



CINDERS

SEPTEMBER 2021



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Vol. 82 NO. 9

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

SURVEY SAID

Eric Dervinis

Members have been doing the survey for two months now. To date, 54 members have completed the survey. Ten members called me to request paper copies, all of which have been returned. I keyed those in manually. Thanks to all those who participated

Comments on the results:

1. **Seniority** - Close to 80% have been with the Chapter over 20 years.
2. **Meetings** - Nearly half never attended chapter meeting pre-COVID. Only 43% said the Elkins Park site was convenient for them, but a sizeable number of respondents do NOT live in this area. There were several requests to have hybrid meeting [live & Zoom] in the future or to have our meeting recorded for later viewing. We have looked into this and while technically feasible, it would require a strong internet connection as well as an investment in certain equipment.
3. **Zoom** - Exactly half had watched at least one Zoom meeting, but 87% said we should continue Zoom meetings if that is the only option for meetings. We would certainly expect to do this.
4. **Email address** - Over 90% (50) have an email address
5. **Online Cinders** - 70% would prefer an on-line version
6. **NRHS’ annual convention.** 40% have never attended one. How many members went to Milwaukee this year?
7. **Age** - 75% of the survey takers are 65+
8. **FAV RRs** [top 5 could answer more than one] PRR 56%, RDG 54%, AMTK 40% SEPTA 40% PTC 31%

As with any survey, some responses did not make sense and some did not complete all the questions. Overall, I would rate the data very good but the participation percentage is somewhat low in my opinion [but similar to a recent survey the NRHS conducted – Editor].

PRESIDENT’S MESSAGE

Kevin Feeney

We’re back and hopefully to our usual routine BC [before Covid]. To help folks scheduling trips and other activities, we have listed our future meeting dates thru June 2022 on the next page. The September meeting would have normally been on the 16th but it has been pushed back a week to Sept. 23rd to avoid a conflict with the Jewish holiday of Yom Kippur.

Once again, we plan to meet in the community room at the **Elkins Park SEPTA Station**. Parking is readily available at the time of our meetings. Please do NOT enter the room from the track side. Because of Covid, the room’s capacity is limited to 30 people, which is approximately the attendance level BC. It is recommended that everyone wear masks at least for now, and this is subject to change based on what the County Board of Health recommends or mandates. **If you plan to attend the September meeting, please email or call me to make a reservation.**

The September meeting will feature an auction of some of the donated items from our storage unit. Expected to be on the auction blocks are: public timetables [PTTs] from several RRs, employee [ETTs] from NS, CSX & NJT, material from PTC, Red Arrow and early SEPTA, an wide assortment of RR, trolley, Philly & SFO postcards, postal items, RR and trolley books, transit items and some rare internal documents from BUDD Company. Everything will be priced in even dollar lots and settlement will be by cash or check as we have no ability to accept credit cards.

If the event, that the situation changes and we can NOT have in-person meetings, then we will return to Zoom meetings at the same time and dates. If the change occurs after *Cinders* has been mailed, then we will announce it on our website. Those without web access could certainly call me before the meeting to learn what is happening.

FUTURE MEETING DATES @ 7PM

[whether in-person or Zoom]

2021: Sept. 23, Oct. 21, Nov. 18, Dec.16**2022: Jan. 20, Feb. 17, March 17, April 21,****May 19*, June 16****All 3rd Thursday except Sept.23rd****Possible change for NRHS convention that week***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>William Welk</i>	215.681.1957

COMMITTEE CHAIRS (Appointed)

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

ANNUAL MEMBERSHIP DUES:

Effective September 1, 2020, dues are \$20.00 per person, which covers Philadelphia Chapter thru Dec. 31, 2021. (NRHS National membership dues for 2021 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 LOCAL EVENTS

Rockledge Model Railroad Museum [aka GATSME] at 323 Montgomery Ave. in Rockledge, PA is open to the public on Saturday Sept. 11th from Noon-3 PM. plus 3PM to 7PM during the Rockledge Car show on Sunday Sept 12th.

Philadelphia Division NMRA Meeting, Saturday Sept. 11, 2021, 9AM-NOON, Knights of Columbus Hall, 235 Limekiln Pike, Glenside PA 19038

NJ Historic Bus Festival, Sat. Sept 18, 2021, 9AM-4PM, Starr Tours 2531 State Street. Extension. Trenton NJ 08619

Model Train Show & Sale, Sunday Oct. 3, 2021, 9AM-2PM, Holiday Inn, 200 Tigue St., East Dunmore PA [Scranton] PA

Flash Train Show Saturday Oct. 16th 8AM-2PM Renninger's Antique & Farmers Market, 740 Noble St, Kutztown, PA 19530



FRANK G. TATNALL, JR.

SEPTA is gearing up to welcome a surge of returning riders this fall, adding service both to Regional Rail and on its transit system.



But many informed observers believe that the highly contagious delta variant of COVID-19 will delay for several months any mass return of workers to their city

offices. As for the longer-term outlook, one business publication predicted that “more Americans will work from home after the pandemic than did before it started,” with upwards of 20 percent of full workdays originating in home settings compared with only 5% pre-pandemic. While this trend may help boost worker productivity, it also could directly reduce spending in cities by up to ten percent, a significant economic blow to these areas. In Philadelphia it’s estimated that more than 100,000 remote workers have been at least temporarily lost to Center City, and some major employers are delaying the return of employees to their offices. Both Comcast and Aramark postponed their come-back date to October 18.

In Philadelphia, political and business leaders have begun a campaign to address this threat. It’s called “Ready. Set. Philly!” which is a return-to-work civic initiative conceived by the city government, the Chamber of Commerce and other organizations including SEPTA. Its aim is to encourage people to come back to Philadelphia for jobs, dining, entertainment and the other things a big city has to offer. Not only do thousands of businesses depend on the money that workers and visitors contribute to the local economy, but the city needs the tax revenues and SEPTA still must figure out how to rebuild its ridership base. The website for the campaign is readysetphilly.com.

Part of SEPTA’s strategy is to increase service. A complete reissue of transit schedules effective August 29 and 30 has brought train, trolley and bus service frequencies back to around 93% of pre-pandemic levels. Then on September 5 all Regional Rail timetables were reissued, bringing weekday service to 65% of 2019 levels and on weekends to around 53 percent. Weekday operations finally were restored to the almost forgotten

Cynwyd Line, with five inbound and five outbound trips. Certain express trips are back in the schedules on the Paoli-Thorndale, Lansdale-Doylestown, Warminster, West Trenton and Wilmington-Newark lines, as the push-pull sets likely reappear on some of those trains. Parking at outlying SEPTA lots on Regional Rail will continue to be free, for the time being. All Regional Rail ticket offices and waiting areas were to reopen on Tuesday, September 7. Another feature of SEPTA’s “we want you back” strategy is a special 25-percent discount on all weekly TransPasses and TrailPasses for the weeks of September 13, 20 and 27.

SEPTA’s experiment with battery-powered buses seems to have blown a fuse. WHYY’s Plan Philly reports that all 25 of SEPTA’s electric Proterra buses are parked out of service and have been for the past year and a half. They were operated only on crosstown Routes 29 and 79 out of Southern depot, where electric charging stations were installed. First placed in service in 2019 they soon were sidelined due to cracks in their plastic chassis and other defects. SEPTA is trying to recover some of the \$24 million cost of the buses, which had been heralded as the vanguard of a vast fleet of no-emission vehicles at transit agencies across the country. Now that vision has run into a stumbling block, which seems to ensure that other cities will be slow to fund a mass conversion of diesel buses to all-electric. SEPTA General Manager Leslie Richards last March told FTA officials that she had doubts about “the future of electric vehicle procurement. I plan on explaining why we do not feel the current technology is a good investment at this time”. Translation: any new buses that SEPTA acquires in the next few years likely will be low-emission diesel hybrids and not all-electrics.

SEPTA could face yet another strike by its major transit union, according to an *Inquirer* report last month. Transport Workers Union Local 234 told its members that it will enter the coming negotiations for a new contract with an additional demand—retroactive hazard pay for working on the frontlines during the pandemic. More than 800 employees became infected with COVID-19 and 11 TWU members died of the virus, but SEPTA has previously said that it could not afford hazard pay. The current contract with the TWU expires on October 31. Unlike some other transit agencies, SEPTA has no policy mandating COVID vaccinations for its employees, although masking requirements remain in effect for employees and riders. The agency estimates that about 60% of its 9,000-person workforce have been vaccinated. A \$100 stipend was offered employees who were fully

vaccinated and submitted their cards as proof, with 4,591 employees receiving the payment. Many others likely received the shots without seeking payment.

SEPTA transit police last month launched a new YouTube channel for releasing surveillance videos to the public to help identify suspects of crimes committed on the system. The widespread adoption of YouTube has proven to be an invaluable tool for police forces across the country, including in Philadelphia where city police have used it since 2008. Riders on some 20 to 40 bus routes were delayed every weekday starting Monday, August 23, and continuing into the following week, because of what SEPTA termed an “operator shortage”. Seven former SEPTA maintenance managers face Federal charges for allegedly defrauding the agency by colluding with certain suppliers to charge for supplies without actually delivering them. Until the scheme was discovered, most of the money went into the managers’ pockets. The *Inquirer* reported that it cost SEPTA more than \$870,000 between 2013 and 2019, casting doubt on the agency’s financial safeguards.

Some trolley riders were incensed after they saw SEPTA maintenance workers cutting down a popular wildflower garden at the 40th Street trolley portal in West Philadelphia. The flower display was part of the Trolley Portal Gardens which were developed by the University City District in cooperation with SEPTA. Opened in 2018, the \$2.1 million project transformed a formerly sterile concrete apron into a pleasant greenspace. The District said the overgrowth was removed because the earthen mounds and tall plants interfered with trolley operators’ sightlines, but insisted that the garden will be replanted in time to bloom next year. The driver of a Jeep told police that he took a “wrong turn” and wound up on the trolley tracks at the tunnel portal around 5 AM on Saturday, August 14. He managed to drive on the tracks all the way to the 37th Street station. Trolley service on Routes 11,13, 34 and 36 was disrupted for three hours until the wayward vehicle could be removed.

SEPTA has wrapped up the 2021 edition of its multi-year Southwest Connection Improvement Program, which closed the busy Regional Rail line through University City over four weekends in August. Busing was required for the Airport and Media-Elwyn line passengers while Wilmington trains were diverted into and out of the Lower Level of 30th Street Station.

[Your editor rode the bus from PHL to 30th twice on August 8th and August 29th and was very surprised to find special timetables, which were printed on card stock.]

SOUTHWEST CONNECTION IMPROVEMENT PROGRAM
REGIONAL RAIL AIRPORT LINE
 To/From Center City Philadelphia
 Effective Saturday and Sunday, August 7-8, 14-15, 21-22, and 28-29, 2021

From	Stations	Train Number	403	407	5607	3409	413	516	3477	421	525	3428	530	3423	437	539
Center City to Airport	University City	AM	8:13	8:43	8:43	8:43	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03
	University City	PM	3:23	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53
	30th Street Station (PK, Blvd or 30th)	AM	8:44	9:14	9:14	9:14	9:34	9:34	9:34	9:34	9:34	9:34	9:34	9:34	9:34	9:34
	Airport Terminal A (East West)	AM	8:13	8:43	8:43	8:43	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03
	Airport Terminal B	AM	8:13	8:43	8:43	8:43	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03
	Airport Terminal C	AM	8:13	8:43	8:43	8:43	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03
	Airport Terminal D	AM	8:13	8:43	8:43	8:43	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03
	Airport Terminal E	AM	8:13	8:43	8:43	8:43	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03
	Airport Terminal F	AM	8:13	8:43	8:43	8:43	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03
	Airport Terminal G	AM	8:13	8:43	8:43	8:43	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03
Airport Terminal H	AM	8:13	8:43	8:43	8:43	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	

SOUTHWEST CONNECTION IMPROVEMENT PROGRAM
REGIONAL RAIL GLENSIDE COMBINED LINE
 To/From Center City Philadelphia
 Effective Saturday and Sunday, August 7-8, 14-15, 21-22, and 28-29, 2021

From	Stations	Train Number	403	407	5607	3409	413	516	3477	421	525	3428	530	3423	437	539
Center City to Glenside	University City	AM	8:13	8:43	8:43	8:43	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03
	University City	PM	3:23	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53
	30th Street Station (PK, Blvd or 30th)	AM	8:44	9:14	9:14	9:14	9:34	9:34	9:34	9:34	9:34	9:34	9:34	9:34	9:34	9:34
	Glenside	AM	8:13	8:43	8:43	8:43	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03
	Glenside	PM	3:23	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53
	Glenside	AM	8:13	8:43	8:43	8:43	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03
	Glenside	PM	3:23	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53
	Glenside	AM	8:13	8:43	8:43	8:43	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03
	Glenside	PM	3:23	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53	3:53
	Glenside	AM	8:13	8:43	8:43	8:43	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03	9:03

There were a number of service disruptions on Regional Rail over the summer, mostly weather-related. A major one occurred on Wednesday, July 21, when what SEPTA described as “power issues” affected service on all lines. Downed trees on the Lansdale-Doylestown and Warminster lines even caused some train cancellations. Then on Thursday evening, August 12, service was suspended on the Fox Chase Line for the rest of the day due to fallen trees blocking the track near Olney station.

Service had to be suspended between Link Belt and Doylestown on the afternoon of Monday, August 23, apparently caused by a catenary problem. Finally, all service between Malvern and Thorndale was annulled on the afternoon of Friday, August 27 because of downed trees and wires. But according to AMTRAK reports all of its Keystone trains managed to get through, with delays.

AMTRAK expanded its Keystone Service effective



August 30, adding two weekday roundtrips between Philadelphia and Harrisburg, for a total of nine. Some additional Keystone direct service to and from New York is now

available on weekdays, with three westbound and six eastbound trains (in addition to the *Pennsylvanian*) requiring no change at 30th Street...Strong winds and heavy rains from Tropical Storm Henri battered New England on Sunday, August 22, forcing AMTRAK to cancel all service for the day between New York and Boston. Regular service was restored on Monday.

The ancient "Shore" signal tower at Frankford Junction was heavily damaged by an arson fire on July 27. The long-vacant building, erected in 1896 was notable as the last survivor of the design used by the Pennsy for its series of 19th Century "first period" towers. Some efforts to preserve the tower are being made...Regional train #147 struck and killed a trespasser near Bristol station around 2 PM on Saturday, August 28. Corridor operations were halted for almost two hours and SEPTA's Trenton service was suspended during the shutdown. Outbound Trenton train #723 leaving 30th Street at 5:06 PM was the first train to resume service. A Baltimore television station carried a story last month that a fisherman had reported a serious looking crack in one of the piers supporting AMTRAK's bridge over the Susquehanna River at Perryville, MD. Amtrak responded that it was aware of the problem and is taking steps to repair the masonry on that pier, but that there is no danger to the integrity of the bridge over which dozens of trains pass every day.

In an apparent reaction to the Biden Administration's stated desire to improve rail passenger service, the Surface Transportation Board last month appointed a senior staff member, Neil Meyer, to head STB's Passenger Rail Working Group. The group will be charged with monitoring the performance of AMTRAK's long-distance trains to see that delays between specific stations meet the

threshold of at least 80% on-time as envisioned in the Passenger Rail Investment & Improvement Act of 2008 (PRIIA). In serious cases the STB could take enforcement action against a host freight railroad held responsible for causing persistent train delays.

Former Governors Edward Rendell of Pennsylvania, a Democrat, George Pataki of New York, a Republican, and Republican Christine Todd Whitman of New Jersey last month authored a bipartisan op-ed article entitled "Get on board: America needs high-speed rail." In the article, which appeared in the *Inquirer*, they said they supported President Biden's ambition to "spark the second great railroad revolution," starting with the development of true high-speed rail service along the Northeast Corridor.

First-class passengers on Acela trains now can enjoy a "refreshed" food and beverage menu along with an enhanced dining experience. Amtrak says that meals again will be served on traditional dinnerware. Dining service on long-distance trains also is being upgraded as full train schedules are restored following the end of the reduced service which operated during part of the pandemic period. AMTRAK said last month that it will require all employees to be vaccinated against COVID-19 by November 1, or to submit proof each week that they have had a negative COVID test. Amtrak also is allowing office employees to continue working remotely until November 1. The last two of 25 new Viewliner II sleepers ordered from CAF 11 years ago were spotted August 26 deadheading south to Miami on *Silver Meteor* #97.

As of early August, PATCO ridership had reached 36% of pre-pandemic levels, but



revenues on the Port Authority's four Delaware River bridges were back to 90% of where they were in 2019. Officials said that PATCO ridership will not

return to near normal unless most office workers come back. A PATCO associate engineer has been named by Progressive Railroading Magazine as one of the under-age-40 "Rising Stars" in U.S. rail management for 2021. Dr. Nicole Ochroch, who manages design and construction contracts for the transit agency, was one of 25 winners out of the more than 215 nominations. PATCO police increased their presence in the Philadelphia concourses following an August 12 stabbing incident in the concourse at 15th & Locust Streets. The

victim, a homeless man, was reported in stable condition at the hospital.

The SMART-TD Union that represents freight railroad conductors will be forced to collectively bargain with three Class I railroads over the issue of crew size, as the result of binding arbitration awards handed down in late July. The minimum crew size under existing contracts is one engineer and one conductor, but the carriers want the flexibility to operate certain trains with just one engineer where it's safe and efficient. The order affects all conductors at NORFOLK SOUTHERN and BNSF and about half the conductors at UNION PACIFIC. CSX is not involved in this proceeding.

The COLEBROOKDALE RAILROAD, based in Boyertown, continues to acquire locomotives and rolling stock. The latest arrival is the parlor observation car Diplomat, built by Pullman in 1927 for the Wabash Railroad, which for a time operated it on the latter-day Wabash *Cannonball* train between Detroit and St. Louis. The car was trucked to Boyertown in July from the Eastern Shore Railway Museum in Parksley, VA, after the local Bay Coast Railroad was abandoned in 2018

The recently-revived EAST BROAD TOP RAILROAD



has acquired an ex-Pennsylvania Railroad X29 40-foot standard-gauge steel boxcar from the now-defunct Kiski Junction Railroad in Schenley, PA. EBT will restore the car and use it to demonstrate how the old narrow-gauge railroad was able to handle standard-gauge cars by transferring them onto three-foot-gauge trucks at its Mount Union yard. EBT is running a series of events for visitors this fall out of its terminal at Orbisonia, PA. Its website is eastbroadtop.com for further information.

NJ TRANSIT's board of directors at its July meeting was



unable to pass a budget for current FY 2022 because of a dispute with New York State over splitting billions of dollars in Federal relief funding. Instead, the board simply extended the FY 2021 spending plan until an agreement with New York can be reached. NJT is in the process of upgrading all the ticket vending machines at stations on the light rail River Line. Until the project is completed the TVM's will accept cash only.



Convention Highlights

Kevin Feeney

I had a nice time at the convention, which was based at a DoubleTree Hotel three blocks from Milwaukee's *Intermodal Station* and just north of where the **North Shore** had its terminal until 1963.

It has been a while since I attended the annual NRHS convention. I was a regular attendee in the 1990s for the steam trips and the last one I attended was Ft. Worth in 2008. I felt it was important for me to attend this year with my new roles as *Chapter President* and *Comptroller* of the **NRHS Fund**. This year there were only 173 attendees including: myself, Sheila Dorr, Bill Welk and Mike Yuhas from our Chapter [yes but he lives in Wisconsin!].

New this year were two clinics each evening starting on Monday before I arrived late after flying to Chicago and taking **CTA** into the Loop, exploring *Union Station*, taking **METRA** from the *Ogilvie Transportation Center* to Kenilworth for dinner with friends and then taking the last **AMTK** train from Glenview to Milwaukee. Tuesday was a bus trip to the **National Railroad Museum** in Green Bay. I had last been there during the 1997 NMRA convention in Madison and we jokingly called it the National Rust Museum. What a difference now with a 26K sf. building holding the stars of their collection: a GG1, a Big Boy and Ike's war train.

Wednesday was a trip to the **East Troy Railroad Museum**. I had never been here before and was amazed to learn that trolley and interurbans cars have been running there since 1907. They ran a special lunch train for an extra fare. The banquet was that evening featuring a presentation on Milwaukee RRs by Kevin Keefe from *Trains*. Thursday, we traveled to **Illinois Railway Museum** in Union ILL. I was last there during the 1993 NRHS convention. They had trolley and interurban trips for us to ride and we had hours to explore their extensive collection. Friday was the meeting day and our national rep will report on them in the October issue. Saturday was a special trip on **METRA's** ex-MILW Fox Lake line. I did not ride that having left Milwaukee on Friday evening to attend the annual **Illinois Traction Society** convention in Bloomington ILL.

For a detailed report on the convention trips with pictures,
please email me.

MEMBERS RECEIVE 75, 60, 50 and 25-YEAR PINS

Four Philadelphia Chapter members have received NRHS Pins in 2021, all marking long periods of association with the NRHS and our Chapter.

Most significant is Member **Lewis L Hoy**, of Spring House, PA, recognized for 75 years of membership in the National Railway Historical Society. Hoy is believed to be the first member to be recognized by NRHS in this manner; his membership originated in



1945 in the Lehigh Valley Chapter, dating to when he grew up in Schuylkill Haven, PA. A full-length, two-part article on Lew will appear in the September (printed and mailed) and October (on-line) issues of *NRHS News*, issued by the Society. This picture of Lewis was taken by Frank Tatnall onboard the *Olympian Hiawatha*

observation car during a western trip in 1960.

Also recognized are **Edwin I. Bogucki**, of Springfield, Delaware County, PA for 25 years, **Harvey Seligsohn**, of Lawrenceville, GA (formerly of Philadelphia) for 50 years, and **Robert M. Mandeville**, of the Germantown section of Philadelphia, for 60 years. Following receipt of his pin, Mandeville wrote Senior Vice President Larry Eastwood, "Thank you for your kind letter accompanying my NRHS 60-year pin. I recall getting a few back issues of the (NRHS) Bulletin when I joined; it was something like a consolation prize for the non-NRHS members in Pete Shavney's group proposing a Glenside (PA) Chapter. The rejection of that application was delivered by the late Members Joe Mannix and Sam James at a Chapter Meeting in the old Engineers' Club. While I probably started attending meetings at that time, February 1964 is my first meeting notice!!!"

The Chapter salutes these longtime members for their loyalty and support.

FROM THE STORAGE UNIT



This button was found in the storage unit. Does anyone know when this is from and what this is about?

Member **Joe Boscoe** wrote about the picture that appeared on page 7 on the Summer issue that our Editor Emeritus had already identified and is working on an article about it. "I found two snapshots taken on May 17, 1959. Prior to our chapter fan trip to New Haven CT, a plaque was attached to #4800 "Old Rivets", the first GG-1, marking the 25th anniversary of operation (1934). A close-up photo shows the bronze plate below the cab window with engineer Roy Jones at the controls.

"Our destination in CT was the **Branford Electric Railway** in East Haven after transferring to busses in New Haven. The trip took the PRR secondary from Monmouth Junction to Jamesburg and South Amboy (under catenary) and rejoined the mainline at Rahway. It was my first trip over Hell Gate Bridge and a memorable event"

Several folks wrote about obtaining back issues of *Cinders*. We have boxes and boxes of them. We would like to put together a complete set [to the extent available] and have it digitized and made available to members on a CD.

Phil Mulligan wrote about the small ticket that appeared on the first page of the Summer issue. "This is a transfer ticket issued by the horsecar line on Ridge Avenue. In the 19th Century, Passenger Railways discounted travel over connecting lines to encourage ridership. The 8 cent exchanges began in 1888. The 8 cents was the full fare including both vehicles. Later PRT/PTC charged a 3-cent fare (over the base fare) to buy an exchange ticket to change lines between South and Callowhill Streets and from River to River. PRT/PTC also offered free transfers to change lines outside Center City.



The back of the ticket [shown here] gave the exchange points and the lines involved. The Ridge Avenue Passenger Railway was a horsecar line, converted to electric in the 1890s and trackless in 1940. It is now SEPTA's 61-route.

OBITUARY

Alan P. Marian, age 73, West Jersey Chapter Member since 1997, passed away August 15, 2021 following a long battle with Alzheimer's disease. Alan, a resident of Drexel Hill, PA, was a defense attorney for many years. He authored some 41 articles in West Jersey Rails Quarterly starting in 1998. A Mass was celebrated by Monsignor Albin J. Grous at St. Andrew the Apostle Church in Drexel Hill on Saturday, August 21, with Interment in SS Peter & Paul Cemetery. He is survived by his wife of 27 years, Jeanne



Classic Trains Editor McGonigal to Retire

A July news release from Kalmbach Publishing Company announced that Classic Trains Editor Robert S. McGonigal, a native of Philadelphia, will be retiring on November 3, 2021. McGonigal, a Philadelphia Chapter member since 1994, has served as CT Editor for 22 years, and had been an employee of Kalmbach for more than 28 years. In the announcement, Rob said "My time at Classic Trains has been beyond rewarding, both personally and professionally. Having a great roster of contributors and a large family of loyal readers has made the job a pleasure. I expect to continue my association with CT in a limited capacity after November.

McGonigal's successor as editor will be current senior associate editor Brian Schmidt. Brian's enthusiasm for and knowledge of classic-era railroading has been an asset to Classic Trains since he joined the staff in 2018. He's a magazine

professional, having been a part of Trains staff since 2012.

Rob anticipates maintaining his residence in Milwaukee for the foreseeable future but hopes to be able to visit his family and friends in Philadelphia on a more frequent basis in the future.

Editor note – I just received an "urgent reminder" from Robert saying my subscription to CT will expire soon!

Reading & Northern Acquires ex-San Luis & Rio Grande Cars

Dan Cupper, TRAINS Magazine Newswire

The **Reading & Northern Railroad** has purchased 11 passenger cars from the fleet formerly owned by the **San Luis & Rio Grande Railroad**, the Colorado operation of bankrupt **Iowa Pacific Holdings**. Among the cars bought at auction are several notables, including the former **Southern Railway** steam program open-air coach *Lookout Mountain* and the former **Illinois Central** streamlined observation-lounge car *Mardi Gras* [pictured below].



photo by Kevin Feeney- Alamosa CO 3/05/2020

These cars will augment **R&N's** fleet of some 30 passenger cars currently used in steam, diesel and Budd RDC excursion service over portions of R&N's 400-mile system in east-central Pennsylvania. Many of its runs operate to and originate from the tourist town of Jim Thorpe, PA, with especially scenic trips running through the Lehigh Gorge State Park north of Jim Thorpe. **R&N's** current coach fleet is largely made up of former Jersey Central coaches, as well as former Lackawanna and Reading ex-MU electric coaches. The new acquisitions, both heavyweight and lightweight, come from former American and Canadian rosters.