

IN THIS ISSUE

Philadelphia Chapter News and Meeting Notice.....	1
Philadelphia Chapter Items.....	2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
Extra List / Pennypack Trail Update.....	8

# CINDERS

JANUARY 2018



Volume 79

Number 1

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

**Chapter Website: [www.nrhsphiladelphia.org](http://www.nrhsphiladelphia.org)**

**PHILADELPHIA CHAPTER, NRHS  
Board of Directors Meeting  
Winter, 2018**

-----  
**Tuesday, January 16, 2018  
7:00 PM to 8:30 PM**  
-----

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

## 2018 Chapter Dues Renewals Rolling Along; NRHS Bills Sent

The dues renewal process for Philadelphia Chapter and its members is rolling along smoothly. The renewals are coming in, although an up-to-date report cannot be provided because the Holiday Season has prevented the officers from getting to our downtown Philadelphia post office box, which will be done later in the first week of the New Year.

Bills from the National Railway Historical Society for 2018 National dues were sent, both electronically and by U. S. Mail, at the very end of November. That having been said, many members remain confused about the National renewal process and the need to sign up for an online account with a password and all that goes with that – plenty of frustration. Many Chapter members have told the officers that they will simply write a check and mail it with to avoid the clumsy process of online.

Philadelphia Chapter dues, of course, remain at \$20.00 per member for 2018. Members' financial support above and beyond the normal dues level is deeply appreciated. Your dues payment only covers the issuance and mailing of *Cinders* as well as our room rental at Elkins Park. Items such as our Willow Grove storage facility and insurance are extra and dependent on members' generosity. We urge you to take a moment, if you've not done so, and submit your renewal for 2018 today, so we may complete this annual process.

### 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, JANUARY 18, 2018**

SEPTA Elkins Park Regional Rail Station, Elkins Central Meeting Venue, 7879 Spring Avenue, Elkins Park, PA 19027. See Page 8 of our May, 2017 issue for complete details on the meeting location and amenities for our new location, as well as transportation schedules, which have not changed from our last meeting. **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**

We begin our new year with a local flavor program. On Thursday, January 18, Chapter Member Harry Pinsker, a retired PTC/SEPTA employee, will provide a narrated slide program, *Philadelphia Trolleys*, which will provide an inside look at the streetcars of the former Philadelphia Transportation Company, as well as successor operator Southeastern Pennsylvania Transportation Authority. During Harry's career, he had access to many views that rail enthusiasts did not, and this program will document them.

We have potential programs lined up for February and March, but we need to coordinate presenter availability for our meeting dates. Suggestions for future programs are always welcome, and should be communicated to President Larry Eastwood or Program Chair Harry Garforth, whose contact information will be found on the Chapter's masthead on Page 2.

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

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

**CHAPTER WEBSITE:** For current Chapter information, as well as vintage views of Chapter trips and activities, visit website: [www.nrhsphiladelphia.org](http://www.nrhsphiladelphia.org)

**CHAPTER OFFICERS (Elected)**

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

**COMMITTEE CHAIRS (Appointed)**

Editor.....R. L. Eastwood, Jr. (215) 947-5769  
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

**2018 ANNUAL MEMBERSHIP DUES:** Effective September 1, 2017, \$20.00 per person, which covers Philadelphia Chapter dues through December 31, 2018. (NRHS National membership dues for 2018 are \$50.00, billed directly by NRHS – expected to be mailed about November 15, 2017). NRHS chapters bill their members separately for Chapter dues, and these were mailed between October 12 and 20, 2017. The donation requests for Philadelphia Railfriends were 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](mailto:ayrestower@comcast.net).

## Philadelphia LCL.....

The Washington, DC area lost two notable rail historians during the Autumn season of 2017. **Karl H. Helft**, of Herndon, VA, passed away on November 19, 2017. Helft had been an active railfan around DC for over 40 years, and participated in the Southern Railway excursion program. He was a 60-year-member of NRHS and was a founding member of the Potomac Chapter, NRHS. In addition, he was a 40-year member of the Old Dominion Division, RRE. He was the owner of Helft World Travel as well.....A longtime member of Washington, DC Chapter, NRHS, **Bernard H. Gallagher** of Beltsville, MD passed away on December 5, 2017, at the age of 89 after a period of declining health. He was a fifth-generation native of Alexandria, VA. He was an Army veteran during the Korean War. During his working career, Gallagher was employed by the Southern Railway, Fruit Grower's Express and the Washington Terminal Company. Bernie also served as chief mechanical officer for the Washington, DC Chapter, NRHS and was a leader in the years-long restoration of the Chapter's famed *Dover Harbor*, which many Philadelphia Chapter members have enjoyed true rail journeys in the "traditional manner" of Pullman. He is survived by his wife, Charlotte Mary Gallagher, of Beltsville, MD. A Memorial Mass was celebrated on December 13 in Beltsville.

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

If your *Cinders* arrives damaged or with pages missing, contact Editor Larry Eastwood at 215-947-5769 or [ayrestower@comcast.net](mailto:ayrestower@comcast.net) and a replacement copy will promptly be sent to you. The incidence of damage has been greatly reduced through the use of envelopes for mailing each issue, although there is an additional cost involved.

## Steamtown's Rob Staely Passes

Well-known Steamtown National Historic Site preservation specialist Robert H. Staely, 55, of Clarks Summit, PA, passed away on November 28, 2017, following hospitalization at Regional Hospital, Scranton, PA for an undisclosed illness. Rob was a familiar face to visitors to Steamtown, working around the steam motive power.

Rob was a native of St. Louis, MO. He was married to Lori Bumbaugh Staely for 28 years. Lori herself is also a Park Service employee, frequently seen as the conductor on the excursion trains. Staely was passionate about his wife, life his cat, and work with and preserving steam locomotives, plus camping!!

Services were held at St. Peter's Church in Scranton. Rob will certainly be missed at Steamtown, and our Chapter extends its condolences to Lori at this difficult time.



"I'm afraid to let go—I—it's not the person I thought it was!"

--from the *READING RAILROAD Magazine*  
January, 1948

# PHILADELPHIA



FRANK G. TATNALL, JR.

## SEPTA TRANSIT



SEPTA is beginning its long-expected phaseout of tokens. This month will see an end to token sales at Broad Street Line, Market-Frankford Line and other transit stations. Some independent agents already have stopped selling them. SEPTA is the last big transit system in America still using tokens and will continue to accept them until some undetermined future date. The 15 million tokens still in circulation will be melted down for scrap—according to a front-page story in the December 28 *Inquirer* headlined “For token, an appreciation.” (SEPTA has been selling tokens since its early days in 1968.) The objective, of course, is to convert token users to Key Cards or Quick-Trip electronic fares. Token sales recently have been declining, down to 2.2 million in November, although many riders still enjoy their convenience. Sold in lots of two or more, the \$2 token represents a 50-cent saving under the regular cash fare.

SEPTA has issued a warning to senior citizens that effective January 16 Medicare and Railroad Retirement cards no longer will be accepted for identification on any SEPTA transit or Regional Rail line. On and after that date only SEPTA Key senior fare cards, certain valid Pennsylvania driver licenses or senior citizen transit ID cards will be accepted. The same policy also will apply to riders with disabilities.....By action of the SEPTA board last month, General Manager Jeffrey Knueppel has had his contract extended for another two years. He issued a statement saying that he will continue to press forward with his “Building the Future” plan for the SEPTA system.....Downed overhead wires near Drexel Hill Junction on Thursday, December 28, forced SEPTA to operate shuttle bus service on the Routes 101 and 102 trolley lines until the next afternoon. Buses ran on the 101 between 69<sup>th</sup> Street and Scenic Road station in Springfield, and on the 102 between 69<sup>th</sup> Street and Clifton-Aldan.

Even the transit business can sometimes generate some nasty controversy. *Inquirer* Columnist Inga Saffron wrote a piece in the December 26 issue about famed Tech Entrepreneur Elon Musk (he of the Tesla electric car, Space X rockets and the proposed underground Hyperloop tunnel), who trashed mass transit in a speech last month. Following a tech conference, in which he told the audience that mass transit is “painful” and “it sucks,” he got into a heated exchange with Transit Consultant Jarrett Walker who just happens to be with the firm recently hired by SEPTA to

restructure its bus system. Walker went on Twitter to reprimand the inventor, calling him an elitist whose developments such as the Hyperloop and driverless cars would help only the rich. Musk shot back that “You are an idiot!”

## SEPTA REGIONAL RAIL



The most positive news on Regional Rail last month was the arrival of the first of 15 new ACS-64 electric locomotives from Siemens. Unit #901, resplendent in silver paint with red and blue striping and large SEPTA logo on each flank, was set off by CSX train Q404 at Woodbourne yard on Wednesday, December 13. The next day it was hauled back to Wayne Electric shop for inspection and photos. The SEPTA units are identical to AMTRAK’s 70 ACS-64 “Sprinters,” except for the absence of a rest room. As of *Cinders’* presstime just after New Year’s Day, #901 had not yet ventured out on any test runs, but it will probably show up in regular service within the next few weeks. It was moved from Sacramento, CA, to Baltimore in a special move via UNION PACIFIC and CSX, along with new MARC SC-44 “Charger” diesel locomotives #80-82.

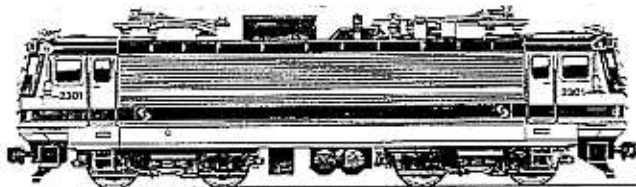
SEPTA continues to install equipment for the Key Card fare-collection system on Regional Rail lines. Many stations in the surrounding suburbs now have the new validator devices installed, while gating and fencing work continues at center city stations. It’s understood that a pilot program with a selected group of passengers will soon begin, but a number of issues remain to be worked out.

Two horrifying events in late November apparently involved trespassers climbing on top of trains. At 7:10 AM on Friday the 24th, the burned body of a 15-year-old male was discovered on the roof of a car in train #814 at Jefferson Station.

(Continued on Page 4)

## PHILADELPHIA EXPRESS (Continued from Page 3)

causing several delays and annulments. The investigation revealed that the teen had climbed onto the train just before 1 AM while it was parked in Suburban Station, possibly to avoid detection by police. He was immediately electrocuted, his body remaining on top of the train while it ran to Chestnut Hill West as train #1803, and amazingly as it returned to center city as train #814 before the discovery was made. In spite of this incident, Regional Rail on-time performance over the five-day Thanksgiving holiday period November 22-26 was either in the high 80's or above 90 percent.



Then, around 9:45 PM on Tuesday, November 28, a 47-year-old male trespasser was found along the tracks at Downingtown station, having suffered severe electrical burns to his back. It was speculated that he had "surfed" atop SEPTA train #594 from Thorndale before falling off at Downingtown. A 20-minute interruption of catenary power in the area had been experienced shortly before the trespasser was found. The individual was taken to the hospital but it has not been reported as to whether he survived. On Thursday the 30<sup>th</sup> a loss of catenary power on the #2 outbound track between Jenkintown and Ambler caused many afternoon rush-hour delays and at least 11 annulments before power was restored an hour later.

In terms of service disruptions December provided a lot to talk about. First off, there was a trespasser fatality when train #6598 struck and killed a 20-year-old woman at 6:50 PM on Tuesday, December 5, near Fortuna station on the Doylestown Line. Two southbound trains were annulled and several others delayed. The striking train was held for two hours. A week later, at 7 AM on Tuesday the 12<sup>th</sup>, inbound train #4213 struck an abandoned automobile on the Rices Mill Road crossing north of Jenkintown. Some 500 passengers had to be evacuated from the train due to the threat of fire in the automobile and were moved by bus to Jenkintown station. Many other trains were delayed or annulled, as the railroad was not reopened until almost 10 AM. As it often does when significant delays occur, SEPTA issued a message to passengers to explain what happened.

An even more serious disruption began just before 5 PM on Monday, December 18, when catenary power was lost on tracks #1 and 2 in the center city tunnel from Suburban Station to Jefferson Station and out to Temple. Power was restored on track #2 within ten minutes but it was another 25 minutes before the power came back on track #1. A tremendous backlog of trains was waiting to move as more than 60 trains were being held. The problem was traced to a defective car in West Trenton-bound train #6374 stopped on track #1, which had knocked out the power. Two rescue trains were needed for the side-to-side transfer of all 600 passengers who had been stuck on #6374 for more than two hours. The two trains were then coupled together at Temple

station for the trip to West Trenton. Again, SEPTA issued an after-the-fact explanation of what happened. Chapter Member Harry Garforth was among the unfortunate riders stranded on #6374.

As if that were not enough, passengers suffered through yet another major disruption in center city on the following Thursday morning the 21<sup>st</sup>. At 8:45 AM all overhead power was lost between 30<sup>th</sup> Street and Temple through the center city tunnel, when a broken insulator near 30<sup>th</sup> Street caused the catenary wire over #3 track to sag. Severe arcing resulted, forcing the power dispatcher to cut power on all four tracks, but by 9:35 power was restored to tracks #1, 2 and 4. Two trains, #9342 and 9728, were still stuck in the dead zone where the insulator had failed, with several hundred riders on board. A train-to-train rescue was executed for the passengers on #9728, and the other train finally got moving about 10:15. But the "domino effect" of a major stoppage like this one resulted in continued delays for many other trains, which numbered at least 100. The wire train crew completed replacement of the broken insulator (which was only ten years old) by 1:50 PM, and service was restored to all tracks. The hard-working folks at SEPTA had to crank out yet another public explanation and apology for this mini-crisis.

But the travails of a star-crossed December were not over. Two incidents involving broken catenary wires occurred late Wednesday and early Thursday the 27<sup>th</sup> and 28<sup>th</sup>, the first on the Media-West Chester line near University City and the second near Wayne Junction. The breaks most likely were caused in part by the frigid 14-degree temperature cracking the 80-year-old wires (which SEPTA is in the process of replacing). The University City break was reported at 11:20 PM after train #393 hit the downed wires, damaging its pantographs. The 50 passengers on board were transferred to train #398 which carried them to 30<sup>th</sup> Street. Wire repairs were completed by 4 AM. The Wayne Junction situation was more serious, forcing the shutdown of service on the Chestnut Hill East Line because the pantographs on train #7413 had damaged the wires and torn off several hangers around 7:05 AM. Passengers were transferred to train #509 on the adjoining track. Service was suspended on the CHE and Manayunk-Norristown lines during the height of the morning commute and riders on other lines experienced numerous delays. Inbound service from Norristown was restored within an hour but with significant delays, and outbound service resumed at 10 AM. CHE service did not resume until 2:08 PM. For the fourth time in three weeks, SEPTA had to publish another apology to its customers.

Three relatively light snowfalls that struck the Delaware Valley area on December 9, 15 and 30, did not have a serious effect on transit. But the unprecedented late December-early January cold spell did create some problems with frozen equipment, as daily temperatures stayed well below the freezing mark for an extended period starting Wednesday, December 27 .....A Christmas Day fire damaged the old wooden outbound shelter at Devon station, but a maintenance crew quickly patched it up with plywood. It was thought that the fire started when a loose section of the metal roof came in contact with a passing train (Jim Brazel).

(Continued on Page 5)

# PHILADELPHIA EXPRESS

(Continued from Page 4)



## AMTRAK

AMTRAK reports that it handled a record-breaking 777,897 passengers during the Thanksgiving holiday period November 22-26. Amtrak also logged record revenues for November of \$204.7 million, the best month in company history (*Trains*). On the Northeast Corridor 28 Thanksgiving Extras were run with Amtrak equipment, and eight Holiday Extras ran with MARC or NJ TRANSIT cars and locomotives..... AMTRAK is well into the \$16-million project to refurbish—for the third time—the interiors of its 450-plus fleet of Amfleet I cars. The work is being carried out at several shops and should be completed by this summer.

AMTRAK Engineer Brandon Bostian was in court again last month, to face charges that he was negligent in the fatal derailment of train #188 at Frankford Junction in May 2015 (see November *Cinders* and previous issues). But a Philadelphia Common Pleas Court judge said that she wanted more time to review an appeal from State Attorney General Josh Shapiro to reverse the earlier dismissal of all charges against Bostian. The next hearing in the case is set for February 6..... At the end of the year Wick Moorman stepped down as co-CEO of AMTRAK, assuming instead the title of senior advisor. He praised the leadership skills of his successor, former Delta Air Lines CEO Richard Anderson, saying that Amtrak “really hit a home run” in persuading him to come on board. Moorman was CEO of Amtrak for only two years after retiring as CEO of NORFOLK SOUTHERN, but in the words of *Trains News Wire*, he is “leaving Amtrak better than he found it.”

AMTRAK and NJ TRANSIT are working with the Transportation Security Administration (TSA) to test and install bomb-detection technology at stations in the New York City area. The effort comes after a 27-year-old man detonated a homemade bomb last month near a Times Square subway station. The technology has been used at the Super Bowl and other major sporting events and can warn police if someone with a bomb is entering an area. Apparently, Amtrak and NJT have worked on this detection device in years past, but did not deploy it (*Trains*).

The bridge that carries AMTRAK's Harrisburg line over King of Prussia Road in Radnor has become a notorious site for accidents. Traffic accidents, that is, especially for truckers who fail to observe the signs that warn of a restrictive ten-foot ten-inch vertical clearance under the bridge! On December 31 the *Inquirer* carried an article about this steel trap, reporting that in the last nine years at least 43 trucks have been wrecked by trying to jam themselves under the bridge, in spite of those bright yellow-painted girders above the roadway. And every time there is a bridge strike Amtrak must send out an inspector to make sure the century-old span has not been knocked out of line, since it carries a large number of SEPTA Paoli-Thorndale trains in addition to Amtrak's own Keystone service.

Two trespassers were killed by AMTRAK trains in the Philadelphia area in recent weeks. Around 8:30 PM on Wednesday, November 29, train #55 struck a male trespasser in Chester. The train was held for two hours, while other Amtrak trains and six SEPTA trains were delayed. Then, just before 10 PM on Friday, December 8, eastbound Keystone train #620 struck a trespasser at Strafford station. The train arrived at 30<sup>th</sup> Street two hours and 27 minutes late and four SEPTA trains were delayed.



## CSX, NS, OTHER ROADS

The railroad industry received a shock last month when controversial CSX CEO E. Hunter Harrison died suddenly on Saturday, December 16, at age 73. During his tempestuous nine months at the helm of the service-challenged railroad, Harrison pushed forward with his personal “Precision Scheduled Railroading” strategy, but drew strong criticism from industry groups and individual shippers for the manner in which the plan was implemented. He was known to have health problems and usually had an oxygen tank at hand, but refused to take a physical exam before joining CSX. On Thursday, December 14, Harrison took a medical leave of absence and two days later he was dead. It remains to be seen how his designated successor, James A. Foote, can execute Harrison's operating strategy at CSX. Foote was an associate of his several years ago at CANADIAN NATIONAL, now a vastly improved railroad for which Harrison is given most of the credit. As a side note, *Trains Magazine* has chosen Harrison as its #1 story of the year.

A CSX train enroute from Philadelphia to Selkirk, NY, derailed several cars on the CONRAIL Lehigh Line at Union, NJ, on Friday afternoon, December 8. The derailment, which occurred in two locations, forced NJT to suspend its Raritan Valley service which operates over six miles of Conrail track as far as the Aldene connection to its own Raritan Valley Line. Shuttle bus service was operated between Newark and Cranford until the railroad was reopened and regular train service resumed on Monday morning .....CSX has reopened discussions with Maryland officials about financing a clearance project in the Howard Street tunnel in downtown Baltimore. In November, CEO E. Hunter Harrison, now deceased, had said that the railroad would withdraw its support for the project, which is seen as vital to the Port of Baltimore because higher clearances in the tunnel are necessary for double-stack trains to reach key port facilities.

New Jersey Governor-elect Phil Murphy said last month that NJ TRANSIT is a “national disgrace.” He said that shaking up NJT “so we can make it right again” will be the biggest job for his newly-appointed transportation commissioner, Diane Gutierrez-Scaccetti. She has been hailed as a no-nonsense administrator in her former position as executive director of the New Jersey Turnpike Authority. Former Governor Chris Christie often was criticized for allegedly diverting capital funds from NJT to pay for other State projects.....NJT's board of

(Continued on Page 6)

## PHILADELPHIA EXPRESS

(Continued from Page 5)

directors has approved the purchase of 17 additional ALP-45DP dual-powered locomotives from Bombardier in Germany. NJT will pay \$184.5 million for the new locomotives to supplement the 35 ALP-45DP units already in service. They can operate either in the diesel mode or using overhead electric power..... The National Association of Railroad Passengers (NARP) has officially changed its name to the Rail Passengers Association.

## Pont de Quebec – 100<sup>th</sup> Anniversary

Planning the famed Quebec Bridge, crossing the St. Lawrence River at Quebec City, began in 1852. Even though it was brought to Canada's Parliament several times, the final revised plan for the bridge was not adopted until 1897. Construction started in 1903 as part of the National Transcontinental Railway project. The Phoenix Bridge Company had complete responsibility for the design and construction.

Early in 1907, as the bridge neared completion, various engineers had serious concerns about the design, believing it not to be sufficiently strong enough to even carry its own weight. An inspection, in August, by an engineer with the Quebec Railway and Bridge Company led him to transmit his concerns to the company's headquarters in New York. Experts there agreed that the design was flawed and ordered work be stopped. However, the message did not arrive in time. That same day, August 29, 1907, almost the entire bridge collapsed. Seventy-five workers were killed with at least 33 of them being Kahnawake Mohawk Indians from a reserve near Montreal.

After the debris was cleared, construction began, with a new design, but retaining the cantilevered structures reaching out from each shore. When the 1,800-foot central span was being lowered, to fill the gap between the two cantilever supports, on September 11, 1916, it too collapsed into the river, killing 13 workers. The collapse was determined not a design error, but failure of a support point on one of the cantilever structures.

A new 1,800-foot span was built and successfully filled the gap, joining the two shore-side structures. It remains today as the longest cantilevered span in the World. The bridge was completed in September, 1917. The first train passed over it on December 2, 1917. Originally it had two railway tracks, two streetcar tracks, a pair of pedestrian walks, but no roadways. It now carries a single railway track, three highway lanes and a single pedestrian walkway.

—Len Bachelder, *STEEL WHEELS*, Boston Chapter, NRHS

## Atlantic City Trolleys Discontinued 62 Years Ago

It was 62 years ago, on December 28, 1955, that street railway service ended in Atlantic City, NJ. Steam trains first arrived in the Seashore resort on July 1, 1854. Train service opened to the public on July 4 of that year, with Atlantic Avenue becoming the main street. Train tracks extended down the middle of the 100-foot-wide street, with the railroad owning the strip of land down the middle, on which their tracks were laid.

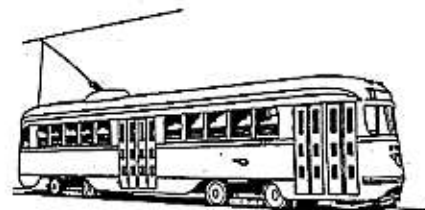
As the years went by, hotels, stores and cottages were built along the route of the railroad on Absecon Island. Trains made stops at the various hotels. When the need for local transportation in Atlantic City arose, the natural solution was to run horse cars along the railroad tracks on Atlantic Avenue. Horse car service was started in 1865 by brothers Samuel and John Cordery, who leased operating rights from the Camden & Atlantic Railroad. Service operated from the C&A rail terminal at South Carolina and Atlantic Avenues to the Inlet. Equipment consisted of two horse cars, each drawn by two horses. The Cordery brothers each operated a car, acting both as conductor and driver.

For a time, William G. Bartlett succeeded the Cordery brothers and extended service to the railroad-built Excursion House, built in 1869 at Missouri and Pacific Avenues. At that time, the Atlantic City Passenger Railroad Company was organized to operate horse cars in Atlantic City. In the Spring of 1875, the Camden & Atlantic Railroad Company organized their own Atlantic City Horse Car Department. Four cars and 16 mules were purchased at a cost of \$5,225. Service was extended in several stages.

In late 1888, an electric trolley car system was built to replace the mules. The first trip of an electric trolley car in Atlantic City was on April 24, 1889, from the New Hampshire Avenue stables to Kentucky Avenue. Electrification was later extended to a loop at Albany Avenue. From there, steam motors pulled coaches down to Longport.

In 1893, the electrification was extended from Albany Avenue to Longport, replacing steam motors and coaches with electric trolley cars. The first electric trolley car operated all the way down to Longport on June 15, 1893. In 1945, the railroad sold the trolley operation to a private company known as the Atlantic City Transportation Company, made up of Philadelphia businessmen. They operated trolleys on Absecon Island until the line was converted to buses on December 28, 1955, thus ending 90 years of street railway operation. I was aboard the very last scheduled trolley car with tears in my eyes. I also rode in the parade of trolleys that followed. The right-of-way that the trolleys operated on was sold to the municipalities which the trolleys traveled through.

—By Jeff Marinoff, courtesy West Jersey Chapter, NRHS



**2018 NRHS CONVENTION**  
**Ramada Inn**  
*(former Holiday Inn)*  
**CUMBERLAND, MARYLAND**  
**August 7-11, 2018**

## Too Cold to be Trackside? Try a Local Model Railroad Club

As this issue of *Cinders* is being finalized, the Philadelphia area and much of the East Coast is experiencing a lengthy bout with brutally cold weather. If standing on a station platform watching "big" trains isn't your cup of tea, quite a number of model railroad clubs in the Delaware Valley have open houses for your consideration. A sampling follows.

**RICHBORO, PA 18954 – Abington Lines Model Railroad Club**, 2066 Second Street Pike (PA Route 232), 3 miles north of PA Route 332, on the right. Open 12 to 4 PM on January 13 & 14, February 3 & 4 and 10 & 11. HO gauge. Admission free, but donations appreciated. Phone: 215-598-7720. Website: [www.abingtonlines.org](http://www.abingtonlines.org).

**CINNAMINSON, NJ 08077 – Burlington County Model Railroad Club**, basement entrance, Burlington Footlighters Playhouse, 808 Pomona Road. Open 11 AM to 4 PM, January 13 & 14, February 10 & 11 and 17 & 18. HO gauge. Admission: free but donations appreciated. Phone: 856-733-0010. Website: [www.bcmrc.org](http://www.bcmrc.org).

**ELKINS PARK, PA 19027 – Cheltenham Hills Model Railroad Club**, 8000 Old York Road (Route 611) located in former Reading Railroad Ogontz station. Open 12-4 PM on January 20 & 21 (Snow dates January 27 & 28). HO gauge. Admission: free, but donations greatly appreciated. Phone: 215-635-9747. Website: [www.cheltenhamhillsmrr.org](http://www.cheltenhamhillsmrr.org).

**ROCKLEDGE, PA 19046 – Gatsme MRRRC**, located at the Rockledge Model Railroad Museum, 323 Montgomery Avenue (corner of North Sylvania & Montgomery Avenues. See websites or Facebook for open days, when scheduled. Visits can be arranged at other times. Contact us for more information. Memberships are also open – join us in building this new railroad! HO gauge. Websites: [www.gatsme.com](http://www.gatsme.com) and [www.rockledgemrrm.org](http://www.rockledgemrrm.org).

**DUBLIN, PA 18917 – Keystone N-Trak**, Dublin TEC Center, 123 North Main Street (PA Route 313), Suite 216, Rear Entrance. Open 11 AM to 4 PM on January 20 & 21, February 3 & 4. N scale. Admission: free, but donations appreciated. Website: [www.keystonentrak.us](http://www.keystonentrak.us).

**ROYERSFORD MODULAR MODEL RAILROADERS**, Movable modular railroad layout. Multiple locations as follows: January 13 & 14 – Greenberg's Show at Oaks Expo Center, 100 Station Avenue, Oaks, PA 19456, 10 AM to 4 PM (Admission fee required at Greenberg's); February 17, 18, 19, 24 & 25—Phoenixville YMCA, 400 East Pothouse Road, Phoenixville, PA 19460. HO gauge. Phone: 610-888-4306. Website: [www.royersfordmodular.org](http://www.royersfordmodular.org).

**PHOENIXVILLE, PA 19460 – Schuylkill Valley Model Railroad Club**, 400 S. Main Street (rear entrance), Phoenixville, PA 19460 (diagonal across from Library), 1 to 5 PM. HO (standard and narrow) gauge. January 13 & 14, 20 & 21. Admission: free, but donations appreciated. Phone: 610-935-1126. Website: [www.svcmmrc.com](http://www.svcmmrc.com).

**NEWTOWN SQUARE, PA 19073 – Saint Alban's Railroad Fellowship (StARR)**, Saint Alban's Episcopal Church, 3625 Chapel Road, Newtown Square, PA 19073 (under Thrift Shop). 1-4 PM, January 13 & 14, 27 & 28, February 10 & 11, 24 & 25. HO gauge. Admission free, donations appreciated. Website: [www.StARR-MRC.org](http://www.StARR-MRC.org).



### READING

## TRAILER-ON-FLAT-CAR SERVICE



# NOW AVAILABLE IN 22 STATES!

To meet the specialized needs of its shippers, the Reading has increased the scope of its trailer-on-flat-car operations . . . and now serves 22 states and approximately 4,500 communities!

Reading Trailer-On-Flat-Car Service is actually *two* services in one—versatile truck pick up and delivery plus reliable rail transportation. This *perfect* combination assures dependable *on-schedule* runs . . . at *competitive motor carrier* rates! Yes, for payload deliveries that really *pay off*, use Reading Trailer-On-Flat-Car Service!

For full details, including rates and schedules, contact your nearest Reading Freight Sales Office . . . or write J. H. Miller, Jr., Manager, Trailer-On-Flat-Car Service, Reading Terminal, Philadelphia 7, Pa.



## READING RAILWAY SYSTEM

This is one of a series of advertisements being used in national magazines by the Reading to acquaint shippers and receivers of freight with the services and facilities provided by "The Friendly Railroad."

---from the  
**READING RAILROAD  
Magazine  
March, 1958**



**Saturday/Sunday, January 13-14, 2018:** Greenberg's Great Train & Toy Show, Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA 19456, 10 AM to 4 PM, both days. Adult admission is \$10 Saturday or \$9 Sunday. On-site ticket sales, cash only! All Saturday tickets good for both days.

**Tuesday, January 16:** Board of Directors Meeting of Philadelphia Chapter, NRHS, Amtrak 30<sup>th</sup> Street Station, Philadelphia, 7:00 PM. Meet by the angel statue on the 29<sup>th</sup> Street side of the station at 6:45 PM. Members are welcome to attend.

**Thursday, January 18:** Regular monthly meeting of Philadelphia Chapter, NRHS at SEPTA's Elkins Park Regional Rail station ("Elkins Central" meeting room), 7879 Spring Avenue, Elkins Park, PA 19027, 7:00 PM. Program will be Chapter Member Harry Pinsker with narrated slide lecture, *Philadelphia Trolleys*, covering streetcar operations of both PTC and SEPTA.

**Monday, January 22:** Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 625 Station Avenue, Haddon Heights, NJ, 7:30 PM. Program information not available as of *Cinders* presstime.

**Saturday, February 3:** Super Saturday Streetcar Special XXV on SEPTA in Philadelphia. Five-hour charter departs Elmwood Depot at 10:00 AM. Fare: \$55 per ticket, capacity limited to 40 tickets. Trip is sponsored by Wilmington Chapter, NRHS/Steve Barry. Tickets may be purchased online at [www.wilmingtonchaptertrips.com](http://www.wilmingtonchaptertrips.com). Order early, as this annual event always sells out fast!!

**Tuesday, February 13:** Regular monthly meeting of Harrisburg Chapter, NRHS, Hoss's Restaurant, 743 Wertzville Road, Enola, PA. Optional dinner at Hoss's 5 PM, business meeting and program start at 7 PM. Program will feature *Railpace* Editor and Publisher Tom Nemeth, illustrated talk entitled *Penn Central in the Northeast*.

**Thursday, February 15:** Regular monthly meeting of Philadelphia Chapter, NRHS at SEPTA's Elkins Park Regional Rail station ("Elkins Central" meeting room), 7879 Spring Avenue, Elkins Park, PA 19027, 7:00 PM. Program details not yet confirmed at presstime of the January issue of *Cinders*.

**Sunday, March 4:** Jersey Central Chapter NRHS Train Show & Sale at Mother Seton Regional High School, Clark, NJ (Garden State Parkway, Exit 135). Show runs from 9 AM to 4 PM. Admission: Adult \$5, family \$8. For more information and/or dealer table sales, contact Mitchell Dakelman at [dakelmann@aol.com](mailto:dakelmann@aol.com).

**Saturday, March 10:** Railroad Show & Collectors Market, sponsored by Harrisburg Chapter, NRHS, will take place at I. W. Abel Union Hall (Steelworkers Union), 200 Gibson Street, Steelton, PA, from 9 AM to 3 PM. Donation at the door, \$5.00, with free admission for youngsters under age 12. Chapter Member Kerry Jury will give an illustrated talk on Northeastern railroads during the 1970's at 11 AM.

**Thursday, March 15:** Regular monthly meeting of Philadelphia Chapter, NRHS at SEPTA's Elkins Park Regional Rail station ("Elkins Central" meeting room), 7879 Spring Avenue, Elkins Park, PA 19027, 7:00 PM.

## Pennypack Trail Update.....

### Wreck Site Plaque Dedicated - Fox Chase Extension

Things are happening on Montgomery County's Pennypack Trail as the Year 2017 comes to an end.

On Saturday, December 2 some 65 people attended the annual "Talk-and-Walk", co sponsored by the Old York Road Historical Society and the Pennypack Ecological Restoration Trust. In this annual event, on the Saturday closest to the date which the horrific collision took place in 1921, Chapter President Larry Eastwood gives a 45-minute talk on the accident, its causes and significance. Following that, Old York Road Historical Society President David Rowland leads a walk about a mile away to the location of the accident.

At the crash site this year, a plaque detailing the December 5, 1921 accident, in which 26 people lost their lives and 70 were injured was dedicated so hikers and bikers along the trail might stop and reflect upon this Philadelphia & Reading Railway collision. The plaque presents a "newspaper-style" report on the accident. Listed are the names of the 26 fatalities, verification of which was made by OYRHS President Rowland from copies of death certificates. Originally, 27 people were reported to have died, but only 26 of those individuals could be evidenced.



The second of seven planned kiosks will be finished early in 2018, providing additional historical information at the Byberry Road crossing of the trail, at the former Woodmont station. This will be very similar to the initial kiosk, located at Welsh Road and Terwood Drive in Lower Moreland, site of the former Huntingdon Valley Station on the Newtown Line.

The third kiosk to be developed will be at Rockledge Park, in that Montgomery County Borough, the current beginning point on the Pennypack Trail. In another interesting development, the City of Philadelphia has expressed a desire to develop a southern extension to the Pennypack Trail, which would take it to Rhawn Street in Fox Chase, directly across the street from SEPTA's Fox Chase Regional Rail station. No timeline has yet been established.

## 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>