



CINDERS

NOVEMBER 2022



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Volume 83

Number 10

Newsletter of the
PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.
Post Office Box 7302
Philadelphia, PA 19101-7302

Chapter Website: www.nrhsphiladelphia.org

MEETING NOTICE

THURSDAY, NOVEMBER 17, 2022

SEPTA Elkins Park Regional Rail Station, Elkins Central Meeting Venue, 7879 Spring Avenue, Elkins Park, PA 19027. **PLEASE USE THE SPRING AVENUE ENTRANCE TO THE "ELKINS CENTRAL" MEETING ROOM. PLEASE DO NOT USE THE TRACKSIDE ENTRANCE. THANK YOU!!**

MEETING START TIME: 7:00 PM

Philadelphia Chapter's monthly meeting on Thursday, November 17, 2022 will feature a presentation by Chapter National Representative William Welk on the Railroads of Mexico.

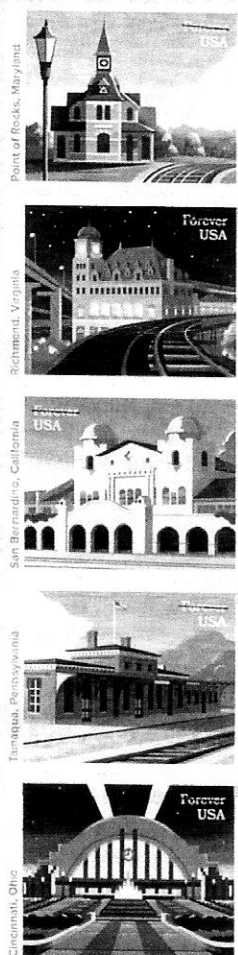
Our program will be both an in-person program as well as a ZOOM Program, arranged by ZOOM Master Eric Dervinis. The access codes for the presentation are:

Meeting ID: 815 7026 0581
PASSCODE: 614953

Our December 15 program will feature NRHS Media Services Director Mitchell Dakelman with a 16mm sound movie from the NRHS Film Library. The subject has not yet been firmed up but it will be a vintage film, to be sure.

Looking forward into 2023, we can expect, among others, a program by Harry Garforth on the Centennial of Philadelphia's Frankford Elevated, which celebrates its centennial during the month of November. Also on the list is a slide/ZOOM presentation covering a tour of Canada's British Columbia Railway prepared by Chapter President Larry Eastwood. Larry (and the late Rich Copeland) were among some 200 rail enthusiasts who spent a week on a chartered BC Rail train in September, 1987 covering all operable lines on BC Rail. That program may be scheduled as early as our January 19, 2023 meeting.

During November, we celebrate Thanksgiving (Thursday, November 24). Let us pause to be thankful for the rail heritage that we all enjoy at this time of year. **HAPPY THANKSGIVING TO YOU AND YOUR LOVED ONES!!**



The U.S. Postal Service is issuing a series of five stamps of classic railroad stations in 2023. USPS

Railroad Station Stamps

From USPS in 2023

--See Page 5

**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 website: www.nrhsphiladelphia.org

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2022-23 ANNUAL MEMBERSHIP DUES: Effective September 1, 2022, \$20.00 per person, which covers Philadelphia Chapter dues through December 31, 2023. (NRHS National membership dues for 2023 are \$50.00, billed directly by NRHS.) NRHS chapters bill their members separately for Chapter dues. Donation requests for Philadelphia Railfriends were mailed during October, 2022 via separate mailing from *Cinders*. Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance, payable to **Philadelphia Chapter, NRHS** in the amount of \$20.00 to Post Office Box 7302, Philadelphia, PA 19101-7302. Please be sure to include name, valid mailing address, telephone number and E-mail address, as applicable.

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.) Beginning in early 2023, we expect to effect electronic delivery of *Cinders* to those who elect to receive same.

Cinders is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor Emeritus at P.O. Box 353, Huntingdon Valley, PA 19006-0353. **EXCHANGE newsletters should be sent to:** R. L. Eastwood, Jr., Editor Emeritus, P. O. Box 353, Huntingdon Valley, PA 19006-0353, or by electronic mail to ayrestower@comcast.net.

Former Treasurer Ken Thomas' Wife Passes Away

Former Chapter Treasurer Ken Thomas has informed us that his wife, Donna, passed away on Sunday, October 16 following a two-year battle with ALS. Ken reports her passing was peaceful. Funeral arrangements were through Wetzel & Son, 419 Huntingdon Pike, Rockledge, PA. Viewings were held from Thursday, October 20 and from Friday, October 21, with service at the Funeral Home at 10 AM on Friday. Donna will be remembered by Chapter members for sending Christmas cookies to our December meetings in Elkins Park. Our sympathy is extended to Ken, who had been her constant caregiver over the period of her illness.

DO WE HAVE YOUR CURRENT AND/OR CORRECT E-MAIL ADDRESS?

*As we enter 2023, Philadelphia Chapter expects to make electronic delivery of **CINDERS** available to our membership.*

*We are asking that members insure that we have on file your **CURRENT** and **CORRECT** E-mail address. To that end, we would ask that you E-mail your correct and current E-mail address to ayrestower@comcast.net upon receipt of this issue of **CINDERS**.*

You may also do this on your 2023 Membership Dues Renewal form when renewing for 2023.

R. L. EASTWOOD, JR., President and Editor
November 1, 2022

WILLIAM S. ZAVOD, MD October 13, 2022

We note the passing of Chapter Member William S. Zavod, MD, of Merion Station, PA on October 13, 2022. Zavod had joined Philadelphia Chapter in 1984. He maintained an active pediatric practice in Ardmore, PA. His professional duties prevented him from actively participating in and attending meetings.

He is survived by his wife, Rosalie, two sons, Merrill J. and Blaine S. and three grandchildren, Cory, Avery and Radek.

Services were held on Sunday, October 16, 2022 at Haym Salomon Memorial Park, in Frazer, PA, with arrangements handled by Joseph Levine & Sons Memorial Chapter, Trevose PA.

The family requested contributions be made to the Michael J. Fox Foundation for Parkinson's Research (www.michaeljfox.org).

2023 Dues Bill Update

Philadelphia Chapter mailed its 2023 Chapter dues bills during the week of October 3. More than 80 Regular Member payments have been received and process, and the "Additional Chapter" dues and Philadelphia Railfriends contributions will be processed after this November issue of *Cinders* has gone to the printer.

The dues level remains unchanged from 2022 - \$20.00 per member. Contributions in addition to dues are solicited and welcomed; those contributions \$10.00 and over will be acknowledged. Dues should be sent to: Marie K. Eastwood, Secretary, Philadelphia Chapter, NRHS, Post Office Box 353, Huntingdon Valley, PA 19006-0353. **Please DO NOT send dues remittances to the Chapter's Post Office Box 7302 address in Philadelphia; this may delay processing of your renewal.**

Members are asked to insure that they have included their E-mail addresses and telephone numbers for the Chapter's records, since we expect to convert members asking for it to electronic delivery of *Cinders* during the first quarter of Calendar Year 2023.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA



SEPTA is carrying thousands of Phillies, Eagles, 76ers and Flyers fans to and from the South Philadelphia sports complex during this memorable fall season. As *Cinders* went to press it looked like they will have a lot to cheer about! The Phillies brought the World Series back to Philadelphia for the first time in 13 years and the Eagles, undefeated through the first two months of the season, will have throngs of Birds fans at Lincoln Financial Field as they pursue a championship. SEPTA said that it provided extra Broad Street Line service on World Series days as Miller Lite and Penn Medicine sponsored free rides home from the NRG station after the games. For Eagles fans, betPARX Casino is giving them free rides after all games this season. With the nearby parking lots always busy SEPTA offers a handy alternative for sports fans of every stripe.

SEPTA last month released the details of its comprehensive safety and security plan designed to provide a clean, safe transit system for both riders and employees. The plan also addresses the need to deal with the increasing problem of homeless people who shelter in SEPTA facilities. "We are tackling some of the most difficult issues society faces, and we need the involvement of everyone in pursuing solutions," said General Manager Leslie S. Richards. "We won't stop until we've reached our goal: to make homelessness rare, brief and nonrecurring," added Kenneth Divers, director of outreach services for SEPTA.

The "Bus Revolution" that SEPTA has been talking about for at least a year reached a significant point last month. The Proposed Draft Bus Network was released to the public, laying out a network which is envisioned to better serve its ridership by increasing the number of frequently running routes to 44 from the current 33. Other routes would be grouped according to their frequencies—30 minutes or 60 minutes maximum between trips. The total number of routes would be cut from 125 to 95 as some lightly-used or circuitous routes are eliminated. "Frequently-running" priority

routes are defined as those that offer 15-minute or less wait-times between trips during most of the day. An unusual feature of the plan is the proposed "micro-transit" zones in certain suburban areas where on-demand service would be provided, similar to that now offered by Uber and Lyft. Public input will be sought at a series of open house and community meetings through the fall.

SEPTA will open its "Key Advantage" program to other employers after a successful launch with Penn Medicine, Drexel University and Wawa (see April *Cinders*). Under the new program employers purchase Key Cards for eligible employees who may use them on all SEPTA modes, and to date more than 7,000 people at Penn, Drexel and Wawa have signed up for the benefit. FMC Corp. has recently joined Key Advantage as well. "We are excited to see a strong demand for this program," said SEPTA General Manager Richards.

SEPTA's familiar Transit Gift Store at 1234 Market Street has added a new feature: online sales. The new e-commerce outlet is offering a full assortment of merchandise as displayed in the physical store, along with a "distinctive selection of memorabilia, books, apparel and collectibles for any railroad or transit enthusiast." To shop or get information visit shop.septa.org SEPTA has hired a cybersecurity firm for \$4.4 million to provide a round-the-clock security center, designed to ward off digital intrusions such as the infamous malware attack in 2020.

The "Iron Man" of SEPTA is how the *Inquirer* described James J. McCloskey in a recent article about the retired bus driver, who in his 45-year career was never late for a shift or absent due to illness. McCloskey, of Broomall, died in August at 92. An Army veteran, he had started in 1950 as a bus driver with the old Philadelphia Transportation Company, retiring from SEPTA in 1994. "He liked to keep people on time," said his nephew Joe Holden. "He was a human Timex."

More than 80% of U.S. transit agencies say that a shortage of workers is affecting their ability to provide adequate service, according to a recent report from the American Public Transportation Association. The report points out that 84% of those agencies say that the staffing shortage has led to actual service reductions. (SEPTA is obviously one of them.) Among the recommended actions to correct the problem are increased pay and improved work schedules, showing a clear path to promotions and more effective recruiting and hiring practices (*Trains*).

SEPTA is currently in the midst of its annual slippery rail season, in which work trains are dispatched every night to clean fallen leaves off the rails. The main task is to wash away the oily residue of crushed leaves, which otherwise interfere with the braking and acceleration of trains. High-pressure washing equipment sprays a combination of water and gel on the rails,

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PHILADELPHIA EXPRESS

(Continued from Page 3)

which then are coated with sand for improved traction.....Paoli-Thorndale service was disrupted for a time on Wednesday evening, October 19, due to downed wires west of Ardmore. Partial service was restored by the next morning. Several of AMTRAK's Keystone trains were delayed, one of them #653 for more than three hours. More wire issues between Ardmore and Paoli on Saturday, October 29 caused Paoli-Thorndale service to be suspended and Keystone service trains delayed. One train, #663, was almost five hours late arriving in Harrisburg. By late that night all service was pretty much back to normal.

Philadelphia has received a \$1.6-million award from the Federal Highway Administration to prepare a feasibility plan for rebuilding 18 old bridges that carry city streets over electrified SEPTA and AMTRAK lines. The money will "help us kick-start bridge rehabilitation projects that have suffered too long from neglect," said City Managing Director for Transportation Michael A. Carroll. "Many of these bridges have fallen into poor condition while they have just sat idly on our to-do list for decades." The city owns or maintains 27 bridges that cross rights-of-way used by SEPTA alone or shared with Amtrak. Part of the difficulty in repairing such bridges is that overhead catenary and other wires must be shielded or relocated while the projects are underway.

Work has begun on a new rail passenger station at Claymont, DE, on the Northeast Corridor just north of Wilmington. According to a report in Wilmington's *News Journal*, the station will be known as the Claymont Regional Transportation Center, which is projected to open in late 2023. The existing station, with its low-level platforms and stairs, is deteriorating and does not comply with ADA standards. About 1,200 passengers currently use the station, all of them riding SEPTA's Wilmington-Newark line since AMTRAK trains do not stop there. The new \$84-million station will be located on a 251-acre former industrial site a few hundred feet north of the present station, and is intended to be part of a mixed-use development that would include office and industrial buildings, 1,200 homes and eventually a park along the Delaware River.



AMTRAK

Within two weeks following Hurricane Ian's devastating sweep across Florida on September 29, AMTRAK had restored most of its service to the Sunshine State. The historic level of destruction that the storm brought to many Gulf Coast communities will require years of rebuilding and restoration, and some interior locations such as the Kissimmee area were flooded or otherwise damaged. Most transportation facilities in the central part of the State were shut down for a time or restricted to emergency use, including the major highways and the railroads. Amtrak had suspended service to Miami well before the storm hit (see October *Cinders*), and had to conduct a careful assessment of the ability of CSX, its host railroad in Florida, to allow the restoration of passenger train service.

The first AMTRAK train to resume service to central Florida was the AutoTrain over the weekend of October 1-2, then came the northbound Silver Star on Monday October 3, which originated only in Jacksonville. That became the turning point for the Star for the next two weeks. The first southbound Star enroute to Miami did not leave New York until Friday, October 14 and the first northbound train departed Miami the next day. The *Silver Meteor*, which had been suspended since January due to COVID-19, resumed operation from New York on October 16. The last two long-distance trains that had been cut back in January to five-day-a-week operation, the New York-New Orleans *Crescent* and the Chicago-New Orleans *City of New Orleans*, finally resumed daily service over the weekend of October 8-9. They had been suspended due to COVID restrictions and were not directly affected by Hurricane Ian.



CSX, NS, OTHER ROADS

NJ TRANSIT plans to spend more than \$8 million to replace the windows in its 429 bilevel cars to address visibility issues. The Bombardier-built cars have windows with polycarbonate glazing designed to withstand impacts from rocks or other projectiles, but which gradually cloud up when exposed to ultraviolet rays and heat.....NJT has rolled out its AquaTrack machines which clean fallen leaves off the rails, similar to what SEPTA does to meet the slippery rail problem. The AquaTrack units use a high-pressure power washing system to remove the oily residue left by the millions of leaves that fall onto the rails every autumn seasonNJT has agreed to upgrade five of its major stations to make them compliant with the ADA law governing access for disabled people. The stations include Trenton and Princeton Junction, which already are wheelchair accessible but have several other problems such as access to restrooms, bad ramps and too-small parking spaces.

Railroad stations will be the subject of five stamps to be issued by the U.S. Postal Service early next year. The stations are the classic Cincinnati Union Terminal, Point of Rocks in Maryland, Main Street in Richmond, VA, the Santa Fe station in San Bernardino, CA, and surprisingly the old Reading station in Tamaqua, PA.....During a meeting of the Railway Supply Institute last month in Fort Worth, four major locomotive builders talked about where railroad motive power will be headed in the future. Representatives of Alstom, Siemens, Progress Rail and Wabtec agreed that diesels will be on the way out but should they be replaced by battery-electric, hydrogen power or hybrid locomotives of various sorts? Zero emissions of course are a goal but how does the industry achieve that goal? (*Trains*).

A westbound PATCO train struck and killed two construction workers on the Ben Franklin bridge about 9:20 PM on Friday, October 14. Investigation revealed that the #2 track was supposed to have been taken out of service for work on the bridge structure, but the outage was not yet in effect when the accident

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PHILADELPHIA EXPRESS

(Continued from Page 4)

occurred.....Planners of the proposed Camden to Glassboro light rail line last month selected South Jersey Transit Partners to perform preliminary engineering and design work on the 18-mile line. The controversial project is being managed by the Delaware River Port Authority with NJ TRANSIT as a partner.

Legendary ex-Norfolk & Western 4-8-4 #611, now housed at the STRASBURG RAIL ROAD where it received some needed boiler work, will haul public excursion trips on November 11, 12 and 13. Any future operations have not been announced..... Chapter Member Dick Adams had one of his recent photos published on the front page of the October issue of *High Green*, the newsletter of the Chesapeake Railway Association. Taken on September 9, the photo shows a special CSX train with a 40-year-old SD40-2 pulling four new passenger cars through Langhorne, PA.....Both CSX and NORFOLK SOUTHERN had good third quarters, with revenues and operating income increasing over the prior year. But both roads also reported increases in their operating ratios (the ratio between operating revenues and costs), a 1.8-point increase for NS to 62%, and CSX to 59.5%. The OR's reflect the cost of setting aside funds for an anticipated increase in labor costs.

Richard Copeland Book Collection to be Sold at Nov. 17 Meeting by Kevin Feeney

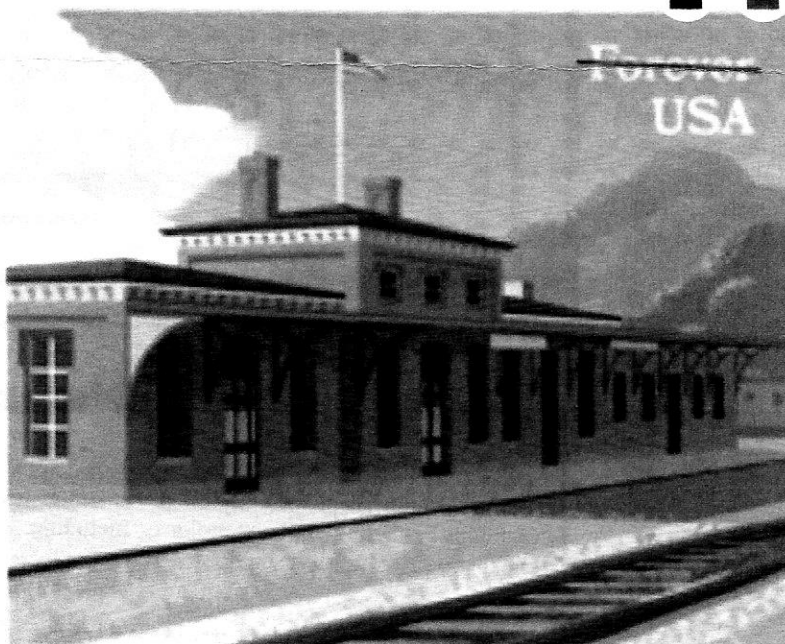
At our meeting on Thursday, November 17, Member Kevin Feeney will display for sale a large number of hard-cover books from the library of our late treasurer Richard D. Copeland.

Kevin states he has "scores" of hardcover and softcover books, including some of the famed "PRR Triumph" series. A large emphasis of this collection are still shrink-wrapped. While many of these books deal with the Pennsylvania Railroad, a variety of other railroads is represented, as well.

Miscellaneous material includes maps from the United States, United Kingdom and Switzerland, U. S. and other Official Guides, and a wide assortment of public and employee timetables from the Pennsylvania Railroad and other rail lines.

Feeney will be selling this material for benefit of Elaine Copeland, and checks, payable to "Kevin Feeney" or cash will be accepted for payment. Come see this material at our November 17 meeting. We open the Elkins Central Meeting Room at 6:00 PM – come between 6:00 and 7:00 PM to review a great collection.

Tamaqua, Pennsylvania



U. S. Postal Service to Issue 5 Railroad Station Stamps In 2023

Five classic railroad stations will be featured on a series of postage stamps issued in 2023 by the U. S. Postal Service.

Stations included in the series are the Art Deco landmark **Cincinnati Union Terminal**, which opened in 1933; **Richmond, VA Main Street Station**, a Renaissance Revival style station dating to 1901; The Santa Fe Railway **San Bernardino, CA** depot, a Spanish Mission Revival structure, which opened in 1918; the Victorian structure at **Point of Rocks, MD**, completed in 1876; and the **Tamaqua, PA** station, built for the Philadelphia & Reading Railway in 1874. All are currently in use for passenger service except Tamaqua, which has been preserved and is the home of a restaurant.

The actual issuance date of these five stamps has not been announced.

Chapter Receives ERA-issued 1946 PTC Track Maps

On Pages 7 and 8 of this issue members will find copies of Philadelphia Transportation Company track maps, dated April 5, 1946. These maps were issued by the Electric Railroaders Association at their National Headquarters in the Lackawanna Terminal in Hoboken, New Jersey. The maps were received at the Chapter's Philadelphia Post Office Box during October, but with no accompanying letter indicating who sent them to us. They were mailed on Long Island, NY. Thank you for sharing them with us.

Historical Society of Frankford Sets "Centennial of the Frankford El" Talk by Harry Garforth on November 8

Repeating an article in October *Cinders*, as part of the 100th Anniversary observance of SEPTA's Frankford Elevated line in Northeast Philadelphia, the Historical Society of Frankford will host a lecture entitled the "Centennial of The Frankford Elevated" by noted Rail Historian Harry Garforth on Tuesday evening, November 8, 2022 at the Society's headquarters, 1507 Orthodox Street, Philadelphia, PA 19124. The lecture begins at 7:30 PM., and will be broadcast live on Facebook and YouTube. The actual 100th anniversary date of the start of service is November 5 for both the Frankford El and the Frankford, Bustleton & Byberry Surface Passenger Railway (Route 59).

Garforth, Philadelphia Railfriend and retired SEPTA and Amtrak employee, has authored a 155-page book entitled *Frankford's Elevated Railway*, a very thorough study of not only the familiar Frankford El, but also the many predecessor properties that were associated with this vital Philadelphia transportation artery. Rail historians will be thrilled to read this work. The work is profusely illustrated with hundreds of never-before-published photographs.

The book is being published by the Historical Society of Frankford and Philadelphia Chapter, NRHS. The sale price of this excellent book is set at \$25.00 per copy, and Author Garforth expects to have copies for sale at Philadelphia Chapter's monthly meeting on Thursday, November 17 at our Elkins Central meeting location.

Further information on attending the November 8 meeting is available by calling the Historical Society of Frankford Museum at 215-743-6030.

It has been reported that an additional observance is scheduled to be held at an unknown location in Center City by SEPTA itself on Thursday, November 10th but detailed information was not available as this issue went to the printer.

Additional Frankford El Postings

Some additional postings on the Centennial of the Frankford Elevated may be found at various online websites provided to us by author Harry Garforth as listed below:

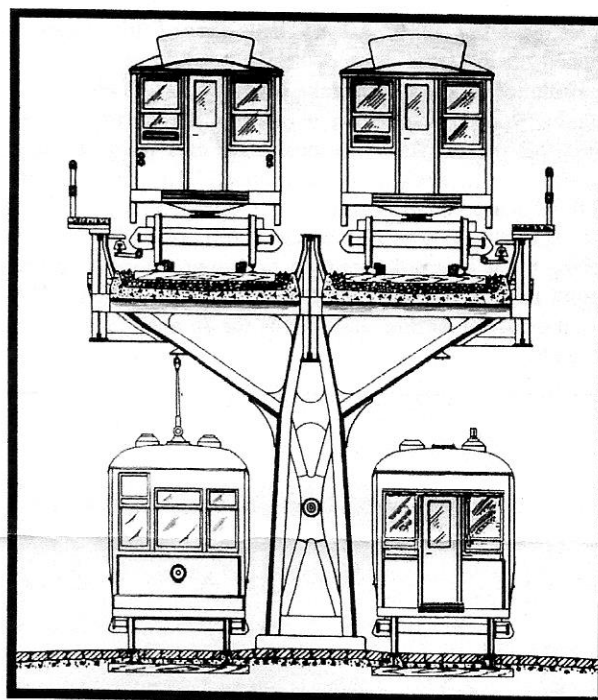
www.thehistoricalsocietyoffrankford.org.

www.facebook.com/TheHistoricalSocietyofFrankford

www.youtube.com/channel/UC8rkCWZHh0sqMGwVZGf1E-w/featured

These sites may be of assistance in gaining additional information on the Centennial of the El.

FRANKFORD'S ELEVATED RAILWAY AND ITS PREDECESSORS



BY HARRY GARFORTH

Important Phone Numbers

Cinders lists below the telephone numbers which should be used to report suspicious sightings, emergencies or other conditions affecting rail operations, including trespassers, vandalism, fires, defective equipment, etc.

AMTRAK	800-331-0008
CSX	800-232-0144
CONRAIL Shared Assets	800-272-0911
NJ TRANSIT (NJ only)	800-242-0236
NORFOLK SOUTHERN	800-453-2530
PATCO Transit	856-963-7995
SEPTA	215-580-8111

(Members may wish to photocopy and or clip this notice and keep a copy in your wallet as you are out watching or riding trains. Please send corrections to the Editor.)

SEE SOMETHING, SAY SOMETHING!

