



CINDERS



JANUARY 2022

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Vol. 83 NO. 1

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

THE FUTURE?

Kevin Feeney

The start of a new year is the time when folks often make “resolutions” or think about the future. Perhaps the major challenge facing every volunteer organization is motivating its members to take part in carrying out the mission of the organization. All too often, it is the same few people running things year after year. Certainly, our Chapter is no different in this regard.

Two years ago, after decades of yeoman service, Larry Eastwood announced his intent to retire from the Chapter's leadership. I took over as *CINDERS* editor, but Larry and Marie are still very much involved with the distribution of *CINDERS* and other matters. Last year, I reluctantly became Chapter President, only because no one else was interested in the position. I have edited other newsletters in the past and enjoy editing/writing *CINDERS* each month. Unfortunately, I don't feel the same about being President and do NOT want to be in this role for any significant length of time.

We desperately need several members to step-up and become actively involved with the chapter. We need someone with financial background to be treasurer. We need someone with social media experience to set up a Facebook page and make better use of our website. We need an assistant editor to help with *CINDERS*. We need an attractive brochure to recruit new members. We need to transition *CINDERS* to electronic delivery savings \$000s and allowing for prompt delivery of an expanded color edition.

To address these and other issues, there will be a Zoom meeting one evening during the week of January 31st of officers, department chairs and any members interested in having the Chapter continue. Logistical issues prevent setting the date as this goes to press, so it will be announced at our meeting on January 20th. Alternatively, members could contact me later in the month by email to obtain the Zoom information.

PRESIDENT'S MESSAGE

Kevin Feeney

A Happier New Year to all!

Our second hybrid meeting went well so we will continue with this format for the foreseeable future. Dale Woodland gave us a detailed look at the CNJ's historic diesel motive power. I for one was amazed to learn that CNJ locomotives often pulled RDG passenger trains from Jersey City right into Reading Terminal. One of Dale's current interests is photographing the 20 Norfolk Southern heritage units.



He ended his presentation with a number of shots of the CNJ heritage unit including some like this in our area.

Our next meeting will be on Thursday January. 20th 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

<https://us06web.zoom.us/j/88968252170?pwd=aGg5S0VtSUdXK3VoM1lubjQ1cEU5UT09>

Meeting ID: 889 6825 2170 Passcode: 946684

Our January meeting will include my annual travelogue presentation. I was able to do a LOT of traveling in 2021 and there is no way to squeeze in the whole year into one evening's show. So, I am calling this “Part I”, which covers Q1 2021. Depending on the availability of other presenters [WE ONLY HAVE ONE SO FAR FOR 2022] there may or may not be a Part II.

2022 Philadelphia Chapter Dues Bills Sent

Philadelphia Chapter Members and Additional Chapter Members/RailFriends were mailed in late 2021. Please see the October issue for more details. We appreciate your renewals and donations. If you did not receive your dues bill, please contact Chpt. Secretary/Treasurer Marie Eastwood.

NATIONAL RAILWAY HISTORICAL SOCIETY PHILADELPHIA CHAPTER, INC.

Post Office Box 7302, Philadelphia, PA 19101-7302
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CHAPTER WEBSITE:

For current Chapter information, as well as vintage views of Chapter trips and activities, visit:

www.nrhsphiladelphia.org

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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.

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

Model RR Open House, Saturday 1/15/22, NOON - 3PM, GATSME 323 Montgomery Ave, Rockledge, PA 19046

Train Show, Sunday 3/6/2022, 9AM - 330PM, sponsored by Jersey Central Chpt. NRHS, Mother Seton H.S., 1 Valley RD, Clark NJ [GSP Exit #138]

RR Show & Collectors Market, Saturday 3/12/2022, 9AM - 3PM, sponsored by Harrisburg Chpt. NRHS, Scottish Rite Theatre & Ballroom, 2701 North 3rd St., Harrisburg, PA 17110

FUTURE CHPT MEETING DATES

[whether in-person, hybrid or Zoom]
February 17th, *Michael Brotzman's presentation on inside views of PRR Main Line tower operations from ZOO to STATE.*

March 17th, April 21st, May 12th*, June 16th, August 25th? [summer get together]

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



FRANK G. TATNALL, JR.

Philadelphia's "Ready. Set. Philly!" campaign to lure tourists, shoppers and office workers back to center city (see April *Cinders*) has met with some success, but not in the effort to restore full staffing in business offices. Early last month a spokesperson said that two-thirds of the pre-pandemic office personnel were still missing—most of them working remotely from home. Some of this situation results from the recent spike in the COVID-19 omicron variant, which has caused many employers to delay the recall of workers to their offices. Their mass absence, of course, is reflected in SEPTA's ridership. The Regional Rail system, which used to be crowded with commuters traveling between home and office, is carrying only about 42 percent of its pre-COVID traffic.

Willie Brown, the longtime head of SEPTA's largest union, stepped down last month to assume a leadership role in the Transport Workers Union's national organization. He will be succeeded as president of TWU Local 234 in Philadelphia by Brian Pollitt, its executive vice president. Pollitt pointed out that the Local's existing contract with SEPTA is for only two years, which means that preliminary negotiations on a new contract will soon begin. The *Inquirer* reports that the total cost of SEPTA's Key Card fare collection system has risen to \$238 million, nearly twice the original \$122-million contract signed with Xerox in 2011. The most recent increase of \$29.5 million was approved by the SEPTA board last month to maintain various customer support functions. The Key system, which became operational in 2016, has often been faulted for its shortcomings, including delays and equipment failures. Now SEPTA plans to issue a formal request for bids on the next generation of fare collecting technology, to be called Key 2.0.

SEPTA received an award last month from a national advocacy organization for its social outreach efforts in coping with the pandemic-induced surge of homeless people seeking shelter in stations and concourses. The so-called S.C.O.P.E. program builds on the success of Project HOME's "Hub of Hope" center in Suburban Station that SEPTA started in 2011. The facility

offers services to the homeless and addicted populations, as well as deploying outreach workers to many stations throughout the SEPTA system.

In an accident that has been waiting to happen for many years, a SEPTA trolley was struck by an eastbound CSX train about 8:30 AM on Thursday, December 9, at the Main Street grade crossing in Darby. It appears that inbound Route 11 car #9070 failed to stop clear of the single-track CSX line, evidenced by the crossing gate dropping onto the roof of the car. Within seconds its front end was hit by the intermodal train. Six passengers and the operator were injured but most were treated and released at a nearby hospital. It is believed that this crossing is the only location in the United States where a rail transit line crosses a mainline railroad at grade.

SEPTA police officers engaged in a gun battle with a deranged man outside 69th Street Transportation Center early on Thursday morning, December 2. The shooter had just killed his girlfriend in Upper Darby and wounded another man before running down the street and firing on the SEPTA officers. They fired back and then managed to take him into custody.

The National Transportation Safety Board (NTSB) issued a report last month blaming the death of a SEPTA track worker on the existing train approach warning system. The worker was struck by a northbound Broad Street subway train near the Erie station about 5:21 AM on July 8, 2019, and another worker was injured at the same time when a southbound train was passing. SEPTA now will no longer schedule minor track repairs unless the track is taken out of service or no trains are operating at the time. Another NTSB report issued in November said that an "intermittent anomaly" in the braking system of Norristown High Speed Line car #155 caused it to crash into the rear of another car at 69th Street Transportation Center early on August 22, 2017. Forty-two passengers and the train operator were injured in the crash. Performance data recorders showed that the car had experienced wheel slippage in wet weather on the night of the accident.

SEPTA did a full reissue of its Regional Rail timetables effective December 19. Service frequencies were increased to 75% of weekday pre-pandemic levels—even though ridership has not yet recovered to 50% of normal. The new schedules do bring noticeable improvements, but half-hourly midday service to and from Paoli and Lansdale was not restored. A trespasser strike near North Broad station early on Monday, December 20, delayed service on all lines for two to three hours during the morning rush.

AMTRAK has promoted President Stephen J. Gardner to president & chief executive officer, effective January 17. He succeeds William Flynn who took over as CEO in April 2020 and has led the railroad through the extreme challenges of the COVID-19 pandemic. Flynn will stay on as a senior advisor through the balance of the current fiscal year.



The New York Times last month ran an article headlined “Billions in Bill Earmarked for AMTRAK.” The reference is to the \$22 billion directed to Amtrak in the new trillion-dollar infrastructure bill signed into law by President Biden in November. Amtrak also will get a share of the \$44 billion in rail funding that the Transportation Department will dole out through competitive bidding. Amtrak says that its highest priorities for infrastructure spending are concentrated on the North East Corridor, including two new tunnels under the Hudson (North) River to New York City, a new tunnel in Baltimore to bypass the 150-year-old B&P tunnel, a new Susquehanna River bridge in Maryland, an expanded Penn Station in New York and the upgrading of 30th Street Station in Philadelphia. Already, Amtrak has announced that it will spend \$150 million to repair the existing 111-year-old North River tunnels in New York, which will continue to serve as a vital link in the NEC until the new tunnels are completed during the next decade

AMTRAK reports that it is making progress in recovering from the serious downturn in ridership caused by the COVID pandemic. Systemwide, business is now at about 70% of pre-COVID levels, up from 25% in December a year ago, and based upon current forecasts ridership and revenues are expected to improve to about 80% by the end of the fiscal year in September. Amtrak also touted the improvements made during its 50th anniversary year that ended last September, including increased ridership with 12.2 million customer trips recorded and adjusted operating earnings of \$1.08 billion that were \$400 million ahead of plan due to the strong ridership gains. In addition, the railroad is moving forward with \$2.2 billion in capital spending which includes funding for 83 new multi-powered trainsets and property acquisitions for the Hudson River tunnel project.

AMTRAK had planned to announce several service cuts this month due to the fact that about 5% of its workforce had not met the company’s mandate for at least one COVID-19 vaccination. But a court decision in December voided the presidential order that required all Federal employees to be vaccinated. Amtrak now says that it will not enforce the mandate, thus the 500 or so active employees who have not been vaccinated can remain on the job.

NORFOLK SOUTHERN will have a new chief executive officer in May when Alan Shaw replaces retiring CEO James Squires. Shaw, currently NS’s chief marketing officer, has been at the railroad for 27 years, serving in



finance, operating and marketing positions. Last fall NS officially opened its new headquarters building in Atlanta (see December *Cinders*). NS’s Southern Railway Heritage unit #8099 was heavily damaged when it struck a rockslide while leading an eastbound intermodal train near Pittsburgh on December 12. The GE -built ES44AC was one of 20 new units painted in the colors of NS predecessor railroads. It is not clear whether the locomotive will be rebuilt.



International Paper will open a state-of-the-art corrugated packaging plant at Atglen, Chester County, creating 150 new jobs in the area. The site, currently occupied by an abandoned printing plant, is close to AMTRAK’s Harrisburg line and would be served by NORFOLK SOUTHERN out of its yard at Lancaster. The State will contribute \$371,000 to build about 500 feet of new track to serve the plant and rehabilitate 1,200 feet of existing track with new ties and ballast. Ex-Pennsy GP9 diesel locomotive #7048 on display at Horseshoe Curve near Altoona has been freshly repainted. Volunteers from the Railroaders Memorial Museum in Altoona, which administers the historic landmark, made sure that the correct shade of “Brunswick” dark green paint was used, along with the proper “Pennsylvania” lettering (*Trains*).

One of the top executives who helped turn CONRAIL from a collection of worn-out railroads into an efficient and profitable enterprise, died on December 5 at age 95. Richard B. Hasselman, who held the title of senior vice president-operations, was the chief lieutenant of CEO L. Stanley Crane during the massive effort to rebuild the railroad into a widely admired carrier that served the entire northeastern United States. After graduating from Yale University, Hasselman hired on with the New York Central in 1947, rising through the ranks at NYC and Penn Central before taking charge of operations at the newly formed



Conrail. He retired in 1990, a highly respected figure in the railroad industry

CAPE MAY SEASHORE LINES, until now mostly a passenger excursion operator, has replaced CONRAIL as the local freight service provider on 31.7 miles of NJ TRANSIT owned trackage in southern New Jersey. CMSL has gained trackage rights over NJT's ex-PRSL Cape May branch between Winslow Junction and Tuckahoe, and over the Ocean City branch between Tuckahoe and Palermo.

Conrail will retain trackage rights to reach the Beesley's Point industrial track near Palermo (*Trains*).

EAST PENN RAILROAD will receive \$700,000 in State funding to rebuild its ex-Pennsy Octoraro branch by replacing some 7,000 ties, 1,100 feet of rail and three mainline switches, as well as perform ten miles of surfacing. One of the line's major customers is the Herr's Foods plant at Nottingham, PA.

East Broad Top Railroad has been awarded a \$21.1-million grant from the State of Pennsylvania to rebuild 7.8 miles of narrow-gauge track from its headquarters town of Rockhill Furnace to Saltillo. This is in the long-disused (but not abandoned) section of railroad leading to the coal fields which once supported the railroad prior to its shutdown as a freight carrier in 1956. Funding will also go toward improvements at Colgate Grove, site of a picnic area 4-1/2 miles north of

Rockhill Furnace on the mainline to Mount Union.

PATCO began operating on a new schedule effective December 4, marking the end of the fall leaf season when trains were forced to operate at slower speeds due to slippery rails.



NJT's River Line had a few problems in recent days.



A northbound light rail train struck and killed a male pedestrian at the South Broad Street crossing in Trenton on the afternoon of Saturday, October 22. At 5 AM on Friday, December 10, a pickup truck collided with a train at Federal Steet in Camden, injuring the driver and delaying rail service. Finally, a collision between a motor vehicle and a train in Burlington City on Friday,

December 31, caused delays over the entire line.

UPCOMING 100th ANNIVERSARY of the FRANKFORD ELEVATED EXTENSION

Harry Garforth

The Frankford segment of SEPTA's Market-Frankford Line will be celebrating its 100th Anniversary on November 5th, 2022. To commemorate this historic occasion, the Philadelphia Chapter NRHS and the Historical Society of Frankford are partnering to document the history of rail transportation serving the Frankford Community. Look for upcoming articles in *Cinders* covering the development of rail transportation through Frankford including the Philadelphia & Trenton Railroad, the Philadelphia & Frankford Railroad, the evolution of streetcar technology and finally, the City of Philadelphia's Frankford Elevated Extension.



The Frankford Extension joined the Market Street Subway-Elevated Line at Front & Arch Streets. Tracks curving to the right continued down to Delaware Avenue and South Street making two stops at ferry terminals. *Photo circa 1921, from the Library Company of Philadelphia*

PENNSY MEN – THROUGH and THROUGH

Russell T. Sharp

Passengers who ride the Amtrak *Pennsylvanian* between Harrisburg and Pittsburgh, Pennsylvania are in for a real treat if it's a day when the Conductor is Dale Secker and the Assistant



Conductor is Matt Pisani and the locomotive engineer is Harry McIntosh. Dale and Matt bend over backwards to be attentive and helpful to their passengers. Matt is very entertaining, with his joke telling. Dale and Matt have told me that Harry McIntosh is the best locomotive engineer that Amtrak has ever had. All three are part of the Harrisburg crew base. They work train # 43, the westbound *Pennsylvanian*, from Harrisburg to Pittsburgh one day and return the next day on train # 42, the eastbound *Pennsylvanian* from Pittsburgh to Harrisburg. On Dale's days off, he works as a Conductor on the Strasburg Railroad. This dynamic trio is a big reason why the *Pennsylvanian* has become one of my two favorite Amtrak eastern passenger trains, the other train being the *Cardinal*, which operates tri-weekly between Chicago and New York City.

Since 2018, I have ridden the *Pennsylvanian* several times. In July of 2020, I rode from Pittsburgh to Altoona, then on another day from Altoona to Tyrone and back to Altoona, on another day from Altoona to Huntingdon and back to Altoona and finally on another day from Altoona to Pittsburgh. Since then, I also rode the *Pennsylvanian* in October of 2020 (from Pittsburgh to Altoona on one day, from Altoona to Lewistown and back to Altoona on another day and finally from Altoona to Philadelphia). In May of 2021, I rode the *Pennsylvanian* from New York City to Altoona on one day and on another day from Altoona to Pittsburgh. My most recent trip on the *Pennsylvanian* was in October of 2021, from Philadelphia to Pittsburgh. The other reason I love riding the *Pennsylvanian* is that it operates over former PRR trackage, and like Dale, Harry and Matt, I'm an avid Pennsy fan. When I attended Drexel University in Philadelphia, from 1964 to 1969, I was enrolled in the work-study co-op program, and all of my work sessions were at the Pennsy. My Dad was a PRR locomotive hostler in his younger years at Medford, New Jersey (where I grew up), when he

attended high school, tending to steam locomotives such as D16s in the evenings after getting home from high school at Mount Holly, and later at the Camden Engine Terminal for a few years. My favorite grandfather was a PRR then a P-RSL passenger train conductor, running between Philadelphia/Camden and Atlantic City and other place down the Jersey Shore.

Dale and Matt are both avid fans of the PRR. When they have a meal in the Cafe car on the *Pennsylvanian*, they have a Tuscan red tablecloth with a PRR keystone on it, and they put the tablecloth on a table of the Café car and have their meal. When the train nears Horseshoe Curve, Dale or Matt faithfully announce something similar to what follows over the train's public address system.

"In a few minutes, we will be rounding the world-famous Horseshoe Curve. Construction of the Horseshoe Curve was started by the Pennsylvania Railroad in 1848 and it took six long years to complete, in 1854. It was constructed using all manual labor, mules, picks and shovels, and black powder. Construction of the Horseshoe Curve enabled the Pennsylvania Railroad to surmount the Allegheny Mountains, crossing the eastern Continental Divide through the tunnels at Gallitzin, Pennsylvania. This reduced the journey from Philadelphia to Pittsburgh from seven days to fifteen hours. During the golden age of railroading in the 1920s, 30s and 40s, more than forty-eight of the Pennsylvania Railroad's famous Blue-Ribbon fleet of passenger trains rounded the Horseshoe Curve each day, including the famous Broadway Limited. During World War Two, the Horseshoe Curve was guarded 24/7 due to the Nazi's intending to destroy several industrial sites in the USA and Canada. The Horseshoe Curve continues to serve Amtrak and the Norfolk Southern Railroad."

On July 12, 2019, I was aboard the westbound *Pennsylvanian* from New York City to Pittsburgh, PA. Three private, former PRR passenger cars were coupled to the rear of the train to celebrate the 70th Anniversary of the Pennsy's *Broadway Limited*. The three cars were the *Catalpa Falls*, the *Colonial Crafts* and the *Frank Thomson*.

Dale Secker was the Conductor from Harrisburg to Pittsburgh and he wore an official PRR Conductor's badge and matching PRR lapel pins on each side of his coat. Matt Pisani was the Assistant Conductor from Harrisburg to Pittsburgh and was wearing a PRR TRAINMAN cap, that Dale gave Matt from his personal collection, and had PRR Keystone lapel pins on each side of his coat. On the return trip on July 14, 2019, from



**BROADWAY
LIMITED**
#40 Eastbound
#41 Westbound

Pittsburgh to New York City, eight cakes were presented, two cakes for each of the three private cars and two for the crew and friends. On each cake was *Broadway Limited* in red, white, and blue, inside a PRR Keystone shape. “Happy 70th Anniversary” was in red on each cake and there were red rose decorations on all four corners of each cake. Dale also had five flower arrangements made up in gold and burgundy to commemorate the colors of the PRR.

The *Pennsylvanian’s* locomotive engineer, Harry McIntosh, was dressed like Pennsy locomotive engineers once had, wearing bib overalls, and using a pocket watch. Prior to Amtrak, Harry’s first job as a railroader was in 1978 in Conrail’s track department. In 1979, he entered engine service with Conrail, first as a locomotive fireman then as a locomotive engineer, running Conrail freight trains between Brownsville/Conway Yard, which is railroad west of Pittsburgh and Altoona. On April 16, 1986, Harry started working for Amtrak, as a locomotive engineer. In discussions I’ve had with him over the years, it’s obvious that Harry knows every detail of Pennsylvania Railroad history along the line he now works, between Harrisburg and Pittsburgh, mile post by mile post! I once worked with his dad, Gordon McIntosh, at EMD’s headquarters in LaGrange, Illinois. Dale recently moved from Mount Joy to Lewistown, PA and Matt lives in Mifflintown, across the Juniata River from the town of Mifflin. The NS main line (the former Peensy main line) passes through Mifflin. Harry McIntosh lives in Paradise, PA. So, Dale, Matt and Harry all live in former Pennsylvania Railroad territory!

Dale Secker told me that he and Matt truly enjoy working together and that they know what each other is going to do without having to question one another. Dale also told me “When you throw Harry into the equation, I think we have a top-notch crew.” Dale said that he tells Matt that he’s the public relations guy and that Dale is the operating department guy of the team. Dale says that he couldn’t ask for a better partner to work with. How did Dale become an avid PRR fan when he was born in September of 1967, five months before the PRR became the Penn Central? His maternal grandfather was a lifelong PRR man. He hired on in 1917 as a brakeman in the Altoona yards. He later went into passenger service and closed out his fifty-year career as conductor on the *Broadway Limited*. When Dale was about three years old, he and his grandfather would go out to watch trains or sometimes ride them. Dale said he was very fortunate growing up riding the head-end on GG1s, MP54s and on his beloved EMD E8s. Sometimes Dale would go to Altoona with his grandfather and the “old heads” would get together and reminisce about the good old days. Dale said he would be all

ears and could sit and listen to those guys talk for hours. Sadly, Dale’s time with his grandfather was short as he passed away in 1979 when Dale was just 12 years old. Dale was hired by Amtrak in 2004 and has always been a Conductor. Since 1993, Dale has also worked at the Strasburg Railroad, as a Conductor. Matt has worked for Amtrak for four and a half years, and this was his first job as a railroader. Matt told me that he became a Pennsy fan because Dale’s love of the PRR was infectious, and that he is running over former PRR trackage, between Harrisburg and Pittsburgh.

FROM THE STORAGE UNIT

Kevin Feeney

I have been relisting the donated items on eBay [ic4277] with some things selling. My wife manned a table at train show in Glenside PA back on 12/4/21 and sold \$163 of NRHS things. I figured it was time for some new merchandise so I went to the storage unit and brought home three boxes to sort through.

Two boxes contained hundreds of public timetables from the PRR, RDG, early SEPTA, AMTRAK and PC. After sorting by RR, I subsorted each by year while watching TV and was



surprised to see that some of the PRR and RDG PTTs go back to early in the 20th century. There were also a few PTTs from CNJ, NH, NYC, early, PATCO, P-RSL, B&O, NJT and MN.

There were a number of folded maps -some recent from NJ and Delaware, some 1950s gas companies maps and a 1923 map of Philly. Also, there was a group of RDG postcards from the 1930s, a set of ICRR prints of New Orleans and perhaps the most unusual item - *Horario Timetable* from TAP [Transportes Aeros Portuguese] from 1967. The other box contained folders of RR [mostly P-RSL] and transit items, some of which will be useful for the 100th Anniversary Project that Harry Garfoth is working on [see page 5] plus a large number of Lehigh Valley Transit [LVT] and Philadelphia & Western [P&W] paper items.

Please contact me if you are interested in buying any of the items mentioned above. I can bring items to our monthly meeting for your inspection or make other arrangements.

OBITUARIES

Stanley A. Kligman,

Chpt. Friend/Member Dies on Dec.24 2021

Stanley A. Kligman, Philadelphia Chapter friend/member, died on December 24, 2021. Stanley was affiliated with Drexel University, and was a friend of the late Chapter National Representative Peter M. Senin, Jr. He lived in Melrose Park, PA and was responsible our Chapter affiliating with Drexel in gaining a meeting location relationship for a number of years. He later became a member of our Chapter. His interment was private on Dec.29th.

Richard Joseph Hanratty, Jr.

Longtime SEPTA Manager, 66



Onetime SEPTA Manager Richard J. Hanratty, Jr., of Glenmoore, PA and formerly of Colwyn, passed away on January 2. He had retired from SEPTA in 2012 after a career of multiple supervisory positions, which included management of the Market-Frankford and Broad Street subway-elevated lines and later the Regional Rail Division as Chief Transportation Officer, Rail Operations. Rich's early career at

SEPTA included mechanical responsibilities on the Fox Chase Rapid Transit Line and Paoli Car Shop. Rich took on transportation supervision management in 1990 when he was promoted to oversee the Market-Frankford Line following a serious derailment. His responsibilities were expanded to include Regional Rail in 1995 following a management reorganization that introduced individual line management. Following a serious health challenge in 1998, Hanratty returned to Rail Transportation Management. He was later recognized for his capabilities in 2002 when he was promoted to Chief Officer – Regional Rail Division, position he held during the Phillies World Series Victory Parade and introduction of the Rotem Silverliner V fleet in 2010. Rich retired from SEPTA in 2012 but went on to consult with the Michael Baker International, LLC as Senior Transit Technical Advisor for eight years. He is survived by three sons and a daughter. Services will be held at 11 AM by Sts. Simon and Jude Catholic Church, West Chester, PA on Friday, January 14, 2022, at 11 AM. *Information has been provided through courtesy of Chapter Members Andy Andrijewskij and Harry Garforth.*

RIDE WITH ME STEVE [BUT W/O STEVE!]

Tom Fluck

This Ride with me Steve trip was scheduled for Tuesday, December 28th, at the suggestion of the Lewis'. The destination was the *Three Monkeys Café*, located by the Torresdale Station on the SEPTA Trenton Line that runs on the AMTRAK's Northeast Corridor. Originally there were 12-14 riders ready, willing and able to go! However, due to



the Covid-19 concerns, most riders choose to cancel. Not me, I said that I will go with any other brave souls. So, I boarded my local SEPTA train in Thorndale (9:34AM), alone to Philly. There I was happy to meet up with fellow rider Randy Lennon, who came in on the Norristown line. We

were able to view two of the new ACELA (AVELIA LIBERTY) train sets in the Penn Coach Yard. Randy noticed that one of the new ACELA train sets had no numbers. Also within view was an AMTRAK P-42 diesel-electric wearing one of the 50th Anniversary paint schemes.

Randy and I boarded the 11:44AM SEPTA Trenton train; it was a Silverliner V. We sat up front, for the view. In front of us was sitting John, a SEPTA assistant conductor friend of mine who was training to be a senior conductor, so the engineer's door was open. We were able to hear the talk between the engineer and trainee, as well as having an enhanced view of the rails ahead, radio chatter and cab controls!

Upon arrival at the Torresdale station, we were met by a third rider- Joe Burkheimer-wow! The three of us had a great lunch



at the *Three Monkeys* and became fast friends. At 2:13PM, it was time to head home. Randy and I said good-bye to Joe, and boarded the SEPTA train back to Philly. It was another Silverliner V, and our friend John was then

qualifying for his senior conductor position on the trip back to Philly! Back in Center City, Randy and I boarded our respective SEPTA trains home.

All in all, another great railfan adventure!