

# CINDERS

JUNE 2012



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Volume 73

Number 6

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)**

### **Philadelphia Chapter, NRHS Board of Directors Meeting - Summer, 2012**

**Tuesday, July 10, 2012  
7:00 PM to 8:30 PM**

**Passenger Services Conference Room  
Amtrak 30<sup>th</sup> Street Station**

***Members of Philadelphia Chapter are  
welcome and encouraged to attend***

### **FP7's to Remain in Scranton as Static Display Pieces**

Updating what was reported in the March issue of *Cinders*, former Reading Company EMD FP7's #902 and 903, owned by the Reading Company Technical & Historical Society and Philadelphia Chapter, respectively, will not move during the year 2012 to the RCT&HS Museum site at Hamburg, PA. Investigation revealed that repairs to the Maiden Creek bridge on the Reading & Northern Railroad near Leesport, PA, had not begun, thus preventing movement of the units to Hamburg. While an temporary storage site near Temple on the R&N had been considered, the railroad was reluctant to have the 902 and 903 stored there, feeling that there would be security issues.

During May, both groups were contacted by Steamtown, requesting a progress report on movement of the units from Scranton, indicating that the Park Service would need to charge for storage of the locomotives, since they were not being utilized in an active status. Chapter Member Dale Woodland, who acts as facilitator for RCT&HS and NRHS, explained our inability to relocate the units to Steamtown Superintendent Kip Hagen, and it was agreed to have the 902 and 903 remain in Scranton through December 31 of this year, in a display status. There will be a nominal charge, shared by both groups, to cover the agreement.

### **Bill Wagner Summer Dinner August 17 in Ambler**

Philadelphia Chapter's annual Bill Wagner Summer Dinner will travel to a new location on Friday evening, August 17, 2012. We will meet at Bridget's Steakhouse, 8 West Butler Avenue in Ambler, Montgomery County. The restaurant is located on Butler Avenue less than a block east of SEPTA's Ambler Regional Rail station, on SEPTA's Lansdale/Doylestown Line.

Happy hour will begin at 5:30 PM on an individual settlement basis, and we will sit down to dinner at 6:30 PM. The menu will include a mixed green salad, choice of Atlantic salmon, braised short ribs, oven-roasted chicken, vegetable pasta or filet mignon. Dessert will be choice of vanilla ice cream, lemon or raspberry sorbet.

The price of the meal this year will be \$52 per person, and reservations and remittance for the dinner must be received by the Chapter by Monday, August 6, 2012. There will this year again be another issue of *Cinders* prior to the dinner deadline, but we provide this advance notice so members may mark their calendars. Reservations, with remittance payable to "Philadelphia Chapter, NRHS" should be sent to: Summer Dinner, Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.

Our 2011 dinner afforded the opportunity to see the new Fox Chase station on that line. This year, you'll see the new Ambler station, complete with high-level platforms. We urge you to join your fellow members on Friday, August 17, 2012, at Bridget's Steakhouse on Butler Avenue in downtown Ambler.

### **Tentative 2012-13 Meeting Dates**

Philadelphia Chapter has selected the dates below for meetings for the 2012-13 year. These dates seem to avoid conflict with an religious holidays.

September 21, 2012	February 15, 2013
October 19, 2012	March 15, 2013
November 16, 2012	April 19, 2013
December 14, 2012	May 17, 2013
January 18, 2013	June 14 or 21, 2013

Further details will be forthcoming in the July and September issues of *Cinders*.



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

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**MEETINGS:** 7:30 PM, third Friday of each month (except second Friday in December and June), 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.

**2012 ANNUAL MEMBERSHIP DUES:** \$54.00 per person, which includes Chapter and National dues. Additional Chapter membership 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 an Additional Chapter membership. Members joining this category are required to furnish Philadelphia Chapter with their home chapter and membership number. Note: **National NRHS dues are expected to rise for the year 2013.**

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, or by electronic mail to [ayrestower@comcast.net](mailto:ayrestower@comcast.net).

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 by E-mail to [ayrestower@comcast.net](mailto:ayrestower@comcast.net).

## Important Phone Numbers

*CINDERS* lists below the telephone numbers which should be used to report suspicious sightings, emergencies or other conditions affecting rail operations, including trespassers, vandalism, fires, defective equipment, etc.

<b>AMTRAK</b>	<b>800-331-0008</b>
<b>CSX</b>	<b>800-232-0144</b>
<b>CONRAIL Shared Assets</b>	<b>800-272-0911</b>
<b>NJ TRANSIT (NJ only)</b>	<b>800-242-0236</b>
<b>NORFOLK SOUTHERN</b>	<b>800-453-2530</b>
<b>PATCO Transit</b>	<b>856-963-7995</b>
<b>SEPTA</b>	<b>215-580-8111</b>

## NRHS Mails Election Ballots; National Dues Increase Proposed

On June 1, NRHS mailed a Notice of Election for two national officers, five global directors, and two district directors for each of nine districts of the Society. The sum total of these individuals will mean that NRHS will have a Board of Directors consisting of 25 individuals. There are seven districts consisting of a little over 1,400 chapter members each. Most districts cover several states, but Pennsylvania is its own District (2), because it has many more members in just the one state. Two other districts will represent At-Large members.

Over the last couple of years, the Society has expended considerable energy (and yes, precious financial resources) on a restructuring of the Board of Directors, because current NRHS top management has felt that the present board of directors is too large and unwieldy. The ballot members will vote on provides for two and four-year terms of office. Within District 2, the candidates are Harold Shaak of Lancaster Chapter and Mark Eyre of Harrisburg and Central Pennsylvania Chapters.

On the ballot you received, there is only one person for each position. However, during the first week of June, a grassroots effort has arisen for a write-in effort to replace President Gregory Molloy. Started within the Appalachian Region, they are asking members to write in the name of Carl S. Jensen for president. Carl is a 50-plus year member of NRHS, had a long career with Norfolk & Western/Norfolk Southern, including Director of the NS Steam Program. He is extremely well-qualified to be president of the Society. Jensen has said that, while he will not actively campaign for the position, he would more than willingly accept the position, which has been begging for new blood for several years.

NRHS has been hemorrhaging members because of declining and failing National policies. Indeed, Philadelphia Chapter has seen a 40 percent decline in membership as members did not wish to pay National dues as a result of reduced services. The Society is proposing to raise National dues by \$3 again for 2013, to \$39 (\$57 if you include our Chapter dues), which can only result in a further erosion of members. Most of members' National dues are used for administrative purposes; a recent report indicates that an astonishing 42 percent of member dues go to the management firm of Fernley & Fernley for their services. When NRHS had an office and in house administration, this number was probably closer to between 15 and 20 percent. In addition, the Society's rationale for increasing dues are to cover "rising administrative travel costs".

Meanwhile, the Society has a library which languishes in storage in Three Rivers, Massachusetts, with extremely difficult (if any) accessibility. The dues renewal process is fraught with administrative hiccups; Chapter members who renewed at the end of 2011 and whose renewals were processed by the January deadline found themselves receiving "Final Notices" because, for the second year in a row, Fernley & Fernley did not update spreadsheets before sending those notices out. This reflects badly on not only the Society, but our own Chapter as well.

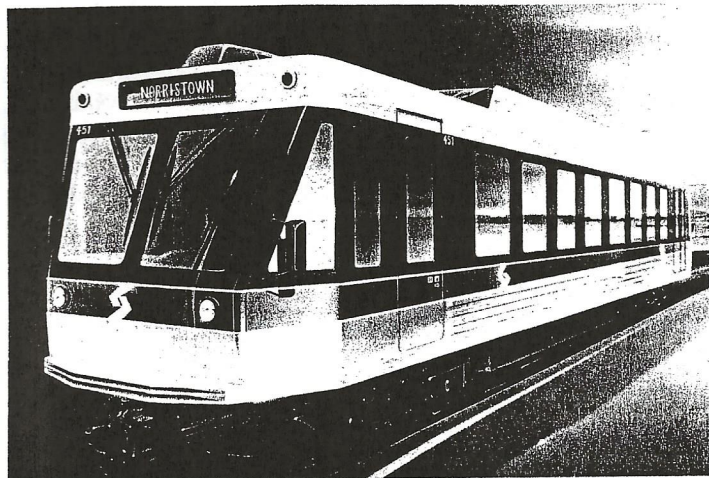
Some members had already returned their ballots when word of an alternate for president was made known; those who have not returned their ballots may wish to consider Mr. Jensen.



# PHILADELPHIA EXPRESS

FRANK G. TATNALL, JR.

## SEPTA TRANSIT

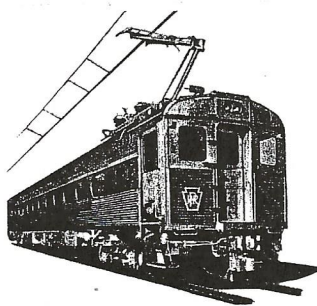


Trolley service on Route 15 Girard Avenue did indeed resume on Sunday, April 29, with the loop at Frankford & Delaware Avenues becoming the eastern terminus. SEPTA has designated this point as the "Northern Liberties loop." The 2-1/2 miles of street trackage from Frankford Avenue to the Richmond & Westmoreland loop will remain out of service for the next two to three years while a major section of Interstate 95 is being reconstructed. Before service to Port Richmond resumes, new track and wire will be installed along Richmond Street. PennDOT plans to rebuild the entire stretch of I-95 from Delaware to the New Jersey state line over the next 20 to 40 years, which will require some expansion of Regional Rail service..... SEPTA's principal trackwork project this summer will be on Route 34 along Baltimore Avenue. While the project is underway from June 17 to Labor Day, shuttle buses will operate between the 40<sup>th</sup> Street portal and the end of the line at 61<sup>st</sup> Street.

The SEPTA board at its May meeting approved the proposed \$1.28-billion operating budget and \$303-million capital budget for Fiscal Year 2013 beginning this July 1. In order to balance the operating budget the board was forced to divert some \$58 million from the so-called Service Stabilization Fund, which is running low. It is clear that absent a substantial increase in State funding a financial shortfall is looming for the next fiscal year, in spite of the likelihood of a fare increase of around seven percent on July 1, 2013. But Governor Corbett said last fall that transportation funding was not one of his top priorities and thus far he has done nothing to implement the revenue-raising proposals of his own special transportation commission..... Meanwhile in Washington Congress has before it two competing proposals to replace or further extend the current SAFETEA surface transportation funding law due to expire on June 30 (see March, April *Cinders*)..... SEPTA is applying for \$6.4 million in Federal funds to help offset the costs of repair work caused by the Irene and Lee storms of last summer.

SEPTA, NJ TRANSIT and PATCO are cooperating in a joint effort to enlist riders to report suspicious or illegal activities along transit lines. The Philadelphia Area Regional Transit Security Working Group has been running TV and radio ads and has issued a brochure to publicize the agencies' emergency phone numbers and website [www.stayalertnow.com](http://www.stayalertnow.com)..... We've noticed the dot-matrix signs that have been installed in many SEPTA trolleys to give riders a heads-up to approaching stops ..... SEPTA is asking riders to submit videos of their transit riding experiences. The address to send videos is [www.iseptaphilly.com](http://www.iseptaphilly.com)..... The *Inquirer* carried a report that SEPTA had agreed to remove gender-ID stickers from weekly and monthly transit passes effective next year. SEPTA has not confirmed that it will take that step, but assured DVARP that it will continue to issue the passes after its New Payment Technology electronic fare system is implemented ..... Walmart has placed ad posters in Market-Frankford trains for its store in the Northeast, telling riders to "take the train to the Allegheny stop and catch the Route 89 bus to Aramingo Avenue and Butler Street."

SEPTA will replace the retaining wall at the Norristown High Speed Line station in Bryn Mawr. A Radnor Township spokesman said that the present wall is badly deteriorated and threatens to take out part of the township parking lot which is located at the top of the wall. Just west of there, PECO is planning to relocate a high-voltage transmission line which parallels the NHSL. Moving the poles further away from the SEPTA tracks has caused some concern among local residents on Aldwyn Lane near the Villanova station..... Route 11 trolley service to Darby was interrupted for a time on Tuesday afternoon, May 22, when the gates at the CSX Main Street grade crossing became stuck in the down position..... An inbound Frankford el train became disabled near the Erie-Torresdale station on Tuesday morning, April 24. Passengers were transferred to another train on the opposite track, causing extensive delays during the morning rush.



## SEPTA REGIONAL RAIL

As of June 7 only a handful of the old Silverliners remained in service, with 99 of the 120 Silverliner V's already on the property. (Among the cars delivered on May 31 was #702, one of the first cars built which has been heavily modified after failing climate tests in Canada.) Six Budd Silverliner II's still were running, along with #235, the last surviving St. Louis Silverliner

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# PHILADELPHIA EXPRESS

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III and the only remaining ex-Airport car with two-and-two seating. Among the Budds in service was ex-Reading #9009 which was pulled off the scrap line in May and returned to service due to the high shop count of Silverliner IV's and V's. As detailed elsewhere in this issue, two of the three cars which made up our "Farewell to the Faithful Silverliners" special on May 6 were among the cars still in service at presstime: #235 and 9001. It seems that retirement of the last of the old timers may be only days away, with a Federal waiver on their operation set to expire at the end of June. SEPTA had planned to retain #266, the car equipped with a rooftop camera for catenary inspection, but instead it was retired on June 7. It's possible, though, that one or two old cars could be kept for work train duty.

Although still fully serviceable, Silverliner III #230 made its final runs on Friday, May 4, operating as a single car on Cynwyd trains #1083 and 1084......Construction began in mid-May on a new low-level platform at Cynwyd station, which will be supplemented by the mini-high-level platform already completed. Work seems to have been temporarily halted on the new connection to the Cynwyd line at 52<sup>nd</sup> Street .....On Wednesday, May 23, this writer was aboard Thorndale-bound train #525 when it stopped just west of 30<sup>th</sup> Street Station due to low power. The train, made up of two Silverliner IV cars, returned to 30<sup>th</sup> Street so its passengers could transfer to following Malvern train #527. That train consisted of four Silverliner II's—#9006, 9008, 266 and 9010.....Member Al Gaus rode into town from Fox Chase for the June 8 Chapter meeting on train #8749, which consisted of #9006, 9009, 9001 and 235—four of the seven still-active old Silverliners .....Automatic passenger counting equipment may be installed on the Silverliner V cars.....Some new ads have been spotted on the exteriors of Silver V cars, but smaller than the recent Dietz & Watson "wrap" ad (see February *Cinders*).

SEPTA plans to reissue all of its Regional Rail timetables effective Labor Day weekend, September 2......SEPTA is getting serious about the much-needed overhaul of its aging AEM-7 electric locomotives. A bid request for the work has been issued.....The trackwork project on the Chestnut Hill West Line, which requires weekday single-track operation, should be completed by August 31. The current wire replacement project on the Warminster Line north of Willow Grove also will be finished, but then will be shifted southward toward Glenside .....As it has done in the past, SEPTA issued a special one-day timetable on the Manayunk-Norristown line for the Philadelphia International Cycling Race on Sunday, June 3. Half-hourly service was provided during the day to accommodate the crowds of spectators heading to and from the "Manayunk Wall" .....The new high-level platform at Ryers station on the Fox Chase Line was opened for service in April. A dedication ceremony was held on Wednesday, May 23..... With the cut-in of the new signal system on the Chestnut Hill East Line, "Spring" interlocking in Chestnut Hill has been reconfigured with double crossovers.....PennDOT expects to close the Greenwood Avenue bridge over the SEPTA Mainline at Jenkintown station around June 25, in preparation for replacing the 72-year-old span. The project is expected to take at least 15 months, during which time some train service will be affected.

SEPTA was plagued with wire thefts during May. Six Warminster trains were delayed on the afternoon of Wednesday, May 2, when signal wire was stolen in Roslyn and the next morning perhaps the same thief made off with wire on the Neshaminy Line near Bethayres, delaying several West Trenton trains. On the morning of Saturday, May 12, signal wire was removed along the Norristown Line, resulting in numerous minor delays. A power outage along the CSX line between Neshaminy Falls and West Trenton on Thursday, May 3, caused several late-evening West Trenton trains to lose between 25 and 44 minutes. On Wednesday morning, May 23, a 60-year-old commuter apparently rushing to the Lansdale station was injured when train #523 struck him at the Main Street grade crossing. Riders on the Doylestown Line suffered delays over the Memorial Day weekend resulting from two catenary power outages. On Saturday evening, May 26, an outage delayed five trains, including a two-hour setback for southbound #567. On the holiday afternoon of the 30<sup>th</sup> overhead power was lost for four hours when a tree fell onto the catenary near New Britain station, forcing three annulments and delays to four other trains.....Train #369 out of West Trenton struck an all-terrain vehicle near Trevoise station on Thursday afternoon, June 7. The injured ATV driver, who was trespassing on the railroad right-of-way, had to be picked up by train #6374 and transported to Neshaminy Falls station where an ambulance was waiting. Train #371 came up behind #369, coupled to it and the combined train proceeded south after a 50-minute delay.



The 5<sup>th</sup> annual National Train Day once again turned out to be a big event at 30<sup>th</sup> Street Station. While we do not have attendance figures, the crowds of visitors appeared to be enjoying themselves at the many displays and kids' events. A nice brochure was handed out detailing the histories of the equipment displayed on the Lower Level. On #1 track were Washington DC Chapter, NRHS's bedroom-lounge car **Dover Harbor**, then Lancaster & Chester stainless steel cars **Hollywood Beach**, **Golden Tower** and **J. Pinckney Henderson**, NJ TRANSIT multilevel coach #7050, NJT ALP-46A locomotive #4641, Amtrak geometry car #10002 **Corridor Clipper**, a boom truck and catenary car A16503. On #2 track were HHP-8 locomotive #659, Viewliner sleeper #62033, club dinette #28024, lounge #48191 and an Acela trainset headed by power car #2000. All Amtrak equipment appeared newly refurbished. On the Upper Level SEPTA had Silverliner V's #845-846 open for inspection on track #4.

AMTRAK last month released the third revision of its Fleet Strategy Plan, which spells out how it intends to replace and expand its railcar and locomotive fleets. The plan calls for the acquisition of 1,453 new cars, 784 locomotives and 52 high speed trainsets over the next 30 years. These numbers are in addition to new equipment for state-supported corridor trains. Currently, Amtrak has on order 70 new electric locomotives, to be delivered starting in 2014, and 130 new single-level long distance diners, sleepers and baggage cars to replace some of its oldest equipment. Total cost of the two orders is \$764 million.....

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# PHILADELPHIA EXPRESS

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AMTRAK issued its spring-summer National timetable effective May 7, with a photo of an Acela power car on the cover. The scene was shot at Washington Union Station, with one of Bennett Levin's ex-Pennsy E8's visible in the background.

Over the weekend of April 28-29 AMTRAK relocated its Northeast Corridor control center from the 8<sup>th</sup> floor of 30<sup>th</sup> Street Station to the National Operations Center in Wilmington. The newly-upgraded Centralized Electrification & Traffic Control (CETC) center directs all train operations and electric power distribution between Philadelphia and Washington.....AMTRAK and other railroads are mandated by the Federal government to convert their radio systems to "narrowband" frequencies in order to conserve space on the radio spectrum. Amtrak recently converted its Harrisburg line to AAR narrowband channel 035, but so far this has not interfered with reception on scanner radios tuned into old channel 35 (160.635 MHz) .....AMTRAK has reorganized its Operations Department into four lines of business, each headed by a general manager: Northeast Corridor Services, Long Distance Services, State Supported Services and Commuter Services.

AMTRAK is moving ahead with its plan to replace the catenary towers and string new 138,000-volt AC transmission wires along the Harrisburg mainline between "Zoo" and Paoli (see May Cinders). A public meeting was held June 6 at Villanova University to discuss the project, which includes the placement of some 800 new "K-frame" catenary towers similar to those on the Northeast Corridor. These will replace the rusting poles from the original 1915 electrification which are becoming serious maintenance problems. Atop the new towers will be the 138 kV high-voltage line which brings power from the Safe Harbor generating station near Columbia, PA, to Philadelphia, plus the existing Peco 33 kV transmission line. At present, the 138 kV power is routed via the former Pennsy Trenton branch (now NORFOLK SOUTHERN's Dale secondary), the former Schuylkill branch from Norristown (now the Schuylkill River Trail) and SEPTA's Ivy Ridge Line via Cynwyd. The old Bryn Mawr substation, currently an electric switching station, will be replaced with a new step-down substation, closing the present 20-mile gap between transmission feeds for the 12,000-volt catenary system. (Along the NEC, substations are located no more than ten miles apart.) All construction will occur within Amtrak's existing Harrisburg corridor right-of-way, although the new towers will be further apart than the existing poles. (Unlike the old poles, no guy wires will be needed.) Construction is expected to begin in 2015 and extend for five years. NRHS has been invited to serve as an advisor on cultural and historical issues related to the project.

AMTRAK will hold on to its much-admired 40<sup>th</sup> anniversary display train, but adapt it for other special events (see May Cinders). It will be stored in Penn coach yard at 30<sup>th</sup> Street until made available to attendees at the World Congress on High Speed Rail in Philadelphia July 10-13. Meanwhile, P40 #822 in its heritage paint scheme, which had been assigned to the display train, is serving as protect engine at Harrisburg. One of its calls to duty occurred on Thursday, May 17, when AEM-7 #944 had to be shut down at Harrisburg for air compressor problems so #822 was added ahead to take train #600 to Philadelphia.....The newly-created open-air park along Market Street in front of 30<sup>th</sup> Street Station is now known as the "Porch." It features tables, chairs, red umbrellas, flowers and other plantings, and is the scene

of numerous mid-week entertainment events sponsored by the University City District. Work on a similar venue continues on the south side of the street.....McDonald's closed its fast-food restaurant in 30<sup>th</sup> Street Station last month, reportedly to be replaced by a Wendy's.

Problems in accessing the Internet on the Acelas and other AMTRAK trains is angering many Wi-Fi users, according to a *Trains* Newswire report. Amtrak said that it is updating the software and equipment for its highly-advertised Wi-Fi service on the Acelas, which should be completed this year, but there will be little improvement on other trains until more funding is available .....Pennsylvania Senator Robert Casey last month wrote to the president of AMTRAK complaining that early-arriving passengers again were locked out of the Lancaster station on the morning of Monday, June 4, forcing them to walk across tracks to get to their train platform. Last November passengers broke down a locked door at Lancaster station to make their early-morning train because an employee did not arrive on time. (*Trains*).....An air conditioning failure last month in part of Penn Station, New York, caused thousands of passengers to suffer through 90-degeree heat while waiting for their trains. AMTRAK is in the midst of a \$30-million project to modernize the heating, cooling and ventilation systems in the station.

This month, our regular report on trespassers killed by trains includes three deaths which occurred since our last issue. Just before 2 PM on Monday, May 14, westbound Acela #2159 reported striking debris on the big curve just east of Frankford Junction. A few minutes later another train reported a body lying in the gauge of #3 track at that location. Numerous other AMTRAK trains as well as SEPTA Trenton line trains were delayed as the investigation was conducted. Three days later, soon after Noon on Thursday the 17<sup>th</sup>, northbound Amtrak train #174 struck and killed a male trespasser a short distance south of the Delaware state line near Claymont. The train and its 430 passengers were held at the scene for nearly three hours but finally released, while a host of other Amtrak and SEPTA Wilmington line trains were delayed for periods of up to an hour. At 6:15 AM on Tuesday, June 5, a 60-year-old man was run over by eastbound train #110 at Holmesburg Junction in Northeast Philadelphia. Tracks #3 and 4 were released at 6:55 for restricted speeds but lengthy delays to Amtrak and SEPTA Trenton line trains persisted for the next three hours. Train #110 was terminated and its passengers transferred to Acela #2150. It has not been reported whether any of the above deaths were suicides.

A couple of glitches in recent weeks near the south end of the Corridor also delayed many hundreds of passengers. On Sunday, May 27, around 1:45 PM, the rear pantograph on AEM-7 #934 leading train #140 apparently snagged the wire at milepost 66.5 just south of Aberdeen, MD, disabling the train and pulling down the wires over tracks #2 and 3. The remaining track, #4, also had sagging wire over it. All Amtrak service between Philadelphia and Washington was suspended, but after an hour's delay #140 was allowed to proceed north using the front pantograph on the AEM-7. Acela power car #2003 on southbound train #2251 also suffered a damaged pantograph but was able to proceed after a long delay. The service suspension lasted for three hours until track #4 was reopened to two-way traffic over the nine miles between "Oak" and "Bush" interlockings. Final repairs to all three tracks were not completed until after 9 PM. Numerous trains were delayed for anywhere from one to three hours.

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# PHILADELPHIA EXPRESS

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Even worse delays occurred on Friday, June 1, a regular business day, when at about 4:55 PM a tree fell into the catenary at milepost 132 between Landover, MD, and Washington. This is two-track territory but even though single-track operation was established through the area by 6:15 the backup of about 30 trains lasted for many hours. Chapter Member Todd Tranausky was unlucky enough to be aboard northbound train #188, which was held for more than three hours at Washington Union Station, finally arriving at 30<sup>th</sup> Street at 12:39 AM, three hours and 33 minutes late. He missed his last SEPTA train and spent the night on a bench in the station!



## CSX, NS OTHER ROADS

NORFOLK SOUTHERN is about to create perhaps the biggest railfan event of the year. It has announced that all 20 of its "heritage" locomotives, new General Electric ES44AC and EMD SD70ACe diesel units dressed in the paint schemes of NS predecessor railroads, will be gathered together in one place on July 3-4 to mark the 30<sup>th</sup> anniversary of Norfolk Southern Railway. That place is the North Carolina Transportation Museum in Spencer, where units wearing Pennsylvania Railroad, Southern, New York Central, Norfolk & Western and CONRAIL colors along with 15 other paint schemes will pose for a "family portrait." The museum is selling tickets for both the day and night events (telephone 704-636-2889 or visit website [nctrans.org](http://nctrans.org)). NS ES44AC #8102, resplendent in PRR tuscan red with five gold pinstripes, was on display at the Railroad Museum of Pennsylvania in Strasburg during NORFOLK SOUTHERN Days June 2-3, along with an F9 A-B set from the NS executive train, NS exhibit car #27 and office car #7 **Pennsylvania**. NS President and CEO Wick Moorman was the featured speaker at a dinner in the museum on Saturday evening, held right in front of ex-CONRAIL GP30 #2233. Most of his talk concerned the heritage program and the specially painted locomotives, which he thought was a "good idea" and quickly approved.

NS this season will continue the steam excursion program begun last year in cooperation with the Tennessee Valley Railroad Museum in Chattanooga, TN. In addition, both ex-Southern 2-8-0 #630 and ex-Nickel Plate 2-8-4 #765 will be used on a series of employee excursions this summer. The nearest to Philadelphia will be run for Harrisburg Division employees in the Harrisburg area on August 18-19, using engine #765. NS has begun a program called "Protect the Line," which invites railfans and the public to become the "eyes and ears" of the railroad to report suspicious activities, trespassing, vandalism or other illegal acts to NS police. Individuals can join by going online at [www.protecttheline.com](http://www.protecttheline.com) or through the NS website [www.nscorp.com](http://www.nscorp.com). The program is similar to those created earlier by BNSF and AMTRAK. After a

management shakeup last month, CANADIAN PACIFIC named former NS Operations Chief Stephen Tobias as its interim CEO. An NS freight train struck a stalled automobile at the Waverly Road grade crossing in Lower Merion on the night of May 24. No one was injured.

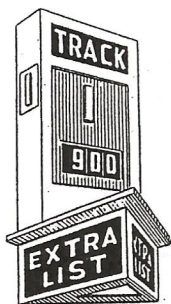
CSX President and CEO Michael J. Ward was featured in the cover article in the May issue of *Railway Age*, which called him an "architect of change" in the railroad industry. He was cited especially for his policy of investing heavily in the railroad's physical plant and equipment in order to improve efficiency and service, in stark contrast to his predecessor. Ward later told a rail shippers group that nine of CSX's ten major businesses are stable or growing, with domestic coal the only exception (*Weekly Rail News*). In its May 6 issue *Bloomberg Businessweek* Magazine ran an article entitled "Coal's future is rocky at best," which reported that "cheap, clean natural gas is quickly replacing gritty old coal" for electric power generation. But one market analyst said that "King coal is not so easily displaced," and that the export coal business continues to grow. Even in the U.S. 40 percent of electric energy will be produced this year by burning coal. The July issue of *Railfan & Railroad* features an article on CSX's Philadelphia Subdivision, the historic former B&O "Royal Blue Route." But the cover photo shows a locomotive with mismatched number boards entering the Art Museum (Park) tunnel in Philadelphia—not the best among numerous good photos in the article.

The first of NJ TRANSIT's new dual-mode ALP-45DP locomotives to enter revenue service was #4106, which powered local train #1006 out of Lake Hopatcong on May 30 (see February *Cinders*). NJT is acquiring 35 of the "hybrid" units from Bombardier in Germany, capable of operating as straight electrics under catenary or as conventional diesel-electrics in non-electrified territory. The ALP-45DP's are mainly intended to haul trains from non-electrified lines directly into Penn Station, New York (*Trains*). An UPPER MERION & PLYMOUTH employee was killed on May 18 when an 1,800-pound roll of newsprint fell on him at the *Inquirer* and *Daily News* printing plant in Swedeland. The employee apparently was attempting to open the boxcar door when the unsecured roll toppled out of the car.

Congress is considering possible changes to the law which requires railroads to install Positive Train Control (PTC) on all lines carrying passenger traffic or certain toxic chemicals. Already the Federal Railroad Administration has eliminated some 10,000 miles of track from the lines that must be converted to PTC, after the railroad industry strongly complained about the cost of this cutting-edge technology. Now Congress may extend the final compliance date beyond the currently mandated December 31, 2015. But the National Transportation Safety Board has urged the FRA to modify PTC by requiring that it locate the back of each train as well as the front, in order to prevent rear-end not just head-on collisions (NARP, *Trains*). The Railroad Museum of Pennsylvania has completed the installation of a new heating and air conditioning system in its Rolling Stock Hall, which will make the hall warmer in winter and cooler in summer. This will benefit not only visitors but the historic equipment on display. After NS closes "Alto" tower in Altoona some time this month, the interior machinery, model board and other "guts" will be moved to the museum in Strasburg. There, a replica of the tower will be built to house the historic PRR-era equipment.

(Continued on Page 10)





JUNE 30, 2012: "Founders Day" special excursion sponsored by Steamtown National Historic Site, Scranton to Delaware Water Gap and return, using "DL&W" F units. See separate article on this page.

THROUGH JULY 1, 2012: *Trains in the Lehigh Valley* exhibit at the Lehigh Valley Heritage Museum, 432 W. Walnut Street, Allentown, PA 18102. Authentic photographs, artifacts, model train displays. Admission: Adults \$6, children \$3, under 5 free. Hours of operation: Tuesday-Saturday, 10 AM-4 PM, Sunday Noon-4 PM, closed Mondays. For more information, contact the Museum at 610-435-1074 or visit website: [www.lehighvalleyheritagemuseum.org](http://www.lehighvalleyheritagemuseum.org).

JULY 3-8: Reading Railroad Days at Railroad Museum of Pennsylvania, Strasburg. Special displays and model train layout featuring the Reading, presented in cooperation with the Reading Company Technical & Historical Society. Regular museum hours and admission charges apply. For more information, telephone 717-687-8628 or visit website [rrmuseumpa.org](http://rrmuseumpa.org).

JULY 21: Rockhill Trolley Museum will host "PCC Car Day 2012" at the Museum, 430 Meadow Street, Rockhill Furnace, PA. Ex-SEPTA PCC #2743 and ex-NJ Transit PCC #6 will be featured, with other equipment, too. Tickets are \$7 for an adult, \$4 for children. Tickets go on sale at the Museum at 11 AM, first ride is 11:15 AM. For additional information, telephone the Museum at 1-814-447-9576 or 610-437-0448. *Note: Even though the East Broad Top Railroad is not operating in 2012, the Rockhill Trolley Museum is holding a full slate of activities!*

JULY 29: Mass Bay RRE will sponsor "North Country Explorer" rail excursion on the Conway Scenic Railroad, North Conway, NH to Mountain Junction, Redstone and Hazens. Train departs historic North Conway depot at 8:45 AM, returns about 7:45 PM. Varied first class and coach, plus meal options available. For information, visit website [www.massbayrre.org](http://www.massbayrre.org), or telephone 1-978-470-2066.

AUGUST 26: Central Pennsylvania Chapter, NRHS will hold their 37<sup>th</sup> Annual Train Meet at the Warrior Run Fire Hall, Second Street, Allenwood, PA (just off US Route 15), 9:00 AM to 2:00 PM. Admission: \$3.00 per person. Tables are available at \$15.00 per person. For information, contact Allen Bubb at 1-570-286-8693 before 9 PM daily.

AUGUST 30-SEPTEMBER 4: Electric Railroaders' Association 2012 Convention in Boston, MA. Trips, slide show, banquet. Headquarters hotel will be the Omni Parker House in downtown Boston. For complete information, contact Bob Newhouser, ERA President/Convention Chairman, at 1-917-482-4235 or by E-mail at [bnny1955@aol.com](mailto:bnny1955@aol.com).

THROUGH DECEMBER 30, 2012: *Role of Railroads in Pennsylvania During the Civil War* exhibit showing contributions of Pennsylvania's railroads to the Union Army's eventual victory, at Railroad Museum of Pennsylvania, Route 741, Strasburg. Photos, documents and artifacts are included. Regular museum hours and admission apply.

## Steamtown "Founders Day" Trip on June 30 to Delaware Water Gap

While very close to *Cinders* publishing date for June, Steamtown National Historic Site is offering a 104-mile round-trip excursion from Scranton to the Delaware Water Gap for "Founder's Day" on Saturday, June 30. The train will feature the pseudo-Delaware, Lackawanna & Western F units as motive power. The train will depart Steamtown Station in downtown Scranton at 9:00 AM, and is scheduled to arrive at the Water Gap at 11:45 AM. Following a three-hour layover, the train will depart at 3:00 PM, arriving back in Scranton about 5:00 PM.

"Founder's Day", in its ninth year, is a town-wide series of events held in honor of Antoine Dutot, who founded Dutotsburg (now Delaware Water Gap) in 1793. Planned events include a classic/custom car show, fine arts and crafts show, bands, jazz and strolling musicians. The town has numerous restaurants and dining establishments, and there will be a free roving trolley bus to all venues.

Ticket prices are \$54.00 for adults 16 to 61 years old, \$49.00 for ages 62 and older and \$32.00 for children 6 to 15. Children to age 5 are free with a paying adult, but a ticket is required. Excursion fares include Park admission at Steamtown. Reservations must be prepaid and tickets are non-refundable unless NPS management at Steamtown cancels an excursion. Major credit and debit cards are accepted, and tickets may be purchased by calling the Park at 1-570-340-5204 between 9:30 AM and 4:00 PM.

### 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](mailto:reastwood2@comcast.net) and a replacement copy will be promptly be sent to you.

## Steamtown Receives New Archival Collection from Syracuse University

Steamtown National Historic Site in Scranton has announced receipt of a significant archival collection dealing with three Scranton area railroads. The collection includes papers from the Delaware, Lackawanna & Western, Erie and Lackawanna & Wyoming Valley Railroads, plus the papers of Samuel Sloan, which have been housed at Syracuse University in New York.

Steamtown Superintendent Kip Hagen said, "We originally approached Syracuse with an offer to help process some of their collection tied closely to northeastern Pennsylvania, in order to make them more accessible to the public." Park Service Historian and Archivist Patrick McKnight commented, "This addition will almost double the archival collection at Steamtown. We already have a good collection of regional railroad archives, now we have a great collection. I hope we can continue to build on the good work Syracuse has done with the collection."

Hagen added, "This acquisition will be a research tool for our region. I am sure our local partners in preservation, institutions of higher education, rail historians and the general public will find these documents of particular interest."



# Railroad Marine Fleets Assigned to Philadelphia on the Delaware River – 1961

Type Vessel	Name/Number	Propulsion	Horsepower	Date Built	Capacity
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## BALTIMORE & OHIO RAILROAD

Tugboat	Hugh L. Bond	Steam	600	1904	
Car Floats (4)	Nos. between 19 and 200			between 1943 & 1952	Between 6 and 10 cars

## PENNSYLVANIA RAILROAD

Tugboat	Altoona	Motor	600	1906	
Carfloats (4)	Nos. between 507 and 544			between 1910 & 1927	Between 6 and 8 cars

## READING RAILROAD

Tugboats (4)	Schuylkill	Diesel	960	1954	
	Delaware	Diesel	960	1954	
	Lehigh	Diesel	960	1953	
	Brandywine (Note A)	Diesel	960	1954	
Deck Lighters	Nos. 1 – 7			between 1940 & 1954	between 400 & 900 tons
Carfloats (17)	Nos. between 6 and 25			between 1923 & 1951	between 8 and 14 cars

(Note A) – Assigned to Wilmington, DE

Prepared by R. L. Eastwood, Jr. – Researched by Roy L. Hudson from U. S. Army Corps of Engineers

## 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.)

**Within the Commonwealth:** For a number of years up until the 1960's the Pennsylvania Railroad's timetable flagged Lewistown with a note that private bus service would be available, connecting trains for passengers enroute to State College, PA. Well, today, the PRR is long gone, but Fullington (Trailways) Auto Bus Company is very much in business operating routes in the Keystone State with 60 motor coaches (*Metro Magazine*, and Moe Torbuz).....John Wanamaker's first department store opened

in Philadelphia in 1861 and his Manhattan store in 1896, then the famous Philly landmark emporium arrived in 1910. His baronial estate, "Lindenhurst" was on the Reading Railroad near Jenkintown where he had a private station named "Cheltenham Hills" where all trains would stop on flag. Nearby was his private siding where carloads of anthracite were placed to heat the mansion. Today, his estate, station and department stores are gone, but the Quaker City flagship with its famous organ is now a Macy's (Frank P. Donovan and Roy).....Steam locomotive classification: 2-6-4, they were called "Adriatic" in Europe. The Reading Railroad, however, had ten 2-6-4T bi-directional locomotives in Philadelphia commuter service prior to the 1931 suburban electrification (Frederic M. Whyte).

**Up the Hudson River:** No wonder they went out of business! In 1954, the Interstate Commerce Commission approved Lewis D. Freeman as trustee of the bankrupt New York, Ontario & Western at the princely salary of \$15,000 per year. The "Old Woman" was shut down for good in March, 1957 (*Modern Railroads Magazine*).

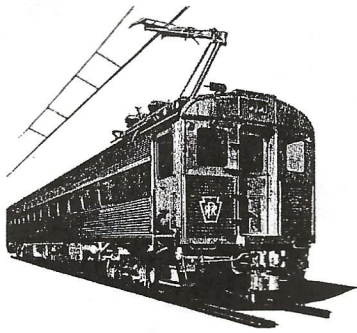


## Silverliner Update

As the first week of June ended, there were 99 Silverliner V's on SEPTA property, with about two-thirds of them in service. They include single cars #701-733, and married pairs #801-866. Cars delivered during the month of May included Silverliner V #702, which had been undergoing a major retrofit to meet climate standards.

This month (June) will most certainly see the end of the active Budd and St. Louis cars. On Tuesday, June 5, four cars (#216-255-9007-9010) were on Train 5315 out of Lansdale, while another four (#235-9001-9006-9009) were on Train 809 out of Fox Chase. Car #266 was unassigned at Roberts Yard. On Thursday, June 7, Budds #255 and 266 were retired, leaving just #215 of the former PRR cars. "Airport" car #235 was still active, as were former Reading Budds #9001-9006-9007-9009-9010. On Thursday, June 7, seven retired cars (#251-220-207-232-234-233-206) moved from Wayne Electric Shop to CSX's Woodbourne yard enroute to the scrapper.

The six Bombardier push-pull cars which remain out-of-service from the Assunpink Creek flood at Trenton, NJ, last August, push-pull cab car #2401 and coaches #2503, 2506, 2508, 2509 and 2512 are apparently all going to be completely overhauled before returning to service. More often than not, orphan ALP-44 #2308 is teamed up with the ex-NJ Transit "Comet" cars, always assigned to Train 9340 on Media-Elwyn and Train 6374 on West Trenton.



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## Chapter's Silverliner Farewell Trip Sends Vintage Cars Off in Style

As the careers of SEPTA's venerable Silverliner II and III neared the end, Philadelphia Chapter honored their long service with the "Farewell to the Faithful Silverliners" excursion on Sunday, May 6. As the Silverliner Update above indicates, there were on Friday, June 8 only seven cars in active service.

The excursion train, consisting of former Reading Budd #9001, PRR St. Louis "Airport" car #235 and former Pennsy Budd #266 performed flawlessly for the entire trip, which operated on schedule all day. After a crew assignment issue was resolved, the replacement crew of Engineer Mike Mulkeen, Conductor Roscoe Williams and Assistant Conductor Samala Wysinger, together with Transportation Supervisor John Taylor, operated the train. SEPTA Rules Trainer Hank Habbersett, volunteered his time to go along and provide operating assistance to the crew as needed, since all had never been involved in a rail enthusiast excursion before.

Chapter President Larry Eastwood served as Train Director, assisted by Chapter Member Todd Tranausky, insuring that the 163 revenue passengers on board the were able to take photographs in a safe manner at each location. The trip covered the Chestnut Hill West, Fox Chase, Norristown and Cynwyd Lines, with photo stops at Chestnut Hill West, Allen Lane, Queen Lane, Fox Chase, Wissahickon, Norristown and Cynwyd. By special arrangement with SEPTA, new Rotem Silverliner V cars were assigned to Trains 813 and 824, providing a nice photo opportunity with the newest and oldest SEPTA cars at Chestnut Hill West.

During the lunch/photo stop at Fox Chase, a brief ceremony was held in front of Budd #9001 and the new SEPTA Fox Chase station. SEPTA Service Planner Harry Garforth spoke on behalf of SEPTA, talking about both the history and service improvements that had taken place at Fox Chase. Chapter President Larry Eastwood reminded passengers that two of the cars had been built less than four miles from Fox Chase, and the Budd Red Lion Plant, which was demolished several years ago. Chapter Secretary Frank Tatnall displayed two commemorative signs he had created especially for the day's activities.

Leaving Fox Chase, riders were given a tote bag, courtesy of Peggy Maguire of SEPTA's Transit Museum Store, which contained a commemorative "SEPTA's Silverliner Heritage" brochure put together by Larry Eastwood, with assistance from Jim Kirk and Harry Garforth of SEPTA. By all accounts, the trip was highly successful, and the Chapter expresses its sincere thanks to the many SEPTA people who assisted us in promoting and making the excursion possible.

## Philadelphia Chapter LCL (Less-than-Carload)

**Congratulations!!** to Philadelphia Chapter, NRHS Member **Raymond M. Farreny**, of Haddonfield, NJ, one of the "SEPTA 48" who shared in the huge Powerball jackpot drawing on April 30. The 48 SEPTA employees shared a \$172.7 million jackpot, which turns out to be \$107.5 million in cash, or \$2.24 million, the latter figure before taxes. Ray, who works as Senior Procurement Officer, Rail in the SEPTA Procurement Department on the 11<sup>th</sup> floor at 1234 Market, has been a Chapter member since 2004. Needless to say, retirement will now be the top item on Ray's agenda, effective June 29, 2012.....**Callie Hartley Stacy**, widow of the late longtime member **Robert M. Stacy**, passed away on May 22, 2012, at the age of 90. She and Bob had originally resided in Somerton, before moving to Blue Bell some years ago. Services were held on May 29 at the Somerton United Methodist Church.....Transportation Historian **John W. "Jack" Boorse**, a retired City of Philadelphia and Parsons Brinckerhoff employee, passed away on May 9, 2012 at the age of 78. Jack was a founding member and past president of the Metropolitan Philadelphia Railway Association (MPRA), and was well known, particularly among traction afficianados. In 1976, he authored **Philadelphia in Motion**, published by the late Ron DeGraw's Bryn Mawr Press. Services were held May 15 at Church of our Saviour in Jenkintown.....**Jean Cooper Polk**, widow of longtime Chapter Member **William H. Polk**, passed away on June 5, 2012, at the age of 89. Bill and Jean had resided in Jenkintown for many years, where he was a well-known transportation advocate. Bill had a long career in transportation, with many years at PennDOT. In their golden years, Bill and Jean, together with Bob and Callie Stacy (see above), had resided at Normandy Farms Estates in Blue Bell. Funeral and burial arrangements were private.



## PHILADELPHIA EXPRESS

(Continued from Page 6)

Two thefts of track materials were reported last month. Tie plates and spikes were stolen along a 6,000-foot stretch of the CAPE MAY SEASHORE LINES near Woodbine, NJ, which JMSL said would prevent it from positioning equipment to the Cape May area. Several men have been arrested. Then, two men were arrested for stealing tie plates from the PENNSYLVANIA NORTHEASTERN near Souderton, on a line owned by SEPTA. The men said they were merely collecting scrap from the railroad and didn't know it was illegal! (*Trains*).....Cubic Systems will begin Phase 2 of its open-payment test program on PATCO, in which riders can use contactless Visa, MasterCard or Discover cards in addition to PATCO Freedom cards to pay their fares and parking lot fees (*Railway Age*) .....The East Broad Top narrow-gauge railroad at Orbisonia, PA, has suspended all tourist operations for this season, due to its inability to negotiate a new contract with the line's owner.....The CONRAIL Historical Society's June 16 special train from Washington, DC, to Harrisburg and return via NORFOLK SOUTHERN's scenic Port Road branch will be powered by Bennett Levin's two ex-Pennsy E8 locomotives and an AMTRAK Genesis diesel. The trains reportedly will consist of 13 Amfleet cars and four private cars including **Pennsylvania 120** on the rear (*Railroad.net*).....For those still using film cameras, Fuji has announced that it will substantially increase the price of its retail films, including slide film (*Trains*).

## Alco Heritage Museum Now Open in Schenectady; RDG FA Cab Found

The Alco Heritage Museum in Schenectady, NY was to hold its grand opening celebration on Sunday, June 10. The museum is located at 1910 Maxon Road Extension, Schenectady, NY 12308-1124.

The museum is dedicated to preserving the cultural and industrial history of the Schenectady area, focusing on the history of American Locomotive Company and the Schenectady Locomotive Works.

Artifacts that were to be on display for the opening included a U. S. Army M47 "Patton" tank, and a 1909 "Black Beast" automobile, both of which were built by Alco. In addition, the museum has gathered a number of artifacts, including a Boston & Maine RS3 road switcher, and the cab of former Reading Company Alco FA1 #301. The latter was mysteriously found after languishing in a wooded area near Schenectady ever since its trade-in by the Reading in 1963 to Alco for Century 424 #5209. Also saved is the cornerstone from the Schenectady Locomotive Works, dating from 1888. While Alco built locomotives at Schenectady until 1969, most buildings remained standing until 2011, when they were demolished.

For additional information on the Alco Heritage Museum, visit their website, [www.alcoheritagemuseum.org](http://www.alcoheritagemuseum.org) or call 1-716-238-3768. —from Tampa Bay Chapter's Orderboard

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