

NRHS



MARCH 2022

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Vol. 83 NO.3
 OFFICIAL NEWSLETTER of the
 PHILADELPHIA CHAPTER OF THE NRHS
 PO BOX 7302
 PHILADELPHIA PA 19101-7302

NRHS NEWS

Kevin Feeney

On Saturday Feb. 26th, I attended the NRHS' midyear BOD meeting, which was on-line. In addition to my involvement with our Chapter, I serves as Comptroller of the *NRHS FUND*. This is a separate 501c3 corporation that handles the NRHS' investments and most donations. The Fund has received over \$90,000 in donations since April 1,2021, which will allow for an increased level of **Heritage Grants**.

I can say that the NRHS is in good shape financially and membership has stabilized, albeit at a much lower level then what it was historically. Members should be aware of certain changes that are being made to our organization. First, there will be an even smaller BOD. Years ago, each chapter was a member of the BOD and the BOD meetings were totally unwieldy. The current BOD has 15 members while the new BOD will have just nine. Second, the NRHS is moving away from calendar-year memberships to 12-months from when you join. Existing memberships will continue to expire on 12/31. With this change, there will be a significant reduction in the grace period for non-payment of dues. I found it appalling that just over 1000 members have yet to pay their 2022 dues. Because of lingering COVID concerns, both **RAILCAMPs** were cancelled for 2022.

In terms of upcoming meetings and conventions, here is the schedule for the next 2 years. The annual convention will be in Fullerton CA beginning on Monday May 16th. In a change with prior practice, the BOD and memberships meetings will take place on that day rather than on the following Friday. Information about the hotel, trips, etc. should be available by the time you are reading this. There will be a Fall meeting in Springdale Arkansas from Sept. 22-25 that will include a rare mileage trip on the **Arkansas & Missouri RR**. The BOD approved a joint meeting with the **RL&HS** for Spring 2023 in northern California. The 2023 annual convention will be in south Florida [probably Ft. Lauderdale] that September. It is hoped that the convention will include special trips on **Brightline** to Orlando and on the Sugar steam train. For 2024, Harrisburg is under serious consideration as a base with hopes that **EBT** will have full operations by then.

PRESIDENT's MESSAGE

Kevin Feeney

Our February 17th meeting went well in the hybrid format. I presented Part II of my 2021 travelogue [thru July 2021] from the Elkins Park Station and several members watched the presentation via ZOOM. Since going to this format, we have attracted a mix of live and remote attendees totaling about 30 each month, somewhat evenly split. We have lined up other presenters thru June [see page 2 bottom of 2nd column], so apparently there is no need for Part III of my travelogue.

Our next meeting will be on Thursday March 17th 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/84639664550?pwd=c2ZNOHNCSy9MVUFiUDhtQzVxTjdNZz09>
 Meeting ID: 846 3966 4550 with Passcode: 074931

The meeting will feature a remote presentation by Rich Jahn on Philadelphia trolleys. Rich is the long-time editor of *Flags, Statues & Diamonds*, the highly regarded periodical publication of the Anthracite Railroad Historical Society, and one of the founding members of the ARHS.

SEPTA, with help from the Federal Transit Administration, will be replacing the 1930s era catenary and related structures for approx. 1.6-miles from 30th Street to the K Interlocking. Per Section 106 of the National Historic Preservation Act, the FTA has reached out to our Chapter as a potentially interested party to participate in the Section 106 consultation on the project.

For more information of this project, please see:
<https://gfnet.sharefile.com/d-sf6cfb00227ad495bb0cceeac2a65093c>.

If the Chapter wishes to participate in the **Section 106 process** or make any comments, we must do so by March 27th. If any member thinks we should get involved with this, please get back to me in a timely fashion.

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 March 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

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 **webmaster@nrhphiladelphia.org**.

CHAPTER OFFICERS (Elected)

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

COMMITTEE CHAIRS (Appointed)

Editor	<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.

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

Kevin Feeney, Editor
1447 Wheatsheaf Lane
Abington, PA 19001-2619

UPCOMING EVENTS

Model RR Open House, Saturday- 3/12/22, NOON - 3PM, GATSME [Rockledge Model RR Museum] 323 Montgomery Ave, Rockledge, PA 19046

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. The preserved Harrisburg Tower will also be open for visitors that day.

FUTURE CHPT MEETING DATES

[whether in-person, hybrid or Zoom]

April 21st, Michael Brotzman - Main Line Towers

May 12th* Dale Woodland - TBD

June 16th, Frank Tatnall -KY Derby Trains

August 4th Summer Get-Together

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



FRANK G. TATNALL, JR.

In an effort to address the nagging problem of driver shortages, SEPTA on February 27-28 began operating a somewhat reduced service on many of its bus routes.



The new schedules also take into account the present ridership levels on the system. Market-Frankford Line riders saw an increase in rush-hour headways from five to six minutes. There are no schedule reductions on the Broad Street Line,

trolley lines, Norristown High Speed Line or on Regional Rail. Transit ridership in December 2021 reached a high of 54% of pre-COVID levels, while Regional Rail was at 39%. But ridership in all modes declined in January due to the surge in cases from the omicron variant and numerous school closings.

A timetable reissue for a number of Regional Rail lines will become effective on April 24, but there will be no significant increases in service which is already at 75% of pre-COVID levels. There is, however, a major change expected by mid-summer. That is when some Media-Elwyn service is to be extended to the new Middletown station at Wawa, where construction work has been underway for the past several years. The project includes restoration of the long-idle single track from Elwyn to Wawa, a distance of 2-1/2 miles. Like transit, Regional Rail also is experiencing a shortage of employees. The ranks of qualified crews, both conductors and engineers, have declined from pre-COVID days, with the number of engineers down sharply from the more normal level of 213 in 2019. To partly make up for this, 35% of SEPTA engineers are currently working six-day weeks.

The Philadelphia area suffered an unfortunate threesome of transit-related deaths during the 12-hour period from Thursday evening, February 17 through Friday morning the 18th. A 13-year-old boy riding a bicycle was struck and killed by a Route 7 bus in South Philadelphia on Thursday evening, then around 5 AM the next morning a woman was hit by a Route 102 trolley in Collingdale. Two hours later a male trespasser was killed by an inbound Trenton Regional Rail train near the Croydon station. This forced the cancellation of all SEPTA Trenton service for much of the morning. To add to those annulments, all Paoli-Thorndale

service was shut down during the morning rush hour due to AMTRAK wire problems. Service was resumed just after 9 AM, with some inbound trains operating express from Rosemont to Overbook station.

Overnight on Thursday, February 24, a temperature drop turned a steady rain into an icy coating in the northern and western suburbs. Paoli-Thorndale line service was suspended during the morning rush on Friday but was restored around 8:30 AM from Malvern eastward as temperatures rose above freezing. Service remained suspended to and from Thorndale for several more hours. All of AMTRAK's morning *Keystone* trains were cancelled due to the storm, but those that originated or terminated in New York did operate on the Corridor portion of their runs. Service on SEPTA suburban trolley routes 101 and 102 to Media and Sharon Hill respectively was suspended on Friday morning due to the icy conditions, with bus substitution. Sharon Hill returned to trolley service by 8:30 AM and Media trolleys an hour later.

The City of Philadelphia has lost 7.6% of its jobs since the start of the pandemic in March 2020, according to a new study by the Pew Charitable Trusts as reported last month in the *Inquirer*. Nationally, the number of jobs is down only about 2.6% over the same period. The City was home to roughly 738,000 jobs in 2019 but by the fall of 2021 it was still 65,000 jobs short of that pre-pandemic figure. The Pew study also found that remote work may have significant long-term effects on Philadelphia's wage tax receipts, which have produced nearly half of the City's tax revenue in recent years.

Pew estimates that more than a quarter of the former in-person office workers in Philadelphia who have been working remotely during the pandemic will still be working away from the office either full or part-time by 2025. This trend obviously could have long-term implications for SEPTA ridership, but the Pew study also offers a road map for revitalizing the region. If done right, this could add over 36,000 jobs in the City by 2025—or the worst-case result would be the loss of 34,000 jobs during the same period. The difference of 70,000 jobs represents about 10% of Philadelphia's total employment. The Pew report stopped short of making any actual policy recommendations.

The *Inquirer*, in its February 20th edition, carried a major article on the rebirth of the long-neglected former industrial area in Germantown, which is close to SEPTA's Wayne Junction rail station. The station, which SEPTA has spent \$31.5 million to restore over the past several years, was built in 1881 to a design by the famed architect Frank Furness, then rebuilt in 1900 by its original owner, the Philadelphia & Reading Railway. Now it is attracting developers who can renovate nearby facilities, such as the newly opened

Autograph Apartments housed in the onetime Max Levy Autograph printing equipment factory. This is an example of what has become known as “transit-oriented development,” in which new residents are attracted by readily available transit services.

A February 24 *Inquirer* article entitled “Locked In” describes how SEPTA, in an apparent effort to deal with the pandemic, has locked many gates in center city rail stations, as well as at certain entrances to the underground concourses. Stories of subway riders being trapped between locked gates at station exits are somewhat alarming, and there are numerous cases of passengers having difficulty finding open entrances to stations such as Jefferson in particular. SEPTA generally defends its actions, saying that the locked gates are necessary for security and the safety of people in areas that are less trafficked because of reduced ridership.

SEPTA will soon hold its largest-ever sale of revenue bonds to help address what it calls a “state-of-good-repair backlog and [to] invest long term in vehicle replacement.” This \$800-million offering is made possible by the Authority’s newly acquired ability to borrow against the \$400 million that transit agencies will receive each year from the State’s motor vehicle sales tax. The new funding will replace the \$400 million that transit has been receiving annually from the Pennsylvania Turnpike Commission, which under existing law will now be reduced to only \$50 million. SEPTA has been receiving about \$225 million a year out of the Turnpike payments but could not use those funds as collateral for bond sales. Proceeds will be mixed with whatever funding becomes available under the recently approved Federal infrastructure law (SEPTA says that it has more than \$4.6 billion in deferred maintenance needs). Fares will not be raised as a result of the borrowing because PA law requires that all transit fare revenue be used for operating and not capital expenses.

SEPTA will substitute busses on the Route 11 trolley line over its entire surface segment from February 28 through April 15, to make way for a track replacement project on Woodland Avenue between 58th and 60th Streets. The buses will operate between Darby Transportation Center and the 40th Street tunnel portal seven days a week during this time period. SEPTA is offering “welcome back” discounts of 25% on all weekly TransPasses, TrailPasses and Cross-County Passes sold during the three weeks beginning March 7. It’s hoped that these discounts will help lure some former riders back to the system.

Passengers and crew on public transportation will no longer need to wear masks as of March 18, the date when a longstanding CDC order expires. The requirement applied to bus, rail and air modes and was much disdained—or

ignored—by many people. SEPTA has issued a new list of office hours at outlying Regional Rail stations. Most of these offices are open for anywhere from five to seven hours during the morning, on weekdays only, but some now have reduced hours. Exceptions are Jenkintown open from 5:15 AM to 6:15 PM, Lansdale 5:15 AM to 6 PM, Paoli 5 AM to 6:45 PM, and Temple 7 AM to 4 PM. No offices are open on weekends. SEPTA will operate several extra Regional Rail trains on the first two weekends in March for the Philadelphia Auto Show at the Convention Center. The same extras will run for the Philly Home Show on the third and fourth weekends this month.

After seemingly years in limbo, the involuntary manslaughter case against former AMTRAK engineer



Brandon Bostian was back in court last month. Jury selection was made on February 24 and testimony began the next day. Bostian, 38, is charged with operating eastbound train #188 in a negligent

manner on May 12, 2015, causing the high-speed derailment of the train on a restricted-speed curve at Frankford Junction which resulted in eight passenger deaths and more than 200 injuries. In a front-page story, the *Inquirer* reported that in the years since the disaster Amtrak has paid out more than a quarter billion dollars to settle lawsuits filed by victims or their families.

The Bostian case has bounced around the court system for several years, with at least two judges dismissing it as an accident rather than a criminal matter. However, PA Attorney General Josh Shapiro revived it and is prosecuting the case in Philadelphia Common Pleas Court. In addition to involuntary manslaughter, Bostian is charged with hundreds of counts of reckless endangerment, as well as causing a catastrophe, which is considered a felony. Bostian turned down a plea deal with the prosecution that could have spared him the risk of spending many years in prison. The trial was still in progress as *Cinders* went to press.

In its year-long investigation of the tragedy, the National Transportation Safety Board found that Bostian—even though experienced with the geography of the Northeast Corridor—had lost his “situational awareness.” This could have happened because he was distracted by radio chatter regarding a rock-throwing incident with a nearby SEPTA train. For whatever reason, he increased the speed of his train to 106 mph as it approached the curve rather than reducing it to the required 50 mph. Amtrak also was faulted for its failure to complete installation of a speed control system on the eastbound tracks at Frankford Junction, even though the

system (known as Positive Train Control) was already in service on the westbound tracks. The locomotive on the train, ACS-64 #601, was heavily damaged and has never been returned to service.

An encouraging development in the long campaign to schedule a second daily AMTRAK train between Philadelphia and Pittsburgh was announced last month. NORFOLK SOUTHERN and the Commonwealth of Pennsylvania are finalizing an agreement for the State to spend up to \$170.8 million to pay for infrastructure work on NS’s ex-Pennsy Pittsburgh Line. The work would include improvements to yards at Harrisburg, Altoona, Portage, Johnstown and Pittsburgh to create more track space for freight trains to clear the main line and allow passenger trains to pass. The appropriation would come from money already set aside to purchase new passenger rolling stock, which now will be paid for out of the recently approved Federal infrastructure legislation. PennDOT said that it could take between three and five years to complete the improvements, but the necessary operating agreement between NS and the State should be done by this June. Work may be started soon after that.

The first two of AMTRAK’s 75 new ALC-42 Charger locomotives, #301 and 302, entered revenue service last month. Amtrak has exercised an option with Siemens Mobility to purchase 50 more of these 4,200-hp state-of-the-art locomotives. The units will replace Amtrak’s current fleet of 25-year-old P42 locomotives, which now handle trains operating in non-electrified territory. Delivery of all 75 units in the original order is expected to be completed in 2024. AMTRAK last month unveiled yet another P42 unit dressed up in a unique, one-of-a-kind paint scheme. This time it’s #203 which sports a yellow-and-black scheme promoting the safety organization Operation Lifesaver. In large letters on the sides is the slogan “See TRACKS? Think TRAIN.”



AMTRAK has earned a spot on Forbes Magazine’s “America’s Best Employers 2022” list, the sixth time the railroad has received this recognition. Amtrak was ranked #110 among the 500 companies identified in an independent survey of more than 60,000 employees across the country. Meanwhile, CSX was among 333 U.S. companies appearing on Fortune Magazine’s annual “World’s Most Admired

Companies” list, in which UNION PACIFIC also appears among six transportation firms.

CSX and the City of Philadelphia were butting heads last month on two issues, both related to bridges. One involves



CSX’s proposed removal of the decaying Cemetery Avenue bridge over the ex-Baltimore & Ohio mainline in Southwest Philadelphia, which CSX is responsible for maintaining under a longstanding agreement. The 60-year-old bridge was built by predecessor B&O after a freight train derailment had destroyed the previous span. While the railroad contends the bridge is no longer needed, the City and nearby residents insist that CSX replace or repair the existing structure which is used both for auto and pedestrian traffic, as well as emergency vehicles. Recently the Pennsylvania Public Utility Commission sided with the City in denying the railroad’s request to remove the bridge. It’s estimated that the cost of a new bridge would be about \$5 million.

The other issue involves the ancient 25th Street viaduct in South Philadelphia which carries rail traffic to and from Greenwich yard, the intermodal terminals, and the Port of Philadelphia. Completed in 1928 by the Pennsylvania Railroad and now owned by CSX, the viaduct was built to provide easy access for rail traffic to Girard Point, the Navy Yard, coal pier and the Delaware River cargo piers. The trouble is that parts of the mile-long structure are crumbling, with chunks of concrete sometimes falling onto the street below. CSX promised seven years ago to do major repair work on the viaduct, which thus far has mainly consisted of hanging steel netting beneath the bridge to catch falling concrete. While the structure is sound for the purpose of carrying heavy freight trains, it has become an eyesore and a possible threat to public safety. Now residents and the City want to hold CSX to its commitment to repair the drainage system, replace some walls and resurface the underside of the viaduct.

NJ TRANSIT’s board has approved the purchase of 25 more Multilevel III rail cars from Alstom, which was an option in



the original contract for 113 new multilevel cars. The

purchase is being made as part of the \$1.56-billion Portal North Bridge project in North Jersey. NJT has appointed James Sincaglia as senior vice president & general manager of rail operations. Sincaglia has 26 years of service at NJT

and was a key contributor to the successful installation of the Positive Train Control system.

At least five people were injured when an NJT bus veered off the Atlantic City Expressway near Hammonton around 4 AM on Tuesday, February 8, and crashed into the nearby woods. The Philadelphia-bound Route 551 bus was headed to Philadelphia. The driver had to be cut out of the bus by Hammonton Fire Department personnel and was treated for minor injuries. Four of the nine passengers were taken to area hospitals with various injuries.

A U.S. DOT report released last month is critical of the nation’s railroads in dealing with pandemic-related supply chain issues. It also cites concerns with the Precision Scheduled Railroading cost-reduction system now utilized by most major railroads. The report also recommends increased regulation of freight railroads and discusses the effects of Class I railroad mergers. Another concern is rising railroad rates, which the DOT contends have increased by 96% since 2002 as compared with trucking rates which are up by only 40%. The report also encourages the Surface Transportation Board to require freight railroads to allow passenger trains to use their tracks, which is the subject of a current dispute among AMTRAK, CSX, and NORFOLK SOUTHERN. The 141-page document was drawn up in response to an executive order from the Biden administration (*Trains*).

NORFOLK SOUTHERN has reported record full year operating income for 2021 and a record low operating ratio



of 60.1%, which it attributes partly to the use of Precision Scheduled Railroading methods.

For the year, operating income surged 48% to \$4.4 billion as revenue increased 11% to \$11.1 billion. Traffic volume was up 5%, led by double-digit increases in coal, metals, construction materials and chemicals. NS projects revenue growth of 7% to 9% in 2022, driven by merchandise and intermodal business. It plans to spend about \$1.8 billion on capital improvements this year (*Trains*). As of late February CSX, had not released its full-year 2021 results.

NS is working to fill vacancies in the ranks of its operating employees. Qualified conductors are especially needed, so NS is now offering starting bonuses of up to \$5,000 for conductor trainees in several priority locations such as Harrisburg and Conway, Pa, and \$2,500 in other locations. Once training is completed new conductors are guaranteed a minimum annual salary of \$52,000, a 401(k) savings option, healthcare coverage and other competitive benefits. The minimum salary provisions progressively increase over four

years to about \$63,500, but with normal work opportunities most conductors earn far more than the guaranteed minimum. A conductor also can be promoted to a locomotive engineer position which has guaranteed minimum annual pay of \$94,000, along with benefits.

NS says it will improve service this spring after it rolls out a new operating plan and remedies the current crew shortages.

On the mechanical side the railroad has recalled 18 laid-off workers at its main locomotive shop in Altoona, bringing the total shop workforce there to 318 people. Obviously, the railroad wants to guard against any power shortages as the volume of its business increases, as expected.

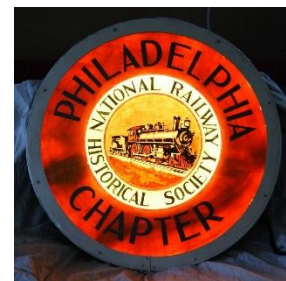
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FROM THE STORAGE UNIT

Kevin Feeney

Harry Garforth and Bill Finch joined me for a work session on 2/21. While our primary aim was to look for back issues of *Cinders* [a complete set back to 1976 is now being scanned], we were also able to go thru several other boxes. Two boxes were full of loaded slide trays and another box had rolls of 8mm movie film. **Does anyone have the ability to convert them to a digital format?** We have finally cleared out the center part of the storage unit. The remaining boxes are either on shelves or on top of the file cabinets. After the back issue of *Cinders* are scanned, we will recycle 00s of extra copies and plan to move to a smaller storage unit. What to do with the 000s, maybe 10,000 slides? Several members have suggested donating them to the relevant RR historical societies, but just sorting thru them would be a monumental task. Anyone have ideas or offer to help?

Ebay sales for February amounted to \$66 and we had another \$550 of direct sales. Several folks contacted me about SJ RR things that I mentioned last month. Speaking of eBay,



member Andy Lewis sent me a link to eBay item # 133921262446, pictured here. The seller from Delaware told me he brought it at an auction and is asking \$1500 for this lit drumhead. Do anyone know anything about this historical item? We have an old, somewhat rusty crossbuck for sale if anyone is interested.

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.

**RAILFEST RETURNS to STEAMTOWN
in
SCRANTON on JUNE 11-12**

Steamtown National Historic Site in Scranton, PA has announced the return of **Railfest** on Saturday and Sunday, June 11-12, 2022. This year’s celebration will be offered in partnership with the *Pennsylvania Anthracite Heritage Museum’s Arts on Fire* event at the Scranton Iron Furnaces. Both sites are excited to be collaborating to provide an interactive and immersive experience showcasing the Scranton area’s history. New for 2022, there will be no admission cost for the event.

Details are still being ironed out for the weekend-long event, which is expected to include activities such as an iron pour, live music, arts programming and more! Updates will be forthcoming and may be obtained by visiting www.nps.gov/stea or @SteamtownNHS on Facebook, Instagram, and Twitter. Learn about the Pennsylvania Anthracite Museum by visiting www.anthractemuseum.org or @AnthraciteHeritageMuseum on Facebook and @AnthraciteMuse on Twitter.

Located in downtown Scranton, Pennsylvania, Steamtown NHS is open daily from 10 AM to 4 PM. From Interstate 81, follow Exit 185 (Central Scranton-Biden Expressway); then follow the brown and white signs to the park entrance at Lackawanna Avenue and Cliff Street (GPS: N 41.41, W 75.67). General park information is available by phoning (570) 340-5200 or by visiting the park website anytime.

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**PROGRESS ON
THE 100th ANNIVERSARY OF
THE FRANKFORD ELEVATED
EXTENSION PROJECT**

Harry Garforth

1. Prepared a summary of the evolution of Rail Transportation serving the Frankford community leading up to the opening of the Extension in November 1922.
2. Prepared a chapter covering the early rail transportation services offered by the Philadelphia & Trenton Railroad.
3. Prepared a chapter covering the next phase of rail service development to the Frankford community including streetcars powered first by horses, then steam dummies, and finally through electric overhead wires.
4. Prepared a chapter of the Philadelphia & Frankford Railroad which provided one-seat ride service to 12th & Market Streets starting in 1894.

5. Prepared a chapter on the Bustleton Line, which became Route 59 serving the Frankford community, and operated as far as Bustleton pike and Lott Street.

In conjunction with our efforts to document the history of Frankford rail transportation, we will be manning a table at the **Northeast Philadelphia 2022 History Fair** to be held on Saturday, April 30th from 10 AM to 3 PM, in the Cannstatter Volkfest Verein – 9130 Academy Road, Philadelphia, PA 19114.

While we have found some related historical material going thru the boxes in the storage unit, we would appreciate hearing from our members and friends that have any old documents, photos, maps, etc. that would be relevant to this project. Full credit will be given to any material used in the final report or publication.

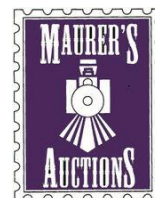
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MEMBER MAIL

DAN MURRAY was saddened to read about the fire that destroyed the boyhood home of Editor Emeritus Larry Eastwood. He sent me a text saying he went for a hike back in December 2021 and this is what the house looked like then.



SHEILA DORR sent me a letter with advertisements for two LIVE local auctions. The first was a large ad for the **ROADSIDE AMERICA MEMENTOS AUCTION** that was held in Reading on Feb. 27th. I had thought the contents of this long-time attraction were sold last year. This auction included various O gauge trains, figures & buildings plus railroadiana and Americana items. The second was an ad for a **HUGE TRAIN AUCTION** in Red Lion PA on March 5th.



After seeing these ads, it made me wonder about Maurer’s Auctions. I used to attend their live auctions in Spring City PA. With Covid, they switched to online auctions. On March 1st, I visited their website that showed NO upcoming auctions of any type.

ATLANTA GA 2/9/2022

Kevin Feeney

This was another of my one-day adventure trips – my fifth in the last 14 months. My airfare limit for these trips is around \$100 and this one cost \$91. My goal, like with the prior one-day trips was once there to spend the whole day riding trains.

I had been to Atlanta many times over the years. My first visit there was in 1978 when I was an internal auditor with Gulf+Western. I passed thru Atlanta during the 1996 Summer Olympics that were held there and was in **Centennial Olympic Park** days after the bombing that happened on July 27, 1996.

Before I left on this trip, I went to the **marta** website to plan out the day's train riding.



marta is the local transit agency for Atlanta and the surrounding counties. It started in 1971 with busses and later added rapid rail service. A colorized system map is shown here. The light blue lines are the Interstate Highways. I-85 enters from the NE while I-75 comes in from the NW; south of the I-285 beltway, they join thru the center of Atlanta and later split separately south of I-20. The other colored lines are

what **marta**'s calls rail lines. *It is not a conventional railroad, but rather a heavy rail, rapid transit system with 48 miles of standard gauge track powered by a 750v third rail.* It reminded me of the METRO in DC and the PATCO High Speed line in South Jersey. Originally, the rail lines were named directionally and some vestige of that still exists. The Blue/Green east-west lines were the first built in 1979. The Red/Gold lines run north-south and were added beginning in 1982. The southern end of these lines is at Atlanta's **Hartsfield–Jackson International Airport** [ATL], located some 15 miles south of the downtown. Interestingly, the Gold Line was initially called the Yellow Line but it was renamed after objections from the Asian community.

My flight from PHL arrived at ATL around 9:20AM. I could not to buy a senior ticket at the airport. So, I paid \$2.50 plus \$1 more because I did not have a Breeze card. However, I was able to get a large system map and the *Rapid Rail Schedule* as of 04-24-2021 REVISED, albeit also in Espanol.

From the stub-end terminal at ATL, I boarded a Gold Line train and exited at the *Lindbergh Center* station so I could sign up for a free senior Breeze card and then rode a Red Line train north to the end of the line. The last stop had a sign saying **N-11** that was

a vestige of the directional names. I rode south back to the *Lindbergh Center* station so I could board a Gold Line train to *Doraville*, which is just inside the I-285 Perimeter. The Gold Line runs parallel to a former SR mainline and reached Doraville in 1992. There is a NS [ex-SR] rail yard there, built to serve a GM assembly plant that closed in 2009 and recently demolished. I could have stayed there and rail fanned for a while, but time did not allow for that.

Back on the Gold Line, I exited at *North Avenue*. Once at street level, I was right by Norfolk Southern's new corporate headquarters. I walked two blocks to have lunch at **The Varsity**. After lunch, I walked back to the *North Avenue* station. I took a southbound Red Line train to *Five Points*. There the Red/Gold lines run beneath the Blue/Green lines, which were built first and are also underground. The result is a massive, multi-level interchange that reminded me of similar ones in DC or in London. I headed for an eastbound train and boarded a Green Line train, which was different. It only had two cars while the other trains I rode that day all had six cars.

I rode the Green Line east passing **CSX's Hulsey Intermodal Terminal** that handles domestic intermodal freight, and then **marta's Avondale Maintenance Shop** and yard on the north side of the track where older, out of service cars are stored and are being stripped for usable parts. At *Indian Creek*, I boarded a westbound Blue Line train and exited at *Ashby* to connect to a Green Line train to *Bankhead*. Here the east-west line is underground and on two levels. Leaving *Ashby*, the train came out above ground running on a single track and it was into the two-track *Bankhead* station in about five minutes. I boarded the next train back to *Ashby* where I continued to the west end of the Blue Line. There I boarded an eastbound train to *Five Points* where I switched to northbound Red Line train. It was a quick ride to the *Peachtree Center* station, which is the deepest on **marta** at 120' down. The station walls are an exposed rock cut.

I exited to the street so I could ride the Atlanta Streetcar that built by the city in 2014 and became part of **marta** in 2018. A white car was stopped on the tracks [a dead Tesla] blocking the Siemen **S70 LRV** that came a few minutes later. The Streetcar makes a 2.6-mile loop by the **Centennial Olympic Park** and the **MLK** sites. However, my ride took almost 2 hours because of the dead car and two accidents along the route. Leaving the Streetcar, I walked a few blocks to **Underground Atlanta**. Here, in a historic gulch created by the original RR lines into Atlanta, are streets and buildings from the 19th and early 20th centuries that were abandoned as the city built up and over the area. It was "rediscovered" in the late '60s and once was a prime tourist attraction. I walked over to *Five Points* and boarded the next train to the ATL, arriving there just after 6PM. I flew back from ATL via Charlotte to get more AA Advantage miles.

My next DAY TRIP is to Boston on March 14th. This is a very abbreviated description of my ATL trip. To request a detailed trip write-up with pictures, just email me w/ ATL as the subject.