

# CINDERS

MAY

2018



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Volume 79

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

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

**The Board Meeting tentatively  
scheduled for  
TUESDAY, MAY 15, 2018  
has been CANCELLED due to  
numerous member schedule conflicts**

**A Board Meeting will be scheduled  
during the month of July**

**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)**

**Plans in Progress for 2018**  
**Bill Wagner Summer Dinner**

There will be a 2018 Bill Wagner Summer Dinner, Chairman Les Dean reported at the end of April. A final date and location for the annual event was not available at the end of April.

While a date of Friday, August 24 is under consideration, thought must be given to the timing of the annual NRHS Convention, to be held this year in Cumberland MD from August 7 through August 12. A possible alternate date would be Friday, July 20. Two locations in Ambler have been under consideration, but both do not seem suitable for this year. An alternate would be to return to Moonstruck Restaurant adjacent to SEPTA's Fox Chase Regional Rail station, the site of prior years.

A decision and complete information will be reached in time to be announced in the June issue of *Cinders*.

**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.

**Meeting Notice**

**THURSDAY, MAY 17, 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 May 17 meeting will find Steve Stewart returning with a photographic presentation, *From Communipaw to Philadelphia*, documenting the Baltimore & Ohio, Jersey Central and the Reading between Jersey City and Philadelphia. Steve has amassed an amazing collection of images between the Hudson and Delaware River and Center City Philadelphia.

On June 21, Chapter Member Mike Szilagyi will provide an interesting program, *Montgomery County Trolleys*, which will compliment a forthcoming Arcadia book of the same title. Mike has assembled historic photographs, maps and blueprints to illustrate the story of where the County's trolley lines were built, when and by whom. There were 140 route-miles of trolley line in Montgomery County. More details in June *Cinders*.

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

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

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

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**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).

## Budd Red Lion Site in Northeast Philadelphia Sold for \$18 Million

As reported in Frank Tatnall's **Philadelphia Express** last issue, the former Budd Company Red Lion Plant in Northeast Philadelphia has been sold for \$18 million. Recently, Massachusetts Bay RRE's *Callboy* expanded on this item, with information gleaned from **Philly.com** writer Joseph N. DiStefano, and contributed to Mass Bay by David E. Henry..

Former owner Teva, an Israel-based pharmaceutical company, was going to build a \$300-million drug warehouse on part of the 138-acre site that formerly produced Budd's famous stainless steel railcars, as well as automobile chassis. Teva cancelled its proposed plans in 2012 as a cost cutting move. Budd successor Transit America had originally sold the property for development as the Island Green golf course, a project which never realized its potential. A portion of the property which is situated in Lower Moreland Township, Montgomery County, is being developed as a residential community, much to the consternation of local residents who have trouble driving two-lane local roads.

Commercial Development Corporation of St. Louis, MO, is a specialist in scrapping and upgrading former locations, has purchased the property from Teva. Commercial plans three large warehouse buildings totaling more than 1.6 million square

## ALLAN H. ROBERTS

**April 26, 2018**

We regret to report to you the passing of longtime Chapter Member Allan H. Roberts, of Staten Island, NY on Thursday, April 26, at the age of 83 at the Clove Lakes Nursing Home on Staten Island. Al joined NRHS in 1977.

A retiree from Sumitomo Sohji Corporation of America, Roberts was a U. S. Army infantry veteran, having served in the Federal Republic of Germany. He was a graduate of New York University.

He was the author of two published railroad history books and was recognized as a valuable source of the rail industry and its heritage. He had been a kingpin in the former New York Division, RRE. Additionally, he possessed an extensive collection of World War II and 1939 New York World's Fair memorabilia.

Al is survived by his wife, Loretta, brother John, sister Joan and 13 nieces and nephews. Services were conducted on Monday, April 30 at St. Ann's Church on Staten Island, with interment at Holy Cross Cemetery in Jamesburg, NJ. Philadelphia Chapter extends its sincere sympathy to Lori and the family on the loss of this veteran rail historian.

## 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>

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!**

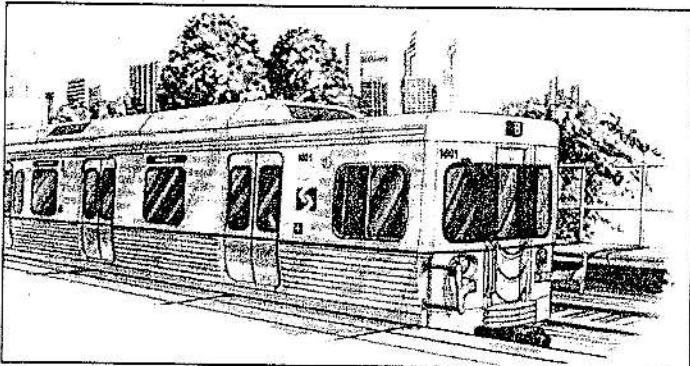
feet of office space, an area larger than each of the Comcast and Liberty Place skyscrapers in downtown Philadelphia. What's not been defined, of course, is how the local highway infrastructure (i.e., Red Lion Road) will be able to handle the influx of what will probably be substantial tractor-trailer traffic. It remains to be seen if a rail siding might be restored from the SEPTA West Trenton Line to serve the complex. Commercial and its affiliate, Environmental Liability Transfer, have previous done demolition and remediation of large industrial sites, such as the former Bethlehem Steel Corporation plant at Sparrows Point, MD and the American Smelting and Refining works in Perth Amboy, NJ.

Budd's plants on Red Lion Road and the original plant on Hunting Park Avenue in Nicetown ranked among Philadelphia's largest industrial employers in the mid-1900's, when the Quaker City was still a center of speciality metals, electrical, rail equipment and textile manufacturing.

# PHILADELPHIA EXPRESS



## FRANK G. TATNALL, JR. SEPTA TRANSIT



SEPTA was talking about budgets and the new Key system last month, but it also received a lot of media coverage about a dog. The backstory was that officials had ordered a SEPTA police officer to give up his longtime canine partner, Abal, but to their surprise the story went viral and created nationwide outrage on social media. Abal, a German-shepherd-Akita mix trained for explosives detection as well as patrol duties, did go to a new handler but began experiencing physical problems. SEPTA then wisely decided to retire the dog from the force and make him available for adoption by his former partner, a resident of Wenonah, NJ. This action placated the critics and everyone seemed to be happy, giving SEPTA a valuable lesson in public relations. Even Congressman Bob Brady weighed in on the issue, offering to help raise money to buy SEPTA another dog to replace Abal.

SEPTA riders now can purchase Key Cards not only at transit stations and fare kiosks but also at more than 100 independent retail locations. The plan is to grow the retail network to more than 1,500 locations throughout the SEPTA service area, such as convenience stores and pharmacies. Effective May 4 a fee of \$4.95 will be charged for the purchase of a new SEPTA Key Card, and the card can be registered with SEPTA to protect against loss or theft. If registration is made within 30 days of the purchase date SEPTA will refund the charge by adding it to the customer's Travel Wallet, which then can be applied to the purchase of a TransPass or single-fare ride.

SEPTA went all out to handle the crowds coming to the parade in center city on Thursday morning, April 5, celebrating Villanova University's national basketball championship. The parade started at 20<sup>th</sup> & Market Streets and proceeded east to Dilworth Park where a large rally was held. (This was less than two months after SEPTA and the city had managed to cope with a much larger parade following the Eagles' Super Bowl victory.) Extra capacity was added on the Market-Frankford and Broad Street Lines, and the 15<sup>th</sup> Street and City Hall subway stations remained open. Trolley routes continued to operate before, during and after the parade, but many center city bus routes had to be detoured. The Norristown High Speed Line, which serves the

Villanova campus, ran every 20 minutes with two-car trains. On the Paoli-Thorndale Regional Rail line extra service was provided and express #9530 made a special stop at Villanova around 7:50 AM. All classes at Villanova were canceled on parade day.



## SEPTA REGIONAL RAIL

May 14 reportedly will be the first day of revenue service for one of the new ACS-64 locomotives. After 30 years of operation the weary AEM-7's are running their last miles on rush-hour trains and likely will be retired this year. In late April five ACS-64's were being tested out of Wayne Electric shop and three more arrived on the 26<sup>th</sup>. One priority now is to get more engineers trained on the high-tech units.....New weekend schedules were issued effective April 29 for the Airport, Chestnut Hill East and West, Fox Chase, Trenton and Wilmington-Newark lines. As with the March 10 changes, paper timetables will not be printed but made available online and in the form of photocopies at some stations. SEPTA said the latest schedules reflect its effort to reduce delays caused by ongoing trackwork along AMTRAK's Northeast Corridor. A track replacement project between Trenton and Holmesburg Junction, in which one of the four tracks often is taken out of service for an extended period, is a major cause of the delays. To allow this work to proceed, the inner track fence at certain stations also has been removed, creating a possible trespassing problem.

Shuttle buses again will replace train service on the Media-Elwyn line between 30<sup>th</sup> Street Station and Swarthmore on two weekends this month, as SEPTA continues to rebuild the infrastructure between 30<sup>th</sup> Street and "Arsenal" interlocking south of University City. Next month a second phase of the project will focus on the reconfiguring and rebuilding of "Arsenal" interlocking, which will again require shuttle busing of Media-Elwyn passengers as well as diversion of Wilmington trains to the Lower Level of 30<sup>th</sup> Street. The Airport Line also will be bused on the first and two following weekends. In later phases of the project, a new "Civic" interlocking will be built close to University City station and the present "Walnut" interlocking near the tunnel retired.....SEPTA has begun installing fare gates in the Upper Level concourse at 30<sup>th</sup> Street Station, as it moves closer to activating the Key Card fare collection system. At Suburban and Jefferson Stations the employees who check tickets and passes at the top of the stairways during afternoon rush-hour have been moved back to the fare gate areas.

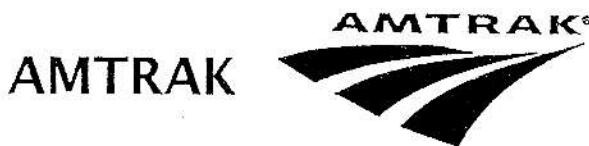
(Continued on Page 4)

# PHILADELPHIA EXPRESS

(Continued from Page 3)

The recent rash of trespassing got worse during April with engineers spotting dozens of people on the tracks in various locations. Among them were teenagers playing "chicken" with a train at Chelten Avenue. There were no arrests but one man was injured when train #389 struck him just beyond the Suburban Station platforms around 10 PM on Thursday, April 5. He was rushed to the hospital and no other trains were delayed. Stub track #7 at Suburban Station had to be taken out of service early on Saturday the 21<sup>st</sup> when part of the track bed was found to be subsiding due to a water leak. Many trains were delayed on Monday, April 16, due to heavy rains which caused speed restrictions in flood-prone areas between 7 AM and 1 PM.

All service on the Paoli-Thorndale line had to be suspended for several hours on Sunday afternoon and evening, April 29, after train #521 struck a large tree around 1:10 PM just east of Villanova station. With the fallen tree blocking three of the four tracks and catenary power shut down, a total of 20 trains had to be annulled. Stranded passengers on train 521 were rescued by bus as AMTRAK crews began working to clear the tree, but SEPTA service was not restored until almost 10 PM. Equipment from eastbound train #528 was coupled to 521 and then pulled the disabled train back to Frazer yard. The first westbound train to run was #561 leaving 30<sup>th</sup> Street at 10:47 PM. The first eastbound, #564, had to be annulled because no crew was available. Amtrak also had to cancel a few trains and others were seriously delayed. For example, #672 from Harrisburg arrived at 30<sup>th</sup> Street three hours and 30 minutes late, at 10:20 PM. Fortunately, train #43 Pennsylvanian got by Villanova just minutes before the tree fell.

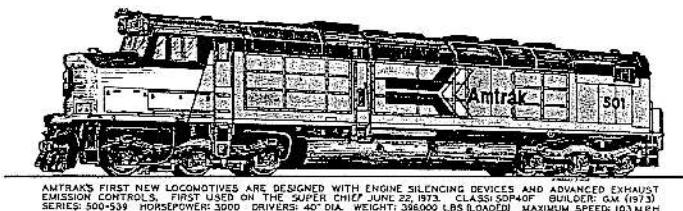


Among the first casualties of AMTRAK's new policy restricting the operation of chartered trains was the PRRT&HS's much-anticipated trip from Philadelphia to Altoona on May 9 (see April Cinders). The special was to include Bennett Levin's former Pennsylvania Railroad E8's and a consist of mostly ex-PRR equipment. Amtrak notified the sponsor on April 20 that the train would not run, and despite some efforts to have political pressure applied the PRRT&HS was forced to cancel. Amtrak did leave a small window for specials that it considers "established" (not one-time-only) trains that operate on regular Amtrak routes and provide a financial benefit to Amtrak. The Collis P. Huntington Chapter's famed "New River Train," which has operated for the last 50 years between Huntington and Hinton, WV, apparently will qualify and may run again this fall. It is said to bring more than \$6 million in tourist revenues to West Virginia, which drew the attention of both the Governor and a Senator from the Mountain State.

The related issue of private car movements also has been clarified. It appears that PV's still may be handled in regular AMTRAK trains but only between normal terminal points, such as Philadelphia and Pittsburgh in the case of the Pennsylvanian. Charges for these moves also are being increased, including base mileage rates and fees for overnight parking, switching and other services, plus a new annual administrative fee of \$400. In all, 40 terminal locations are eligible for private car moves, but all such

moves must receive case-by-case written approval from Amtrak (*Trains*).....The April issue of *Trains* contains an article detailing AMTRAK's project to install new high-speed catenary on 23 miles of the Northeast Corridor between New Brunswick and Trenton. The six-year project, which began in 2013, is designed for 160-mph operation by the new Acela Express trainsets, which should begin arriving from Alstom in 2021.

AMTRAK announced that it plans to seek proposals from manufacturers later this year for new equipment to replace the current fleet of General Electric-built P42DC locomotives and the 40-year old Amfleet cars built by Budd. The statement by CEO Richard Anderson appeared to indicate that Amtrak is leaning toward integrated trainsets with a power car on each end or a diesel-multiple-unit (DMU) configuration. This would seem to dovetail with his reported remarks that he wants to increase service on short and medium distance corridors between high-density urban markets, apparently at the expense of long-distance trains.



AMTRAK'S FIRST NEW LOCOMOTIVES ARE DESIGNED WITH ENGINE SILENCING DEVICES AND ADVANCED EXHAUST EMISSION CONTROLS. FIRST USED ON THE SUPER CHIEF JUNE 22, 1973. CLASS SO-40F. MANUFACTURED BY GM (1973).  
SERIES: 500-539 HORSEPOWER: 3000 DRIVERS: 40" DIA. WEIGHT: 396,000 LBS LOADED! MAXIMUM SPEED: 103 MPH.

AMTRAK has announced the second phase of its "Summer of Renewal" in New York City. This will include three separate pieces, two of which will affect the Empire Service and other trains operating on the old New York Central route. Beginning May 26 and continuing until Labor Day, the bridge over Spuyten Duyvil Creek will be repaired and the tracks replaced in the Empire tunnel leading to Penn Station. This will force all trains coming from Albany to divert into Grand Central Terminal, as was done last year with a few Albany trains. The Lake Shore Limited, however, will operate only to and from Boston, marking the first time since Amtrak began 1971 that there is no direct train service between New York and Chicago. The third project involves Penn Station, where track #19 will be taken out of service between June 8 and July 20 for track replacement and installation of three new turnouts. Meanwhile, the ongoing infrastructure project at Penn Station which began in January is scheduled to end on May 26. The modified Northeast Corridor schedule that Amtrak started in January will continue in effect until the work on track 19 is completed.

The \$60-million project to restore the façade of 30<sup>th</sup> Street Station continues into its third year. Work is still underway on the three exterior sides of the building, with construction curtains now installed over the east side taxi loading area. Much scaffolding is visible on the east and south sides and sidewalk canopies are still in place. Interior renovations include the replacement of passenger elevators, escalators and placement of new signage.....A fire east of Exton station on the afternoon of Saturday, April 14, delayed two AMTRAK trains for over an hour and eight SEPTA trains from ten minutes to an hour. Exton station is currently being rebuilt at an estimated cost of \$24.4-million. A new eastbound high-level platform is in service and the piers are in place for the westbound platform. A new station building and expanded parking also are included in the project.

(Continued on Page 5)

# PHILADELPHIA EXPRESS

(Continued from Page 4)



## CSX, NS, OTHER ROADS

NJ TRANSIT is leasing ten cars from MARC for eight weeks to help relieve overcrowding on its trains. As reported in earlier issues of *Cinders*, delays and equipment shortages have plagued NJT riders for several months. NJT will send a surplus locomotive to MARC as part of the deal. Newly-elected Governor Phil Murphy has promised increased spending on the railroad, with no fare increases in the coming year. AMTRAK also has been testing MARC cab cars for possible use on trains diverted to Grand Central Terminal starting on May 26 (see above) .....River Line service had to be suspended for a time on Wednesday, April 4, between Riverside and Beverly when high winds knocked down power lines in Delanco.

Despite service problems on CSX and NORFOLK SOUTHERN, both roads reported record earnings in the first quarter of 2018. CSX, touting its controversial Precision Scheduled Railroading model, said that net income nearly doubled from the previous year to \$695 million, on revenues of \$2.8 billion. Cost-cutting helped boost earnings as fewer but longer trains were run and the active locomotive fleet was reduced by 23 percent with 800 units placed in storage. Key metrics such as average train speeds improved. CSX's operating ratio plunged to 63.7 percent from 73.2 percent a year ago, which CEO James Foote said was a good start toward his goal of a 60-percent OR by 2020. Meanwhile, NS reported that traffic growth combined with higher rates produced net earnings 27 percent higher than a year ago on revenues of \$2.7 billion. NS's operating ratio improved to 69.3 percent from 70.6 percent in the first quarter of 2017.

Doing the opposite from his CSX competition, NS CEO James Squires said that his railroad was adding locomotives and hiring more conductors to clear congestion and speed up service. NS has put its entire 100-unit locomotive "surge fleet" back in service and will lease 90 more road locomotives. The 2018 capital budget has been increased by \$120 million over 2017 levels, mainly to help clear chokepoints in places like Birmingham, AL, Savannah, GA, and Pittsburgh. NS also is continuing its 500-unit DC-to-AC conversion program, which will give each locomotive about one-third more power (*Trains*). NS had been among the last holdouts in switching new locomotive purchases from DC to AC units.

Longtime Trains Columnist Don Phillips was fired by the magazine in late March, for reasons not given. Phillips was known for his frank and often acerbic comments on railroad management and others in the industry. In his column, he drew on his long career in transportation journalism and the contacts that afforded him. Reportedly he has resurfaced at *Passenger Train Journal*.....Well-known Philadelphia Chapter Member Dale Woodland has another byline to add to his large collection. His article, with photos, is entitled "Dutch Country Dinosaurs" in the April issue of *Railfan & Railroad*. It highlights

the old GE locomotives on the Pennsylvania Northeastern, the shortline that runs through his hometown of Souderton.

U.S. railroads have a long way to go if they want to meet the December 31, 2018 deadline for installing Positive Train Control. The Rail Passengers Association reports that as of the end of 2017 PTC systems were in operation on about 56 percent of the freight railroad route miles that are required to be governed by PTC—up from 16 percent at the end of 2016. Passenger railroads including commuter agencies have made less progress with PTC, having installed only 24 percent of required route miles. A total of 15 railroads report that they have completed installation of all hardware necessary for PTC, but not all of these systems are in operation as of yet. (It should be noted that both AMTRAK and SEPTA have completed their PTC/ACSES systems and they are in full operation.) The law does permit a railroad to request approval from the Federal Railroad Administration for an "alternate schedule" beyond 2018, but not later than December 31, 2020.

The Trump Administration has decided to end the popular grant program known as TIGER (Transportation Investment Generating Economic Recovery), which has been used by SEPTA and many other entities to help fund their transportation projects. In its place will be BUILD (Better Utilizing Investments to Leverage Development), which comprises a \$1.5-billion segment of President Trump's much-discussed infrastructure initiative. It can be used to leverage \$200 billion in Federal funds which possibly could generate \$1.5 trillion in infrastructure construction and rehabilitation projects over the next ten years. Passenger and freight railroads, mass transit agencies and ports are eligible to apply for BUILD funding. It was said that a greater share of Fiscal Year 2018 BUILD awards will go to projects in rural areas (*Trains*) .....Michelle Schultz, the deputy general counsel for SEPTA, has been nominated by President Trump for a five-year term on the Surface Transportation Board .....Retired Federal Judge John P. Fullam, who presided over the Penn Central bankruptcy case in the 1970's, died March 8 at the age of 96.

As of the last week of April, CSX's Locust Point Yard in Baltimore has been shut down and all switching and other operations have been transferred to Curtis Bay Yard in South Baltimore. The half dozen or so crews that went on duty at Locust Point now also go on duty at Curtis Bay. The industrial customers along the waterfront, such as Domino Sugar and the former Western Maryland tracks at Port Covington, will still be served by CSX crews based at Curtis Bay.....Friends of the Stewartstown Railroad have announced that they have received a \$10,000 grant from the John H. Emery Rail Heritage Trust. The funds will be used for restoration work on former Reading Company coach #1158, part of Stewartstown's fleet.....Stewart West has been named Acting Superintendent of Steamtown National Historic Site in Scranton, replacing Debbie Conway, who is on a temporary duty assignment with the Park Service in Philadelphia. West comes to Scranton from Acadia National Park in Maine.

**2018 NRHS CONVENTION**  
**August 7-12, 2018**  
**Ramada Inn**  
**CUMBERLAND, MD**

## Future in Doubt for Colorado's Pikes Peak Cog Railway??

(from the *Colorado Springs Gazette*)

After more than a century as one of Colorado's premier tourist attractions, the Pikes Peak Cog Railway's future is in doubt. The railway, which has shuttled generations of visitors on breathtaking 8.9 trips for the summit of Pikes Peak and back, will not reopen this Spring after several months of maintenance, and it could remain closed for up to three years while its owner, The Broadmoor Hotel studies its fate, according to Hotel President and CEO Jack Damioli. After that process, it might be rebuilt or might never reopen.

The Railway, whose system of cog wheels mesh with a special center "rack" rail that allows the train to climb much steeper grades than traditional trains, has been operated safely since it opened in 1891. But hotel officials have determined the railroad—including its aging infrastructure and equipment—"has run its useful life", according to Damioli. As a result, and because relatively few such railways exist in the World, hotel officials have launched a review of the Cog Railway that could take two or three years.

"We are looking at either a complete closure or a complete rebuild and replacement of the engines, cars, track and even potentially the depot", Damioli said. "I hope something in between is where we arrive. But first we have to explore the opportunity and get feedback from all of the stakeholders."

Manitou Springs—the Railway's starting point—and its businesses, Colorado Springs and El Paso County, the U. S. Forest Service and area tourist attractions are among those stakeholders.

The Cog Railway is one of only two in the United States—the other is in New Hampshire. "We are the tallest in the World, and there are only 40", Damioli said. "All of the people with expertise in this don't live in this country. They're from Switzerland, Europe and India. We need to gather the facts and do our due diligence." During mid-summer, the railway runs eight daily departures of up to 12 trains on round-trips to Pikes Peak.

As part of routine maintenance, personnel measure the wear on cog wheels on each rail car every year; when wear is too great, wheels are rotated or changed, the Railway's website says. The Railway also spent millions in recent years to replace the transmissions, brake systems and other rail car equipment. Exact maintenance schedules were not shown, but a closure or rebuild could have wide-ranging effects.

The internationally-known Broadmoor on Colorado Springs', southwest side is one of the World's most successful hotel and resort properties and marks its 100<sup>th</sup> anniversary this June. Rebuilding the Cog Railway would likely mean an investment of tens or millions of dollars. Whether that price tag would be paid by the Broadmoor or if community stakeholders would be asked to chip in is not known, although all options are being explored, Damioli said. "This is our project. If it's going to be rebuilt, we'll pay for it."

Other than hiking, there are two ways to reach Pikes Peak: a drive up the winding, paved Pikes Peak Highway or the

Cog Railway. At its peak times during the summer, the Railway carries 2,300 passengers a day, according to *Colorado Springs Gazette* archives. The cost for an approximately three-hour trip up and down Pikes Peak is \$40 for adults and \$5 for parking.

The Cog Railway's potential closure comes as the city is preparing to build a new Summit House on the top of Pikes Peak. The Broadmoor's railway decision, however, is "totally independent" of that project. Still, a new Summit House and Cog Railway would be special, according to Damioli. "We first have to determine: Do we have a project, and is it feasible? Can we get support? Those questions have to be answered before we go down the road of a new Summit House and railway."

## Will Saratoga & North Creek Operate Excursions in 2018??

According to a recent article in the *Glens Falls (NY) Post-Star*, the future of the Saratoga & North Creek Railroad's operations are uncertain during the year 2018. The newspaper reported during March that Owner Ed Ellis of Iowa Pacific, parent of the New York tourist road, the railroad would cease operations after an April 7, 2018 train.

The railroad operator was lost money as a result of a local and State campaign to compel freight car companies to remove tank cars from the S&NC. Ellis had said that storage payments on empty tank cars on the line helped to fund operations and maintenance. Warren County, NY, which owns the S&NC rail line within the Town of Corinth, NY, says S&NC parent Iowa Pacific has been last with lease payments.

## May 26 Event in Bustleton Section of Philadelphia Marks Air Mail Delivery

In a local history event tied to transportation, Friends of Northeast Philadelphia History will commemorate America's first regularly scheduled Air Mail delivery with a Centennial celebration and Historical Marker unveiling at Red Lion Road and Haldeman Avenue on Saturday, May 19 from 11 AM to 2 PM.

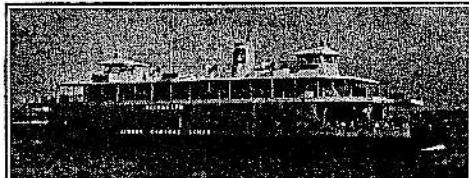
With American forces still fighting in World War I, the famous U.S. Army Air Service Curtiss "Jenny" trainer planes were assigned to a new mission: deliver the U.S. Mail on a regular schedule between New York, Philadelphia and Washington. Army pilots made history when the very first Air Mail was delivered from New York to Philadelphia and the Washington-bound Air Mail took off in front of throngs of officials and excited citizens who came in Model T's, farm wagons and on horseback to Bustleton Airfield, located at today's Red Lion Road and Haldeman Avenue. Historians consider the NY-Phila.-Wash. U. S. Air Mail route the birth of commercial aviation. Delivered in BUSTLETON.

Local Northeast Philadelphia Historian Fred Moore will discuss the fascinating story of the early days of aviation and the pioneering pilots who flew the mail. Additional information may be found at [www.lstairmail.com](http://www.lstairmail.com).

# Who Remembers the CNJ Hudson River Ferries?

## FERRY RATES and SCHEDULE

Between  
NEW YORK, LIBERTY STREET  
and JERSEY CITY  
ISSUED OCTOBER 30, 1966



### CHARGES

PASSENGER FARES (One Way)  
For passengers 6 years of age and over..... 20c  
Under 6 years of age..... Free

AUTO VEHICLES  
Passenger Cars, Station Wagons and Motor-cycles  
including occupants ..... 50c

MOTOR TRUCKS (LIGHT OR LOADED)  
(Charges include operator and helper)

Under 18 feet in length	\$0.50
18 feet and under 20 feet in length	.60
20 feet and under 25 feet in length	.80
25 feet and under 30 feet in length	1.00
30 feet and under 38 feet in length	1.15
38 feet and under 41 feet in length	1.50
41 feet and under 44 feet in length	1.55
44 feet and under 47 feet in length	1.70

Motor trucks 47 feet and over in length, will be charged twenty-five (25) cents for each additional three (3) feet or fractional part thereof.

Motor Coach including operator and occupants .... \$1.15

A fraction of a foot is counted as one foot. A full trailer or vehicle in tow, will be considered as two separate vehicles and charged rates for trucks according to length of each vehicle including load.

Passengers in excess of allowance 20 cents each.

Vehicles listed below will not be carried:  
Exceeding 12 feet, 6 inches in height  
Exceeding 10 feet in width  
Over 65 feet in length  
Exceeding 60,000 pounds, vehicle and load

T. F. Clarkin, Passenger Traffic Manager  
Jersey City, N.J. 07302

**Central Railroad Company  
of  
New Jersey**

ISSUED OCTOBER 30, 1966  
(Subject to Change)

TO LIBERTY STREET, NEW YORK  
Leaves Jersey City Terminal

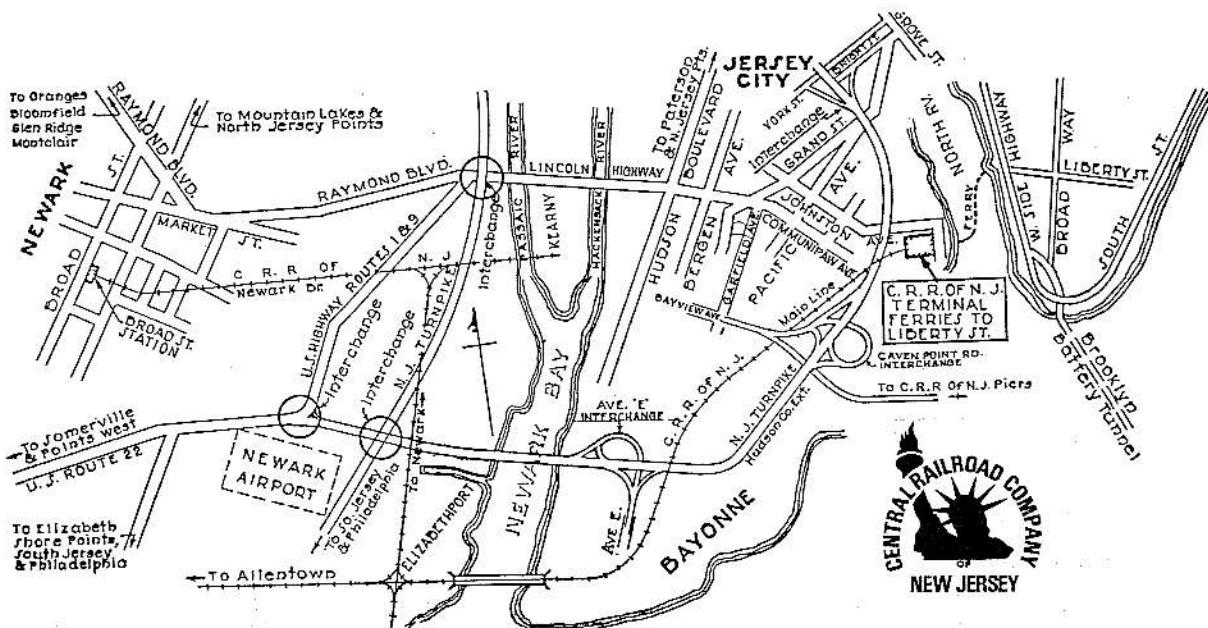
EASTERN  
STANDARD  
TIME

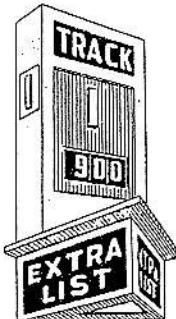
TO JERSEY CITY  
Leaves New York, Liberty Street

MONDAYS thru FRIDAYS Except Nov. 8, 24, Dec. 26, Jan. 2, Feb. 22							MONDAYS thru FRIDAYS Except Nov. 8, 24, Dec. 26, Jan. 2, Feb. 22						
A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
5.12	7.44	9.02	10.35	12.00	2.24	4.45	7.19	12.01	7.45	9.07	10.40	12.00	2.40
5.47	8.04	9.12	10.45	P.M.	2.45	4.52	7.30	5.25	8.00	9.15	10.50	P.M.	3.00
6.15	8.11	9.24	10.57	12.15	2.55	5.02	7.47	6.00	8.17	9.25	11.00	12.15	3.10
6.37	8.16	9.36	11.10	12.22	3.14	5.15	8.19	6.50	8.23	9.40	11.15	12.30	3.30
6.46	8.30	9.45	11.22	12.45	3.24	5.30	8.46	7.00	8.43	10.00	11.35	1.00	4.00
7.05	8.36	9.55	11.30	1.05	3.45	5.45	9.21	7.18	8.48	10.10	11.45	1.20	4.10
7.13	8.42	10.17	11.45	1.19	3.57	6.00	9.47	7.30	9.00	10.30	1.35	4.20	11.00
7.32	8.55	10.22		1.80	4.05	6.15	10.19				1.45	4.30	7.00
					1.47	4.15	6.31	10.45			2.00	4.40	7.15
					1.57	4.24	6.45	11.19			2.10	4.50	7.33
					2.15	4.32	7.00	11.45			2.30	5.02	7.45
SATURDAYS & NOV. 8							SATURDAYS & NOV. 8						
A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
6.15	7.14	9.19	11.19	12.17	3.19	6.19	9.19	12.01	7.00	9.00	11.00	12.00	3.00
6.45	7.45	9.45	11.45	12.46	3.45	6.45	9.45	5.30	7.30	9.31	11.31	12.30	3.31
6.19	8.14	10.19		1.19	4.19	7.19	10.19	6.00	8.00	10.00	1.00	4.00	7.00
6.45	8.45	10.45		1.45	4.45	7.45	10.45	6.32	8.30	10.31	1.31	4.31	7.32
					2.19	5.19	8.19	11.19			2.00	5.00	8.00
					2.45	5.45	8.45	11.45			2.31	5.32	8.31
SUNDAYS and Nov. 24, Dec. 26, Jan. 2, Feb. 22							SUNDAYS and Nov. 24, Dec. 26, Jan. 2, Feb. 22						
A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
12.19	8.47	11.19	12.45	3.19	5.45	8.19	10.45	12.01	8.35	11.00	12.31	3.00	5.31
6.32	9.19	11.45	1.19	3.45	6.19	8.43	11.19	12.30	8.00	11.31	1.00	3.81	6.00
7.12	9.45		1.45	4.19	6.45	9.19	11.47	7.00	9.31	1.31	4.00	6.31	9.00
7.37	10.19	P.M.	2.19	4.45	7.19	9.45		7.24	10.00	Noon	2.00	4.31	7.00
8.22	10.45	12.19	2.45	5.19	7.45	10.19		8.00	10.31	12.00	2.31	5.00	7.32

This Railroad is not responsible for errors in timetables, inconvenience or damage resulting from delayed ferries; schedules herein are subject to change without notice.

Did you cross the Hudson River between Jersey City and Lower Manhattan on a Jersey Central ferry. Check this schedule, dated October 30, 1966, which should have been the last one, since train service to the CNJ terminal ended with the advent of the Aldene Plan on April 30, 1967. Your Editor crossed it once, in the Summer of 1966, but does not recall how fare collection was made. Send your responses to Editor Larry Eastwood at his Huntingdon Valley, PA address on Page 2. Thanks!!





**Tuesday, May 8, 2018:** Regular monthly meeting of Harrisburg Chapter, NRHS, meeting and program 7 PM. *Passenger Train Journal* Editor Hoss's Restaurant, 743 Wertsville Road, Enola, PA. Optional dinner at Hoss's, 5 PM, business Mike Schafer will provide multi-media program, *Time Line With Tunes: The Illinois Terminal Railroad*. In addition, there will be a musical tribute to the photography of the late Jim Boyd.

**Thursday, May 17:** 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 Program will feature repeat presenter, Steve Stewart with photographic presentation, *From Communipaw to Philadelphia*, documenting the B&O, CNJ and RDG between the Hudson and Delaware Rivers. See Page 1 this issue.

**Saturday, May 19:** Friends of Northeast Philadelphia History presents Centennial Celebration of the Nation's First Regularly Scheduled Air Mail Delivery, 11:30 AM, at Red Lion Road and Haldeman Avenue in Northeast Philadelphia. For more information, visit [www.1stAirmail.com](http://www.1stAirmail.com), or see article on Page 7 of this issue.

**Saturday, May 19:** Armed Forces Day Excursions at Whipppany Railway Museum, NJ Route 10 West, Whipppany, NJ, at 1, 2, 3, 4 PM. Trip is a 10-mile round trip over the Morristown & Erie Railway to Roseland, NJ. Ride aboard vintage cabooses and a club car. Fare: Cabooses, adult \$16, child \$11; Club car: adults \$19, child \$14. Tickets available online at [www.whippianrymuseum.net](http://www.whippianrymuseum.net). For additional information, contact above or by phone to (973) 887-8177.

**Saturday, May 26:** Pottstown & Reading Chapter, NRHS will sponsor *Picnirail '18* at Maier's Grove, Grove Drive, Blandon, PA, from 1 PM until ?? This is a fundraising event for sponsor an individual to attend NRHS RailCamp East this summer. There will be an evening show by E. Steven Barry and Frank Etzel. Included are snacks and beverages during the afternoon and a barbecue chicken meal served promptly at 5 PM. Price: Adults \$16, children 3-12 \$8. To order tickets, send self-addressed, stamped envelope with remittance payable to **P&R Chapter, NRHS** to Philip Reppert, 17 Adele Avenue, Blandon, PA 19510-9750.

**Saturday, May 26:** Strasburg Rail Road, in partnership with Lerro Productions, is hosting the "Red Ball Express", a mixed freight photo charter, to benefit Verdant View Farm, which had a 95-year-old dairy barn destroyed by fire. Tickets for this event are \$200 each, and the charter will operate from 4:30 PM through 9:30 PM. Please see separate article on this page..

**Beginning Monday, May 28:** 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 on website, [www.readingnorthern.com](http://www.readingnorthern.com). Full details on Page 5, this issue.

**Saturday, June 2:** "Spring Fling 2018" at the Museum of Bus Transportation at the Antique Automobile Museum Campus, 161 Museum Drive (PA Route 39), Hershey, PA 17033. Event runs from 8:00 AM to 4:00 PM. It is free to MBT Members, Regular Admission Pricing reduced to \$7.00 for non-MBT members. For more information, visit [www.BusMuseum.org](http://www.BusMuseum.org), or see article on Page 7, this issue.

**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).

**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.

**Thursday, June 21, 2018:** 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.

## Strasburg Offers Rail Photo Event to Benefit Local Farm on May 26

Following a devastating a 95-year-old dairy barn at neighboring Verdant View Farm, the Strasburg Rail Road will operate a photo freight charter on Saturday, May 26, 2018 to raise funds to rebuild the barn.

Strasburg is hosting this unusual event in partnership with Lerro Productions, well known railroad art producer. Lighting will be provided and Lerro Productions will provide guidance to assist photographers in capturing the train at various locations along the railroad.

Tagged the Red Ball Express, it will be a multi-hour steam-powered mixed train photo charter. In conjunction with the Memorial Day holiday, the charter will take on a Military Railroad Service theme, with uniformed World War I and II re-enactors along the Lancaster County line.

Tickets for this special event are \$200, with all proceeds going to Verdant View Farm. The charter is scheduled to begin at 4:30 PM and run through 9:30 PM, and is open to the public. Attendees must be mobile enough to climb on and off the train at various on-line locations. Complete details and tickets are available at: [www.strasburgrrailroad.com/ride/red-ball-express](http://www.strasburgrrailroad.com/ride/red-ball-express).