

# CINDER

## OCTOBER 2022



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Volume 83

Number 9

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

**Chapter Website: [www.nrhsphiladelphia.org](http://www.nrhsphiladelphia.org)**

## Meeting Notice

**THURSDAY, OCTOBER 20, 2020**

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!!**

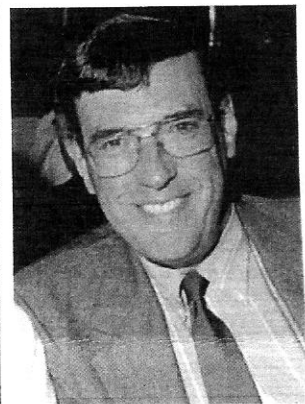
**MEETING START TIME: 7:00 PM**

Philadelphia Chapter's meeting on Thursday, October 20, 2022 will feature a presentation on the Long Island Rail Road, presented by Donald G. Fisher, President, Railroad Museum of Long Island, based in Greenport, Long Island, NY.

Don's background dates from 1995, when he joined the all-volunteer Railroad Museum of Long Island as an electrician and exhibit designer, following 23 years of audio-visual and technical theater experience. By 1998, he had been appointed assistant site manager for the Museum's Greenport property and it began a major rehabilitation of the exhibit hall. By 2007 he was appointed to the position of vice president and became co-chair of the Steam Locomotive #39 Restoration Committee. Since October 2008, Don has served as president of the Museum. He continues to lead the restoration process on Locomotive #39, one of 31 G5s 4-6-0 locomotives built in the Pennsylvania Railroad's Juniata shops for Long Island commuter service.

**PLEASE NOTE:** *ZOOM Master Eric Dervinis is traveling during October, and as a result, the October meeting will be an in-person only event at our Elkins Central facility.*

**Future Meetings:** Thursday, November 17 meeting will feature our own National Representative Bill Welk with a presentation on Mexican railroads, and on December 15, NRHS Media Services Director Mitchell Dakelman will provide 16mm movies of local interest to our members. Please mark your calendars now for these two forthcoming meetings. We look forward to seeing you for these remaining 2022 Philadelphia Chapter meetings.



**Ex-Treasurer  
 Richard Copeland  
 Passes Away**  
 (See Page 2)

## Members awarded 60, 50 and 25-Year NRHS Member Pins

Eleven Philadelphia Chapter members have been awarded NRHS Membership Pins in 2022, all marking long periods of association with our Chapter.

### 60-Year Members

Robert L. Eastwood, Jr., Huntingdon Valley, PA 19006  
 Frank G. Tatnall, Radnor, PA 19087

### 50-Year Members

Leslie J. Dean, Ridley Park, PA 19078  
 Herbert C. Hays, Aldan, PA 19018  
 Robert N. Losse, Medford, NJ 08055  
 Charles D. Oettle, Philadelphia, PA 19111

### 25-Year Members

Alan C. Eickhoff, Warminster, PA 18974  
 Mark F. Hutchinson, Philadelphia, PA 19136  
 James W. Loney, Sharon Hill, PA 19079  
 Anthony H. Rogowski, Media, PA 19063  
 Robert M. Wright, Philadelphia, PA 19128

Pins and certificates were to be presented to those members above who were present at the Chapter's September 15, 2022 meeting. The remainder were to be mailed to each member during September.

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](http://www.nrhsphiladelphia.org)

**CHAPTER OFFICERS (Elected)**

President.....R. L. Eastwood, Jr. (215) 947-5769  
Senior Vice President .....Steve Ferrell (610) 812-1020  
Secretary .....Marie K. Eastwood (215) 947-5769  
Treasurer.....Robert Young (215) 808-5136  
National Representative.....William Welk (215) 681-1957

**COMMITTEE CHAIRS (Appointed)**

Acting Editor/Editor Emeritus.....R. L. Eastwood, Jr. (215) 947-5769  
Equipment Chair.....David R. McGuire (856) 241-8046  
Membership Chair.....Sheila A. Dorr (610) 642-2830  
Program Director.....Steve Ferrell (610) 812-1020  
Webmaster.....Daniel Knouse (814) 631-9436  
ZOOM Master.....Eric Dervinis (610) 613-2828

**2022-23 ANNUAL MEMBERSHIP DUES:** Effective January 1, 2022, \$20.00 per person, which covers Philadelphia Chapter dues through December 31, 2022. (NRHS National membership dues for 2022 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, 2021 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.)

*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](mailto:ayrestower@comcast.net).

## RICHARD D. COPELAND September 6, 2022

Philadelphia Chapter Member and former Chapter Treasurer Richard D. Copeland, 73, of Jamison, PA passed away on Tuesday, September 6, 2022 at St. Mary Medical Center Langhorne, in PA, following a period of declining health caused by dementia. He had been a member of Philadelphia Chapter since 1985. He served as our Chapter Treasurer for many years, until his illness forced him to resign those duties. He was a well-known "member" of the "rare mileage fraternity", traveling far and wide on excursions long and short to capture that evasive last mile of trackage.

Rich was the loving husband of Elaine K. Patelunas Copeland, with whom he shared more than 20 years of marriage. He was born on February 6, 1949 in Philadelphia, PA. He earned a bachelor's degree from Temple University and a Master's Degree in Music Education from the University of West Virginia.

Copeland worked for Amtrak for 40 years. He was a Supervisor, and later a ticket receiver, based at 30<sup>th</sup> Street Station in Philadelphia. His duties there were to collect and audit ticket funds received from conductors reporting there. In addition, he traveled throughout the United States teaching new conductors how to collect and report ticket receipts. In addition, he worked some 16 years for H&R Block doing income taxes.

He also played the clarinet in three local community bands, most notably the Tri-County Band of Feasterville, PA. Also, Rich participated in numerous regional band festivals throughout the Eastern Seaboard.

Rich was a member of the Christian Science Church in Jenkintown. A Funeral Mass will be celebrated at St. Cyril of Jerusalem Church, 1410 Almshouse Road in Jamison, Bucks County, PA 18929-1600 at 11 AM on Tuesday, September 13, 2022. Friends may call from 9:30 AM until 11. Interment will be private in Lawnview Cemetery, Rockledge, PA. Memorial contributions may be directed to the Tri-County Band of Feasterville, 403 Elmwood Ave., Feasterville, PA 19053-3304, or to the Montgomery County Concert Band, P. O. Box 156, Telford, PA 18969-0146.

In addition to his wife, Elaine, he is survived by his brother, Clifford and his sister, Linda Daniels and several nieces and nephews.

A loyal servant to Philadelphia Chapter for many years, Rich will be missed by the Chapter's many members.

## 2023 Philadelphia Chapter Dues Bills Mailed October 3

Philadelphia Chapter Members and Additional Chapter Members will be receiving their 2023 Chapter dues bills during the first half of the month of October, according to Chapter Secretary Marie Eastwood.

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.**

Prompt payment of 2023 dues is requested so the Chapter may avoid follow-up solicitations.

Contribution requests for those holding a Philadelphia Railfriend (non-member) affiliation will also be sent to those individuals during early October.

### If your *Cinders* Arrives in Damaged Condition

If your *Cinders* arrives damaged or with pages missing, contact Editor Larry Eastwood at 215-947-5769 or [ayrestower@comcast.net](mailto:ayrestower@comcast.net) and a replacement copy will be promptly sent to you. The incidence of damage has been virtually eliminated through the use of envelopes for mailing each issue, although there is an additional cost involved.

## National Representative's Report

By Bill Welk

The National Railway Historical Society has a new National President. Tony White, from Stamford, CT, who is a Chapter-only member of Philadelphia Chapter, replaces Al Weber from St. Peters, MO. White received 1,139 votes for the position. He assisted Chapter President Larry Eastwood during his tenure as Basic RailCamp Director when it was operated out of Scranton, PA during the period 1998-2005. NRHS National District 2 Representative Charlie Webb, of York, PA has been re-elected to this position and was second in total number of votes received with 935.

Bill reports that on Saturday, September 24, he attended the NRHS 2022 Fall Conference Advisory Council meeting in Springdale, AR, which took place from September 22-25. NRHS's finances are sound and the Heritage Grants program should be getting grant money to recipients on a more expeditious basis in the future. **RailCamp 2023** is on schedule to take place, although dates for both RailCamps have not yet been finalized.

The NRHS 2023 National Convention will take place in September, 2023 in Fort Lauderdale, FL, either the Labor Day weekend (September 2) or the following weekend (September 9). It is expected that the 2024 NRHS Convention will be held in Harrisburg, PA and will feature the East Broad Top Railroad.

The Spring, 2023 conference will be held in the Reno/Sparks, NV area at the Nugget Hotel from May 15-21, 2023. Sacramento, CA had been considered, but was indicated to be too expensive. This event will be a 3-way conference with the Railway & Locomotive Historical Society and the Southern Pacific Railroad Historical Society, with the latter rail-related organization brought on board to assist in reducing costs.

It was reported that NRHS membership is increasing albeit at a slower pace than desired. Gains are about 100 new members each year, and currently there are 5,200 and 5,300 current members.

## 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.

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

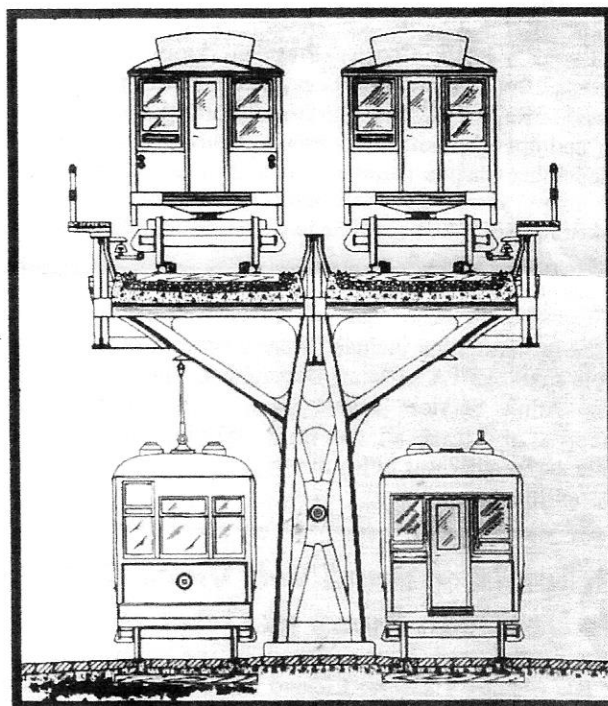
(Members may wish to photocopy and or clip this notice and keep a copy in your wallet as you are out watching or riding trains. Please send corrections to the Editor.)

**SEE SOMETHING, SAY SOMETHING!**

## Historical Society of Frankford Sets "Centennial of the Frankford El" Lecture by Harry Garforth on Tuesday, November 8

As part of the 100<sup>th</sup> 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.

## FRANKFORD'S ELEVATED RAILWAY AND ITS PREDECESSORS



BY HARRY GARFORTH

Garforth, Philadelphia Railfriend and retired SEPTA and Amtrak employee, is in the finishing stages of a 155-page book entitled *Frankford's Elevated Railway*, a very thorough study of not only the familiar Frankford El, but the many predecessor properties that were associated with this vital Philadelphia transportation artery. Rail historians will be thrilled to read this work, publication of which is expected to be completed during the latter part of 2022. The work is profusely illustrated with hundreds of never-before-published photographs.

Announcement on purchasing this excellent publication will be forthcoming from Mr. Garforth in a future issue of *Cinders*. Meanwhile, further information on attending the November 8 meeting is available by calling the Historical Society of Frankford Museum at 215-743-6030.



## Gathering at Elkins Central Brings Remembrances of Alfred Gaus

On Saturday, October 1, 2022, acquaintances of the late Chapter Member Alfred G. Gaus, Jr. who passed away after a period of declining health on Sunday, July 3, 2022, gathered at Elkins Central, the Chapter's meeting place in SEPTA's Elkins Park Regional Rail station to share memories of Alfred. Al was 75 years of age, and his complete obituary was printed on Page 2 of the September issue of *Cinders*. Toward the end of his life, Alfred's care was entrusted to the Jewish Older Adult Services in Atlantic City, NJ, an organization familiar to Members Jim Sparkman. Chapter Members Hack Sachs, Bill Thomas and Donald Wright had an association with the organization toward the end of their lives.

At the suggestion of Adrienne Epstein, Executive Director of the JOAS in Atlantic City, the memorial gathering was arranged and held at Philadelphia Chapter's "Elkins Central" meeting location in Elkins Park.

At Elkins Central, Chapter President Larry Eastwood read a message from Scott R. Spencer, chief operating officer of AmeriStarRail, a Wilmington-based start-up that wants to take over and operate Amtrak's Northeast Corridor. Spencer, a former Philadelphia Chapter member, had been a close friend of Al Gaus over many years and was unable to be present. Spencer had worked for SEPTA at one time in his transportation career.

Unfortunately, serious threatening weather caused by the remnants of Hurricane Ian meant that only the hardiest of people turned out for the gathering, but included were several of our members, plus people from SEPTA's Claims Department, Amtrak, and the Jewish Older Adult Services organization. All exchanged pleasant memories of Alfred, all the while enjoying coffee and donuts. While the weather was rather dreary, the spirit of the gathering was very uplifting.

## Richard Copeland VHS Video Collection To be Given Away at October Meeting

Our late Chapter Treasurer Richard D. Copeland had an extensive collection of mostly commercially-produced VHS videotapes, many of them covering the Pennsylvania Railroad, as well as Amtrak. For those not possessing VHS viewing/projecting equipment, numerous photo processing facilities, such as New York Camera (Southampton, PA) and The Camera Shop (Bryn Mawr, PA) have the capability to convert the tapes to DVD's

Prior to Rich's passing, his wife, Elaine, contacted President Larry Eastwood, stating her desire to share the collection with Philadelphia Chapter members in his memory. These tapes will be shared on a first-come, first-served basis at Philadelphia Chapter's meeting on Thursday, October 20, 2022. We ask that each member be judicious in taking these tapes, making sure that all get an equal opportunity to add the tapes to their own personal collections. The tapes must be picked up in person; no provision will be made to ship same.

Philadelphia Chapter expresses its deepest gratitude to Elaine for her generosity in Rich's memory

## Philadelphia Division, NMRA & Rockledge Model RR Museum Set Model Train Show on December 3

Philadelphia Division, National Model Railroad Association and the Rockledge Model Railroad Museum will hold a Holiday Model Train Show on Saturday, December 3, 2022 at Cannstatter Volksfest Verein, 9130 Academy Road, Philadelphia, PA 19114. The show will run from 9:30 AM until 3:00 PM.

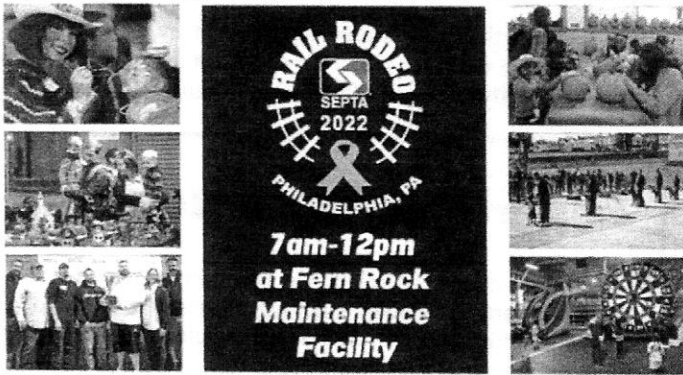
Cannstatter's on Academy Road, just off Frankford Avenue, at the Academy Road exit of Interstate 95. Convenient public transportation is available by using SEPTA Route 66 (two blocks away at the Academy Road exit). There is free parking on site. Admission is \$6.00 per adult or \$10.00 per couple. Children 12 and under are free.

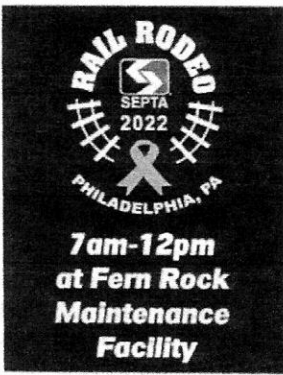
The show will feature operating layouts, model displays, more than 60 dealer and swap tables and clinics. Food will be available from Cannstatter's kitchen.

Those interested in a vendor table(s), the cost will be \$20.00 for a 6-foot and \$25.00 for an 8-foot table. Tables may be setup starting at 8 AM. For additional information, please contact Kevin Feeney at [ic4277eb@yahoo.com](mailto:ic4277eb@yahoo.com) or by telephone at 203-246-2675.

Philadelphia Chapter can use member assistance in manning its table. Contact Chapter President Larry Eastwood at 215-947-5769 or by E-mail to [ayrestower@comcast.net](mailto:ayrestower@comcast.net).

### SATURDAY, OCTOBER 22, 2022





7am-12pm  
at Fern Rock  
Maintenance  
Facility

### OCTOBER IS BREAST CANCER AWARENESS MONTH

- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"> <li>• Food/Beverage</li> <li>• Face Painting</li> <li>• Photo Booth</li> <li>• DJ/Dancing</li> </ul> | <ul style="list-style-type: none"> <li>• Caricature Drawing</li> <li>• Carnival Games</li> <li>• Kids Rides</li> <li>• Model Train Displays</li> </ul> | <ul style="list-style-type: none"> <li>• Wellness Programs</li> <li>• Transit Museum Store</li> <li>• Equipment Displays</li> </ul> |
|---|--|---|

## SEPTA Rail Rodeo 2022 at Fern Rock Oct. 22

SEPTA will hold its annual Rail Rodeo on Saturday, October 22, 2022 at its Fern Rock Maintenance Facility from 7 AM to 12 Noon. It is uncertain as to whether the Rail Rodeo is closed to the public and includes employees so. In prior years, the public has been invited, generally through a lottery. Perhaps information will be available after the issuance of our Chapter newsletter. Despite the fact that we provide *Cinders* to SEPTA's Public Information Department, as of October 4, no information has been provided.

# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

## SEPTA System

Two major SEPTA projects moved closer to reality last month. The Authority's board approved the purchase of a site for a new trolley maintenance shop and to begin acquiring property along the proposed King of Prussia rail extension. The new shop will be located at 5100 Grays Avenue in an industrial area along trolley Route 36, and it already contains a large former steel building which can be adapted for use by SEPTA. Purchase of the 13.5-acre property is expected to cost about \$22 million, which is considered a good value, but the site includes about ten fewer acres than the property on Elmwood Avenue for which SEPTA was outbid by Amazon last year. The new facility is intended to become the base for a future fleet of articulated ADA-compatible cars, to be acquired as part of SEPTA's planned \$1.15-billion trolley modernization program. Another segment of the project will be new on-street trolley stations, for which SEPTA last month released several design concepts.

For the KOP project SEPTA says that it will need to purchase about 70 parcels of land to clear the new line's four-mile route. Design for the extension is 30% complete and construction is expected to begin in 2025 if the necessary funding is in hand. SEPTA will apply for a Federal New Starts Capital Investment Grant to support up to 60% of the total project cost, now estimated at \$2.1 billion.

Many of Philadelphia's missing-in-action office workers continue their gradual return to center city, boosting ridership on SEPTA. Two major employers, Comcast and Aramark, now have instructed most of their staffs to return to the office. In the case of Comcast, whose announcement was effective last month, some 8,000 of its workers are soon expected to be back in the company's two downtown towers—at least on Tuesdays, Wednesdays and Thursdays. This of course is good news for the many local merchants and restaurants that depend on walk-in customers. For its part Aramark says that 900 of its employees are "fully back" in their headquarters at 2400 Market Street, and chemical company FMC just across the Schuylkill River has about 500 employees again working in its tower at 30th & Walnut Streets. Numerous other smaller companies, however, have many employees still working remotely from home.

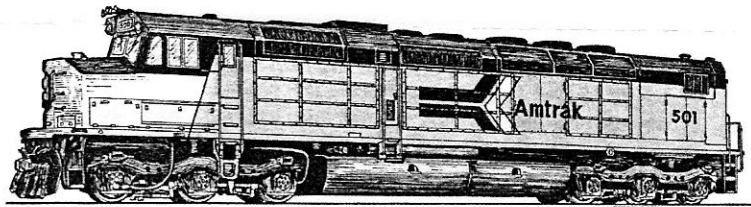
Things are looking up a bit for SEPTA. Many Regional Rail parking lots—especially on the Main Line—now have noticeably greater occupancy than they did even a few months ago, but they certainly are not full as they were pre-pandemic. While SEPTA ridership has indeed grown substantially over the past year it is still well below normal. Regional Rail ridership in August 2022 was still at just 47% of pre-COVID while transit ridership was at 58%, but that's much better than in the year-ago month. Total ridership of 14.3 million trips this August was 20% higher and passenger revenues of \$21.6 million were up by 23% compared with August 2021.

SEPTA will receive \$15 million in Federal infrastructure funds for equipment to help prevent collisions between trains and motor vehicles at 22 grade crossings on the Regional Rail system. Among the improvements will be the installation of four-quadrant gates at 11 of the crossings, which will prevent motorists from driving around lowered gates. Eleven other crossings will get high-visibility yellow pavement markings and reflector posts, and nine of the crossings will get both the new gates and highway markings. Over the years accidents and close calls have been a frightening reality at some of these highway crossings. The Lansdale-Doylestown, West Trenton, Manayunk-Norristown, Media-Wawa and Warminster lines all have grade crossings.

Apparently confirming SEPTA's assurances that it will resume trolley service on Route 15 (see summer issue of *Cinders*), construction began last month on a track renewal project along Girard Avenue. This will continue through year end. The project began with work on 26<sup>th</sup> Street where the single eastbound track was replaced using steel ties, new rail and increased bonding for a smoother ride, plus new paving and line painting. When that work was finished the project shifted to Girard Avenue between 26<sup>th</sup> and 33<sup>rd</sup> Streets. The street will be closed in one-to-two-block sections as the construction progresses.

SEPTA suffered some embarrassment last month when the *Inquirer* published the results of its investigation into the generous separation deals given to six executives after they were asked to resign. One of the executives was paid his full \$201,000 annual salary plus health benefits for a year after he left the Authority, and the others all had their salaries continued for certain periods of time after they departed. SEPTA even filed suit to prevent the newspaper from publishing the story, but following some negotiations the State ordered it to release the information.

## AMTRAK



When a nationwide strike on the major freight railroads was threatened for Friday, September 16, AMTRAK cancelled three of its long-distance trains starting the previous Tuesday. Since Amtrak operates these trains over freight rail trackage, it was apparent that they would be stranded enroute when the host railroads shut down. On Wednesday service was suspended on additional routes including the *Silver Star* and *Crescent*, which originate and terminate on the Northeast Corridor. (Amtrak's own Corridor operations as well as those of SEPTA, NJ TRANSIT and other commuter agencies would not be affected because Amtrak's labor agreements are separate from the freight railroads.) For a time it seemed unlikely that a final agreement could be reached based on the recommendations of the Presidential Emergency Board that had been appointed earlier (see September *Cinders*), but some intensive bargaining did produce a deal.

As soon as the tentative agreement between the railroads and their 14 unions was announced late on Thursday, September 15<sup>th</sup>, AMTRAK began restoring service on the cancelled routes. But it took a few days to get everything back on schedule, and the same crisis could reoccur in mid-October if union members fail to ratify the agreement negotiated by their leaders. If a strike then seems inevitable, with its devastating effect on the national economy, it's possible that Congress could step in to impose an agreement on both parties (although the lawmakers are currently not in session).

Then in late September a new crisis thrust itself into the news. It was called Hurricane Ian, a powerful storm that came barreling north over the Gulf of Mexico toward the Florida coast. A state of emergency was

(Continued on Page 6)



## PHILADELPHIA EXPRESS

(Continued from Page 5)

declared in all 67 counties with mandatory evacuations from many areas. Starting on Tuesday the 27<sup>th</sup> AMTRAK cancelled the *AutoTrain* and turned the *Silver Star* back at Jacksonville, but from then on both trains were cancelled in their entirety. At *Cinders'* presstime the storm was progressing north up the coast and those cancellations remained in effect. In addition, the *Palmetto* was terminated at Washington beginning Thursday, September 29, continuing its outage at least until Saturday, October 1, but the fact that Hurricane Ian circled out into the Atlantic Ocean and made a second landfall near Charleston, SC, could delay train restoration even further. Both the *AutoTrain* and *Star* also remained on the cancellation list through Saturday due to track damage around Orlando, and as *Cinders* went to press their status was still unclear.

It's odd that in the same month last year the South, Midwest and Northeast suffered severe damage from another "I-storm," Hurricane Ida, the remnants of which wreaked havoc on the Philadelphia region. In early September 2021 Ida left the city with its worst flooding in more than a century. As for Ian, it seems to have earned the distinction of being the worst natural disaster ever to hit the State of Florida.

A huge junkyard fire erupted along Sedgley Avenue in North Philadelphia around 5:30 PM on Tuesday, September 27, causing clouds of black smoke that were visible for miles around. Not surprisingly, the fire forced a shutdown of train service along the close-by Northeast Corridor mainline. AMTRAK trains were held for a time at 30<sup>th</sup> Street Station and elsewhere on the Corridor, causing numerous delays well into the evening. SEPTA cancelled all Trenton and Chestnut Hill West service for the rest of the day.

The next morning, Wednesday the 28<sup>th</sup>, SEPTA train #710 derailed two cars as it was leaving the Trenton Transit Center around 11, blocking both SEPTA and AMTRAK service. The second and third of the four Silverliner IV's jumped the track, but none of the 25 passengers or crew on board were injured. SEPTA suspended the service until late afternoon, and several Amtrak trains were delayed. Eastbound Keystone trains #640 and 600 from Harrisburg were terminated at Philadelphia due to the derailment. The next day SEPTA ran a "limited" service to and from Trenton, issuing a notice showing that five inbound and five outbound weekday trains would be annulled until further notice. On Friday normal service still had not been restored. To add to the problems on the Trenton line, on Saturday morning October 1 SEPTA had to suspend both the Trenton and Chestnut Hill West services for a few hours due to downed wires on Amtrak, but by 2 PM they were restored. At the same time Amtrak reported several delays due to "signal issues" east of Philadelphia.

SEPTA's long-delayed order for 45 new multilevel cars from Chinese builder CRRC (see September *Cinders*) may face even more delays than already revealed. The news from Boston is that MBTA is unhappy about long delays to an \$880-million order it placed in 2014 for 400 cars intended for the Red and Orange Lines, with CRRC now saying that the cars will not be delivered until sometime between 2023 and 2025. The MBTA order was placed well before SEPTA's and the Boston agency now may invoke a penalty clause in its contract with CRRC which would cost the builder \$500 per day per car for late deliveries. MBTA also is said to be concerned about certain quality issues in the production of the cars, which will be built at the CRRC plant in Springfield, MA, using shells imported from China (*Trains*).

While the freight rail strike may have been averted the industry remains severely understaffed. The pre-pandemic headcount was about 52,000, which already was down from the 60,000 employees the railroads had before they started their Precision Scheduled Railroading strategy a few years ago to run bigger trains with fewer workers. Since then, the workforce has dropped even further during the pandemic to around 48,000. The resulting crew shortages have led to many delays in

delivering shipments as demand jumped in recent months. To meet the need, some roads have been forced to go on a hiring binge to beef up crews while reopening some yards and humps to help keep traffic moving.



CSX,  
NS,  
OTHER ROADS

In an unusual move CSX has picked a new chief executive officer from outside the railroad industry. He is Joseph Hinrichs, a former president of Ford's automotive business, and as such he was very familiar with the railroad services that carried much of Ford's output to market. Hinrichs' selection, which took effect last month, has drawn considerable praise from many sectors, and is rather unique in that he comes from a major customer rather than up through the ranks of the railroad. He replaces rail veteran James Foote who has retired.

For decades coal has been a major source of revenue for the railroads. The long-term trend of coal tonnage on the rails has been downward as more coal-burning power plants in the U.S. close or convert to natural gas, but an upsurge in rail-hauled volume has been seen over the past two years. Much of this increase is attributable to export coal, as well as to rising gas prices for domestic electric power producers. Still, a recent study reported in *Trains* states that coal volumes will soon resume their downward trend as several generating stations representing 23% of coal-fired capacity are retired over the next five years.

The new tri-county agency whose mission it is to revive rail passenger service between Philadelphia and Reading has hired an interim executive director (see June *Cinders*). He is Thomas Frawley, a well-known passenger rail and transit consultant, who will lead the efforts of the Schuylkill River Passenger Rail Authority to get the service going again. (The last trains to Reading were discontinued by SEPTA in 1981.) The service now being proposed could eventually become part of AMTRAK's ongoing "Connect US" effort to expand operations beyond its current system. Since this past June Amtrak has operated a connecting Thruway bus service between Reading, Pottstown and 30<sup>th</sup> Street Station.

READING & NORTHERN ran another full-page ad in the *Inquirer* on September 29, touting its impressive list of fall excursions from Reading to Jim Thorpe and return. Restored ex-Reading T-1 #2102 was to haul the trains on Saturday October 1, 8 and 29, while vintage F7 diesels #270 and 275 are assigned to the excursions on October 2, 9, 15, 16, 22, 23 and 30. The final trips on November 5 and 6 will be headed by light Pacific #425. Coach seats range from \$49 to \$99 depending on the advertised power and can be purchased by phoning 610-562-2102 or online at the website [www.rbmnrt-passenger.com](http://www.rbmnrt-passenger.com).....Ex-Norfolk & Western 4-8-4 #611 reportedly made a round-trip on the STRASBURG RAIL ROAD one day in late September. It is advertised to operate several public excursions on November 11-13. The streamlined Class J locomotive, which is on loan from the Virginia Museum of Transportation, has been out of service for shop work since last fall.

**Old York Road Historical Society  
Bryn Athyn Train Wreck Talk/Walk  
Saturday, December 3, 2022  
Details in November *CINDERS***

**OCEAN CITY**  
**WILDWOOD CAPE MAY**

### From and To

## Philadelphia and Camden

**Pennsylvania-Reading Seashore Lines**  
*Southern New Jersey Train Service*

**Eastern Standard Time**



Form 3

Effective January 16, 1966

**PHILADELPHIA-CAMDEN and  
OCEAN CITY-WILDWOOD-CAPE MAY**

**MONDAYS thru FRIDAYS**

Read Down	Miles	EASTERN STANDARD TIME		Read Up
1063				1052
PM NB		Philadelphia		AM NB
5 12	.....	lv Penna. Station (30th St.)	Ar	8 30
5 15	.....	" North Philadelphia	"	8 20
5 27	.....	" Frankford Junction.	"	8 12
5 25	.....	lv Camden (Broadway) (*)	Ar	8 15
5 45	6.5	Ar Haddonfield	{ Bus on Public Highway }	7 55
5 50	6.5	lv Haddonfield	Ar	7 53
6 40	54.5	Ar Tuckahoe	lv	6 59
6 43	54.5	lv Tuckahoe	Ar	6 59
6 47	57.6	lv Petersburg	Ar	6 57
6 52	60.6	" Palermo	"	6 50
6 56	63.0	" Ocean City	"	6 45
7 00	64.8	" 51st Street	"	6 41
7 03	65.9	" 34th Street	"	6 39
7 06	66.9	" 24th Street	"	6 36
7 09	67.4	" 14th Street	"	6 33
7 03	67.4	" 10th Street	Ar	6 33
6 57		lv Ocean City (51st Street)	Ar	6 40
7 06		Ar Strathmere (Tecumsha Ave.)	lv	6 31
7 13		" Sea Isle City	"	6 24
7 21		Ar Townsend Inlet	"	6 24
7 26		" (86th St. & Landis Ave.)	"	6 16
7 31		" Avalon (6th St. & 2nd Ave.)	"	6 11
7 44		Ar Avalon (21st St. & 2nd Ave.)	"	6 06
		Ar Stone Harbor	"	5 53
		" (96th St. between 2nd & 3rd Aves.)	"	5 53
6 40	54.5	lv Tuckahoe	Ar	6 35
6 46	55.6	" Woodbine Jct. (Woodbine)	Ar	6 35
7 00	69.4	" Cape May Court House	Ar	6 35
7 03	73.5	Ar Wildwood Junction.	"	6 35
7 08	73.5	lv Wildwood Junction.	Ar	6 35
7 13	76.8	Ar West Wildwood	Ar	6 27
7 16	77.5	" Wildwood (Oak Avenue)	"	6 27
7 18		lv Wildwood (Oak Avenue)	Ar	6 25
7 26		" West Wildwood	lv	6 17
7 26		Ar Wildwood Junction.	"	6 17
7 27	73.5	lv Wildwood Junction	Ar	6 16
7 30	74.8	" Wildwood-Rio Grande	Ar	6 13
7 33	77.8	" Erma (Bennett)	Ar	6 13
7 40	81.2	Ar Cape May	lv	6 03
PM				AM

## REFERENCE NOTES

- Subway-High Speed Line from or to subway stations in Philadelphia offer convenient connections at Broadway, Camden, with trains and busses to and from New Jersey points.
- NE—No checked baggage handled on this train.
- a—Stops only on signal or notice to Agent to receive passengers.
- b—Stops only on notice to Conductor to discharge passengers.
- c—Stops only to receive passengers.
- d—Stops only to discharge passengers.
- f—Stops only on signal or notice to Agent or Conductor to receive or discharge passengers.

## CAMDEN and MILLVILLE

**MONDAYS thru FRIDAYS**

Read Down			EASTERN STANDARD TIME		Read Up	
773	769	Miles			756	758
PM NB	PM NB				AM NB	AM NB
5 29	4 26	.0	Ar.....Camden (Broadway).....	Ar	7 45	8 25
	f 4 33	2.5	".....South Camden.....	f	7 37	f 8 18
f 5 38	4 35	5.0	".....Yorkship.....	"	7 35	f 8 16
5 41	4 38	4.5	".....Gloucester.....	"	7 32	8 13
f 5 45	f 4 40	4.0	".....South Gloucester.....	"	7 30	f 8 10
5 45	f 4 42	5.5	Ly.....Brooklawn.....	Ly	7 29	f 8 09
5 47	4 45	6.1	".....Westville.....	"	7 27	8 07
f 5 48	f 4 47	6.7	".....South Westville.....	"	7 25	f 8 06
5 50	f 4 49	7.9	".....North Woodbury.....	"	7 23	8 05
5 53	4 52	8.8	".....Woodbury.....	"	7 20	8 03
5 56	f 4 55	10.9	Ly.....Woodbury Heights.....	Ly	7 17	7 59
6 00	4 58	11.9	".....Wenonah.....	"	7 13	7 55
6 04	f 5 02	13.7	".....Sewell.....	"	7 10	7 52
6 08	5 06	16.3	".....Pitman.....	"	7 06	7 49
6 12	5 10	18.2	".....Glassboro.....	"	7 02	7 46
f 6 14	f 5 12	19.0	.....South Glassboro.....	Ly	f 6 59	f 7 43
6 19	5 17	21.9	".....Clayton.....	"	6 56	7 39
6 23	5 21	24.6	".....Franklinville.....	"	6 52	f 7 34
f 6 25	f 5 23	25.7	".....Jona.....	f	6 50	f 7 31
f 6 29	f 5 26	28.2	".....Malaga.....	f	6 46	f 7 27
6 34	5 31	30.4	Ly.....Newfield.....	Ly	6 42	7 22
f 6 36	f 5 33	31.8	".....North Vineland.....	f	6 39	7 15
6 42	5 39	34.6	".....Vineland.....	"	6 34	7 10
f 6 46	f 5 43	37.4	".....South Vineland.....	f	6 29	f 7 10
6 54	5 48	40.4	Ar.....Millville.....	Ly	6 25	7 05
PM	PM				AM	AM



**See more...  
the safe, easy,  
fun-way, by train!**

## Alnwick Grove Historic Marker To be Dedicated on Pennypack Trail on Saturday, October 15

*The Alnwick Grove Historical Society, based in Bryn Athyn, Montgomery County will dedicate a Historic Marker at the location of Alnwick Grove on the Pennypack Trail (former Reading Railroad Newtown Branch) on Saturday, October 15, 2022, at 2:00 PM. The Society, with a large amount of research and assistance from Frederick Moore, who is president of the Northeast Philadelphia History Network, has gathered much information on Alnwick Grove. Picnickers used to come to the grove to sing and picnic. Its existence was associated with the creation of Bryn Athyn and the General Church of the New Jerusalem in the late 1800's).*

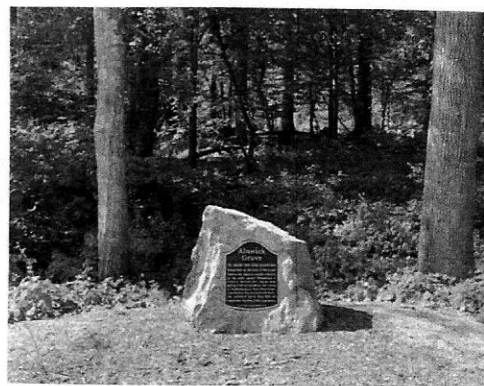
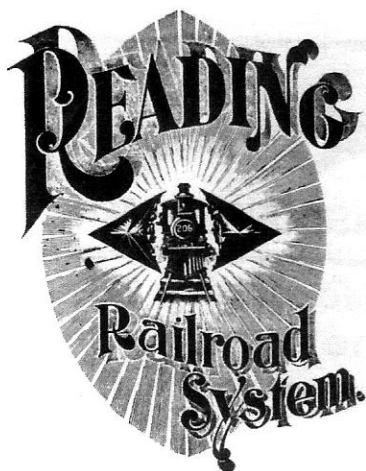
The source of the name Alnwick seems to be associate with Alnwick Castle on the Aln River in Northumberland, England. It's reported that another early excursion to Alnwick Grove was taken by members of the Swedenborgian Advent Society of Philadelphia on June 19, 1880.

During the 1880's, more members from Philadelphia, many of whom resided in the City's Spring Garden section near the Society's headquarters at 22<sup>nd</sup> & Cherry Streets. One of them, realtor Robert Glenn, had a residence near Paul's Run (today's Meadowbrook station on the West Trenton Line. In 1888, he suggested to his brother-in-law, wealthy industrialist John Pitcairn, that he purchase farmland in the vicinity of Alnwick Grove to relocate the New Church community. Homes, schools and the famed Bryn Athyn Cathedral (dedicated October 5, 1919), were all constructed during this era.

In late 1899, the relocated New Church requested that Alnwick Grove station take on their recently chosen name – Bryn Athyn-requested granted, with a new station being built in 1902, which today stands as Bryn Athyn Post Office.

(P.S. –I extend my sincere thanks to Fred Moore for his painstaking research on Alnwick Grove. His work has cleared up many questions about Alnwick Grove. I serve as a Tour Guide in the Bryn Athyn Cathedral, where I share much of the development of Bryn Athyn as a church-based community.

-- R. L. Eastwood, Jr., Editor



## Where is Alnwick Park??

*Alnwick Park is situated on the banks of the classical Pennypack Creek, about fourteen miles from Philadelphia at Huntingdon Valley station, Philadelphia, Newtown & New York Railroad.*

*You get to it by taking the Fox Chase and Newtown train at the Pennsylvania RR depot, 32<sup>nd</sup> And Market Streets, or at Ridge Avenue station on the Connecting RR. The road takes a north-east course through Philadelphia, Montgomery and Bucks Counties, opening up a new and magnificent stretch of suburban country, resembling in its scenery and general features the best portions of English farmland so closely, that Captain Stokes, who recently visited Newtown, remarked, that he felt perfectly at home, and would recommend to Englishmen emigrating, to settle in this vicinity.*

*The park has lately been improved, under the supervision of M.J. Campbell, excursion agent, No. 108 S. 10<sup>th</sup> Street, Phila., who has had erected a commodious pavilion for dancing purposes and a large number of tables and seats for the convenience of excursionists and picnic parties. There is a splendid rock spring of pure limpid water on the grounds and a fine sheet of water for boating and fishing, extending some three-quarters of a mile. There is abundance of shade from the numerous fine forest trees, and altogether a more inviting and elegant location could not be found in the neighborhood of Philadelphia. There is something so new and refreshing in the aspect of the scenery and surroundings of the park, that one could scarcely fail to be delighted with it. On Wednesday the first party of the season visited the grounds. Mr. W. P. Sweatsam and friends graced Alnwick Park with their presence and spent a day of unalloyed pleasure. The courtesy of the railroad officials and employees was marked and uniform, and everything worked like a charm, so much so that one might appropriately say "we were charmed." Among the fine fleet of boats afloat on the lake, we noticed the "General Sichel" and can recommend its sea-going qualities most highly.*

*It is a matter of very great surprise that this country is so little known among Philadelphians. I am sure if they would give it a visit they would be more than repaid for their pains and a vote of thanks would be given the projectors and builders of the Philadelphia, Newtown & New York Railroad for their enterprise in opening up a goodly land*

*From The Newtown Enterprise, Saturday, June 21, 1879*

*Courtesy of the Newtown Historic Association*