



CINDERS

MAY 2017



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Volume 78

Number 5

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

Chapter Website: www.nrhsphiladelphia.org

PHILADELPHIA CHAPTER, NRHS
Board of Directors Meeting
Spring, 2017

Wednesday, May 10, 2017
7:00 PM to 8:30 PM

Amtrak 30th Street Station
(Gather at 6:45 PM at the World War II Statue
on the 29th Street side of the Station)

Meeting Cancellation Notice

In the event of an extreme weather or transportation emergency on a Philadelphia Chapter meeting date, Chapter officers will make a decision on whether to hold the meeting as scheduled. If questionable circumstances arise, members should telephone 215-947-5769 after 12 Noon on the day of the meeting for a recorded advisory. Thank you.

Meeting Notice

THURSDAY, MAY 18, 2017

SEPTA Elkins Park Regional Rail Station, Elkins Central Meeting Venue, 7879 Spring Avenue, Elkins Park, PA 19027. See Page 8 of our April issue for complete details on the meeting location and amenities for our new location. **DANGER!! DO NOT ATTEMPT TO ACCESS OUR MEETING ROOM FROM THE DOOR ON THE INBOUND PLATFORM TO PHILADELPHIA! YOU WILL TRIGGER POLICE & FIRE ALARMS!! WALK AROUND TO THE SPRING AVENUE ENTRANCE TO THE BUILDING.**

MEETING START TIME: 7:00 PM

Our meeting on Thursday, May 18, 2017 will feature an unusual PowerPoint program from President Larry Eastwood, entitled *A Selection of Vintage Postcard views of Railroad Stations in Pennsylvania, New Jersey and New York*. This sampling of views is from the Editor's personal collection, and numbers some 150 views. Come enjoy this program, a different take on the hobby we enjoy. Please note that the subject matter for the May 18 and June 15 program have been swapped.

Our Thursday, June 15 program will be Chapter Member Frank Tatnall with a slide program entitled *A Century Under Wire*, celebrating the Pennsylvania Railroad's electrification on the Main Line between Broad Street Station in Philadelphia and Paoli. Frank spent a 38-year career on the Pennsy, Penn Central and Conrail, painstakingly recording on film the many changes over the years.

Initial Elkins Park Meeting Goes Well; More Info for May and June

(NOTE: SEPTA Regional Rail schedules changed on Sunday, April 23. Check Page 6 for updates)

Philadelphia Chapter met for the first time at its new venue, the "Elkins Central" Meeting Room in SEPTA's Elkins Park Regional Rail station, on Thursday, April 20. A total of 33 members and guests were present to see an outstanding PowerPoint presentation on the new Hudson River Tunnels connecting New York Penn Station with northern New Jersey, presented by Drew Galloway. The Chapter thanks Program Director Harry Garforth for reaching out to Drew for such a fine program.

In what the Chapter hopes will be a long-term relationship at Elkins Park, our meetings for Thursday, May 18 and Thursday, June 15 will find us here again. Members should note that the programs originally proposed for May and June have been swapped (see Meeting Notice this page).

Two carts with portable chairs on them will be placed in the meeting room. As members arrive, they should grab a chair off the rack for their use. Likewise, please place your chair back on the cart as you leave the meeting at the end of the evening.

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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 WEBSITE: For current Chapter information, as well as vintage views of Chapter trips and activities, visit website: www.nrhsphiladelphia.org

CHAPTER OFFICERS (Elected)

President.....R. L. Eastwood, Jr. (215) 947-5769
Senior Vice PresidentDaniel Knouse (215) 659-3436
Vice President & Treasurer.....Richard Copeland (215) 343-2765
SecretaryMarie K. Eastwood (215) 947-5769
National Representative.....Peter M. Senin, Jr. (609) 458-2090

COMMITTEE CHAIRS (Appointed)

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Equipment Chair.....David R. McGuire (856) 241-8046
Historical Archivist.....Kenneth Thomas (215) 635-2335
Membership Chair.....Sheila A. Dorr (610) 642-2830
Program Director.....Harry Garforth (215) 266-3180
Publicity Chair.....
Webmaster.....Daniel Knouse (215) 659-3436

2017 ANNUAL MEMBERSHIP DUES: Effective September 1, 2016, \$20.00 per person, which covers Philadelphia Chapter dues through December 31, 2017. (NRHS National membership dues for 2017 are \$50.00, billed directly by NRHS). NRHS chapters bill their members separately for Chapter dues, which is done annually in October. The donation requests for Philadelphia Railfriends are mailed during October via separate mailing from *Cinders*. Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance in the amount of \$20.00 to Post Office Box 7302, Philadelphia, PA 19101-7302. Please be sure to include name, valid mailing address, telephone number and E-mail address, as applicable. Remittance should be made payable to **Philadelphia Chapter, NRHS**.

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 **ANY E-MAIL ADDRESS** so our records are complete.

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.

Chapter Officers Re-Elected

At its Annual Meeting held on Thursday evening, April 20, 2017 at Elkins Central in SEPTA's Elkins Park Regional Rail station, Philadelphia Chapter unanimously re-elected its current slate of Chapter officers for the 2017-2018 meeting year. Nominating Committee Chairman Burton Eisenberg, himself a Cheltenham Township election official, conducted the election, which found no nominations from the floor. The secretary was the instructed to cast a unanimous ballot for the incumbent officers, who are listed as follows:

R. L. Eastwood, Jr., President
Daniel J. Knouse, Senior Vice President
Richard D. Copeland, Senior Vice President/Treasurer
Marie K. Eastwood, Secretary
Peter M. Senin, Jr., National Representative

President Larry Eastwood subsequently reappointed all Committee Chairs for another year of service; the Publicity Chair remains vacant, and the Chapter needs someone to volunteer.

The Chapter thanks Burt Eisenberg for volunteering to service as Nominating Committee chairman.

HERBERT A. GEORGE

March 27, 2017

Philadelphia Chapter has learned of the passing of Chapter-only member Herbert A. George of Parsippany, NJ on Monday, March 27, 2017, at the age of 87. While he was a Chapter-only member in Philadelphia, we are led to believe his home Chapter was Long Island-Sunrise Trail.

Herb was born in Brooklyn, NY and grew up in Forest Hills, NY, graduating from PS144 High School in that Long Island town in 1946. He received his bachelor's and master's degree in electrical engineering from Brooklyn Polytechnical Institute. He had a long career with AT&T/Western Electric and ITT Laboratories in northern New Jersey. He was a veteran of the U. S. Army, serving at Fort Monmouth, NJ in the electrical engineering group.

George's passions were model railroading and classical and light music. From 1985 to 1990, he was President of the Philadelphia Chapter of the Pennsylvania Railroad Technical & Historical Society. He did not attend many Philadelphia NRHS meetings, but was often a participant on our Chapter's various electric fan trips.

He is survived by Marjorie (Christensen) George, his wife of more than 60 years of marriage. He is survived by a daughter and son. Services were conducted at the Martin Funeral Home in Clinton, NJ on April 1, 2017, with interment in Pleasant Hill Cemetery in Chester, NJ. Philadelphia Chapter extends its condolences to Herb's family..

HARRIS NEAL SACHS

April 15, 2017

Philadelphia Chapter wishes to inform you of the passing of longtime Chapter Member and Philadelphia Railfriend Harris Neal Sachs, of Absecon, NJ on April 15, 2017 at the age of 69, following an extended period of declining health.

A native of Philadelphia, Harris was a traction afficionado and had been a proud member of Philadelphia Chapter since 1981. In his later years, when unable to travel, he affiliated with the Chapter as a Philadelphia Railfriend.

His career path gravitated to the New Jersey Seashore, where he was an Atlantic City Jitney driver for more than 30 years. One would have to imagine that his contacts at the Shore were from all walks of life.

He is survived by a brother, Alan Sachs and his wife Cindy, of Oakland, CA and his loving niece and nephew, Danielle and Jesse Sachs.

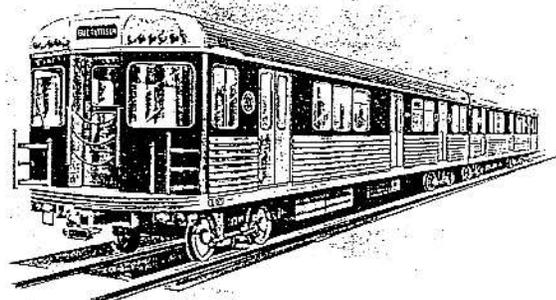
Graveside services were conducted on Sunday, April 30 at Montefiore Cemetery on Church Road in Rockledge Borough (Jenkintown Post Office), Montgomery County, PA. A friend to many in our Chapter, we all join in extending our sincere condolences to the Sachs family.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



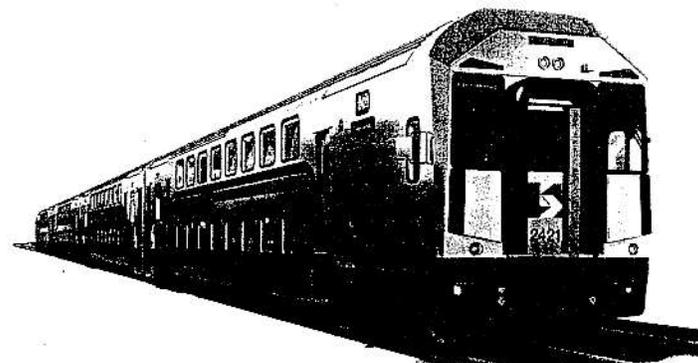
SEPTA held a series of public hearings last month on its proposed operating and capital budgets for Fiscal Year 2018 beginning this July 1 (see April Cinders). It is expected that the SEPTA board will approve the \$1.4-billion operating budget and the \$727.2-million capital budget at its May 25 meeting, as well as the first increase in fares since 2014.....SEPTA has a six-person team of social media specialists who respond to the many Twitter messages received every day from riders. The flow of tweets directed to @SEPTA_SOCIAL generally increases when there are problems on the system, but as reported in the *Daily News* last month this customer service group has become adept at answering the incoming complaints and inquiries..... SEPTA has launched an electronic bid system, or “eBid,” to help local businesses compete on solicitations valued at over \$100,000.

All SEPTA police officers now are equipped with body cameras, which SEPTA says has improved their interactions with riders and the public. Complaints against the police dropped by 25 percent in the first six months since the cameras were deployed early last year, injuries to officers were reduced by 30 percent and injuries to suspects by 20 percent. SEPTA requires all of its 245 officers—from beat cops up to Chief Thomas Nestel III—to wear body cams. The cameras, which cost \$400,000, also aid in the investigation of incidents in which police were involved. The technology is “going to make good cops great cops, because they’ll use it to bolster their cases and establish probable cause,” Chief Nestel said.....SEPTA will stop selling magnetic-stripe weekly and monthly TransPasses, effective June 1. After that, riders will need to load their TransPasses on electronic Key Cards, which are now readily available at transit stations and sales offices. No date has been set for the discontinuance of token sales.

SEPTA has installed a “safe turn alert” system on 143 buses, or about ten percent of its fleet. The system includes strobe lights on the front of the vehicle and an audible announcement when the bus begins to turn at a street intersection. It will take three years to retrofit the entire fleet but all 525 new hybrid-electric buses now on order will come equipped..... SEPTA is installing a Communications-Based Train Control (CBTC) system on suburban trolley lines 101 and 102 out of the

69th Street Transportation Center. CBTC will ensure the separation of vehicles and provide overspeed protection, similar to the system installed several years ago in the trolley subway to center city.....As often happens, the heavy rainfall on Thursday, April 6, flooded the Route 102 trolley tracks which dip under the CSX bridge in Sharon Hill. Shuttle buses were operated for several hours between MacDade Blvd. and the Sharon Hill station.

SEPTA REGIONAL RAIL



Phase 1 of the long-anticipated Paoli Transportation Center project finally got underway in March. The first step was to remove the #2 and 3 center tracks through the station area to create space for a new high-level platform, pedestrian overpass and elevators to meet the requirements of disabled passengers. This phase, a joint SEPTA-AMTRAK project estimated to cost \$44.7 million, should be completed by late next year. PennDOT plans to build a new bridge just east of the station, enabling the extension of Darby Road over Amtrak’s mainline tracks and allowing removal of the ancient North Valley Road bridge adjacent to the station. Following that, Phase 2 of the transportation center project could begin sometime in 2022, which will include a new station complex with additional high-level platforms, passenger amenities, improved bus facilities and a 600-space parking garage. There are no changes in service expected for the immediate future as a result of the Phase 1 construction.

On April 21 SEPTA and local officials celebrated the opening of the new 680-space parking garage at Lansdale station. Construction of the \$42.1-million project began in October 2015. To help Lansdale passengers cope with the reduced available parking, a new 9th Street station was opened on the Doylestown Line less than a mile to the north. That station will retain 78 parking spaces but the temporary lot there has been closedDesign work for the proposed Ardmore Transportation Center is complete, and construction should begin next year on the \$36.3-million first phase of the project. This will

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PHILADELPHIA EXPRESS

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include a new station building on the inbound side, high-level platforms and other improvements. A future Phase 2 will see the construction of a 500-space parking garage adjacent to the station as well as other improvements.

Seniors got some good news last month. As part of the fare increase proposal, they will get free rides on Regional Rail when SEPTA Key becomes operational on the railroad this fall. (At least fall is SEPTA's target date for implementing Key on the RRD.) While seniors already ride free on transit lines they still pay \$1 (or 85 cents using ten-ticket strips) on the railroad Lower Merion Township is considering a southward extension of the Cynwyd Heritage Trail from Cynwyd station to City Avenue. Much of the proposed trail apparently would be on SEPTA right-of-way, sharing space with the Cynwyd trains. Press reports do not indicate whether or not SEPTA has been consulted.

After ten months, the final run of MARC coaches hauled by an AMTRAK ACS-64 locomotive came on Friday, April 28. It was on inbound Flyer #9526 from Thorndale. SEPTA's leases on this equipment expired at the end of April SEPTA is upgrading its track, signals, catenary and interlockings on the line between 30th Street and "Phil" interlocking, which includes the 32nd Street tunnel. The three-year project is budgeted at \$41.8 million. Also in the works is the rehabilitation of seven undergrade bridges on the hill between Suburban and 30th Street Stations, bridges which were built in 1929 as part of the Suburban Station project. The estimated cost of the bridge work is \$58 million over several years.

Former Philadelphia Attorney William T. Coleman, Jr., died March 31 at the age of 96. After a highly successful career in the law and as an advocate for civil rights, Coleman was named U.S. secretary of transportation by President Gerald R. Ford in 1975, becoming the first African-American to serve in the cabinet of a Republican President. One of his major accomplishments in Washington was obtaining more than \$300 million in Federal funding to help build Philadelphia's center city rail tunnel, which was opened in 1984. Without that money the tunnel could not have been built, especially considering the opposition of then-Mayor Frank Rizzo.

Regional Rail managers had to deal with a varied series of problems during April. At 9:05 on Sunday morning the 2nd a woman jumped in front of train #4716 at the Airport Terminal A station but the engineer was able to dump the air before running over her. She was trapped under the front end of the train and suffered injuries. The rescue operation shut down the line into the Airport for more than an hour, as passengers were bused to and from Eastwick station where the trains were turned. That same morning a retaining wall collapsed at "Walnut" interlocking near University City, forcing single-track operation through the area for most of the morning. Several trains saw minor delays. In another bizarre event, the following Sunday about 4 AM an automobile careened into Fern Rock Transportation Center, landing on the 0 track and crashing into the platform. The driver was not seriously injured and due to the early hour train delays were minimal.

A major service disruption in the afternoon of Monday, April 10, affected thousands of Regional Rail passengers. A signal failure at "Newtown Junction" around 3 PM quickly escalated, delaying more than 40 trains on the Mainline and annulling three others until normal operations were restored by early evening. The Fox Chase Line was taken out of service for more than three hours until the switches at "Newtown" interlocking could be lined shortly after 6:30 PM. Making matters worse, a private vehicle ran into the gates at the Old York Road grade crossing on the Warminster Line at 5:20, pushing one gate into the catenary. Power was shut down for an hour until the gate was removed and service could be restored. Three Warminster trains were annulled and five others suffered substantial delays. Some passengers were bused and two disabled passengers on train #448 were accommodated by EMS emergency personnel. The next day SEPTA issued an apology to its riders for the extensive delays. Then, on the following afternoon two Fox Chase trains had to be annulled because of a brush fire near Lawndale station.

Heavy rains on Saturday, April 22, resulted in many delays due to slippery rails. Crowded trains on some lines contributed to the problems, but they were just a rehearsal for the NFL Draft crunch in center city Thursday through Saturday the 27th through 29th. SEPTA said that it planned to add extra cars to some off-peak trains to meet an expected ridership surge to and from the Draft and the Penn Relays at Franklin Field. Additional evening service was to be offered on the Market-Frankford and Broad Street Lines on Thursday and Friday evenings, and there would be 24-hour train service on Friday and Saturday nights. Around 13,000 free parking spaces were offered in the sports lots adjacent to AT&T station on the Broad Street Line, for the benefit of fans looking for an easy way to get to the Draft venue..... Wilmington-Newark service was suspended during the morning rush on Wednesday, April 26, after a wire failure at Marcus Hook. AMTRAK completed repairs at 7:40 AM and service resumed.



AMTRAK issued an updated 138-page system timetable last month—but online only—which incorporates all of the recent changes in the Northeast Corridor schedules that became effective April 3. The cover photo, however, is anything but springlike: a train speeding through a snowy landscape!The *Inquirer* in its April 20 edition carried a front-page story on AMTRAK, with a photo of President Wick Moorman surveying the Northeast Corridor from the picture window at the rear of his theater car **American View**. He invited the press along for the ride, while making the case for the funding needed to increase capacity, run faster trains and improve safety along the NEC. "This corridor is unique in the United States," Moorman said, "there is no other railroad that looks anything like this." But the infrastructure is old, and needs a costly upgrade in order to efficiently serve the densely-populated northeastern United States into the future.

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AMTRAK's authority to enforce the performance standards of its passenger trains while on freight railroad lines has been declared unconstitutional. A Federal judge in Washington handed down the ruling in late March, in a lawsuit filed by the Association of American Railroads challenging the section of the 2008 Passenger Rail Investment & Improvement Act which granted such powers to the Federal Railroad Administration and Amtrak. FRA had issued the standards in 2011, but now their elimination apparently means that Amtrak will have no recourse against delays caused by freight railroads (*Trains*)..... AMTRAK is testing two types of electronically-controlled pneumatic brakes on a dedicated set of Northeast Corridor equipment (*Trains*).....Northbound train #20 **Crescent** struck and killed a trespasser around 1:30 PM on Sunday, April 23 at Prospect Park. Some AMTRAK trains were delayed, getting by the scene on track #4, but SEPTA's Wilmington service was suspended for over three hours. The two-mile stretch of the Corridor between Glenolden and Ridley Park has seen *eight* trespasser deaths in just the past 20 months.

Penn Station in New York has been the focus of tremendous passenger discontent over the past few weeks. It began with the sideswipe accident between Acela #2151 and an NJ TRANSIT train on Friday morning, March 24, followed two weeks later by the derailment of an inbound NJT train on Monday morning, April 3rd. AMTRAK said that both accidents were caused by track defects, the first by a misaligned rail and the latter by wide gauge due to deteriorated wood ties. A cascade of delays to other Amtrak, NJT and even LONG ISLAND trains resulted, but at least there were no serious injuries. After the April 3 incident, Amtrak and NJT were forced to operate a reduced schedule through April 6, due to the fact that eight of the station's 21 tracks were out of service. LIRR also cancelled some trains.

President Moorman, after visiting the scene, issued a public mea culpa on April 6. He said that his maintenance people were aware of the conditions on the slow-speed station tracks but did not appreciate the need for immediate repairs. He also noted that he was leading a "comprehensive review of our maintenance practices and Engineering Department...to ensure we have the right processes and organization to maintain and improve our infrastructure." The action of New Jersey Governor Christie in cutting off funding to Amtrak, Moorman said, would not help to solve the problems at Penn Station.

A week later, on Friday the 14th, an afternoon NJT train from Trenton with 1,200 passengers on board stalled in one of the North River tunnels and was stuck there for almost three hours. Catenary power had failed, and the train was unable to move into the station until power finally was restored. Many AMTRAK and other NJT trains suffered delays of from two to four hours. The following Wednesday morning, April 19, a deadheading NJT train also got marooned in the tunnel, causing delays. On Sunday the 23rd a failure in a dual-power locomotive stopped an Empire Service train which had just left the station, but only a few delays resulted since it was not blocking the North River tunnels. Two days later Amtrak announced that more delays could be expected because of track inspections and urgent maintenance work in the

station. Through this period of trial, conditions in the station concourse sometimes became chaotic. Perhaps the worst moments were during the evening of Friday the 14th when passengers in the station stampeded wildly amid rumors of gunfire, but what actually happened was police using a Taser gun to subdue a suspect.

On April 27 President Moorman announced a series of new initiatives aimed at strengthening the infrastructure at Penn Station, and to improve operations at that very busy and congested facility. These will include major track and switch renewal projects beginning this month and extending through the summer. Some of the track in question dates from the 1970's, Moorman said, "a time when we were handling half the trains and a third of the customers that we do today." Also to be formed is a joint Station Concourse Operations Center with NJT and the LIRR, to address the many problems resulting from the extreme crowding in a concourse physically inadequate for the present volume of peak-hour traffic. The infrastructure renewal project will be expedited so as to complete in a few months work that was originally programmed for several years. This necessarily will require track closures and schedule changes, seriously impacting service on both weekdays and weekends during certain periods.



**CSX, NS
OTHER
ROADS**

In the past few months a lot of news has come out of CSX headquarters in Jacksonville, and it shows no sign of stopping. Since our last report, new CEO E. Hunter Harrison has continued to shake things up, while also assuming the additional title of president. During April alone he converted four of CSX's 12 hump yards to flat switching and began implementing his signature strategy of "precision railroading." He promised better service to customers while at the same time cutting costs, storing locomotives, running longer trains and boosting the bottom line. But Harrison broke with industry leaders by saying that he is not an "advocate" of one-person train crews. Now CSX shareholders, at their June 5 annual meeting, will have to approve paying Harrison \$84 million in salary and benefits that he forfeited by stepping down early from his post as CEO of CANADIAN PACIFIC. Harrison is something of a legend in the industry for his success in turning around lagging railroads. Major shareholders have rallied to his support as they believe that he will bring change to a company that some consider less efficient than its principal competitor, NORFOLK SOUTHERN. CSX stock rose from \$36 per share at the beginning of 2017 to around \$51 in late April, due partly to the company's strong revenues and perhaps partly to the weeks of speculation that Harrison would take over. He did not actually become CEO until March 6.

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PHILADELPHIA EXPRESS

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NS is investigating the April 14 derailment of an empty coal train at Mattawana, PA, west of Lewistown. The lead locomotive was AC44C6M #4001, a specially-painted DC-to-AC conversion unit which was heavily damaged when it fell on its side down an embankment. The engineer was taken to the hospital with minor injuries and some 20 hopper cars were mangled in the pileup. Although the wreck was not cleared until the following day, AMTRAK #42 and 43 **Pennsylvanian** were able to get by on the #1 track.....CONRAIL has upgraded its Pavonia yard in Camden into a one-person remote-control operation, without using any utility field personnel. Conrail officials say Pavonia is the only flat-switching yard in North America that has this type of operation. Until five years ago this old Pennsy yard ran with a conventional hump (*Progressive Railroadng*)CONRAIL has found itself in the middle of a political fight with the City of Philadelphia, over the notorious den of heroin addicts that for years have been camped along the Richmond industrial track in West Kensington. The city is insisting that Conrail clean up and secure its property while the railroad says the city must do more to help.

Letter to the Editor.....

Hi, Larry,

I want to thank you for my 50-year membership pin from NRHS. I've been so fortunate in so many ways during my life and my career in the rail industry. That career of mine does include 18 years with the Delaware & Hudson, as well as 23 years with the Freight Traffic Department of the Pennsy, and my four years out here with the Pittsburgh & Lake Erie.

I was born and raised in Indianapolis and enjoyed seeing all of the 13 different interurban lines that fanned out from the Hoosier capital.

The late (Philadelphia Chapter member) Bob Stacy and I were high school classmates, and we shared our interests in the Indiana Railroad and others.

I've often said I wished I was still working as I enjoyed almost every minute of my working days, and, I repeat, I've been so fortunate, for I still have a 24/7 interest in the rail industry.

The NRHS, to me, is such a fine organization; I've enjoyed, and continue to enjoy my membership, with good people, good publications and interesting programs.

Thanks again, Larry. Keep up your good work.

Dick George

Richard H. George
Pittsburgh, Pennsylvania
February 13, 2017

Elkins Park Update

(Continued from Page 1)

Quite a number of members availed themselves of the few eating establishments close by the Elkins Park station, and there was more than sufficient parking space for those attending. An updated Regional Rail schedule, effective Sunday, April 23, will be found on Page 6 of this issue. One or two trains have had their times adjusted, so if coming that way, please check.

Over the past year or two, the Chapter has found itself the beneficiary of a fair number of hard cover books, provided by members who have either passed on or are thinning their libraries. At our May 18 meeting, there will be a table with "free" hardcover books for the taking. In addition, there will be some "higher value" books available for purchase, either pre-priced or by a mini-auction, at competitive prices for members and friends to purchase. Some of those books may be listed in this issue of *Cinders*, space permitting.

Come join your fellow Chapter members at Elkins Park on Thursday, May 20 for an entertaining, informative program.

SEPTA Regional Rail Schedules GETTING TO OUR MEETINGS

(Effective April 23, 2017)

Outbound from Center City

Train #	Jefferson Station	Elkins Park	Destination
380	5:32 PM	5:52 PM	WTR
384	5:59 PM	6:20 PM	WTR
452	6:10 PM	6:30 PM	GLN
454	6:40 PM	7:01 PM	GLN

Inbound from Jenkintown-Wyncote

Train #	Jenkintown	Elkins Park	Destination
4571	5:38 PM	5:41 PM	THO
575	6:23 PM	6:25 PM	THO
461	6:54 PM	6:57 PM	AIR

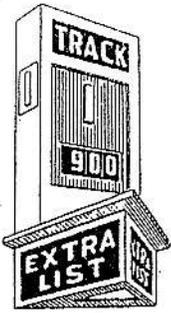
GETTING HOME FROM OUR MEETINGS Inbound to Center City

Train #	Elkins Park	Jefferson Station	Destination
467	8:28 PM	8:50 PM	AIR
469	8:57 PM	9:20 PM	AIR
471	9:28 PM	9:50 PM	AIR

Outbound to Jenkintown-Wyncote

Train #	Elkins Park	Jenkintown	Destination
460	8:31 PM	8:34 PM	WAR
462	9:01 PM	9:03 PM	GLN
392	9:25 PM	9:30 PM	WTR

Members will need to check their connecting train at either Jefferson Station, Jenkintown-Wyncote station or other intermediate points. If you are riding on a regular ride ticket, you must inform the conductor you are changing enroute so he/she may cancel the ticket appropriately. There are many new crews on Regional Rail who may not encounter this very often.



Tuesday, May 9, 2017: Regular monthly meeting of Harrisburg Chapter, NRHS, Hoss's Restaurant, 743 Wertzville Road, Enola, PA. Optional dinner at Hoss's at 5 PM, business meeting and program start at 7 PM. Program will be *(Continuing Legacy: Photographing the Pennsylvania Railroad)* by Photographer Michael Froio of Williamstown, NJ. (Note: This program is rescheduled from March 14, 2017 due to snowstorm.)

Saturday, May 13 (note date!): Haddon Heights Down by the Station Day. West Jersey will have two programs: in the morning, "Vintage South Jersey Railroad Freight Stations/Shelters/Signals and Stations A to Z". In the afternoon, another edition of Robert L. Long photos that the Chapter has scanned. The event lasts from 10:30 AM to 3:00 PM. *West Jersey Chapter will have NO Monday night meeting in May.*

THURSDAY, May 18: Regular monthly meeting of Philadelphia Chapter, NRHS, SEPTA Elkins Park Regional Rail station (Elkins Central Meeting Room), 7879 Spring Avenue, Elkins Park, PA 19027, 7:00 PM. Program will be *Selection of Vintage Post Card Views of Railroad Stations in Pennsylvania, New Jersey and New York*, a PowerPoint presentation by Chapter President/Editor Larry Eastwood. (Please note that our meeting night will be the **THIRD THURSDAY** of the month.)

Saturday, May 20: Northeast Philadelphia 2017 History Fair, presented by Friends of Northeast Philadelphia History, at Holy Family University, Campus Center Building, 9801 Frankford Avenue, Philadelphia, PA, 10 AM to 3 PM. Admission is free, and all are welcome. Historic displays, books, prints available, plus presentations on local history. Philadelphia Chapter anticipates having a table at this event. More information in May.

Sunday, May 21: Friends of Philadelphia Trolleys will sponsor a trolley excursion in conjunction with East Penn Traction Meet in Allentown. Trip departs Elmwood depot at 11 AM, returns 3 PM. Tickets: \$45 per person, from FPT, Inc., c/o Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843.

Saturday, May 27: "Picnicrail '17" at Maier's Grove, Blandon, PA, sponsored by Pottstown & Reading, Lehigh Valley Chapters, NRHS, Reading Company Technical & Historical Society, Anthracite Railways Historical Society and Conrail Historical Society. Event begins at 1 PM, until ?? Evening show by *Railfan & Railroad* Editor E. Steven Barry. Plenty of Norfolk Southern action on the East Penn. Buffet meal with BBQ chicken at 5 PM. Price: Adults \$16.00. For tickets send remittance payable to P&R Chapter, NRHS, with self-addressed, stamped envelope to: Philip Reppert, 17 Adele Avenue, Blandon, PA 19510-9750.

Saturday, June 3: Annual "History Train" will be operated by West Chester Railroad. Philadelphia Railfriend Dave Walter will narrate historical facts about rail service to West Chester and the communities it passes through in the spring countryside along the Chester Creek. Train departs Market Street station in West Chester at 10 AM for an approximately two-hour roundtrip to Glen Mills, plus a photo runby at Locksley flag stop. Tickets are \$20. Order on-line at www.westchesterrr.net.

Saturday, June 3: Museum of Bus Transportation annual Spring Fling at Antique Automobile Museum Campus,

Route 39, Hershey, PA, 8:00 AM to 3:00 PM. Memorabilia sales, bus parade and exhibits. Admission: \$7.00. Complete information from info@busmuseum.org.

Saturday, June 10: Union County Industrial Railroad offers rare-mileage trips over former Reading trackage from ConAgra plant in Milton, PA towards New Columbia and return. Trains run 11 AM, 1 and 3 PM. Trip runs for Bicentennial of Milton, PA in conjunction with North Shore Railroad. Tickets are \$10 each and may be bought ONLY at the Milton Borough Hall, 2 Filbert Street, Milton, PA during normal business hours from April 10 through April 28. More info: www.milton2017.com.

Tuesday, June 13: Regular monthly meeting of Harrisburg Chapter, NRHS, Hoss's Restaurant, 743 Wertzville Road, Enola, PA. Optional dinner at Hoss's at 5 PM, business meeting and program start at 7 PM. Program will feature illustrated talk *Call the Wrecker*, photos of mishaps, primarily involving Reading Company trains, using company photographs made by the RDG's wreckmaster. *This program was shown at Philadelphia Chapter's November 18, 2016 program and is great!*

THURSDAY, June 15: Regular monthly meeting of Philadelphia Chapter, NRHS, SEPTA Elkins Park Regional Rail station ("Elkins Central" meeting room). 7879 Spring Avenue, Elkins Park, PA 19027, 7:00 PM. Program will be Chapter Member Frank G. Tatnall, with slide program *A Century Under Wire*, covering the Pennsylvania Railroad electrification from Broad Street Station, Philadelphia, to Paoli. (Note: This program will also be presented to the Tredyffrin-Easttown Historical Society meeting at the Easttown Township Library, 720 First Avenue, Berwyn, PA on Sunday, May 21, 2017 at 2:00 PM. The Library is a short two block walk from SEPTA's Berwyn station).

Tuesday, June 20-Saturday, June 24: "Nashrails" 2017 NRHS National Convention in Nashville, TN. Headquarters hotel is the Nashville Airport Hotel (\$129 per night – reservations must be made by May 21 – mention NRHS for room rate). Call 615-316-1062 for reservations. For additional convention information and to purchase event tickets, visit www.nrhs.com.

Friday, August 11 through Sunday, August 13: Railfest Hamburg 2017, celebrating the 50th anniversary of Reading Alco C630 #5308 and GE U30C #6300, sponsored by Reading Railroad Technical & Historical Society. Complete information will appear in the June/July issues of *Cinders*, or by visiting the RCT&HS website, www.readingrailroad.org.

Sunday, August 27: 42nd Annual Train Meet, "The Allenwood Show", sponsored by Central Pennsylvania Chapter, NRHS at the Warrior Run Fire Department Social Hall, Second Street, Allenwood, PA (just off PA Route 15), 9:00 AM to 2:00 PM. Admission: \$3.00 per person, children under 12 Free. Model trains and supplies, plus railroadiana. Food on the premises.

Through November: Reading Railroad Heritage Museum, 500 S. Third Street, Hamburg, PA has new exhibit: "Bee Line Service on the Reading" The exhibit showcases the RDG's attempt to compete with trucks for short-haul business. Models, photos and archives tell the story. An exhibit on diesel locomotive technology and a showcase of Reading diesels is included. Museum is open Saturdays 10 AM to 4 PM, and Sunday Noon to 4 PM. Regular admission charges apply. For info, telephone 610-562-5513 or visit website: www.readingrailroad.org.

Dining by Rail

by Peter F. Vaira

From 1900 to 1950, dining on first class luxury passenger trains in the United States was a great experience. That experience may be possible in some parts of Europe today, but sadly not in the United States. Most people in the United States under the age of 50 have no knowledge of what can be described as dining by rail.

The dining car was a creature of the luxury train service offered by all major passenger railroads in the first half of the 20th Century. Train trips were long, often overnight. Passengers had the time for a leisurely meal, and to look out the window at the countryside slipping by. There was no rush to hurry the meal. The destination was hours or even a full night away.

What is amazing is that the food was excellent, with fresh vegetables, fish (including oysters) and meat prepared enroute, in a very small compartment in the dining car. In *Trains and Travel*, January, 1952, one passenger described his experience in a dining car with polished silverware, a vase of freshly cut flowers, starched napkins and tablecloths and a glass pitcher of pure spring water.

He had a choice of Lobster Newberg, a specialty of that train line, chicken pot pie, or a grilled steak. He selected steak. The waiter squeeze a lemon in his glass of cold tomato juice to start. The traveler looked out the window at the lights of autos stopped at the crossing gates, in a snow-covered landscape. He munched on cold celery and a salad with the railroad's special dressing. His choice of dessert was apple pie, cherry cobbler or ice cream; and, of course, hot coffee, served in a heavy cup bearing the railroad's own logo. This took place in an 85-foot dining car, traveling through the night at 70 miles an hour. This service was offered every day, including holidays. The Pennsylvania Railroad served 185 full meals on Christmas Day in 1951. The main course was roast turkey with all the traditional accompaniments.

The meals were relatively inexpensive, even by today's standards. The Railroad Museum of Pennsylvania, in an exhibit in 2014, displayed a 1940 menu from the PRR which lists roast prime rib with soup or tomato juice, asparagus tips, Virginia potatoes, fresh vegetables, rolls, a beverage and ice cream for \$1.50. Prior to dining service a steward would pass through the passenger cars, ringing a four-bar xylophone announcing the dining car was open, and once again when it was the last call. Each railroad had its own patterned china, which have become collectors pieces. I have a setting from the Baltimore & Ohio, which I believe is one of the most attractive of all railroad china.

A recommended book is *Dining by Rail*, by James D. Porterfield, St. Martin's Press, 1993. It is a detailed history of the rise and decline of the dining car service in the United States. It contains 78 pages of individual recipes from railroads of the United States, including Alaska. Many offered special foods of their particular territory.

Just reading the titles and ingredients is a mouth-watering experience; imagine dining on such foods in a quiet atmosphere watching the passing scenery through the dining car window. How about poached eggs, Spanish style with Risotto or Fricandeau of Veal, from the Union Pacific, or, deviled slice of roast beef with mustard sauce, and salad bowl with Pennsylvania

dressing from the Pennsylvania Railroad? There were many recipes for fresh seafood including oysters.

No such service or atmosphere today, even in the first class sections of airlines on long international flights.

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.

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

"Harris" Tower Railroad Museum Updated for 2017 by Chapter

Substantial rehab, a new exhibit, an enhanced data link, and expanded displays will be highlights of Harris Tower Railroad Museum, 637 Walnut Street, Harrisburg, PA when it opens for visitors May 27 and subsequent Saturdays (9:00 AM – 4:00 PM) through October 28. Admission is free.

During the past winter, the museum, owned by Harrisburg Chapter, NRHS, restored 40 windows, power-washed the interior, upgraded one bathroom with period-appropriate fixtures, repainted the second floor and installed replica lighting fixtures. The tower's electro-pneumatic switching machine, now computer-driven, will shortly have its covers sandblasted and repainted. A member of the Morse Telegraph Club has donated an antique telegraph set, which allows visitors to operate to experience the sounds of old-time railroading.

Monitoring of modern railroad operation is possible due to a new satellite data link mounted on an adjacent building and connected to the tower by underground cable. This new device airs radio chatter by Norfolk Southern Railroad crews as their trains pass Harris Tower. Two track display monitors give visual indications of train movements. "This is truly a hands-on museum," says Chapter Member Dan Rapak, whose technical skills put some "life" into the exhibits. "Visitors will remember their time at Harris," he says, "because they had the opportunity to touch things."

On the tower's ground floor, three new display cases—one as long as eight feet—will show off recently-acquired memorabilia pertinent to the structure's history. Harris Tower is a National Register listed structure from the 1930's acquired from Amtrak in 1991 and restored by volunteers in concert with professional help. It is a major project of Harrisburg Chapter, NRHS. The chapter a nonprofit educational organization, is one of over 135 NRHS chapters located throughout the United States as well as England, Canada and Japan.