SOUTH SHORE & SOUTH BEND in Color, Volume 1-60 Years of the South Shore, by Kevin J. Holland
LEHIGH & HUDSON RIVER in Color, 1860-1976 by Jim Boyd and Tracy Antz
MONON IN COLOR, by James Lewnard
NEW JERSEY TROLLEYS in Color, by Joseph Eid and Barket Gummere
NEW YORK CENTRAL COLOR GUIDE TO FREIGHT & PASSENGER EQUIPMENT, Volume 2, by Len Killian, Jim Odell and Jeff English
PENNSYLVANIA TROLLEYS, Volume 4 – The 1940's by LeRoy O. King
RUTLAND IN COLOR, by Philip R. Jordan
TRACKSIDE ALONG THE NEW HAVEN, 1950-1956, with Arthur E. Mitchell, by Carl R. Byron
TRACKSIDE AROUND BUFFALO, 1953-1976 by Ray Richards, Reg Button & Devan Lawton
TRACKSIDE AROUND CLEVELAND, 1965-1979 with Dave McKay
TRACKSIDE AROUND SAYRE-TOWANDA-WAVERLY, with Lloyd Hall
TRACKSIDE WITH EMD FIELD REPRESENTATIVE CASEY CAVANAUGH, 1960-1962, by Casey Cavanaugh
VIRGINIAN RAILWAY IN COLOR, by William G. McClure, III and Jeremy F. Plant
WESTERN MARYLAND TRACKSIDE with George M. Leilich, by Jeremy F. Plant

NON-MORNING SUN BOOKS PRICED AS INDICATED

LOUISVILLE & NASHVILLE PASSENGER TRAINS, The Pan American Era, 1921-1971, by Charles E. Castner, Robert E. Chapman & Patrick C. Dorin **(\$17.00)**
THE READING IN THE CONRAIL ERA, Volume 1, by Dale W. Woodland **(\$22.50)**
READING DIESELS, Volume 2 – The Second Generation, by Dale W. Woodland **(\$27.50)**

Members are urged to act quickly upon receipt of this issue of *Cinders* to avoid disappointment.

Steamtown Memorial Day Weekend Features Military, FP7 Trip

On Saturday and Sunday, May 28, 2011, Steamtown National Historical Site in Scranton will pay tribute to American servicemen and women during the Park's special Memorial Day event "The Railroads and the Military – An Unbreakable Bond".

Displays of military equipment and vehicles and a military encampment set up on Park grounds will showcase numerous military items and be staffed by military re-enactors who will explain to visitors the hardships of life during World War II. The Northeastern Pennsylvania Marine Corps League Museum will showcase uniforms and weaponry and the U. S. Army's 91st Military Police Battalion out of Fort Drum NY, home of the famed 10th Mountain Division, will also participate with modern military vehicles and personnel.

As indicated in April *Cinders*, the Memorial Day event will coincide with a special rail excursion from Steamtown to the famed ex-Delaware, Lackawanna & Western Tunkhannock Viaduct at Nicholson, PA on Saturday, May 28.

The special train, headed by former Reading Company EMD FP7's #902 and 903, will depart the Steamtown Boarding Platform at 1:00 PM for a trip to Nicholson and return, featuring two stops on the viaduct to allow passengers to enjoy the great view. Passengers, however, will not be permitted to detrain.

Ticket prices for the Tunkhannock Viaduct Excursion are \$44.00 for adults (16-61), \$39.00 for seniors 62 and older, and \$32.00 for children aged 6-15. Children 5 and young will require a "no-charge" ticket, and all children must be accompanied by a parent or guardian. Limited First Class seating aboard business car **Lehigh Valley 353** will be sold at \$100.00 per person, all ages. All tickets must be prepaid, with major debit and credit cards accepted. Excursion reservations may be made by telephoning 570-340-5204 daily from 9:30 AM to 4:30 PM.

The American Red Cross will take part in the Memorial Day Weekend event with a special blood drive, held on both Saturday and Sunday from 9:00 AM to 1:00 PM. Blood donors will receive a special Red Cross tee shirt and the \$7.00 Park entrance fee will be waived for all donors.

Finally, the hilarious 1940's themed group Dietrich Theater Radio Players will present the classic radio comedies "My Friend Erma" in the Park theater on Saturday, May 28 at 11:00 AM and "My Man Godfrey" on Sunday, May 29 at 1:00 PM.

At Philadelphia Chapter's Board of Directors Meeting on Wednesday evening, April 27, Equipment Chair Dave McGuire informed the Board that a leaf spring needed for our FP7 #903 had been acquired and would be installed by Steamtown personnel prior to the May 28 excursion.

A whole host of activities, including operation of the FP7's, provide a great opportunity for Chapter members and their families to enjoy Steamtown, and Scranton on Memorial Day Weekend. A round-trip can be made on a single tank of gasoline.

SCOTCH PLAINS, NJ 07076-2636

1957 Inverness Drive

Paul G. Moore

PHRF2011

|||||

FIRST CLASS MAIL

Jenkintown, PA 19046

Permit Number 79

PAID

U. S. Postage

FIRST CLASS MAIL



Philadelphia, PA 19101-7302

Post Office Box 7302

PHILADELPHIA CHAPTER, INC.

NATIONAL RAILWAY HISTORICAL SOCIETY