



# CINDERS

JUNE 2018



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Volume 79

Number 6

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)**

## Bill Wagner Summer Dinner Returns to Fox Chase in 2018

Philadelphia Chapter's 2018 Bill Wagner Summer Dinner will return to a familiar venue in 2018 – Moonstruck Restaurant at 7955 Oxford Avenue in the Fox Chase section of Philadelphia. The location is a very short walk from SEPTA's Fox Chase Regional Rail station, and is also accessible by three different SEPTA bus routes (18, 24 and 28).

Because the NRHS Convention in Cumberland, MD is from August 5-12 and a number of members will be attending, the Dinner will be held on Friday evening, July 20, 2018. Cocktail hour will begin at 5 PM, with dinner seating at 6 PM.

The menu will consist of two entrée choices: stuffed chicken breast with mushrooms, herbs in a Madeira wine sauce or broiled filet of salmon with lemon dill or basil pesto sauce. Included are a garden salad with tomato, cucumber and orange vinaigrette, gelato and sorbetto and coffee or tea.

The price for the dinner will be \$50.00 per person, which includes gratuity and Philadelphia tax. The reservation deadline will be Tuesday, July 10, 2018, and reservations should be sent to: 2018 Summer Dinner, Philadelphia Chapter, NRHS, Post Office Box 7302, Philadelphia, PA 19101-7302 with remittance payable to PHILADELPHIA CHAPTER, NRHS.

Moonstruck is a fine quality restaurant, and members are encouraged to enjoy an evening out with a fine meal.

## Meeting Notice

**THURSDAY, JUNE 21, 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 our meeting 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.***

**MEETING START TIME: 7:00 PM**

Our June 21, 2018 Meeting will feature Chapter Member Mike Szilagyι will provide an interesting hour-long PowerPoint program, *Montgomery County Trolleys*. Mike's program is expected to be broken into two parts. The first will feature a sampling of photographs from each region (i.e., Pottstown Passenger Railway, Schuylkill Valley's Boyertown Line, and Philadelphia Rapid Transit in Willow Grove, Hatboro, etc.). There were at one time some 140 route-miles of trolley line in Montgomery County.

Following the above overview, the main focus of the hour will feature one rather obscure but interesting line: The Montgomery County Rapid Transit Company. It was the first line to go belly up in the County (June, 1925), but has a very detailed history which Mike has researched extensively. The line had some shady financial dealings, but still upgraded service with a small fleet of modern Brill cars whose ultimate fate is still a matter of conjecture.

*Complimenting Mike's program is the issuance of an Arcadia book of the same title as the program. It was expected to be available by Monday, June 4, 2018. Mike will bring a supply of the book to the June 21 meeting. He will sell them to meeting attendees for \$20.00 per copy, CASH.*

Mark your calendars and join your fellow members on Thursday, June 21 at 7:00 PM for what promises to be a most interesting program on a rare subject – *Trolleys of Montgomery County*.

**2018**

**NRHS CONVENTION**

**August 7-12, 2018**

**Ramada Inn**

**CUMBERLAND, MD**

**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.nrhphiladelphia.org](http://www.nrhphiladelphia.org)

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**COMMITTEE CHAIRS (Appointed)**

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Program Director.....Harry Garforth (215) 266-3180  
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.) NRHS chapters bill their members separately for Chapter dues. 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, payable to Philadelphia Chapter, NRHS 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.

**ADDRESS CHANGES:** Send to Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. (Include your **CURRENT TELEPHONE NUMBER** and **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 CHAPTER, NRHS  
Board of Directors Meeting**

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**The Spring Board Meeting originally  
scheduled for TUESDAY, MAY 15, 2018  
was CANCELLED due to schedule conflicts**

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**A Summer Board Meeting will be scheduled  
during the month of August - notice will be  
contained in the July Issue of *Cinders***

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**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)**

**Philadelphia LCL.....**

Harrisburg Chapter, NRHS lost an active and valuable member with the passing of **Sloan Auchincloss**, 76, on April 27, 2018, following complications from surgery. A graduate of Boston University and a Vietnam veteran (Captain, with three medals), Sloan joined Harrisburg Chapter in 2010, worked as chapter program and publicity chairman and served on the Chapter Board of Directors. He supported NRHS RailCamp, recruiting and financially supporting the program. In addition, he volunteered at the Rockhill Trolley Museum. He is survived by his wife, Susan, and two children. A Memorial service was held for him on May 1.

**TRAIN SCHEDULES**  
New York City  
(42<sup>nd</sup> St. Opp. Grand Central)

Philadelphia  
Wilmington

Baltimore

Washington

**BALTIMORE & OHIO**  
ISSUED OCTOBER 27, 1957

WESTWARD		11				21	27	5	1	3	7
Standard Time		PM	PM	PM	AM	AM	AM	Noon	PM	PM	PM
Lv	New York, 42d St. Station	10.00			12.05	8.45	12.00	1.10	4.10	5.55	
	Rockefeller Cen. Sta.		11.25			8.35	11.50	1.00	4.00	5.45	
	Columbus Circle Sta.		11.00			8.40	11.55	1.05	4.05	5.50	
	Brooklyn Station		11.05			8.45	12.00	1.10	4.10	5.55	
Lv	Liberty St.	10.31	11.35	12.01	12.35	9.15	12.30	1.40	4.45	6.25	
Lv	Jersey City		12.50			9.30	12.45	1.55	5.00	6.40	
Lv	Elizabeth		1.08			9.40	1.01	2.11	5.17	6.56	
Lv	Plainfield		1.26			9.50	1.15	2.25	5.30	7.10	
Lv	Wayne Jct.		2.54			10.54	2.10	3.20	6.25	8.05	
Lv	Philadelphia		3.20			8.00	11.10	2.30	3.37	6.41	8.22
Lv	Wilmington		3.52			8.26	11.35	2.58	4.02	7.07	8.50
Ar	Baltimore, Mt. Royal Station		5.47			9.35	12.38	4.12	5.11	8.22	10.07
Ar	Camden Station		5.55			9.40	12.43	4.17	5.16	8.27	10.12
Ar	Washington		7.00			10.20	1.30	5.05	6.05	9.15	11.00

(All trains operate Daily) Light-face figures A.M. time, Dark-face figures P.M. time.

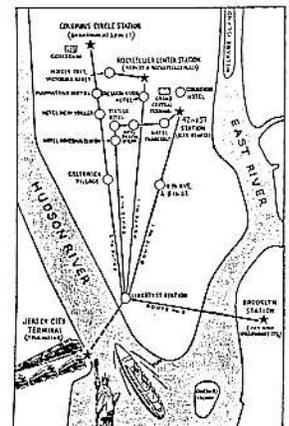
EASTWARD		12	2	6	4	28	8	22
Standard Time		AM	AM	AM	PM	PM	PM	PM
Lv	Washington	1.00	8.00	9.15	12.30	3.45	5.00	6.00
Lv	Baltimore, Camden Station		1.40	8.40	9.55	1.10	4.23	5.40
Lv	Wilmington		2.04	8.40	10.01	1.16	4.29	5.46
Lv	Philadelphia		3.44	9.50	11.14	2.24	5.32	7.00
Ar	Wayne Jct.		4.22	10.27	11.46	2.53	6.00	7.30
Ar	Elizabeth		4.54	10.45	12.08	3.11	6.16	7.51
Ar	Jersey City		6.13	11.40	1.03	4.06	7.11	8.46
Ar	New York, 42d St. Station		6.31	11.53	1.16	4.19	7.24	8.59
Ar	Brooklyn Station		6.50	12.10	1.32	4.35	7.40	9.15
Ar	Liberty St.	7.15	7.42	8.10	12.25	1.45	4.50	7.55
Ar	New York, Brooklyn Station		7.35		12.45	2.10	5.15	8.15
Ar	Columbus Circle Station		7.40		12.55	2.20	5.20	8.20
Ar	Rockefeller Cen. Station		8.10		1.00	2.10	5.20	8.20
Ar	42d St. Station		7.45		8.35	12.55	2.20	5.20

(All trains operate Daily) Light-face figures A.M. time, Dark-face figures P.M. time.

**Enter and Leave New York  
the Easy B&O way . . .**

Entering New York—when you step from your B&O train in Jersey City, B&O Motor Coaches are waiting alongside to take you to your choice of 15 places in New York and Brooklyn.

Leaving New York—you've made your train the moment you board the Motor Coach.

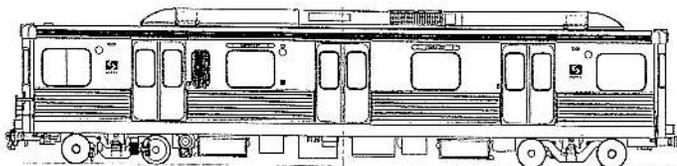


*The last B&O "pocket" schedule between Washington and Jersey City - Oct. 27, 1957*

# PHILADELPHIA



FRANK G. TATNALL, JR.

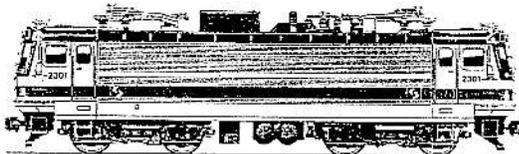


## SEPTA TRANSIT

The SEPTA board last month approved a \$1.45-billion operating budget and a \$749.6-million capital budget for Fiscal Year 2019, beginning this July 1. SEPTA now has put together 18 consecutive years of balanced budgets. In the FY 2019 operating budget labor and fringes is by far the largest item, at an estimated \$1.0 billion. On the capital side the largest expense will be for vehicle acquisition and overhaul, at \$263.7 million. Costs associated with the Key fare collection system are expected to total \$70.2 million during the year.

As part of the transition to SEPTA Key, the sale of paper transfers will be permanently discontinued effective on August 1. The sale of tokens and magnetic stripe TransPASSES at third-party retailers also will end, as transit users must thereafter pay for their TransPASSES or one-day passes on the Key system. This can be done in various ways, including at fare kiosks, SEPTA offices or at outside retailers. SEPTA did announce that tokens will continue to be sold in bulk to social service agencies until a new method is devised for these agencies to provide fares to their clients .....Ridership on subway and elevated trains nationwide declined by 2.1 percent in 2017, the American Public Transportation Association reports. Overall, 10.1 billion trips on public transit were recorded in 2017, a decrease of 2.9 percent from 2016. Bus ridership alone dropped by 4.3 percent (RPA).

## SEPTA REGIONAL RAIL



Service on the Wilmington-Newark line was disrupted following a freight train derailment on the Northeast Corridor at "Baldwin" interlocking in Eddystone just before midnight, Wednesday, May 2 (see below). The derailment damaged the two center tracks, forcing SEPTA to suspend all service the following day. Then, on Friday the 4<sup>th</sup> a special timetable was issued, and a second emergency schedule issued on Monday the 7<sup>th</sup> was to remain in effect "until further notice." Seven inbound and seven outbound trains were cancelled and others retimed, and all trains after 8 PM were annulled. Evening shuttle bus service was provided between Claymont and 30<sup>th</sup> Street. At Cinders' presstime, four weeks after the derailment, the special schedule

remained in effect, as work continued to rebuild the center tracks at "Baldwin." For its part SEPTA is offering \$5 or \$10 credits to its TrailPass holders to help compensate for the weeks-long inconvenience.

SEPTA had planned for new ACS-64 locomotive #901 to make its first revenue runs on June 1, but the much-anticipated debut was postponed due to a glitch in the braking system. SEPTA will invite the media on board for the first run whenever that may occur, to provide coverage of the event. Testing continues with the other seven ACS-64's already on the property, with seven more to be delivered from Siemens ..... The new fare gates at center city stations are poorly designed and "hark back to the past." So wrote *Inquirer* Architecture Critic Inga Saffron in the May 11 edition of the paper. She said that instead of opting for old-fashioned turnstiles SEPTA should have utilized a "European-style, retractable gate system, which allows for smoother flow".....Member Bob Wright corrects the statement made here in the May issue that rush-hour ticket checking was moved from the stairways to the fare gate areas at Jefferson and Suburban Stations. Actually, that happened only at Jefferson, with the change at Suburban to occur this month.

SEPTA's Regional Rail system is one of the few railroads in the U.S. to have its Positive Train Control (PTC) fully operational. AMTRAK is well along toward meeting the December 31, 2018 deadline set by the Federal government, and has ACSES (a variation of PTC) in service on all of the track it owns on the Northeast Corridor, as well as on the Harrisburg line. But NJ TRANSIT is just getting started, having no route miles under PTC as of April 1 and only 35 of its 440 locomotives equipped. It may have to request an extension from the Federal Railroad Administration. Among freight railroads BNSF was ahead of the pack, with PTC installed on all locomotives, all wayside hardware in place and all employees trained. But interoperability of PTC systems between connecting carriers is in its early stages, though SEPTA and Amtrak systems are compatible (*Trains*).

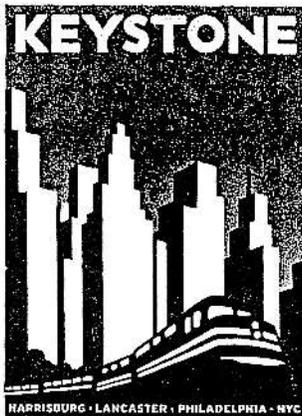
Just south of the construction zone at "Baldwin," train #9230 struck and killed a 22-year-old male trespasser near Eddystone station at 9:10 AM on Tuesday, May 22. All SEPTA service had to be suspended for almost two hours, as the 200 passengers on #9230 were transferred to buses. Four SEPTA trains were annulled, while AMTRAK trains suffered some delays. Recurring catenary problems on the Airport Line Tuesday afternoon and evening, May 15, caused at least four trains to be annulled and many others delayed. A large tree fell near the tracks just east of Rosemont station about 8 PM on Monday, April 30, but this time the tree fell *away* from the tracks instead of on them. It landed in a nearby parking lot and onto a vehicle..... AMTRAK Keystone train #601 stalled at Paoli station around 6 AM on Tuesday, May 29, where there is only one westbound track available. A hot journal on the ACS-64 locomotive was the

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# PHILADELPHIA EXPRESS

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culprit. The train did not get moving for almost two hours, forcing SEPTA to suspend service on its Paoli-Thorndale line during the morning rush, with four westbound and five eastbound trains annulled. Train #513 to Malvern, due out of 30<sup>th</sup> Street at 8:20, was the first westbound to operate after the 601 cleared.



## AMTRAK

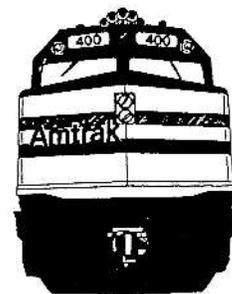
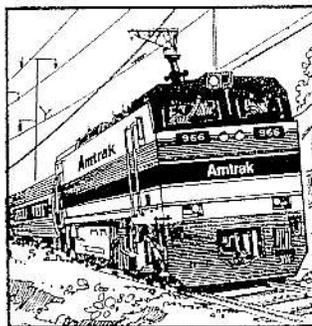
A NORFOLK SOUTHERN freight train carrying 88 cars of crushed stone derailed on the Northeast Corridor as it was crossing over at "Baldwin" interlocking in Eddystone around 11:30 PM on Wednesday, May 2. Reports indicate that the last two cars derailed and tipped over, spilling their cargo, damaging switches, rails and many concrete ties in center track #3 as the train went into emergency. Lesser damage also occurred on track #2. The stone train, part of a regular movement from the Haines & Kibblehouse plant near Birdsboro, PA, was destined to southern Delaware. The day after the accident, Thursday the 3<sup>rd</sup>, SEPTA was forced to cancel its entire Wilmington-Newark service and Amtrak halted all of its traffic until tracks #1 and 4 became available after 8 AM. Acela Expresses #2100 and 2117 were annulled as were Regional trains #111, 130, 180 and 183. Acelas #2103 and 2150 were turned at Philadelphia, along with #151 and 170, and many other Corridor trains operated with delays. As this issue of *Cinders* goes to press during the week of May 28, repairs had not yet been completed and SEPTA was still operating its Wilmington-Newark service on a reduced schedule (see above) because all four tracks were not available for both Amtrak and SEPTA traffic.

AMTRAK is changing its timetables to list 30<sup>th</sup> Street Station as the "William H. Gray III 30<sup>th</sup> Street Station." This is to comply with a law passed by Congress in 2014 directing Amtrak to name the station in memory of the late Congressman from Philadelphia.....AMTRAK has announced that it is seeking a developer to assist in planning new customer amenities for 30<sup>th</sup> Street Station, reinvigorate the retail and commercial areas, improve pedestrian circulation and enhance the station's concourses for an anticipated increase in ridership..... AMTRAK said last month that 30<sup>th</sup> Street would be one of four stations to receive stand-alone lactation suites for the private use of nursing mothers. The others are in Baltimore, Washington and Chicago, with a fifth one to be announced..... AMTRAK's own inspector general released a report in late April declaring that security is lax at 30<sup>th</sup> Street Station. "Long-standing unmitigated security weaknesses at [the station] and Penn Coach yard are placing the security and safety of the company's passengers and employees at risk," the report concluded. Amtrak

responded that it "has already started to address the identified security vulnerabilities and determined specific actions..." Will that mean inspection of baggage?

AMTRAK has begun a \$4-million program to "refresh the interiors of its 20 Acela Express trainsets. The program, which includes 100 cars, will see new cushions and covers for all business and first-class seats, new carpeting and a deep clean. The first trainset was to be completed last month. The program will extend through July 2019, with one refreshed trainset to be released every three weeks. The debut of the 28 next-generation Acela trainsets is expected in early 2021, with the first prototype to be received from Alstom for testing in 2019. Amtrak says that all of the current trainsets are to be retired in 2022, and there has been speculation as to whether they will continue in service somewhere else or be scrapped.....AMTRAK has been named by *Forbes* Magazine as one of America's 500 best places to work in 2018. It is ranked 279<sup>th</sup>, right behind Coca-Cola, NBC and Nestle.

AMTRAK's long-distance trains are "not in the crosshairs—for now," reports the president of the Rail Passengers Association (RPA) after a meeting last month with AMTRAK CEO Richard Anderson. For the past couple of months Anderson has indicated that long-distance trains might eventually be phased out in favor of short and medium-distance service between major population centers. Amtrak Chief Commercial Officer Stephen Gardner earlier had assured Senators that no plans exist for permanent reductions in service, at least through Amtrak's next reauthorization in 2020. Gardner also said that Amtrak is ready to go forward with a request for proposals to replace its diesel locomotive fleet. Meanwhile, former Amtrak President Joseph Boardman wrote an article for *Railway Age* Magazine saying that he is "appalled" by Amtrak management's lack of transparency on the fate of the long-distance services and its failure to consider input from the public.



A female trespasser was struck and killed by an AMTRAK train near the Bridesburg station in Northeast Philadelphia about 7:05 on Monday morning, May 7. The train apparently was eastbound #170. SEPTA's Trenton line service was disrupted for almost two hours, with two inbound and two outbound trains annulled. Some Amtrak trains were delayed .....TV news stations reported on the angry "tweets" from passengers on board train #132 from Washington on Sunday, May 20, that arrived in New York three hours and 54 minutes late. Apparently there were two engine breakdowns which resulted in air conditioning and restroom failures for extended periods of time. This illustrates how those using social media can air their grievances to many thousands of people! .....The Old Lancaster Road bridge over AMTRAK's Harrisburg line at Berwyn will be closed all summer for structural work.

(Continued on Page 5)

# PHILADELPHIA EXPRESS

(Continued from Page 4)



## CSX, NS, OTHER ROADS

NJ TRANSIT is harnessing new technology on several fronts. Belatedly, NJT is moving forward with installing Positive Train Control equipment both on its trains and its rail lines. Starting June 4 some weekday trains will be temporarily discontinued to allow for PTC installation, requiring several schedule changes. NJT is well behind in meeting the government deadline of December 31, 2018 for full PTC operation, and may be forced to apply to the FRA for an extension. NJT also has launched a pilot program in which certain train crews can use state-of-the-art hand-held devices to electronically scan and validate tickets as well as to give customers real-time information. After sufficient testing the system will be rolled out systemwide. In addition, NJT has unveiled new interactive touchscreen kiosks which offer high-tech digital displays with service information, maps, etc. They are being tested at three stations, including Newark Penn Station.

NJT suffered the effects of a powerful storm which battered parts of New Jersey on Tuesday, May 15. High winds downed trees and branches which impeded afternoon service on three rail lines in the northern part of the State, and in Camden the River Line light rail service had to be shut down between the Walter Rand Transportation Center and the riverfront due to street flooding.....A man was killed at 11:45 AM on Thursday, May 17, when he drove his automobile onto a grade crossing in Lindenwold and was struck by a deadheading train from Atlantic City. The train was led by GP40PH-2 #4213 but the crew was not injured.

For five days over the long Memorial Day weekend PATCO riders could not use debit or credit cards while the Freedom Card fare system was being modified. Cash was also needed to purchase paper tickets at vending machines. One result of the upgrade will be to move toward the goal of integrating the Freedom Card with SEPTA's Key Card system. Starting June 25 PATCO will begin limited testing of the Freedom Card on SEPTA, which ultimately will result in all PATCO riders being able to use their cards for rides on SEPTA. Key Cards, however, will not be accepted on PATCO.

As earlier rumored, General Electric revealed last month that it will merge its locomotive business into Wabtec, a railway equipment manufacturer based in Wilmerding, PA. Wabtec is descended from the old Westinghouse Air Brake Company. The transaction is valued at \$10 billion, but what effect this will have on the GE locomotive plant in Erie is not yet known .....Former *Trains* Columnist Don Phillips, who was fired by the magazine in March, has reappeared as a columnist for *Railway Age*.....Well-known Locomotive and Private Car Owner Bennett Levin has announced the start of a new effort to restore Pennsy K4s #1361, which has languished in pieces for more than 20 years due to ineffective restoration efforts. The

locomotive, which at one time was on display at Horseshoe Curve, then operated on excursions for several years before being sidelined, is now on the grounds of the Railroaders Memorial Museum in Altoona. The 1361 will require a new boiler as well as much additional work to restore it.

Thursday, June 14, will mark the opening of Philadelphia's long-awaited Rail Park in north center city (see October *Cinders*). Spearheaded by the non-profit Friends of the Rail Park, the project is aimed at converting part of the Reading's long-abandoned City branch into a multi-use linear park, as well as a section of the elevated 9<sup>th</sup> Street branch that led to Reading Terminal. The 11 AM ceremony at 13<sup>th</sup> & Noble Streets will officially introduce the park's first phase, the quarter-mile section from Noble Street up the City branch ramp to the viaduct near Vine Street. The cost of the rebuilding was \$10.3 million, which was raised from individual donors as well as the City of Philadelphia, the State and numerous private foundations. Eventually, it is hoped to have the park extend westward for almost three miles following the City branch right-of-way. Friends of the Rail Park also has hired Kevin Dow as its first executive director. Dow, a former city official, came from a position at United Way to head the Friends organization.

## Champlain Valley Dinner Train Begins in Northern Vermont

There are plenty of restaurants between Burlington and Middlebury in Northwestern Vermont, but none that spans the distance. That changed in May with the launch of the *Champlain Valley Dinner Train*, a restaurant on rails operated by Green Mountain Railroad.

The Dinner train departs from 1 Main Street in Burlington at 5:30 PM on Fridays and Saturdays. During the three-hour trip from Burlington to Middlebury and return, passengers will be served a three-course meal. The train can accommodate 150 diners per trip, with tickets available in "gold" (\$100) and "silver" (\$85) ranges. A gold ticket, available to 18 diners per excursion, entitles passengers to a complimentary drink and seating in big leather chairs. The *Champlain Valley Dinner Train* is offering special brunch trips on Mother's Day and Father's Day.

It's really cool, because people kind of lose track of time on there, said Nicole Wulfson, who handles passenger marketing and customer service for the Green Mountain Railroad. We stretch out the duration of the trip to make it more of an experience for our guests. Dinner will be prepared in the train's 90-foot kitchen by Chef Paul Seal, who also works at the Chophouse in Ludlow. After a first course of salad, diners will choose among several main courses, including baked stuffed chicken, Asian barbeque short ribs, maple-bourbon glazed salmon and vegetarian lasagna. Cocktails, beer and wine will be available.

For the past two years, the Green Mountain has operated a fall foliage dinner train out of Chester. That trip will resume after the Lake Champlain excursions end for the season, on September 1. The southern Vermont train ride will take diners up Okemo Mountain. Reservations are definitely recommended, available online at [trainridesvt.com](http://trainridesvt.com).

## CNJ Ferry Piece Generates Responses

*(In the May issue of CINDERS, we reproduced the last schedule for the Jersey Central Hudson River ferries between New York City and Jersey City, from October 30, 1966. We received letters from Chapter Members Rich Adam, Chris Baer, Phil Mulligan and Walter Zullig. On May 30, we received the following detailed piece from Jack May, well-known New York area rail historian. The other members also provided thoughtful reminiscences of the service, but because Jack has taken the time to write such a lengthy piece, we are sharing it here. Enjoy it!!)*

I recently received a copy of your publication, *Cinders*, and noted that you were asking about fare collection on the Jersey Central Railroad's ferry between its Jersey City Terminal and Liberty Street in Manhattan. I hope I'm not too late in replying.

The system of ticketing and fare collection was based on the fact that the predominant (by a long shot) number of users of the ferries were railroad passengers, with relatively few others entering and leaving the property to reach Johnston Avenue, which ran (runs) alongside the terminal to its north. As a recall the fares between inner points on the railroad (within the commuting zone) and Jersey City were cheaper than the fare to New York City, and so revenue collection and protection became significant in the logistics.

There was uncontrolled pedestrian access to the ferries from both the Liberty Street ferry terminal and the Jersey City ferry terminal. Operations would have been substantially slowed if fare gates or even ticket inspection was employed, especially eastbound, when trains would unload thousands of passengers at one time. Those who rode the "ferry only" westbound would pay the ferry fare in cash to an attendant upon exiting the Jersey City terminal. There was only one such exit, adjacent to where the ferries pulled in (vehicular traffic was allowed in off-peak hours). The same attendant would collect the fare (I recall 20 cents, but I suspect it changed through the years) to passengers entering the terminal or a ferry from the street (the terminal had unencumbered access to the ferries). In both cases the attendant would tear off a cash fare receipt (CFR) from his pad.

All well and good for those only using the ferry, but what about those entering from the street who wanted to ride an outbound train? Easy. For the purposes of the scenarios below, let's say the fare between Jersey City and commuter points was 15 cents less than the through fare to and from New York. (As it was, it varied, depending upon the final destination/origin station). It also should be noted that regular one-way tickets were good in either direction, reading Between X and Y rather than From X to Y. And there was no difference in the fares to New York and Jersey City for points that were not close by, e.g., Reading and B&O stations or CNJ points west of Raritan or perhaps White House.

After paying the attendant passengers would have to buy their rail tickets in the Jersey City terminal. They would present the cash fare receipt and pay 35 cents less than the regular price to the agent for their ticket (the 20 they paid for a ferry ride they wouldn't be taking plus the 15-cent fare differential—if those were the fares). The agent would not issue the ticket from his regular case, but would generally write out a Jersey City-to-blank form and attach the CFR to the Agent's Stub, so his accounting would add up (there were some pre-printed Jersey City tickets, for popular

destinations in the ticket cases, and no double the sales of these would have to be reconciled to the CFR's turned in).

For eastbound passengers specifying that their destination was Jersey City, the local station agent would provide the riders with refund coupons. He would charge the regular New York City rate, using the same tickets sold to New York-bound passengers. Those passengers truly riding only to Jersey City, would give their refund coupons to the ferry attendant when leaving the terminal and receive 15-cent refunds.

It should be mentioned that since there was open passage on the ferry boats, a passenger boarding in Manhattan could buy his or her ticket either from an agent at Liberty Street or one in the Jersey City terminal. The tickets in the cases at both locations read "New York," but the accounting station number in the lower left corner was different. The other difference in the tickets was that because of a State of New Jersey law, all tickets issued in the State for intrastate trips were "Good until Used," as opposed to the normal one-year limit, which was shown on the tickets in the Liberty Street cases and those at way stations.

There were further complications due to exchangeability of routings because of the joint ownership to the New York & Long Branch Railroad by the Pennsylvania and CNJ. This did not really affect ferry fare collection, but it meant that tickets between points on the NY&LB (South Amboy to Bay Head Junction—plus Perth Amboy)\* on one hand, and Elizabeth, Newark, Jersey City or New York on the other, were honored for passage via either railroad. In the case of New York, tickets from the aforementioned points were good via the CNJ or the PRR/H&M, and earlier, via Sandy Hook ferries. Passengers desiring transportation to Penn Station using a CNJ or NY&LB ticket had to buy Penn Station Supplement forms, which were issued singly and in 10- and 20-trip tickets. They were also attached by perforation to one-way tickets for the North Jersey Coast.

(\*--Tickets issued at stations between South Amboy and Bay Head Junction were titled "New York & Long Branch Railroad," while the agent's cases at Perth Amboy held duplicate forms, titled "Pennsylvania Railroad" and "Central R. R. of New Jersey." When I questioned the agent about which ticket to Newark or New York (or any other joint destination) he would issue, I was told, "whichever is the next train." It really didn't matter as they were the same price and totally interchangeable in the minds of passengers. All revenues for joint destinations were pooled and paid to the two railroads based on an allocation formula. This formula was renegotiated each year, by the counting of ticket collections for one month. Since the NY&LB, PRR and CNJ all issued weekly and monthly tickets that were like a pass, but containing boxes for punching, the tickets for the "accounting month" would be different, and contained individual coupons for every ride (e.g., 46 coupons one month a year for a restricted ticket between New York and Asbury Park—60 for the unrestricted, which was also good on Saturdays and Sundays). The conductors had to turn all the collections in, and, I suspect, men with green visors then counted them.)

Complicated, wasn't it???

Jack May



### 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.

## New York Transit Museum Sets Vintage Trains at Brighton Beach

The New York City Transit Museum will operate some of its vintage train cars on a special trip to the end of the line – the BMT Brighton line, that is. Included will be the “Train of Many Metals” featuring R10, R16 and R38 cars, BRT/BMT D-Type Triplex and B-Type Standard cars, plus the Brooklyn Union elevated gate cars.

To celebrate the Father’s Day weekend, a selection of of the Transit Museum’s preserved fleet will board at the Brighton Beach’s B/Q platforms, making a short trip to Ocean Parkway and a longer round-trip to Kings Highway.

The trains will operate Saturday and Sunday, June 16 and 17, from 11 AM to 4 PM. All of this activity is free with a MetroCard and boarding occurs only at the Brighton Beach station.

## Canadian governments will build 11 KM Lac-Megantic Bypass

On July 6, 2013, Montreal, Maine & Atlantic Railway Freight Train MMA-002, which was parked overnight near Lac-Megantic, QC, Canada on the Railroad’s Sherbrooke Subdivision, rolled away, with the result that 75 cars of crude oil derailed and exploded in the heart of that Canadian city, killing 47 people and destroying the center of town.

Now, the Canadian Government and the Province of Quebec have agreed to fund and build a \$133 million (Canadian funds), 11-kilometer bypass around the town that suffered such devastation. Construction is expected to begin in 2019 and take more than two years to complete. *—Railway Age*

## Remembering F. Nelson Blount

May 21, 2018 marked the 100<sup>th</sup> anniversary of the birth of F. Nelson Blount (May 21, 1918 – August 31, 1967). Blount was a collector of vintage steam locomotives and rail cars. He founded the famed Steamtown, U.S.A. rail museum that operated steam excursions out of Bellow Falls, VT from the 1960’s until 1984.

Air quality regulations in Vermont forced the collection to be relocated to its present location in Scranton, PA in the mid-1980’s. Blount died at the age of 49 on August 31, 1967 in a small aircraft accident. His death was announced on board one of Steamtown’s excursion trains operated as a part of the 1967 NRHS Convention at Albany, NY. *— R. L. Eastwood, Jr.*



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### For further information write:

Public and Employee Relations Department  
The Pennsylvania Railroad Company  
1234 Transportation Center  
Six Penn Center Plaza  
Philadelphia 4, Pa.

*In attempting to gather public support for the ill-fated New York Central-Pennsylvania merger, these column-length ads appeared in PRR public timetables as early as 1963. History has taught us how smart the merger really was!!!*



**Saturday/Sunday, June 9-10, 2018:** *Railfest 2018: Hauling Black Diamonds on the Reading*, at the Reading Railroad Heritage Museum, 500 South Third Street, Hamburg, PA 19526-1906, 10 AM to 5 PM Saturday, Noon to 5 PM Sunday. *Celebrating the 10<sup>th</sup> Anniversary of the Museum.* Tickets at the door, \$15.00, children 5-12 \$5, under 5 free. For more information, visit [www.readingrailroad.org](http://www.readingrailroad.org).

**Tuesday, June 12:** Regular monthly meeting of Harrisburg Chapter, NRHS, meeting and program 7 PM. At Hoss's Restaurant, 743 Wertzville Road, Enola, PA. Optional dinner at Hoss's, 5 PM. Program will feature Bob Vogel of West Jersey Chapter, NRHS, entitled *South Jersey and Beyond*. Bob is found at many local locations documenting the rail scene.

**Saturday/Sunday, June 16-17:** New York City Transit Museum will operate *Parade of Trains at Brighton Beach*, 11 AM to 4 PM. See separate piece on Page 7, this issue.

**Sunday, June 17:** Friends of Philadelphia Trolleys presents *Father's Day Charter* using commemorative SEPTA Kawasaki car #9043, marking 125 years of electric traction in the City of Philadelphia. Trip runs from 11:00 AM to 3:00 PM, and seats are \$45.00. Trip departs from SEPTA Elmwood Depot, 7311 Elmwood Avenue, Philadelphia, PA 19142. All proceeds will go to restoration of PTC car #8042, housed at the Pennsylvania Trolley Museum. Send check or money order, payable to FPT, to Harry Donahue, 103 Mulberry Circle, Morgantown, PA 19543-8843. Ticket ordering deadline is June 13, 2018, and tickets are still available as of Memorial Day Weekend.

**Thursday, June 21:** 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 feature Chapter Member Mike Szilagyi with *Montgomery County Trolleys*, which compliments a forthcoming Arcadia book of the same title. See more information on Page 1, this issue.

**Sunday, July 1 through Sunday, July 8:** Reading Railroad Days at the Railroad Museum of Pennsylvania, 300 Gap Road (PA Route 741), Strasburg, PA 17579. Museum is open 12 Noon to 5 PM, on Sundays, and 9 AM to 5 PM Monday through Saturday. Enjoy the remarkable Reading Railroad trains of eastern Pennsylvania history through tours of Reading Company equipment and a huge, operating model railroad layout from the Reading Company Technical & Historical Society. Hours as above; included in the regular Museum admission charge.

**Friday, July 20:** Philadelphia Chapter Annual Bill Wagner Summer Dinner at Moonstruck Restaurant, 7955 Oxford Avenue, Fox Chase section of Philadelphia. Cocktail hour 5 PM, Dinner seating at 6 PM. See complete details Page 1 this issue.

**Tuesday, August 7 through Sunday, August 12:** 2018 NRHS National Convention at Cumberland, MD. While some trips may be sold out, updated ticket availability may be found at [www.nrhs.com](http://www.nrhs.com). Listing of daily activities will be found on this page.

**Through Sunday, November 25:** Reading, Blue Mountain and Northern scheduled Budd RDC service between the new Reading Outer Station, 3501 Pottsville Pike, Reading, PA 19605 and CNJ station, Jim Thorpe, PA. Trains depart Reading Outer Station 9:00 AM, arrive back by 6:00 PM. Three-hour layover in Jim Thorpe allows for touring, dining, etc. Service will run weekends through November 25. Fare: \$32 per person. No ticket sales day of trip. Order by phone (610-562-2102) or on website [www.readingnorthern.com](http://www.readingnorthern.com). Complete information was published on Page 5 of the May issue of *Cinders*.

## 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.

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

Members may wish to photocopy and or clip this notice and keep a copy in your wallet as you are out watching trains. Remember: **SEE SOMETHING, SAY SOMETHING!**

## Schedule of Events for 2018 NRHS Convention in Cumberland, MD

The National Railway Historical Society's 2018 Convention will take place in Cumberland, MD from August 7 through August 12. Headquarters hotel is the Ramada Inn, formerly the Holiday Inn close by the CSX mainline downtown.

Convention events include:

**Wednesday, August 8:** Wild Heart of West Virginia Trip. Visit both the Durbin & Greenbrier Valley Railroad in Cass, WV and the Cheat Mountain Salamander Connector diesel trip.

**Thursday, August 9:** Seminars and meetings at Hotel.

**Friday, August 10:** All-day excursion on the Potomac Eagle Scenic Railroad and a night photo session at the Potomac Eagle Scenic Railroad.

**Saturday, August 11:** All-day steam-powered excursion on the Everett Railroad in Hollidaysburg, PA as well as the Annual Banquet.

**Sunday, August 12:** Diesel-powered excursion on the Western Maryland Scenic Railroad.

Complete convention event details and registration may be found on the NRHS website at [www.nrhs.com](http://www.nrhs.com).