



# CINDERS



APRIL 2022

## IN THIS ISSUE:

- P1—NOTICE OF ELECTIONS/ PREZ'S MESSAGE
- P2—CHAPTER INFORMATION
- P3-6-PHILADELPHIA EXPRESS
- P-6-FROM THE STORAGE UNIT
- P7- 8-FRANKFORD EXTENSION
- P8-NOTICE OF ELECTIONS [continued]

Vol. 83 NO.4  
 OFFICIAL NEWSLETTER of the  
 PHILADELPHIA CHAPTER OF THE NRHS  
 PO BOX 7302  
 PHILADELPHIA PA 19101-7302

## NOTICE OF ELECTIONS

*Kevin Feeney*

Two years ago, the Eastwoods announced their intention to retire from the Chapter's leadership positions after decades of yeoman service. In 2020, I took over as *Cinders* editor from Larry. In 2021, I reluctantly became Chapter President when no one else expressed interest in the position. My term as president is ending and I am not running for another term. I am very involved with two other 501c3 orgs, serving on the BOD of one and its treasurer. Last summer, I became the Comptroller of the NRHS FUND Inc. and am running for the NRHS' new nine-member BOD.



I have talked with some members recently and you may recall that I hosted a special SAVE THE CHAPTER zoom meeting on Feb. 1<sup>st</sup> about this critical situation. For our Chapter to continue, we need members willing to serve as the

President, Sr Vice President, Treasurer, Secretary and National Representative. **To date, NO ONE has expressed interest for ANY of these positions.**

Our Chapter suspended normal in-person meetings in March 2020 because of COVID. Thanks to the efforts of Eric Dervinis, we were able host ZOOM meetings into 2022 and are currently holding hybrid in-person and ZOOM meetings.

In Summer 2020, Treasurer Rich Copeland resigned as Treasurer because of illness. Member Kenneth Thomas volunteered to serve as Treasurer. The Chapter lost the services of National Representative Peter M. Senin, Jr., who passed away on 02/27/2021. William Welk volunteered to fill the position. In April 2021, Treasurer Ken Thomas resigned as Treasurer due a health situation with his wife. Marie Eastwood then volunteered to serve both as Secretary as well as Treasurer.

Last April, then President Eastwood said for the 2021-2022 the Chapter would field a makeshift officer cadre. Eastwood would step down and become Sr VP and Kevin Feeney would assume the Presidency and this appointed cabinet would serve the Chapter until regular elections can be held on 4/21/2022.  
*Continued on page 8*

## PRESIDENT'S MESSAGE

*Kevin Feeney*

Our March meeting was another successful one utilizing the hybrid format. Rich Jahn remotely presented an interesting program on SEPTA's Route 15 trolley line that is currently out of service.

Our next meeting will be on Thursday April 21<sup>st</sup> at 7PM in the now proven **hybrid** format. We will meet in the community room at the **Elkins Park SEPTA Station**, and the presentation will also be available by ZOOM.

<https://us06web.zoom.us/j/81851603428?pwd=R113eU1zcWx2SXhwTEZueGw0MVA0UT09>

Meeting ID: 818 5160 3428

Passcode: 300947

The meeting will feature a remote presentation by Michael Brotzman, a member of the West Jersey Chapter, on the former Pennsy Main Line towers.

I learned from Harry Garforth that the planned replacement [mentioned last month] of the 1930s era catenary and related structures for approx. 1.6-miles from 30<sup>th</sup> Street to the K Interlocking is a follow-on to SEPTA's **Rail Power Project** from 2002. The document to the right was recently found in our storage unit. As mentioned last month, per Section 106 of the **National Historic Preservation Act**, the Federal Transit Administration reached out to our Chapter as a potentially interested party to participate in the Section 106 consultation on the project. On March 26<sup>th</sup>, I responded to the FTA suggesting that a section of the historic catenary be preserved.

SEPTA will begin a catenary wire replacement project, between 30th Street and Suburban Stations, on **Saturday, November 2, 2022**. Work will take place on **Saturdays and Sundays** and last for approximately 22 weekends. Weekend shuttle bus service will substitute for rail travel in Center City between 30th Street, Suburban, and Market East Stations. In addition, the **R1 Airport Line** will operate shuttle bus service between Center City and the Airport.

**R2** Wilmington, **R3** Elwyn, **R5** Thorndale, **R7** Trenton, and **R8** Chestnut Hill West trains will operate as far as **30th Street Station**. Customers continuing to Suburban or Market East Stations will board **Rail Shuttle** buses on 30th Street, just north of Market Street, across from the Station.

**R2** Warminster, **R3** West Trenton, **R5** Doylestown, **R6** Norristown, **R7** Chestnut Hill East and **R8** Fox Chase trains will operate as far as **Suburban Station**. Customers traveling to 30th Street Station and beyond are encouraged to get off at Market East Station and board a **Rail Shuttle** bus.

Rail Shuttle Buses will stop at **Market East - Filbert Street** near 10th Street, **Suburban Station - JFK Boulevard** at 16th Street, and **30th Street Stations - 30th Street** across from Station. Please allow an additional 25 minutes in travel time.

The **R1 Airport Shuttle** will stop on **10th Street** between Filbert and Market Streets, in front of the Gallery, at 16th & JFK, and on the inner drive at 30th Street Station (30th St side).

Regular weekend train service will operate from **November 30th to December 29th, March 1st and 2nd, and March 8th and 9th**. Check regular and special weekend timetables and Project Brochure for information.

SEPTA Travel Information Center 215-580-7800  
[www.septa.org](http://www.septa.org)

NRHS and Chapter memberships have traditionally ended at the end of March in the following year if unpaid. *If the envelope containing this issue of CINDERS has a RED dot under the return address, then your 2022 Philadelphia Chapter dues remain unpaid as of April 1, 2022.*

Accordingly, you need to act **immediately** to retain your Philadelphia Chapter membership for 2022 by sending a \$20 check [payable to Philadelphia Chapter, NRHS] to: Marie K. Eastwood, Secretary, Philadelphia Chapter, NRHS, Post Office Box 353, Huntingdon Valley, PA 19006-0353 to remain on our active membership roll. No further notices will be sent to you.

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

Our website can support photos from member fan trips, etc. It can link to member's YouTube videos and news articles, that are not included in *Cinders*! Please send content to.

#### **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	<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, 2021, dues are \$20 per person, which covers Philadelphia Chapter thru Dec. 31, 2022. (NRHS National membership dues for 2022 are

\$50, 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.

*CINDERS* is published 11 times a year by Philadelphia Chapter, NRHS, Inc.

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**

**Northeast Philadelphia 2022 History Fair**, Saturday, 04/30/2022, 10 AM to 3 PM, Cannstatter Volkfest Verein – 9130 Academy Road, Philadelphia, PA 19114.

**Model RR Open House**, Saturday- 05/14/2022, NOON - 3PM, GATSME [Rockledge Model RR Museum] 323 Montgomery Ave, Rockledge, PA 19046

### **FUTURE CHPT MEETING DATES**

[whether in-person, hybrid or Zoom]

**May 12th\* Dale Woodland – Surviving RDG T1s**  
**June 16th, Frank Tatnall -KY Derby Trains, live presentation only NO ZOOM**

**August 4th Summer Get-Together**

*\* so to not conflict w/ NRHS convention 3rd week*



FRANK G. TATNALL, JR.

“SEPTA is ready to accommodate riders who are seeking relief from high gas prices,” SEPTA General Manager & CEO Leslie Richards said last month. Reports indicate that, while some people may be driving less, most of those who do drive to work or go shopping are simply digging deeper to pay for gas which is currently costing well over \$4 per gallon. SEPTA says that customers can ride transit for

less than half the price of a gallon of gas, and Regional Rail is also cost effective. Service has been increased and with overall ridership at about 50% of what it was pre-COVID, there is plenty of capacity. “Now is the perfect time to give SEPTA a try,” said Richards. To help convince former riders, several incentives are currently in place, including free transfers, new three-day passes and free parking at Regional Rail stations through June. There are some signs that ridership is gradually inching up, especially on bus routes.

Another plan to boost ridership is to convince major employers to subsidize rides on SEPTA for their staff people. The first to sign up are Drexel University, Penn Medicine and Wawa, which are giving thousands of employees free monthly passes. These three organizations are paying \$140 per month for passes to be given to each of their 15,500 eligible workers, the program extending for a six-month demonstration period which has been dubbed “SEPTA Key Advantage.” Another hoped-for source of revenue could come from returning center city office workers, many of whom are still working remotely.

The SEPTA board last month approved an amended capital budget for the current fiscal year, adding about \$95 million that will come from the recently enacted Federal Infrastructure Investment & Jobs Act. This will boost spending under the Fiscal Year 2022 capital program from \$618.8 million to \$713.8 million. Over the five-year lifespan of the law SEPTA expects to receive more than \$500 million, which can be used to accelerate such projects as upgrading accessibility at rail stations, trolley modernization and the King of Prussia extension.

In response to reports of pedestrians being trapped behind locked doors in the center city concourses, and the difficulty of finding open entrances to stations (see March Cinders), SEPTA said last month that it is working to alleviate the problems. These actions will include better signage to help navigate the labyrinth of passageways, entrances and exits, some of which remain closed off. Concourse maps also will be updated. But there was no announcement about reopening any entrances or passageways, which SEPTA said were locked down for the public’s safety. The steep drop in ridership left empty stretches of concourse that were difficult to patrol and became a refuge for homeless people.

After keeping them in storage for several years, SEPTA has decided to scrap its seven retired AEM-7 electric locomotives. Included in the scrapping with AEM-7s #2301-2307 will be SEPTA’s lone ALP-44 #2308. Built by EMD/ASEA in 1986, the AEM-7’s were very successful locomotives, operating in suburban service for more than 30 years. They were replaced by the current fleet of 15 Siemens-built ACS-64’s. The last revenue operation of the old units occurred on December 1, 2018, with a special train out of Paoli powered by #2301 and 2308. Since then, the AEM-7s have been stored except for occasional appearances in work train service. The winning bidder for the scrapping contract reportedly was Sims Metal of Bridgeport, PA, which offered \$109,384. This information comes from Member Richard Adams, who also said that one St. Louis-built Silverliner III MU car was included in the package.

SEPTA issued a nicely printed, one-page color Special Event Schedule for March weekends.

**March 2022 Weekend Special Event Schedule with added service on the West Trenton, Warminster, Glenside, Media/Elwyn, and Wilmington Lines**

For more information please visit [www.septa.org](http://www.septa.org)

Customer Service 215-580-7800

Steps to discharge or pick up passengers but may depart ahead of schedule. Added train services highlighted.

WEST TRENTON WEEKEND EVENT SERVICE SCHEDULE											
Line	Direction	Station	Train Number	5am	6:15	7:00	7:45	8:30	9:15	10:00	10:45
TO CENTER CITY	West Trenton, NJ	West Trenton	400	5:40	6:15	7:00	7:45	8:30	9:15	10:00	10:45
		Glenside	401	5:45	6:20	7:05	7:50	8:35	9:20	10:05	10:50
		Warminster	402	5:50	6:25	7:10	7:55	8:40	9:25	10:10	10:55
		Media/Elwyn	403	5:55	6:30	7:15	8:00	8:45	9:30	10:15	11:00
		King of Prussia	404	6:00	6:35	7:20	8:05	8:50	9:35	10:20	11:05
		Center City	405	6:05	6:40	7:25	8:10	8:55	9:40	10:25	11:10
		Center City	406	6:10	6:45	7:30	8:15	9:00	9:45	10:30	11:15
		Center City	407	6:15	6:50	7:35	8:20	9:05	9:50	10:35	11:20
		Center City	408	6:20	6:55	7:40	8:25	9:10	9:55	10:40	11:25
		Center City	409	6:25	7:00	7:45	8:30	9:15	10:00	10:45	11:30
		Center City	410	6:30	7:05	7:50	8:35	9:20	10:05	10:50	11:35
		Center City	411	6:35	7:10	7:55	8:40	9:25	10:10	10:55	11:40
TO WEST TRENTON	West Trenton, NJ	Center City	412	6:40	7:15	8:00	8:45	9:30	10:15	11:00	11:45
		Center City	413	6:45	7:20	8:05	8:50	9:35	10:20	11:05	11:50
		Center City	414	6:50	7:25	8:10	8:55	9:40	10:25	11:10	11:55
		Center City	415	6:55	7:30	8:15	9:00	9:45	10:30	11:15	12:00
		Center City	416	7:00	7:35	8:20	9:05	9:50	10:35	11:20	12:05
		Center City	417	7:05	7:40	8:25	9:10	9:55	10:40	11:25	12:10
		Center City	418	7:10	7:45	8:30	9:15	10:00	10:45	11:30	12:15
		Center City	419	7:15	7:50	8:35	9:20	10:05	10:50	11:35	12:20
		Center City	420	7:20	7:55	8:40	9:25	10:10	10:55	11:40	12:25
		Center City	421	7:25	8:00	8:45	9:30	10:15	11:00	11:45	12:30
		Center City	422	7:30	8:05	8:50	9:35	10:20	11:05	11:50	12:35

Reconstruction of the South Warminster Road grade crossing near Hatboro between April 8 and 11 forced SEPTA to bus the upper end of the Warminster Line during that period. Shuttle buses were operated between the Warminster,

Hatboro and Willow Grove stations. A similar shutdown occurred on the Fox Chase line on three weekends in March and the first weekend in April, as crews performed trackwork on the line. Shuttle buses were operated between the Fox Chase and Wayne Junction stations during the outage.

Former AMTRAK engineer Brandon Bostian was acquitted of all charges last month in his trial for allegedly causing the horrendous wreck of train #188 at Frankford Junction in May of 2015 (see March Cinders). The jury in Philadelphia Common Pleas Court lost no time in



reaching its verdict, deliberating for less than 90 minutes. Lawyers for Bostian, who was operating the train when it jumped the track at high speed on a 50-mph restricted curve, argued that the derailment was simply a terrible accident and not the result of any criminal action. They said that he had become disoriented as to his location because of radio chatter involving a rock-throwing incident with a nearby SEPTA train. The jurors obviously agreed. Tests had revealed that the defendant was not intoxicated or fatigued and was not using his cellphone at the time. The charges of involuntary manslaughter and reckless endangerment had previously been dropped in other courts, but were reinstated by the State attorney general's office, which prosecuted the case.

AMTRAK has extended its service cuts on seven long distance routes which were due to expire on March 28 but continue in force until sometime in May. The only affected train serving Philadelphia is the *Silver Meteor*, which remains cancelled, its passengers transferred to the *Silver Star* or *Palmetto* along the same route. The other six trains will remain on their current five-days-a-week schedules. The rationale for the service reductions is Amtrak's continued staffing shortages. Some schedule changes were made along the Northeast Corridor effective March 28, which AMTRAK said were due to track and infrastructure improvement work along the NEC. The changes include three to ten-minute variations in departure and arrival times for Northeast Regional and Acela trains in both directions between Boston, New York and Washington. Acela #2150 is replaced by #2152 operating one hour later, and all Acela trains now depart Washington at ten minutes before the hour.

AMTRAK last month published a photo gallery of the planned interiors of its new Acela trains, which are under construction at the Alstom shops in Hornell, NY.



"Between the sleek design of their interiors, state-of-the-art technology and sustainable amenities and innovative safety features, our new Acela trains will help revolutionize American train travel," said Amtrak President & CEO Stephen Gardner.

For the sixth year in a row, AMTRAK last month recognized CANADIAN PACIFIC as its top host railroad, giving CP an "A" rating for its efficiency in handling Amtrak trains. In the East CSX received a "B" while NORFOLK SOUTHERN was given a "D-minus." But that was an improvement for NS, which had been rated with an "F" in 2018. It has now been reported that the \$170.8 million that the State will invest to operate a second AMTRAK train between Harrisburg and Pittsburgh will pay for relaying a third track on the Rockville bridge, a new five-mile-long main track through Altoona yard, three new interlockings and expansion of nine other interlockings on the 248-mile-long Pittsburgh Line (*Trains*).

AMTRAK has decided to switch from steam heat to natural gas at 30th Street Station—much to the disappointment of the local Clean Air Council. By signing with the Philadelphia Gas Works to replace service from the center city steam system, environmental advocates contend that this "ill-advised conversion" is at odds with Federal government policy for "combating the existential crisis of climate change." The Council has written to U.S. Transportation Secretary Pete Buttigieg asking him to block the transfer. Buttigieg is a member of Amtrak's board of directors. The CDC last month extended the date for ending the masking requirement on public transportation from March 18 to April 18. This applies to transit, bus, train, and airline passengers.

Congresswoman Chrissy Houlahan [D-PA's 6<sup>th</sup> District] has secured some \$6.2 million in Federal community funding for Berks County, of which \$750,000 will go toward conducting the necessary environmental and capacity studies needed to restore passenger rail service to Reading. Several organizations have been pushing this idea for some time, including the Borough of Phoenixville. Montgomery County will conduct a public hearing on the plan to establish a Schuylkill River Passenger Rail Authority with Chester and Bucks Counties to advance the project. AMTRAK also is

known to be studying the concept of Reading-Philadelphia-New York train service as part of a nationwide effort to expand its coverage. In the interim, Amtrak is looking at establishing a Thruway bus service between Reading, Pottstown, Phoenixville and 30th Street Station. However, a recent PennDOT study estimated the cost of re-establishing passenger train service to / from Reading would be more than \$800 million!



Longtime Trains Magazine Editor Jim Wrinn died on March 30 at the young age of 61. He had battled pancreatic cancer for over a year and had stepped down as editor just a few months ago. His very productive 17 years at the helm of Trains

were second in longevity only to the much-admired David P. Morgan, who held the editor's position for 33 years before passing away in 1990 at the age of 62. Wrinn was known for expanding the reach of *Trains* in several directions including an informative online news service, podcasts, a large catalog of digital visual offerings, numerous *Trains*-branded rail tours, excursions and events, and a number of projects to support railroad preservation. His strategy for the publication was to retain the many readers who grew up with the print magazine, while at the same time appealing to a new, younger digitally oriented audience..

The John Emery Rail Heritage Trust last month announced grants totaling \$350,000 to 22 rail preservation groups across the U.S. Included were \$15,500 to the East Broad Top Foundation for equipment repairs and \$10,000 to the West Chester Railroad Heritage Assn. for continued renovation of ex-Reading Blueliner coaches (*Trains*).

As part of an ongoing NORFOLK SOUTHERN program to convert older DC-powered diesels into more efficient AC units, Wabtec of Pittsburgh has been hired by NORFOLK SOUTHERN to modernize 330 of its locomotives. This project will upgrade D9-44CW units that are more than 20 years old into AC44C6M models (*Trains*).



Chapter Member Henry Posner III, chairman of the internationally focused Railroad Development Corp., used one of his RDC-Deutschland passenger trainsets last month to help 480 refugees from war-torn Ukraine travel from the Polish border to Hannover, Germany, where a reception center was set up to welcome and process them. Henry also served as a translator, being one of only two Russian speakers



on board the train. RDC has continued to run a daily refugee train to assist the German government in moving the new arrivals.

Cyber-attacks are a serious threat to American railroads and must be prevented because computerized operations are vital on today's rail systems. The March issue of *Railway Age* carries a major article on this topic, pointing out that the U.S. Transportation Security Administration is now focused on rail cybersecurity following a series of cyber-attacks around the world. New regulations were issued on December 31 and carriers have several looming deadlines to face in complying with these rules. The railroads are definitely vulnerable to such attacks, says the article, with functions such as Positive Train Control and onboard/wayside fault detection particularly weak points. CSX and the New York MTA have already been hit with cyber interference. Military grade cybersecurity systems need to be extended into the transportation sector said the article. Total U.S. railroad employment in January 2022 was down 1.5% from the same month in 2021, to 111,754, but the number of train and engine service employees increased by 0.5% over the same period, to 45,767. (Data from Surface Transportation Board)

Railway Age in its February issue published a lengthy interview with NJ TRANSIT President & CEO Kevin

Corbett. Referring to the COVID-19 omicron upsurge in December, he said it was almost as bad as March 2020. But

now “we’re out of crisis mode at NJT and that’s a nice feeling for us, to be ahead of the curve... We’d staffed up, with all the engineers’ classes. So that although our numbers were impacted pretty significantly on train crews and engineers, we had a deep enough bench that we could handle that. We still ran 97% of our regular service through the worst days of omicron because we had that bench.” In talking about ongoing NJT capital projects, Corbett said that the new Portal North Bridge on the Northeast Corridor is the biggest, which will be aided by funding from the recent Federal Infrastructure Act.

But NJT also wants to address a backlog of 100-plus stations “that need anywhere from modest repairs to major rebuilding to new construction.” Regarding the delayed delivery of the fleet of new Multilevel III MU cars, Corbett said that NJT is working with builder Alstom to reduce delays in obtaining components like truck castings that come from overseas suppliers. As a result of the delays, NJT expects that the first deliveries of the new cars will slip from 2023 to 2024. A total of 138 new Multilevel cars are on order, which will allow replacement of NJT’s older single-level MU’s. More dual-power electric/diesel ALP-45DP locomotives also are on order. “We love them,” said Corbett. Another capital priority is improving the agency’s IT, Information Technology, which it calls OT for Operational Technology.

NJT has been working on a study to determine the future of the so-called “Dinky” service which connects the town of Princeton, NJ, with the Northeast Corridor mainline at Princeton Junction. At 2.8 miles, it is the shortest commuter rail line in the country. Last month, NJT said that it has narrowed the alternatives to two—one being “no-build” which would leave the present ex-Pennsy electrified branch intact with 30-minute service, while raising the question as to what equipment would be used. With old MU cars being retired, the newer Multilevel III cars would seem to be overkill for this short branch, with its limited ridership. The second alternative being considered is electric light rail with the rails embedded in a paved road on the existing right-of-way, over which buses also could operate to provide service every ten or 15 minutes. The light rail and bus option is estimated to cost about \$100 million, but it would likely increase ridership as it provides bus service directly into downtown Princeton.

+++++

### FROM THE STORAGE UNIT

*Kevin Feeney*

On 03/18/2022, member Larry Ryan and Marlin Taylor, a member of the NRHS Film & Slide Committee joined me for a work session focusing on donated 8mm movies and slides.

Marlin took home and delivered that night a box full of 8 mm film reels to Mitch Dakelman who heads the NRHS Film & Slide Committee. Eventually, they will be reviewed and possibly digitized.

When I took over as president, the storage locker was litterly stuffed to the brim. In order to just enter the locker, it was first necessary to move boxes from unit into the hall. I can now report that center of the storage unit has been completely cleared. What boxes remain are now on shelves or on top of the file cabinets.

Bill Fitch has continued to work the *Cinders* digitization project with help from Harry Garforth, Dan Knouse and others. Another work session is planned for the Willow Grove storage unit at 9AM on Wednesday 04/20/2022 if anyone else would like to join us. In our May issue, there will be a listing of the missing issues that members may have in their collections. Eventually we will be able to recycle the 00s of extra copies of prior issues in the storage unit.

Net Ebay sales [under ic4277] for March amounted to just \$63 but we did very well in show and direct sales for the month. At the 03/05/2022 Strafford NJ train show, I sold \$904 of donated items, mostly P-RSL things to the West Jersey guys. Two boxes of unsorted, loaded carousel slide



trays were sold privately for \$325. At the recent NMRA sponsored RPM [Railroad Prototype Modelers] Meet in Malvern, we sold \$101 of donated items. On Saturday 4/2, my wife helped me man tables at a train & toy show in New Castle, Delaware pictured here. While overall sales

were decent, only \$13 was of NRHS donated items.

Brad Phillips contacted me about buying any RR tickets. Jerry Angier suggested donating the slides to the *Center for Railroad Photography & Art*. However, at the NRHS’ Milwaukee convention last August, CRP&A said they were not accepting any more collections for the foreseeable future. Charles Webb expressed interest in older (pre-Conrail) timetables both employee and public plus postcards. We have 00s of postcards of RR and other subjects.

Please contact me if you are interested in buying any of the items mentioned above or previously. I can bring items to our monthly meeting for your inspection or make other arrangements. We have a somewhat rusty crossback for sale.

## 100<sup>th</sup> ANNIVERSARY OF THE ELEVATED EXTENSION TO THE FRANKFORD COMMUNITY

*Harry Garforth*

On November 5, 1922, a major event occurred that would change the Frankford Community forever. The long-awaited extension of rapid transit service would be placed into service connecting the Community to Center City Philadelphia with commute times of 30 minutes or less. The frequency of service would be so great that one need not be concerned about what time a train or trolley departed a Frankford station for a downtown arrival. You simply boarded the next train, sat back, and enjoyed the view above the houses and factories that lined the route.



The starting point of the Frankford Elevated at Front and Arch Streets. September 6, 1922

*Photo – collection of Library Company of Philadelphia*

The **Frankford Elevated Extension** will be celebrating its 100<sup>th</sup> Anniversary on November 5<sup>th</sup>, 2022. To commemorate this historic occasion, the Philadelphia Chapter of the National Railway Historical Society and the Historical Society of Frankford has partnered to produce a *History of Rail Transportation serving the Frankford Community* leading up to the opening of the Frankford Elevated Extension, including its planning and construction. Although many are familiar with the Frankford “El”, the history of rail transportation serving Frankford dates back to the 1830s. The history includes two of the major railroads that served Philadelphia starting in 1833, and a progression of streetcar operations, including the use of steam “dummies”.

The history of Frankford itself, dates back to 1640s. Transportation in the early days was dependent on horsepower and use of the waterways including the Frankford Creek and Delaware River. Unlike today, trip times were measured in hours and in some cases, days. Frankford’s importance lay in its proximity to the river and its location on the path between New York and Philadelphia, two largest population centers of the time. It became the first stop along the road for journeys originating from Philadelphia to northern points.

The first stagecoach service for public use was established in 1756 between Philadelphia and New York with the trip taking three days each way. The King’s Road, as Frankford Avenue was once known, was the well-worn route of travel between Philadelphia and New York. The longer travel times of the day required places of rest and nutrition for horses, as well as passengers. Hotels and inns were located strategically along the route to provide bedding and refreshment. Today’s highways and rail transportation are a far cry from the constant movement the human body endured with horse travel, or later on stagecoaches. The jostling effect had to take its toll during the hours of travel endured. The Munich Museum of Transportation, recognizing the importance of experiencing a ride in a horse drawn coach, actually built a machine to convey it to the curious. Of course, each wayward passenger also offered revenue opportunities for innkeepers. In comparison, travel by water offered a smoother experience. However, it was longer and also required transfers on either end.

Rail transportation first entered the scene in Frankford with the planning and construction of the **Philadelphia & Trenton Railroad** in 1833. The introduction of railroad track created a smoother riding surface, which transformed long journeys into a comfortable riding experience. Rails were first used to convey coach cars pulled by horses, but soon after, the steam locomotive was applied to improve travel times. Stations were established in the Frankford area at Wissinoming (Comly Str.), Bridesburg (Bridge Str.), Frankford (Church Str.), pre-Frankford Junction (station was located between Wheatsheaf Lane and Butler Str.) and Tioga Street. The first passenger terminal was located at Front and Montgomery Streets. Local travel was encouraged and convenient connections to omnibuses (a horse drawn coach) that allowed passengers to reach downtown Philadelphia.

The first horsecar line began operating on January 21, 1858, over 5<sup>th</sup> and 6<sup>th</sup> Streets. The rails laid in the street provided a significant improvement to the riding experience. It was first utilized to bridge the gap between the railroad terminals along Berks Street and downtown Philadelphia. The rails were quickly extended to Frankford on March 15<sup>th</sup>, 1858, by the **Frankford & Southwark Philadelphia City Passenger Railway**. Use of steam power to propel streetcars commenced on November 7<sup>th</sup>, 1863, after a short period of experimental operation. The steam dummies provided reliable propulsion power, faster movement times and could operate continuously. Their noise and smoke confined them to the less populated northern end of the Frankford and Southwark. Connections were established at Berks Street to the horsecar routes that provided service to downtown over various numbered streets.

A breakthrough in streetcar propulsion occurred with the first application of electric power in Philadelphia in December 1892. Applied first in other areas of the City not enjoying the unique steam dummy technology, electric trolleys finally reached Frankford in early 1895. The resulting patchwork of routes followed the operating franchise territories of the horsecar lines

and still required passengers to transfer between individual routes. Although mobility was enhanced measurably between Frankford and other parts of the surrounding territory, downtown travel was still lengthy and required transfers out in the elements and payment of multiple fares.

On May 4, 1894, a new convenient method of travel to Center City, Philadelphia became available in the form of the **Philadelphia & Frankford Railroad**. Passengers were welcomed into a formidable two and one-half story terminal building



Postcard from R. L. Eastwood Jr. collection

on Frankford Avenue near Unity Street. It was designed by a noted famous local architect, Frank Furness. Passengers waited in comfort, out of the elements, until their train was called. The

new railroad was elevated through **Frankford, avoiding** any conflicts with street traffic. Delivery in Center City was made at 12<sup>th</sup> and Market Streets, two blocks from City Hall. In 1893, *Reading Terminal* had opened to consolidate train service from several outlying terminals of predecessor roads into a grand 13-track terminal. Elevated tracks arrived conveniently above the *Reading Terminal Market* where all types of provisions could be purchased. Shortly after its corporate existence was established, the **Philadelphia & Frankford Railroad** was leased by the **Philadelphia & Reading Railroad**.

The other major railroad in Philadelphia also provided rail transportation options to Frankford residents. **The Philadelphia & Trenton Railroad**, which terminated at Front and Montgomery Streets was acquired by the **Pennsylvania Railroad (PRR)** that soon built the new **Connecting Railway** between Frankford (Junction) and Mantua (near the Philadelphia Zoo). Opened in 1867, the **Connecting Railway** allowed passengers destined to Center City to reach the **PRR's** West Philadelphia Station near 32<sup>nd</sup> and Markets Streets. Transfers, to horsecars were still required to reach downtown proper. This changed in 1881 when the PRR opened an elevated railroad alignment on top of the "*Chinese Wall*" running parallel to Market Street to its new *Broad Street Station*, opposite City Hall. However, in contrast with the **Philadelphia & Frankford Railroad**, residents of Frankford first had to make their way to the local PRR stations located along Tacony Str. or at the newly established *Frankford Junction Station*. Once their train arrived, passengers then had to seek out empty seats on trains that had originated from multiple destinations up the line.

The two railroads then offered single vehicle trips and a high level of comfort to Frankford riders, however, their limited frequency put them at a competitive disadvantage with

streetcars. Through-routed service was later offered by traction companies when consolidation of smaller companies began to create larger networks. One could then travel longer distances on electric trolleys without transferring on a single fare, and at a fraction of the railroad ticket cost. Both forms of travel continued until the arrival of a third option on November 5, 1922, the rapid transit (high frequency service on private right of way) elevated line.

Since the early 1900s, the City of Philadelphia had been working closely with the newly formed **Philadelphia Rapid Transit Company** on the development of the Market Street Subway-Elevated Line. The new line had opened for service between West Philadelphia and 15<sup>th</sup> Street/City Hall in 1907.

The subway portion of the route built between 23<sup>rd</sup> Street and 15<sup>th</sup> Street had opened two years earlier for use by PRT trolleys. Building on the success of this first rapid transit line in the City, Philadelphia formed a committee to advance this technology to other areas of the City, including Frankford.

Construction on the Frankford Elevated began in 1915 with an anticipated completion date in 1918. It was finally completed in November 1922. The actual construction cost was more than twice the original estimate. The delay of completion and the rise in costs were attributed to World War I, as well as delays in finalizing agreements for operations and equipment. The "E1", as it became known, proved very popular and drew so much business from the railroad that Frankford Railroad Station at Unity Street was closed in June 1928. The Frankford Elevated also triggered widespread changes and additions to local streetcar routes and service.

As we approach the 100<sup>th</sup> Anniversary of this remarkable achievement in November 2022, the Philadelphia Chapter of the NRHS, in partnership with the Historical Society of Frankford, will detail the evolution of Rail Transportation serving the Frankford Community. We will discuss how transportation technology advanced, and how travel patterns shifted. We hope you will enjoy this historic look into the past, explaining how local travel evolved and improved in the Frankford community.

## NOTICE OF ELECTIONS [continued from page 1]

Per our bylaws [available on our webpage], at this time nominations and elections are solicited by the Chapter Secretary for the following positions: President, Sr. Vice President, Secretary, Treasurer and National Representative to serve the Chapter through April 2023. Self-Nominations for these positions should be submitted to: Marie K. Eastwood, Secretary, Philadelphia Chapter, NRHS, Post Office Box 353, Huntingdon Valley, PA 19006-0353, or by E-mail to: mkecat@comcast.net. Nominations will also be accepted at the Chapter Meeting on Thursday, April 21, 2022. Any person desiring to hold office must be a fully dues-paid member of Philadelphia Chapter.