

CINDERS

DECEMBER 2021



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Vol. 82 NO. 12

OFFICIAL NEWSLETTER of the
PHILADELPHIA CHAPTER OF THE NRHS
PO BOX 7302
PHILADELPHIA PA 19101-7302

Reading FP7 #903

Kevin Feeney

As most of you probably know, our Chapter owns an ex-Reading Company FP7 #903. This unit was among a group of EMD diesel locomotives purchased by the RDG in June 1950 for passenger service. Eventually, SEPTA obtained this unit and #902 for use in its diesel-hauled passenger service. When that service was discontinued in 1981, these units were retired. In September 1983, our Chapter purchased #903 and the Lancaster Chapter NRHS purchased #902, which it later donated to the Reading Company Technical & Historical Society. While initially used in excursion service around Pennsylvania, the pair of engines have been at Steamtown in Scranton PA since 2010.

During a recent family vacation at a Pocono resort, I made a side trip to Scranton to see how our engine is doing. The



steam engine next to it is RDG T1 # 2124.

Below is a photo of #903 taken on October. 17, 1974, in Bloomsburg PA on then Governor Milton Shapp's special campaign train by an unknown railfan.



PRESIDENT's MESSAGE

Kevin Feeney

Our attempt at a "hybrid" format meeting in November was successful. There were a few glitches and the table looked like it was covered in thick black spaghetti. About



20 folks attended in person plus 15 attended thru Zoom. Kevin Painter gave us an interesting and detailed look at the restoration of Pennsylvania RR E8 #5898 and the operation of ex-

Pennsy motor car 4666 on the Allentown & Auburn RR in Kutztown. He added a photo review of the Reading & Northern as a bonus, but unfortunately, we ran out of time and had to cut that short.

Our next meeting will be on Thursday Dec. 16th at 7PM again in the **hybrid** format. We will meet in the community room at the **Elkins Park SEPTA Station**, and the presentation will also be available by Zoom [see next page]. We will have some holiday snacks and beverages available for those attending in person. Zoomers will have to make do with what they have on hand in their home.

The December meeting will feature Dale Woodland who has been a long-time contributor of RR photography in this area. He is a member of our Chapter, the ARHS and is currently the Director of Museum Operations for the Reading Railroad Technical and Historical Society. He also writes two monthly columns in *Railpace Magazine*. His presentation will cover the Central Railroad of New Jersey [aka the Jersey Central].

Happy Holidays and an early Happy New Year to all.

2022 Philadelphia Chapter Dues Bills Sent

Philadelphia Chapter Members and Additional Chapter Members/RailFriends should have received their 2022 Chapter dues bills by now. Please see the October issue for more details. If not received, please contact Chpt. Secretary/Treasurer Marie Eastwood.

DECEMBER MEETING**Live at Elkins Park or by Zoom**

Topic: Philadelphia Chapter NRHS

Time: Dec 16, 2021, 07:00 PM EST

Join Zoom Meeting

<https://us06web.zoom.us/j/86781502760?pwd=L1c4QWE3MlA5eU5maHVYQ3NUUXRQQT09>

Meeting ID: 867 8150 2760

Passcode: 663596

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:

www.nrhsphiladelphia.org

CHAPTER OFFICERS (Elected)

President	<i>Kevin Feeney</i> 203.246.1675
Senior VP	<i>R. L. Eastwood, Jr.</i> 215.947.5769
Secretary	<i>Marie K. Eastwood</i> 215.947.5769
Treasurer	<i>Marie K. Eastwood</i> 215.947.5769
National Rep	<i>Bill Welk</i> 215.681.1957

COMMITTEE CHAIRS (Appointed)

Editor	Kevin Feeney 203.246.1675
Editor Emeritus	R. L. Eastwood, Jr. 215.947.5769
Equipment Chair	David R. McGuire 856.241.8046
Membership Chair	Sheila A. Dorr 610.642.2830
Program Director	Harry Garforth 215.266.3180
Webmaster	Daniel Knouse 814.631.9436
ZOOMmaster	Eric Dervinis 610.613.2828

ANNUAL MEMBERSHIP DUES

Effective September 1, 2021, dues are \$20.00 per person, which covers Philadelphia Chapter thru Dec. 31, 2022. (**NRHS National membership dues for 2022 are \$50.00, billed directly by NRHS.**) NRHS chapters bill members separately for Chapter dues.

Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance in the amount of \$20.00, payable to:

Philadelphia Chapter, NRHS

Post Office Box 7302

Philadelphia, PA 19101-7302.

Please be sure to include name, complete mailing address, telephone number and E-mail address.

ADDRESS CHANGES:

Send to Editor Emeritus at

Post Office Box 353

Huntingdon Valley, PA 19006-0353.

(Include your CURRENT TELEPHONE NUMBER and E-MAIL ADDRESS so our records are complete.)

Also contact the Editor Emeritus if your copy does not arrive or arrives in a damaged condition.

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Correspondence regarding Cinders or exchange newsletters should be directed to the Editor by email "ic4277eb@yahoo.com" or mailed to:

Kevin Feeney, Editor

1447 Wheatsheaf Lane

Abington, PA 19001-2619

UPCOMING EVENTS

Rockledge Model Railroad Museum, Open House, Saturday 12/11/21 and Sunday 12/12/21, NOON - 3PM, 323 Montgomery Ave, Rockledge, PA 19046

FUTURE MEETING DATES

[whether in-person, hybrid or Zoom]

2022: January. 20, February. 17, March 17, April 21, May 12*, June 16

** changed to avoid conflict w/ NRHS convention in California the week of May 16th*



FRANK G. TATNALL, JR.

SEPTA was briefly threatened with yet another strike on its transit system, this one from the United Transportation Union (now known as Local 1594 of the merged SMART union) which represents 365 suburban bus, trolley and Norristown High Speed Line operators. A new contract was worked out prior to the strike deadline of Friday, November 5, just a week after a two-year deal was announced between SEPTA and Local 234 of the Transport Workers Union which represents about 5,000 workers on the City Transit Division. Terms of the suburban contract, including a 3% annual pay raise and other benefits, were said to be similar to those approved by TWU members.



SEPTA said last month that it will spend \$178 million to buy 222 more hybrid diesel-electric buses from New Flyer of America. The goal is to eventually field a 100% zero-emission bus fleet. As of now only 133 all-diesel coaches remain in SEPTA's fleet of 1,447 buses. This most recent purchase follows news that the 25 battery-powered electric buses from Proterra have been



sidelined for over a year with various defects (see September *Cinders*). One observer pointed out that SEPTA also could reduce emissions by expanding its trackless trolley operations.

It's not yet clear just how much additional funding SEPTA will receive from the newly passed \$1.2 trillion Federal Infrastructure Investment Act. Statewide, public transportation is expected to get up to \$2.8 billion over five years from the new legislation. Officials estimate that SEPTA is in line to receive an extra \$120 million in the current fiscal year, over and above the \$300 million that the agency already expects to gain under existing transit aid formulas.

After a forced one-year vacation due to COVID-19, Santa Claus helped kick off the 2021 Christmas shopping season by riding SEPTA to Center City on "Black Friday," November 26. This time he was aboard a specially decorated "Santa Express" subway train from NRG station in South Philadelphia.

Passengers on the train rode free from NRG, where special festivities were held. Upon arrival at City Hall station Santa and Mrs. Claus led everyone to Dilworth Park, where the Eagles Pep Band helped usher in the season. In many prior years Santa had arrived in Center City via Regional Rail trains, but more recently he's ridden the Broad Street subway. On Thursday the 25th, the oldest Thanksgiving Day parade in the nation delighted thousands of spectators along JFK Blvd. and the Benjamin Franklin Parkway with balloons, floats, bands and performers. Numerous SEPTA bus routes had to be detoured that morning and into the afternoon, as well as over the previous evening when set-up work for the parade was in progress.

As another contribution to the season, at least eight SEPTA buses will be running tricked out in holiday-themed decorations and one or two trolleys may appear in seasonal glitter, dressed by their operators. Even during the pandemic last year, trolley #9094 received the full "Happy Holidays" treatment from its operator, Gary Mason, sporting wreaths and hundreds of colorful lights.

SEPTA is slowly working back from its pandemic-low ridership levels. In October transit ridership for the month was 11.4 million unlinked passengers or 52% of the pre-COVID baseline in October 2019, while Regional Rail ridership of 1.16 million reached 39% of the monthly baseline ridership. The improvements may be seen by comparing the current percentages of recovered ridership with the 36% for transit and 17% for Regional Rail recorded a year ago, in October 2020.

Another violent incident on the subway-elevated system was reported last month. Four Black teenage girls were accused of a racially motivated attack on board a Broad Street Line train about 3:30PM on Wednesday, November 17. They allegedly assaulted a female Asian student while the train was near the Erie station. The attackers were identified through SEPTA's system of video cameras and tips from the public. The month before a man had been arrested after committing a rape on a Market-Frankford Line train (see November *Cinders*).

SEPTA has reactivated at least three of its stored AEM-7 locomotives to power the several "wash trains" on their nightly rounds to battle slippery rails. As occurs every autumn, fallen leaves cause delays around the Regional Rail system when trains sometimes slide past their station stops. At least three units, #2301, 2304 and 2307, have been spotted on the wash trains, their first activity since 2018 when they were replaced on revenue trains by the new ACS-64 locomotives. [Ed. note – AEM-7 powered wash trains passed the Elkins Park station during our October and November meetings.] Last month SEPTA began a program to lay new welded rail on the West Trenton line. A long work train dropped the new rail between the Langhorne and Yardley stations over the weekend of November 6-7, while SEPTA warned motorists that some grade crossings would be blocked for extended periods due to the slow-moving rail train.

AMTRAK gave local railfans a treat last month when it assigned



P42 locomotive #108 to several round-trips on the Philadelphia to Pittsburgh Pennsylvanian. This unit is painted in a unique blue-and-red scheme to celebrate the railroad's 50th anniversary this year. After



hauling one of the new Acela trainsets from the builder's shop in Hornell, NY, to Philadelphia, it made its first run west with train #43 on Friday, November 5. Those new ticket kiosks mentioned in last month's column in NYP, Wilmington and Washington are coming to 30th Street Station. They will replace the 20-year-old Quik-Trak kiosks that are being retired. Meanwhile, AMTRAK got in the holiday spirit with a huge, ornately-decorated Christmas tree on display at 30th Street Station.

AMTRAK will share in the \$66 billion earmarked for passenger rail in the new \$1.2-trillion. infrastructure act approved by Congress last month. But the amount of funds going to Amtrak is not yet certain. The railroad's highest priority projects—all on the Northeast Corridor—include the planned Hudson River tunnels between New Jersey and New York City, replacement of Baltimore's 148-year-old B&P tunnel, and renewal or replacement of bridges over the Susquehanna and Connecticut Rivers. A series of National Network projects also need to be addressed, including numerous disabilities compliance issues.

Many AMTRAK trains, both on and off the Corridor, were sold out during the very busy Thanksgiving week. That period usually sees the heaviest travel of the year, but this time Amtrak had to deal with pent-up demand after many months of pandemic restrictions. It appears that the railroad was not fully prepared for the upsurge in traffic, being somewhat handicapped by a shortage of spare equipment (not to mention crews). As a result, very few extra trains could be operated and many regular trains did not have the needed additional equipment available. (Trains)

During the "cyber weekend" in late November AMTRAK offered a "Track Friday Sale": buy one ticket and bring a friend along for free. The tickets had to be purchased at the same time

and then used at the same time on the same train between January 4 and April 30, 2022. The fares are good in coach and Acela business class but only between points in the Northeast.

AMTRAK will contribute about \$16 million to the rebuilding of the 105-year-old ex-Pennsy station in Johnstown, PA. A new headhouse will be a part of the project, which includes new platforms and track relocations. A separate grant from the U.S. DOT will give the City of Johnstown \$24.5 million for various transportation improvements, including the rail depot. Amtrak's only current service at Johnstown is the daily *Pennsylvanian*, although there is much talk of adding a second Harrisburg-Pittsburgh round-trip. The line also is a major route for NORFOLK SOUTHERN freight service.

NJ TRANSIT added 36 additional trains to its schedules effective November 14.



Included are four new weekday trains on the Northeast Corridor to and from Trenton. There is

no additional service on the Atlantic City Line. NJT has installed 558 new ticket vending machines throughout its system, featuring faster transaction times and contactless payment options. This is one phase of NJT's Fare Modernization Program, which includes new onboard ticket validators on buses, handheld validators for train crews and a future NJT fare card. The annual Army-Navy football game will not be played in Philadelphia this year. Instead, it will take place at MetLife Stadium in North Jersey on December 11, and NJ TRANSIT is promoting its rail service to reach the stadium.

NORFOLK SOUTHERN seems to be having more than its



share of problems, some related to the supply chain slowdown that is delaying the movement of goods from and to overseas points, and some not related to that. For one,

the Federal Railroad Administration in late October sent a letter to NS management demanding that something be done about safety deficiencies in its conductor training program, where several serious injuries have occurred. Then in November the Surface Transportation Board [STB] asked CEO James Squires to explain NS's deteriorating performance metrics—such as lower average train speed and greater terminal dwell times—as well as the rising number of shipper complaints. In particular, STB Chairman Martin Oberman sought information about “the impact on customer service of previous headcount reductions for train, yard and maintenance employees.” Oberman then asked NS to provide an update on the state of its network, explain why the railroad has been unable to match 2019 service levels, and how it plans to attract and retain employees. (Trains)

NS's major competitor CSX also received a similar letter from the STB in October. But CEO James Foote responded that in several categories CSX's service metrics were significantly better than those of NS, BNSF and UNION PACIFIC and in fact his railroad is "an industry leader." He said that he was "grateful" to his employees and that "their performance has been exemplary in delivering the nation's freight to our customers throughout this period of pandemic recovery and the challenges we face in the global supply chain". (*Railway Age*)



Meanwhile, NS officially opened its new 750,000-square-foot headquarters building in midtown Atlanta on November 11, having completed the move from its former base in Norfolk. Meanwhile, NS is continuing its conversion program in which older DC-powered locomotives are being re-equipped with modern AC traction systems. With around 100 units converted each year, AC locomotives now account for 54% of the entire road fleet. NS said the program gives it like-new power at half the cost of buying brand-new road locomotives. (*Trains*)



Then there is the sharp increase in export coal bound for China, with both NS and CSX being the two major beneficiaries. After China imposed a politically inspired ban on coal from Australia in late 2020, the U.S. was chosen to help fill the gap in supplying China's huge industrial needs. In the first half of 2021 the U.S. exported more than 554,000 tons of thermal coal to China compared with almost none the previous year. As for metallurgical coal used in steel production, in the same six months of 2021 U.S. producers shipped 4.8 million tons to China compared with less than 532,000 tons in the same period of 2020. Altogether, America's coal exports to China in the first six months of this year represent a 920% increase year over year, as Norfolk and Baltimore led the nation in handling export coal to China, totaling 14.7 million tons and 10.9 million tons respectively. NS and CSX handled all of this considerable volume out of the Appalachian region. (*Trains*)

To all you faithful readers of Cinders, I wish the happiest of holidays as we strive to recover from the devastating effects of COVID-19. And may our current positive outlook extend well into the New Year! - Frank Tatnall

FROM THE STORAGE UNIT

Kevin Feeney

As I go thru the various boxes, I am often surprised at what I find inside. One stunning find was literally 00s of postcards of which only some are train or transit related. The picture on this

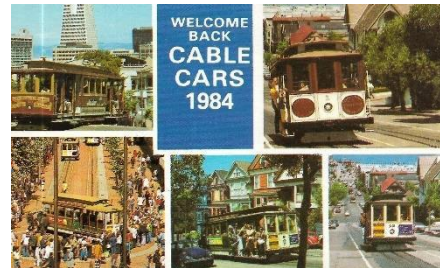


card was taken on May 21, 1972, with RDG #903 leading on an excursion from Reading to Shamokin, by none other than our own Frank. G. Tatnall Jr. Other postcards



have classic Philadelphia transit scenes such as this. However, there are scores of Philly postcards showing pretzels, hoagies, Rocky, mummies, the Mint and more. There are also

about 100 postcards from Atlantic City showing its famous boardwalk and its casinos.



Someone must have left their heart in San Francisco, as we have approx. 100 post cards from there. These include: pictures of the city, historical trolleys, cable cars, and even BART.

We have 13 of this card plus many dupes of other SFO cards.

There are stamped used postcards from the early 20th century, some of which are international. There are later ones from Florida, California, NYC, Niagara Falls, and other places.



Perhaps the most unusual postcard is this one that shows President Nixon giving Elvis Presley "The King of Rock 'n Roll", a federal narcotics agent badge on Dec. 21, 1970.

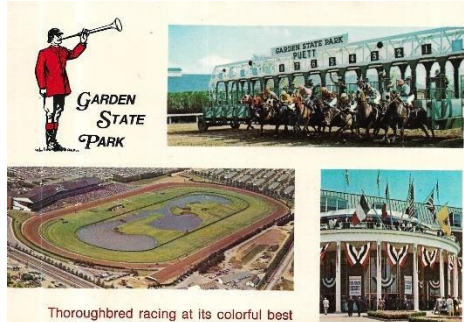
Please contact me if you are interested in buying any postcards.

THE PONY EXPRESS

Kevin Feeney

Back in the 1950s and 1960s, betting on horse racing was about the only form of **legal** gambling available. There was no OTB back then so the Pennsy and other railroads offered special train service to racetracks in New Jersey, Delaware, and Maryland. This article will review these special trains using flyer ads as the source material. Many flyer ads were discovered in our storage unit for the racetrack trains, as well as other trains for the Army Navy Game, Phillies games, holiday specials, the Reading Rambles and various excursions, some of which were hosted by our Chapter. Let's go to the races!

I will start with the trains to Garden State Park in Cherry Hill,



NJ for two reasons. First, it was the closest track to Center City being just a few miles east across the Delaware River. Second, it is a track that I am very familiar

with having lived quite near it from 1959 - 1967. My family attended many special events there including the annual July 4th fireworks. I have distinct memories of seeing Pennsy trains sitting by the track with both passenger cars and special baggage cars that were used to transport the racehorses between the three thoroughbred tracks then in New Jersey.

Garden State Park had a controversial history. Somehow it was built during WWII at a time when there was widespread rationing of building materials. The grandstand was destroyed in 1977 in a suspicious fire. It was rebuilt by Robert Brennan who was later convicted of penny stock fraud. It suffered and declined once gambling was made legal in Atlantic City. It finally closed in 2001, after NJ refused to allow it to add slot machines [becoming a racino]. The site is now a large mixed use "town center". The rail line is still there and is a large park'n ride stop for Cherry Hill on NJT's Atlantic City line.

GSP had a spring and fall meets. In the summer, racing moved to tracks down by the Jersey Shore. Our collection includes six flyer ads from 1955 to 1963. The 1955 fall meet flyer tells of "special PRR Train direct to GARDEN STATE RACES". The service was only on weekdays and the coach fare [including tax] from Philly was \$1.10 round trip or 72 cents one way. The train schedule changed slightly after Daylight Time ended, leaving 30th St. at 1115AM, N. Phila. Station at 1125AM, Frankford Jct. Station at 1132AM [so handicappers coming from NYC and North Jersey could connect] and arrived at the track at 1150AM. The return train left immediately after the last race.

For the spring 1956 meet, the fare was the same. Service was on weekdays, except not on three Mondays in May. The flyer ad, of which 16,500 were printed, said **CONVENIENT COMFORTABLE DEPENDABLE**. No Traffic or Parking Problems. The schedule was the same 35 minutes leaving at 1250PM and arriving at 0125PM.

The flyer ad for the 1959 fall meet said, Ride "The Pony Express". Service was on weekdays and again the schedule changed by a half hour after the end of Daylight Time. The round-trip fare was still \$1.10, but one-way was now 75 cents.

The fall 1962 meet was longer, running from Oct. 3rd to Dec. 5th. The flyer ad for it promoted a \$3.60 package ticket that included Grandstand Admission and Round-Trip Train Fare. No Traffic Jams! [I saw these firsthand at what was then the Racetrack Circle on NJ Route 70.] No Tolls! [The Benjamin Franklin Bridge was only a quarter then.] No Crowding-Just Real Comfort! The schedule showed connecting trains from Suburban Station. The schedule changed once on October 30th at the end of Daylight Time and again from Nov. 12 when the special train left 30th Street at 1055AM. The flyer said, "Make up a party...it's more fun by Pennsy!"

RIDE

"THE PONY EXPRESS" DIRECT TO GARDEN STATE

Racedays Oct. 9 thru Nov. 11
No Races Mondays, Oct. 14, 21, 28 and Nov. 4

FAST! RESTFUL! NO TRAFFIC! NO PARKING! NO TOLLS!

Loc.	Oct. 9-28	Oct. 29-Nov. 11
PHILADELPHIA	Daylight Time	Standard Time
Connecting Train leaves Suburban Station	11:55 A.M.	11:15 A.M.
PENNA. STATION—30TH ST. "The Pony Express"	12:05 P.M.	11:45 A.M.
NORTH PHILADELPHIA STATION	12:15 P.M.	11:55 A.M.
FRANKFORD JUNCTION STATION	12:30 P.M.	12:05 P.M.
Ar. GARDEN STATE TRACK	12:40 P.M.	12:15 P.M.

PONY EXPRESS RETURNS
Immediately after last race

DAILY DOUBLE: First and Second Races
POST TIME: 1:30 P.M.—Oct. 9-28 1:00 P.M.—Oct. 29-Nov. 11

\$1.25 COACH FARE 85c
Round Trip (including tax) One Way

TICKETS ON SALE AT
Suburban Station; Pennsylvania Station; 30th Street; 1607 Walnut Street; North Philadelphia Station; Frankford Junction Station

Buy ticket before boarding train

PENNSYLVANIA RAILROAD

The last two flyer ads in our collection are from 1963 and one from the fall meet is pictured here. The verbiage is the same on both of them, but different from the earlier ones. The round-trip coach fare was now \$1.25 or 85 cents one way.

We have one flyer ad for special PRR trains to the Monmouth Park for the summer of 1956. It promoted Cool, Air-Conditioned Coaches and Refreshment Car Lunch Service. Again, the service was just on weekdays. The stops in Philly were the same, but added were Bristol,

Trenton, and New Brunswick. It left 30th Street at 1145AM and arrived at the track in Oceanport, NJ at 0156PM. The fares varied by location and given the distance were much more than the fares to GSP. There was a special package ticket that included General Admission to the Grandstand, Round-trip Fare and all taxes from Philadelphia only. It was \$9.85 from 30th Street, \$9.45 from N. Philly and \$9.10 from Frankford Jct. We also have 1966 flyer ad from the CNJ for special trains to Monmouth Park from NYC and several places in North Jersey.

Logically, the next track to look at would be Atlantic City. The three thoroughbred tracks then in NJ [GSP, Monmouth and AC] were often referred to as the Golden Triangle of horse racing. Hall of Fame jockey *Sam Boulmetis* was the father of a grade school classmate and he rode in hundreds of races at those three Jersey tracks. I know we have flyer ads for special P-RSL trains to the AC track, but unfortunately cannot locate them just now.



PENNSY
DELAWARE PARK
RACE TRAINS
AIR-CONDITIONED!

Racedays: May 29 thru July 29

\$3.05 from Philadelphia
\$1.95 from Chester
\$1.10 from Wilmington

Round Trip Fare including Tax
Please buy your ticket before boarding train.

PENNSY RACE TRAIN SCHEDULES
REFRESHMENT CAR FOR YOUR COMPLETE ENJOYMENT!

LV. PHILADELPHIA		
Suburban Station (Connection)	11:45 AM	11:55 AM
Pennsylvania Station—30th Street	12:00 NOON	12:25 PM
LV. CHESTER	12:17 PM	12:43 PM
LV. WILMINGTON		12:57 PM
AR. DELAWARE PARK RACE TRACK	12:45 PM	1:12 PM

Daily Double Closes 1:45 Post Time 2:00

AFTER 7TH RACE RETURNING
For Chester and Philadelphia only

AFTER 8TH RACE
For Wilmington, Chester and Philadelphia

EXTRA TRAIN SATURDAYS & JULY 4!
Leave Philadelphia, Penna. Sta.—30th St. 11:40 AM—
Arrive Race Track 12:20 PM. Returns after 7th Race
stopping at Wilmington, Chester and Philadelphia.

PENNSYLVANIA RAILROAD

©1967-P.R.R. COUPON SAVED FOR FREE PRINTED IN U.S.A.

Instead, the next track to be reviewed is Delaware Park, located just west of Wilmington. We have five flyer ads from this track from 1961 to 1973 - the later ones being from Penn Central. Delaware Park hosted an annual summer meet. The 1961 flyer ad is pictured here. Fares were more than those to GSP, not surprising given the track was some 30 miles south of Philadelphia. There were two weekday trains in each direction plus extra trains on Saturdays and July 4th.

The flyer ad for 1963 showed Package Ticket pricing that included Grandstand Admission and Round-trip Train Fare that cost \$4.85 from Philly, \$3.75 from Chester and \$2.90 from Wilmington. However, the rail only, round-trip fares were the same; no one-way fares were advertised. Special arrangements could be made for clubs and other groups. Interestingly 35,000 copies of this flyer ad were printed.

We have three flyers ads from 1967, 1968 and 1973 for Penn Central Race Trains Direct to Delaware Park. However, by then the service was only on specific days, most of which were Sundays. The Package Ticket from Philly was \$5.25 in 1967 and \$5.75 in 1968 and oddly back to \$5.25 in 1973. The schedule was 12 minutes longer, now almost an hour and all three flyers said BAR CARTS on TRAIN.

Moving south, the next racetrack with special train service was Laurel Maryland, which raced in the spring. This track was located west of Baltimore and some 120 miles SW of Philly. In the 1959 flyer, the special service was called SURE

WINNER...THERE AND BACK! As like with GSP, the train was called *The Pony Express*. Stops were made in Chester, Wilmington, Elkton, and Aberdeen. To reach the racetrack, the special trains used B&O trackage. Running time from 30th Street to Laurel was 2:45. The flyer ad mentioned Coffee Shop-Refreshment Cars and Coach Lunch Service. Round-trip coach fares ranged from \$10.45 from Philly to \$4.60 from Aberdeen.

The 1960 flyer ad had a giant horseshoe image inside of which said Ride Thoroughbred Special Pennsy Race Train direct to Laurel Races [except no races on Good Friday]. The fares and schedule were the same as the year before. The 1961 flyer ad had the same horseshoe image with the inside saying NEW REDUCED PRICE PACKET TICKET Low Admission and Rail Fare. The new prices were significantly lower as the Philly fare was now \$10.25 [less than the prior train fare alone]. From Wilmington south, the Packet Ticket Price was than more than the prior rail fare alone but not by much. Reduced Round-trip Race Train Fares were also available.

The 1963 flyer ad said take a "Fast Track" direct to Laurel with this image.

It said GO RACE TRAIN Coaches • Coffee Shop Car • Refreshment Car • Mobile Snack Service. The flyer promoted a LOW PRICE PACKAGE TICKET that cost slightly more the 1961 prices. Only 25,000 copies were printed in 1963, perhaps recognizing the reduced demand for these special trains as more folks had their own cars.



I also found a similar flyer ad from the B&O for 1958 that promoted SPECIAL TRAINS DIRECT TO THE MAIN ENTRANCE of Laurel. These trains, that included coaches, diner and refreshment car, ran only on weekdays, but an extra named train, *The Early Bird*, ran on Saturdays. [The PRR trains ran on "Race Days" that presumably included Saturdays.] These trains left from the B&O's Philadelphia Station at 24th & Chestnut, stopping in Chester, Wilmington, and Newark. Running time to Laurel was a faster 2:05. Interestingly, while the flyer ad said service thru May 2nd, the B&O actually eliminated its passenger service between Baltimore – Philadelphia – New York on April 26, 1958.

The last track we'll look at is Bowie, located roughly midway between Baltimore and Washington DC. Two PRR flyers from 1962 and 1963 offered similar service and fares. Bowie had 40 racedays beginning in February. Running time from 30th Street was 2:30. The 1962 flyer ad said BEST TIP! PENNSY RACE TRAIN DIRECT TO BOWIE. The other one said IT'S PENNSY RACE TRAIN "ALL THE WAY". The Reduced Price Package Ticket cost \$11.30 from Philadelphia and \$5.80 from Aberdeen. Low Round Trip Race Train Fares were also available. The 1963 flyer ad included mention of a Connecting Train from New York [NYP], Newark and Trenton. Its arriving passengers would Board Race Train...Just Across Platform at 30th Street. The Packet Ticket for that train cost \$18.90 from NYP, \$18.20, from Newark and \$14.20 from Trenton.

A Feeble Attempt?

Kevin Feeney

No doubt some of you received this quaint, holiday card from the RR Museum of PA. Mine came on November 29th.



Since I was passing this very spot the next day on my weekly visit to the Rockledge Model RR Museum, I tried to duplicate the image.

The curved light poles are gone and unfortunately the inbound SEPTA train [#6321] was still at the Rydal station, a mile up the line. There were snow flurries in the air.

John N. Feldman - Chapter Member Dies Day before his 75th Birthday

John N. Feldman of Feasterville passed away on Friday, September 24, 2021, in St. Mary Medical Center, Langhorne. John joined Philadelphia Chapter in 1984. John, a native Pennsylvanian, was a graduate of Temple University and developed a keen interest in the Union Pacific Railroad while stationed at Nellis Air Force Base and later Groom Lake AFB (also known as Area 51) in Nevada. During the Vietnam War, Feldman worked on F4 Phantom II fighter jets at the Takhli



(Thailand) Airbase, riding wood-burning steam-powered trains there. Feldman contributed to various NRHS articles, particularly information about Norfolk Southern's ex-Pennsylvania Trenton Cut-Off freight line that runs near his Feasterville home in Lower Southampton Township, PA.

John was laid to rest in the Washington Crossing Veterans' Cemetery in Newtown PA on October 5th.

BLUELINERS

Harry Garforth



Photo by Rich S. Short in November 1964

The 1964 Reading Railroad Blueliner Program was very interesting. PSIC [the Passenger Service Improvement Corporation was created in 1960 to take over functions of the previously founded Urban Traffic and Transportation Board (UTTB)]. PSIC quickly set about to acquire 12 new Rail Diesel Cars in 1962 and 17 new Silverliners in 1963, both built by the Budd Company for Reading Lines. Limited funding for additional new Silverliner equipment led the PSIC to arrange for the rebuilding of up to 43-1930s vintage Reading multiple units in 1964-65. At the time, the cars were more than 30 years old. The program proceeded, rebuilding 38 cars including five combines. SEPTA, who inherited the fleet, continued their use even after the delivery of 232 new GE Silverliner IV's in the mid-1970s.

After several rebuilding programs, the Blueliners were finally retired in 1990 and sold, not scrapped. Today, some of these cars still operate on passenger tourist lines and saw extensive use during the 2021 Fall Foliage season. On Halloween, six former Blueliners operated on the Reading and Northern Railroad trains out of Jim Thorpe, PA. The current and historic numbers of those car are as follows: 211(9120), 212 (9108), 213-Lake Hauto (9101), 214 (9102), 215 (9127) and 216 (9128). Some of these cars [those built in 1931] now have 90 years of service!