

CINDERS



JUNE 2022

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Vol. 83 NO. 6
 OFFICIAL NEWSLETTER of the
 PHILADELPHIA CHAPTER OF THE NRHS
 PO BOX 7302
 PHILADELPHIA PA 19101-7302

CINDERS' ARCHIVE NOW ON LINE!

Bill Fitch

Over fifty years of the back issues of *Cinders* are now on available on the chapter's web site! This includes the issues from 1966 through 2012 **minus** 1975 posted. Also, the 2020 and newer issues are there as well. We will be posting "the missing gap" from the issues from 2013 through 2019 in the next few weeks. Please let your railfan friends, other NRHS chapters "technical and historical societies" and RR museums know about this valuable recourse. **Does anyone still have the issues from 1975?** This year has eluding us so far in this project.

You can go to the NRHS Philadelphia Web site and click on CINDERS to see what is posted. The quick link is:
<http://www.nrhsphiladelphia.org/newsletters>



A big thank you to Kevin Feeney, Dan Knouse, Harry Garforth and Paul Moore for their efforts with this project. We can now recycle the 00s of back issues stored in the Willow Grove storage unit.

PRESIDENT's MESSAGE

Larry Eastwood

In my second month as returning Chapter President, I feel honored to introduce Frank Tatnall, my close friend of more than a half century. Frank will present a 35mm slide program entitled "The Pennsy in Louisville," recalling those years in the mid-1960s when he was stationed by the PRR in the home town of the famed Kentucky Derby. Among his most vivid memories are those of the many special Derby trains that arrived every year on the PRR, L&N, Southern, ICRR, C&O and Monon, making a unique spectacle no longer available to photographers in the age of private jets. Some of the views in Frank's presentation previously appeared in his 2014 *Classic Trains Magazine* article on the Kentucky Derby.

In 1952, fresh out of Penn's Wharton business school, Frank became a "railroad man," rising from a clerk's position on the PRR to the management ranks in CONRAIL's Intermodal Marketing Dept. Over his 38-year career, he was transferred between various jobs in the Philadelphia headquarters, and seven other cities [Baltimore, Detroit, Kansas City, Columbus, Pittsburgh, Cincinnati, and his all-time favorite place—Louisville]. Most of these out-of-town positions were in the Sales Dept., which allowed him the freedom to explore [and photograph] many railroads other than his own.

During the time period we have known each other, Frank and I often traveled together to many different NRHS events across this country and have taken time to document numerous rail properties along the way. We are both looking forward to receiving our 60 year NRHS service pins later this year.

Our next meeting will be on Thursday June 16th at 7PM in the community room at the Elkins Park SEPTA Station. Please note, this presentation that will NOT be available on ZOOM. [continued page 2...]

**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

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 our webmaster at:

webmaster@nrhsphiladelphia.org

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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.

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Send to Editor Emeritus at

Post Office Box 353
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(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:

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UPCOMING EVENTS

Model Railroad Meet, Philadelphia Division NMRA
Saturday 6/11/22 10AM-3PM, Alverthorpe Park Picnic Pavilion, Fox Chase Road, Jenkintown PA 19046

READING DAYS at the Railroad Museum of PA,
Strasburg, PA 6/29 -7/3 and 7/6 - 7/9

Flash Train Meet, Saturday 7/16, 8AM-2PM
Renninger's Antique & Farmers' Market., 740 Noble St,
Kutztown, PA 19530

FUTURE CHPT MEETING DATES

August 18th POSSIBLE Summer Get-Together in Doylestown with revised date

THEN SEE YOU IN SPETEMBER

...continued from page 1

There will be a Summer issue of *Cinder* [timing TBD], which will end Kevin Feeney's tenure as editor, which I thank him for doing. We need someone to take over as the new editor starting with the September issue. Interested individuals should contact me reastwood2@comcast.net.

Please have a safe and enjoyable summer.



FRANK G. TATNALL, JR.

SEPTA last month issued requests for proposals on two major projects included in its 12-year, \$11.4-billion capital program (see May *Cinders*). As envisioned in the so-called “SEPTA Forward” strategic plan, these projects would (1) replace the entire trolley fleet with modern, accessible vehicles, and (2) undertake final design work on the King of Prussia rail extension. Other major elements of the capital program still to be addressed include improving station accessibility systemwide and replacing the high-speed rail fleets. SEPTA Forward is the Authority’s blueprint for transforming its “legacy system” into a “lifestyle network” that easily can be used for any kind of trip—not just the traditional daily commutes. This multi-year plan is highlighted by three “overarching programs,” Project Metro to unify the rail transit system, a master plan for Regional Rail and the so-called Bus Revolution to redesign the bus network.



To illustrate how the decline in Philadelphia’s office employment during the pandemic has affected SEPTA, *Fortune Magazine* reported last month that the city’s office occupancy rate in April was just 35.3% of pre-pandemic levels. That was one of the lowest figures of any American city, although New York recorded 32.9% and Washington even lower. The best record nationally was achieved by Austin, TX, with a 58.8% occupancy rate. While these figures include the entire geography of the cities, it’s likely that in the case of Philadelphia they pretty closely reflect the office occupancy rate in center city. Office work provided an estimated 113,000 jobs in April, or 35% of all private sector jobs in downtown Philadelphia, well short of normal levels.

SEPTA’s transit ridership in April reached 51% of the pre-COVID baseline, while Regional Rail ridership increased to 43%. Regional Rail ridership of 1.2 million for the month was more than double that of April 2021. Overall passenger revenues were 58 percent higher than in the year-ago month, at \$18.9 million, but that figure was well below budget. A continuing problem is the shortage of qualified operators, with daily postings of delays on many bus routes and on some trolley lines because not enough drivers are available to operate the existing level of service.

Last month SEPTA began a weekend “cleaning blitz” at stations on the Broad Street and Market-Frankford Lines. During each blitz the stations are closed at 8 PM on Fridays and reopened at 6 on Monday mornings. The first weekend, May 6-8, saw North Philadelphia on the BSL get the cleanup treatment, with six other stations to be done on following weekends until August. The recently-upgraded Somerset station was cleaned on May 13th-15th. A SUV traveling east on Allegheny Avenue at almost 100 mph jumped a curb and crashed into a wall and turnstile at the Allegheny el station around 2:45 AM on Tuesday, May 10. Three pedestrians were struck, two of them killed along with the driver of the SUV. Another man was taken to Temple University Hospital with serious injuries. The station was reopened in time for the morning rush.

SEPTA has confirmed the report printed here last month that the extension of Media-Elwyn Regional Rail service to Wawa will begin in August. As speculated, the opening will follow completion of the 2022 phase of the Southwest Connection Improvement Project in University City which will disrupt service to Media and Elwyn through August 19. SEPTA officials announced last month that at least some service to the new Middletown station at Wawa will begin on Sunday, August 21. This will realize the long-planned restoration of three miles of track beyond Elwyn, along with construction of the Middletown station and at least partial opening of the new parking garage. Work on the project has been underway for several years. Included is a new bridge over U.S. highway 1 to restore the link with the remaining old line to West Chester.

The “master plan” for the Regional Rail system referenced above is formally known as “Reimagining Rail.” SEPTA last month issued a press release on the project, which includes three possible scenarios for making the present system more useful to more people. These options would be (1) to make service more consistent throughout the network, providing service every 30 minutes, or (2) to focus on more frequent service in certain areas of higher demand with service every 15 minutes, or (3) to implement faster and more integrated operations to provide express service across the system all day. Already, SEPTA has conducted extensive surveys and public events to gather feedback on what riders (or potential riders) really want. More of this input will be sought through virtual means, with the final phase beginning later this year to set a vision for the future of the system and develop a plan to go forward with it. Along with the press release came a 96-page document entitled “State of the System and Peer Systems Review,” which includes a huge amount of information on SEPTA’s present operations and details of comparable services in other U.S. and foreign cities.

SEPTA’s seven retired AEM-7 locomotives (and one ALP-44) have finally made their last trip. All eight units were hauled to Morrisville in mid-May and turned over to CSX, which moved them into the Sims Metal yard to be scrapped (see April *Cinders*). SEPTA operated shuttle bus service between the Langhorne and Trevese stations on the West Trenton line over

the last three weekends in May and on the first weekend in June. This was due to a PennDOT project to rebuild the Route 1 overhead bridge near Neshaminy Falls. Trains operated between West Trenton and Langhorne and between Neshaminy Falls and center city.

Two trespasser deaths were reported on Regional Rail over the past two months. On Monday afternoon, April 11, a person was struck by a Chestnut Hill West train near the Queen Lane station, forcing the suspension of service for a few hours. Then, during the morning rush on Thursday, May 12, another trespasser was struck by an inbound Trenton train near Tacony station. Service resumed in both directions around 9:30 AM, with outbound #709 being the first train.

As promised, AMTRAK last month restored a considerable



amount of service that was cut during the pandemic (see May Cinders). Five long distance trains that had been running only five days a week were restored to daily operation effective May 23, while

the *Crescent* and *City of New Orleans* remain on reduced schedules and the New York-Miami *Silver Meteor* still is not operating. Earlier in May, Northeast Regional service between Boston and Washington was beefed up to almost 80% of pre-pandemic levels, and more Acela trains were added on frequencies not seen since before COVID-19 arrived in 2020. Keystone Service between Philadelphia and Harrisburg also has been increased to 12 weekday round-trips.

AMTRAK on May 23 invited members of the press to inspect one of its sleek new Acela trainsets at 30th Street Station. The nine-car second-generation trainsets offer many improvements over the current Acelas, both for operational efficiency and interior comfort. Three sets in the 28-unit order are currently on the property (*Trains*).

Yet another 50th anniversary AMTRAK locomotive made several round-trips last month on trains 43/42 Pennsylvanian between Philadelphia and Pittsburgh. This time it was P42 #46 adorned with a large "50 YEARS" logo on each flank.



Specially-painted P42's #100 and 108 had previously run trips on #43 and 42. Now fans are awaiting an appearance from a

brand-new 300-series ALC-42 Charger locomotive, several of which have appeared in special paint schemes.

AMTRAK plans to spend at least \$150 million to repair its vital North [Hudson] River tunnels leading to Penn Station New York. The 112-year-old twin tunnels were severely damaged by the flooding from Hurricane Sandy in 2012. Amtrak expects to do major work on the tunnels once the planned \$12.3-billion Gateway project is completed, which may be seven or eight years from now.

AMTRAK is taking heat for spending \$41.1 million in 2018 to purchase an office building in Wilmington for conversion into the future Unified Operations Center (UOC). The project, which according to Amtrak's own Office of Inspector General was not properly thought out in advance, may become an expensive liability. The intention was to consolidate dispatchers, information technology offices, police and other employees from around the country in the retrofitted structure, at an estimated cost of \$37 million, but later investigation showed it would not be practical to proceed with the full scope of the plan. For instance, it was intended to move some 250 dispatchers to the new UOC, but operational constraints actually allow only about 40 dispatchers to be relocated from Washington and from an existing center elsewhere in Wilmington.

AMTRAK and NJ TRANSIT suffered a major outage in Northeast Corridor services on Monday morning, May 2, when damage to a utility pole in Edison, NJ, caused overhead commercial power lines to fall across the tracks around 5 AM. Both railroads were forced to suspend their operations for several hours. Amtrak cancelled trains between Philadelphia and New York and NJT's Corridor service was disrupted until service was restored about 2 PM. ABC Channel 6 reported that around 12:45 AM on Monday, May, 23, an AMTRAK worker was stabbed twice in the chest inside a men's restroom at 30th Street Station. The employee was taken to the hospital in serious condition, while the suspect was quickly apprehended by police outside the station. Early that same morning a homeless man was stabbed while sleeping on a bench outside SEPTA's Arrott Transportation Center on the Frankford el. The victim was taken to the hospital in critical condition.

Commissioners in Montgomery, Chester and Berks Counties voted in April to authorize the creation of a nine-member Schuylkill River Passenger Rail Authority to promote and oversee the restoration of passenger rail service between Philadelphia and Reading (see April Cinders). "The creation of the Authority is not a guarantee that passenger rail will return, but it is a crucial next step to continue the long process of research and planning," said Berks County leaders in a news release. To kick off the effort, each county will invest \$100,000. Passenger service to Reading ended in 1981, when SEPTA discontinued its RDC operations. Numerous studies already have been made to assess the possible cost of restoration, but a

likely big obstacle will be the necessity of reaching agreement with freight railroad NORFOLK SOUTHERN, which now owns the former RDG/CONRAIL line west of Norristown.

NS President & CEO Alan H. Shaw told shareholders at its



annual meeting in Atlanta last month that the railroad's "top priority is to restore service to the quality our customers expect and

deserve. We have a great team and we're taking the right steps: accelerating our new TOP/SPG operating plan and hiring the conductors we need to execute the plan reliably." NS and other U.S. railroads have been the subject of many complaints from shippers about poor service over the past few years. The head of the government's Surface Transportation Board has blamed the problem on the railroads substantially reducing their workforces "to the bare bones" in order to cut costs, thereby "satisfying their shareholders even at the cost of their customers."

READING & NORTHERN last month received from NS its



first trainload of fracking sand, for delivery to R&N's new transloading facility at Tunkhannock, PA.

That location is in the heart of Pennsylvania's Marcellus shale

natural gas drilling region, in which sand is a vital element for "fracturing" the rock that yields the gas. For \$2 million, R&N also has purchased an idle ten-acre industrial site in Nesquehoning, PA, which the railroad hopes will house businesses that require rail service. The location is almost at the midpoint of R&N's 400-mile rail system and is located on the 19-mile former Jersey Central branch that R&N purchased last year from Carbon County for \$4.7 million, in order to link the two main sectors of its railroad. R&N currently rosters almost 1,400 freight cars and some 40 passenger cars—passenger excursions having become a sizeable business.

America's bituminous coal industry, which in recent years has been buffeted by cuts in demand as more electric generation facilities convert to natural gas, has seen a resurgence in business in recent months. This is partly due to high domestic gas prices and partly to demand from overseas users who are now paying higher-than-ever prices for the coal they need, as a result of the Ukrainian war disrupting coal shipments from Russia. Coal is still a significant commodity for major U.S. railroads, so naturally they also expect to benefit. In the first four months of 2022, U.S. railroads handled more than 1.1 million carloads of coal, a 7% increase year over year, with the

western carriers enjoying the biggest rise in tonnage (*Trains*)... READING & NORTHERN is in a different category as it principally handles metallurgical grade anthracite coal, which is mostly not used for power generation but rather in electric arc furnaces and other industrial uses.



Carl A. Swanson has been named editor of *Trains Magazine*, succeeding the late Jim Wrinn. Swanson comes over from *Model Railroader*, one of Kalmbach's other publications, after a long career in railroad-themed publications.

A new restaurant to be called The Pullman is taking shape in the former Pennsy freight station building in Bryn Mawr.



Construction to expand the floor space has been underway for several months, but no opening date has been announced. The building formerly housed the Tango Restaurant, which closed in December

2019 after 19 years in business.

The Colebrookdale Railroad tourist operation and its freight subsidiary EASTERN BERKS GATEWAY RAILROAD will be the beneficiaries of a \$14.7-million Federal grant to rebuild the 8.6 miles of line btwn. Pottstown and Boyertown, PA.



The grant, announced by the office of Senator Robert Casey on May 26, will pay for rebuilding the track, replacing or upgrading 14 bridges on the former Reading branch, building two transload yards and eliminating several drainage issues. The little-known branch was saved from abandonment in 2010 by the Berks County Redevelopment Authority, which created the EBG and its parent the non-profit Colebrookdale Railroad Preservation Trust. The tourist railroad, which calls itself the "Secret Valley Line," has built a successful operation over the past eight years. Though diesel operated, it recently has acquired two steam locomotives hopefully for restoration. The new Federal funding is mainly intended to allow the handling of heavier freight cars between Boyertown and the connection with NS at Pottstown.

FROM THE STORAGE UNIT

Kevin Feeney

My part with this has come to an end. At mentioned last month, I had cleared out a large part of the locker thru sales on eBay, sales at train shows and NMRA meetings, and various direct sales to members and others. However, a significant amount of unsold items [books, timetables, 00s of postcards and various railroadiana] had accumulated in my living room and my wife finally said it had to all go. So, we packed up and took several boxes back to the storage unit in mid May and put them there neatly on the shelves and floor.

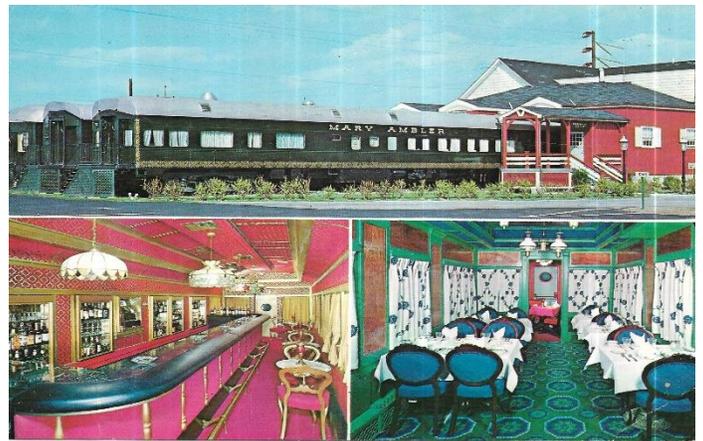


The many small boxes on the back wall shelves contain 00s of extra copies of *Cinders* from the last 20 years or so. These can now all be recycled since they have been scanned and posted to our Chapter's website [see *page 1*].

Among other activities on my recent trip to California, I actually made two **deliveries** of sold items from the storage unit to Chapter members. The first was on May 17th to **David Briggs** who lives in Citrus Heights CA. He lives near Sacramento and we had driven there so I could see the new NMRA exhibit in the CA State RR Museum. David had purchased six Kalmbach RR photo books from 1948 that amazingly were still in the original mailer. He had purchased other donated things on eBay in the past, which is why I



recognized his name. In visiting briefly with David, I learned that he never lived in the Philly area but joined the Chapter because of interest in trolleys and his work with defense contractors often took him to PA. David supplied much of the information about the ex-B&O passenger cars that were part of the **Coach Inn** in Fort Washington, PA. Ironically, as I boxed up the donated stuff in my living room, I came across this postcard of the **Coach Inn** that I will be sending to David.



The second delivery was to **Brad Phillips**. He had bought a group of RR tickets after seeing mention of them in this column several months ago. I actually met him briefly in late April while chasing the



Sugarland Limited steam train [see May *Cinders*]. He lives in Menlo Park CA and works in Santa Clara. On May 19th, he met me for breakfast at our Holiday Inn Express hotel near the San Jose airport. In talking with Brad, I learned he was originally from NY, graduated from Temple University [where he met his wife], served in the Navy and worked for Price Waterhouse CPA in the Philly area back in the 1970s. He mentioned that during an audit in Ft Washington, he ate lunch several times at the **Coach Inn**.

PORT JERVIS TRANSPORTATION HISTORY CENTER OPENS

Kevin Feeney

This new museum opened as of Memorial Day Weekend. I drive up on Saturday May 28th for the 10AM grand opening, which turned out to be a nonevent. The **PJTHC** is 501c3 org that is a fairly recent undertaking by four local non-profit orgs. These include **OPERATION TOY TRAIN**, the **OUTDOOR CLUB OF PORT JERVIS**, **FRIENDS OF PORT JERVIS ART & HISTORY** AND **THE TRI-STATES [NY/PA/NJ] RAILWAY PRESERVATION SOCIETY**.



Although not one of the organizers, the formerly named *Erie Lackawanna Dining Car Preservation Society* now makes its home at **PJTHC**. This group, which was long based in Scranton, moved its collection of passenger cars including two dining cars, **Lackawanna 469** and **EL 741**, to Port Jervis in April of this year. Its two dining cars had run on Erie and E-L passenger trains [*Lakes Cities* and *Phoebe Snow*] through Port Jervis from the late 1920s to January 6, 1970.



PJTHC is located on several acres of City-owned land that once housed a major shop complex for the **Erie RR** including a historic 115-foot turntable. The turntable was originally constructed in 1854 and later expanded in 1928; it was used by Conrail into the late 1980s. It has been restored and is said to be the largest operating railroad turntable in the East.

I arrived about 945AM expecting to see a ribbon cutting, etc. but there was none of that. I paid the \$5 entry fee and just walked in. In addition to the extensive railroad car

collection [that will be covered shortly], there were two special visiting exhibits from the **National Museum of Industrial History**. NMIH is located in Bethlehem PA in buildings that were once part of the huge Bethlehem Steel complex there. The visiting exhibits included a former Bethlehem Steel TUG railcar mover and a steam-powered calliope.



There were several booths from various groups. The **O&W Railway Historical Society**, which is in fact a NRHS chapter, had one with displays and offering their books. I was not aware that the O&W once had a branch to Port Jervis from Summitville NY. The **Wayne County [PA] Historical Society** booth was mainly focused on the Delaware & Hudson Canal that was constructed thru Port Jervis back in 1828. The **Middletown & New Jersey Railway Historical Society** was selling its publications. For \$3, I brought an envelope of historic RR tickets that were being sold to fund the repainting of M&NJ #2 [on site], a GE-built 44-tonner that was M&NJ's sole operating locomotive for 36 years [1971-2007]. The **New York Society Model Engineers** had a nice display of model railroad equipment for the Erie, E-L and M&NJ in various scales. **Metro-North** had a table offering freebies and I came home with a water bottle, bag, and ruler. There was one vendor selling RR T-shirts and hats.

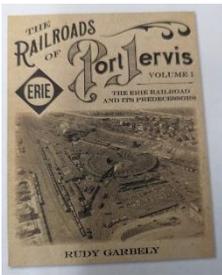
I was there thru 1130AM walking thru two display cars and photographing the various equipment. This car is a 70-foot



insulated plug-boxcar formerly used by SCL and CSX. Inside were historical displays and various pieces of railroading from mainly from the Erie. This car is presented by the *Tri-State Railway Preservation Society*. Next to it is this car that is presented by the *Operation Toy Train*. This 50-foot, X58 box car was built by the PRR in 1965 and was later used by PC/CR/NS. The car received its unique camo paint scheme and its 1775 number, honoring the founding of the USMC, back in 2009 when it was used on a Toys for Tots



train. Plans are to repaint it into the Conrail S.O.R.T. paint scheme. Inside the car on one side is a small theater that was showing a video of freight and passenger trains in Port Jervis in the mid-1960s; the other side had displays, several O&W HO structure models and a sales area. Among the items for sale was this new book.



The back side of the **PJTHC** flyer had a map showing the location of over 20 pieces of historic railroad rolling stock on the site. In addition to the two dining cars, the Dining Car Society owns three former circus train cars.



This horse/elephant car was built in 1961 for UPRR by ACF. It was one of the last six-wheel trucked cars built in the USA.



This car was built in 1950 by Pullman-Standard as a coach also for the UPRR. It was later used by GTW and SMTA before RB&BB brought it and converted it to a dormitory car. Another ex-circus car [40002] was sitting on one of the tracks off the turntable. The Dining Car Society also owns NKP201, a 10-6 sleeper named *The City of Lima*, which operated on the *Lakes Cities* through Port Jervis until sleepers were removed from the *Lake Cities* on October 28, 1962.



An ex-US Army 18-tonner switcher engine was operated on a short segment of track. Amazingly, this engine was built by Plymouth-in 1941 and was used by the **Morristown & Erie** as its shop switcher from 2003 to around 2017.

Leaving **PJTHC**, I looked for more signs of its Erie heritage. Earlier, this was first thing I saw upon entering Port Jervis.



In the beginning of the 20th century, the Erie employed over 3,000 workers in Port Jervis, which had a population of less than 10,000. A full circle, round house was built around 1875 surrounding the turntable, the last remnants of the round house were destroyed by arson in 1987.

A few blocks away is the historic **Erie Depot**. This is the view from the trackside. It was built in 1892; later in 1912, the baggage room was enlarged and space was added for REA. It was the largest station on the Erie's Delaware Division that was headquartered in Port Jervis. E-L passenger service at the station ended in 1974 but the building has been restored and is currently used by several local businesses. Next door is the restored historic **Erie Hotel & Restaurant** that was built in 1890.



Nothing remains of the massive freight yard that once handled 00s of freight cars each day. However, there is still commuter service to Port Jervis from Hoboken [95-miles] and Secaucus Transfer [91-miles]. Though operated by **NJT** under contract, **Metro-North** actually leased the line from NS back in 2009. Parts of the line are the most remote and scenic on the **Metro-North** system, and it includes both its longest bridge, the Moodna Viaduct, and its longest tunnel in Otisville. Equipment is provided by both **NJT** and **M-N**.



Heading home, I passed this-Erie caboose in a shopping



center's parking lot. Its number [C143] is very common on HO-sized, Erie cabooses.