



CINDERS

APRIL 2023



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Volume 84

Number 3

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

Chapter Website: www.nrhsphiladelphia.org

More Members Opt-In

By Eric Dervinis, Zoomaster

Each month the list of members opting into the electronic *Cinders* continues to grow. You are saving the Chapter postage and printing costs. You are encouraged to make the switch by sending an E-mail to ecinders@nrhsphiladelphia.org. Please include your full name and preferred E-mail address.

The meeting on April 20 will be a hybrid in-person and ZOOM meeting. Those that receive the MailChimp E-mail will get the Zoom information. Those still receiving the paper *Cinders* can E-mail the address above to receive the Zoom information. It is not a "best practice" to put Zoom meeting information in *Cinders* or on the Chapter website.

Those who have not paid 2023 Philadelphia Chapter dues will not be receiving *Cinders* for April, as Chapter memberships expire on March 31 each year.

MEETING NOTICE

THURSDAY, APRIL 20, 2023

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

Our April 20 meeting will feature Doug Henry, Board Member and IT Chair of the Friends of the Railroad Museum of Pennsylvania. Before retiring, Doug was employed as an IT employee by the Social Security Administration. His program will detail the Friends of the Railroad Museum, their activities and projects over the years, to include some future plans.

This will be an in-person and a ZOOM program. Those members who are e*Cinders* enrollees may receive this month's program by either media. Access to ZOOM is limited to those who have signed up for this means.

Our **May 18** meeting will see Railroad Signal Expert Michael Brotzman with another installment via ZOOM on Pennsylvania Railroad signalling between Harrisburg and Pittsburgh. **Our June 15** program will feature Intermountain Chapter (Denver, CO) Vice President Richard Luckin with an in-person only program on the Budd RDC, courtesy of Chapter Member Bob Brewster, detailing Kalmbach Media's new documentary-style DVD on the RDC, introduced in 1949 from Philadelphia's Budd Red Lion Plant.

Notice

Annual Meeting/Election

Notice is hereby given of election of Chapter officers for the year 2023-2024, to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Thursday evening, April 16, 2023 at SEPTA Elkins Park Regional Rail Station, 7879 Spring Avenue, Elkins Park, PA 19027. The Annual Meeting starts at 7:00 PM, and the election will be held at the beginning of the business meeting.

Any member in good standing who is interested in serving as President, Senior Vice President, Vice President & Treasurer, Secretary or National Representative, may be nominated from the floor at the March 16 meeting, or by communication before April 1, 2023 to Daniel J. Murray, Nominations Chairman, Philadelphia Chapter, NRHS, 745 Sunflower Avenue, Langhorne, PA 19047-3747. Dan's E-mail address is WoodyWagon@live.com or by phone to 215-208-7171.

More Copeland Rail Items for Sale

At our April 20 meeting, Chapter Member Kevin Feeney will display a whole host of railroadians items for sale, all from the collection of our late treasurer, Richard D. Copeland. This will include books, maps, post cards, public and employee timetables. In addition, there will be trip guides from Rich's rare mileage trips, and a whole selection of 35mm slides from those trips.

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.

Chapter's May 18 Meeting Features PRR Signaling Between Harrisburg & Pittsburgh

Railroad Signal Expert Michael Brotzman will return with a ZOOM presentation on Pennsylvania Railroad signaling between Harrisburg and Pittsburgh at Philadelphia Chapter's monthly meeting program on Thursday, May 18, 2023. Brotzman has provided programs on PRR signaling at two prior meetings, one dealing between Center City Philadelphia and Paoli, and the second between Paoli and Harrisburg. The meeting begins at 7:00 PM at our Elkins Central meeting location in SEPTA's Elkins Park Regional Rail station.

An Apology

In our March issue, Philadelphia Railfriend Harry Garforth provided an excellent commentary on the East Broad Top Railroad Winter Spectacular, on Page 8, complete with a photo of newly-rebuilt Mikado 2-8-2 #16/

Unfortunately, the gremlins snuck in and Harry did not receive proper credit for the article. We certainly apologize for the omission. We encourage members to provide us with articles such as this so we may keep everyone informed of events in our area.

JAMES R. KRAMER March 3, 2023

It is with sadness that we inform you of the passing of Philadelphia Railfriend James R. Kramer, of Schwenksville, PA on Friday, March 3, 2303 at the age of 72. In 1973, Jim joined Philadelphia Chapter as a full member, becoming a Philadelphia Railfriend in March, 2014.

He was born in Lansdale, PA in November, 1951. He graduated from Collegeville-Trappe High School in 1961, later graduating from Ursinus College.

He was a longtime employee of American Olean Tile Company in Lansdale. He later moved to Chicago, where he spent 17 years with GMAC, later moving to Arizona where he worked for Henkels Financial, Inc., finally retiring back in Pennsylvania. He enjoyed train travel, both domestic as well as around the World.

Surviving is a sister, Sara J. Ryan and her husband, Jim, of Souderton, two brothers, Edward L. Kramer and his wife, Nina, of Limerick, PA and Richard A. Kramer of Schwenksville, PA and five nieces and a nephew, Tracy, Jenny, Erika, Andrew and Brittany. He will also be missed by his loyal greyhound, Briar.

A memorial service was held on Wednesday, March 15, 2023, with interment at Lower Skippack Mennonite Church Cemetery. Services were under care of R. L. Williams, Jr. Funeral Home, Inc. 3440 Skippack Pike at Cedars Road, Skippack, PA.

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

More Chapter members are changing their monthly delivery of CINDERS to electronic delivery. We are in receipt of additional names and E-mail addresses. We have on hand a number of names which could not be made effective for the April issue, but have been given to Eric Dervinis for inclusion for the May issue.

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 reastwood2@comcast.net upon receipt of this issue of CINDERS.

R. L. EASTWOOD, JR., President and Editor
April 1, 2023

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA System

The much-criticized plan to extend rail service to King of Prussia seems to be dead—or rather “paused” in SEPTA-speak. Just a month after announcing that it would proceed with final design for the \$3-billion project, SEPTA on March 17 reversed course, saying that its failure to win major funding from the Federal Transit Administration means that KOP is now an unachievable goal. Cost of the project had soared by more than 50% from the estimate given when planning began in 2012, and SEPTA already has spent \$53 million on preliminary work. Aside from its cost, the KOP extension also suffered another drawback. It would not have provided a single-seat ride to and from center city, instead requiring a change of trains at 69th Street.

SEPTA’s decision to put KOP on the back burner obviously met with approval from the several vocal groups which have insisted that the money be spent in more densely-populated urban areas. The *Inquirer* even ran an editorial on March 23, saying that its board back in 2021 had asked SEPTA to reconsider the prioritizing of the King of Prussia extension, and instead to use its “scarce resources” to insure that “basic functions return to normalcy. That means clean, safe, smoke-free stations for all riders and an end to relentless equipment and operator shortages.” The newspaper also said that SEPTA should better publicize its efforts on two other major capital projects, trolley modernization and “Reimagining Regional Rail.” These two initiatives “have the potential to add tens of thousands of riders...and represent an exciting opportunity to reacquaint residents with the rail services they already have.”

It’s been pointed out that ridership forecasts for the KOP extension ranged around 10,000 per day, which is small compared with the potentially high ridership of something like a subway under Roosevelt Blvd. in Philadelphia (see February *Cinders*). But to date SEPTA has shown no interest in advancing the Boulevard proposal, which likely could result in more than 100,000 daily passengers riding the service. (Such a project was first proposed more than 100 years ago!) The *Inquirer* editorial further suggested that SEPTA “focus on expansions that make sense, such as the Roosevelt Blvd. subway.”

After receiving much negative feedback from the public concerning its so-called “Bus Revolution,” SEPTA last month said that it had come up with a number of revisions. The new version, dubbed “Bus Revolution 2.0,” will contain fewer high-frequency routes as many riders find their old routes still intact. This will mean that these passengers will retain their direct services with less need to change vehicles, a major objection heard during the 26 public meetings SEPTA hosted. And instead of cutting the number of routes from the present 126 to 99 as originally proposed, the new draft will include about 112 routes.

SEPTA bus riders in center city will now enjoy faster trips on some routes, as the city and PennDOT have agreed to mark about

1.75 miles of Market Street with red striping to designate bus-only lanes. As has already been found on Chestnut Street, these stripes have been moderately successful in discouraging motorists from driving or parking in those lanes.....SEPTA is planning to build an expanded Wissahickon Transportation Center on Ridge Avenue in Manayunk. While this is a bus-only depot, it is close to the Wissahickon station on the Manayunk-Norristown line. Pre-COVID, the current Wissahickon Center handled about 7,200 daily passenger trips. Cost of the new center will be \$28.3 million but no completion date was announced.

Three violent encounters were reported on SEPTA’s high-speed lines last month. The first involved a fight among a group of teenagers on board a Broad Street Line train near the Logan station around 11 PM on Saturday, March 4, during which a 16-year-old boy was stabbed. He was taken to the hospital with non-life-threatening injuries. Then, about 9:30 PM on Wednesday the 29th a man and a woman were wounded by gunfire in the Snyder station in South Philadelphia. The victims were hospitalized and the shooter captured by police a few blocks away. Finally, another brawl on board an eastbound Market-Frankford train in West Philadelphia just before 8 AM on Friday the 31st resulted in a 19-year-old man being shot in the arm. The shooter was arrested as the train was being evacuated at the 52nd Street el station, and two other participants in the fight were also detained.

Violent incidents such as these, SEPTA acknowledges, likely will discourage some people from riding the system. But at least it can do something about another vexing problem, fare evaders, which are said to cost millions of dollars in lost revenue by jumping turnstiles and walking past trolley and bus drivers without paying. To start the effort of foiling turnstile jumpers, SEPTA will install new eight-foot-tall fare gates with electronic sensors at the 13th and 34th Street Market-Frankford Line stations. This test program includes the purchase of 22 vertical gates to be installed late this year. Sixteen of the gates, eight for each side, will go to the 13th Street subway station.

SEPTA is paying one of its former executives \$450,000 even though he was terminated in 2021, according to an *Inquirer* report last month. The story explained that Deputy General Manager Robert L. Lund, Jr., the agency’s third highest-paid employee, continues to receive his \$297,000 annual salary for two years after his departure, under the terms of a three-year contract he signed with SEPTA in January 2020. His position was eliminated in a management reorganization just a year after the contract was signed. Such contracts, which do not need approval from the SEPTA board, are intended to give an executive an independent voice and not be subject to firing by the general manager as he could have been as an “at-will” employee. Such “buying out” of execs is a common business practice, according to a member of the board. Lund also will receive pension benefits following his formal retirement this year.

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PHILADELPHIA EXPRESS

(Continued from Page 3)

Mayor Jim Kenney of Philadelphia has proposed a two-year pilot program under which all city employees would receive free SEPTA passes. The same benefit also would be given to 25,000 city residents who are living in poverty. The Mayor proposed the \$80 million expenditure as part of his Fiscal Year 2024 budget proposal. "No rider should be left behind just because they can't afford to use SEPTA," said a spokesman for Transit Forward Philadelphia, noting that 26% of Philadelphians live on less money than the Federal government's official definition of poverty. And of course the Mayor's idea should bring considerable extra revenues to SEPTA.

SEPTA has issued new timetables for seven of its 13 Regional Rail lines, effective April 16. The Airport Line also got a new timetable showing updates for Airport stations although no schedules were changed. New timetables were issued for Chestnut Hill East and West, Fox Chase, Paoli/Thorndale, Trenton, West Trenton and Wilmington/Newark. The Glenside Combined timetable also was reissued. SEPTA continues to maintain weekday service at 75% of pre-pandemic levels, although ridership is still at about 51%.

SEPTA's long-delayed order for 45 double-deck railcars from Chinese builder CRRC looks like it's in for even more delay. The press is reporting that CRRC has delivered only 90 of the 404 new transit cars ordered by Boston's MBTA in 2014, and those cars have been riddled with problems including derailments, a battery explosion, loose brake bolts and faulty wiring. U.S. DOT has begun an audit of SEPTA's \$138 million order with CRRC to see if the Chinese government-owned builder is complying with laws requiring a certain percentage of needed parts to be supplied by American manufacturers.



AMTRAK

A severe wind and rain storm that struck the Philadelphia region late on Saturday, April 1, toppled trees onto the catenary at several places on AMTRAK's Harrisburg line, the worst near Radnor and Paoli stations. The downed wires forced SEPTA and Amtrak to suspend all service west of Philadelphia for the entire day on Sunday and into Monday morning. For Amtrak this meant that the entire Keystone schedule on Sunday was cancelled between Philadelphia and Harrisburg, as well as trains #42 and 43 *Pennsylvanian*. (The latter trains did operate between Harrisburg and Pittsburgh, with a bus bridge from/to Philadelphia.) Other SEPTA lines that suffered storm-related delays were Media-Wawa, Fox Chase and West Trenton. Six tornados touched down in the tri-state region, one of which caused a fatality in Sussex County south of Wilmington. An EF1 strength twister struck near Newtown, Bucks County, but did only minor damage. With three tracks on the Harrisburg line reopened Monday morning, Amtrak was able to partially resume Keystone service by 9 AM, with full operations by 2 PM. Shortly after noon SEPTA restarted its Paoli-Thorndale service, with #9556 the first inbound train.

AMTRAK last month released its annual funding request to Congress for Fiscal Year 2024. It totals \$3.65 billion, split \$1.75 billion for Northeast Corridor operations and \$1.95 billion for the National Network. The level of the grant request was set by

Congress in 2021, but last year the \$3.3 billion that Amtrak sought was split differently with one third (\$1.1 billion) for the Corridor and two thirds (\$2.2 billion) for the National Network. The new request is split 46.6% for the Corridor and the balance for national operations. If Congress fails to provide the requested base funding for the Corridor, Amtrak says it will be forced to reduce or delay necessary maintenance and capital work on properties it owns. But the largest single modernization expense item is \$202.6 million budgeted for the Long Distance Improvement Program that includes infrastructure investments to reduce trip times, improved on-time performance and expanding in-demand services such as dining car access for all long distance passengers (*Trains*).

AMTRAK, NJ TRANSIT and their passengers suffered through a major service outage on the Northeast Corridor during the afternoon of Wednesday, March 22. Several wildfires shut down all operations in the area of Edison, NJ, beginning around 4:30 PM, but by 7 PM service was gradually being restored after dozens of trains were delayed. Some Amtrak trains were cancelled while others ran from two to four hours late. One train, Washington to New York Regional #176, was reported more than four hours late. Eastbound *Pennsylvanian* #42 was delayed for three hours and 15 minutes. At least two eastbound Keystone trains were terminated at Philadelphia and westbound #651 originated at Trenton one hour late. NJT was gradually able to resume its New York-Trenton Corridor service but rush-hour service was heavily impactedSpeaking of delays, westbound *Pennsylvanian* #43 was held for more than four hours at Harrisburg on Thursday, March 16, according to Internet reports. The train's P42 diesel #93 apparently failed, so the train had to wait until a replacement unit could be deadheaded from Philadelphia.

The long-discussed return of New York-Scranton passenger train service has become a Federal "New Starts" restoration project. It's now quite possible that AMTRAK someday could begin running the service, but only after 17 miles of the abandoned ex-Lackawanna "Cutoff" were to be rebuilt between Andover, NJ, and Delaware Water Gap, PA (or more precisely Slateford Junction). NJ TRANSIT is currently working to restore service between Andover and New York, an ongoing project that includes the rebuilding of seven miles of track from Lake Hopatcong, located on NJT's Morris & Essex commuter line, to Andover. Another necessary task to complete the project would be to upgrade the existing 55 miles of publicly-owned track from the Water Gap to Scranton. An Amtrak analysis states that a future New York-Scranton service with three daily round-trips could carry more than 470,000 passengers annually.



CSX, NS, OTHER ROADS

Genesee Valley Transportation, which operates the Scranton-based shortline DELAWARE-LACKAWANNA RAILROAD, has signed an agreement to acquire the last operable Alco PA passenger locomotive. After being restored over the past several years by Preservationist Doyle McCormick and his crew in a Portland (OR) shop, the former Santa Fe and Delaware & Hudson unit is now dressed as Nickel Plate #190 (NKP also was an operator of the impressive-looking and much-beloved PA's.) As D&H #18, the locomotive had become famous as one of the four

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PHILADELPHIA EXPRESS

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PA's D&H used on its famed railfan specials in the 1970's, as well as for power on D&H's Albany-Montreal *Adirondack*. The unit may be moved east to Scranton sometime this month and some excursion use is likely.

Last month the Postal Service released its much-anticipated series of stamps featuring colorful paintings of five historic railroad stations. They are the stations in Cincinnati, OH, Richmond, VA, Point of Rocks, MD, San Bernardino, CA, and perhaps surprisingly the old Reading station at Tamaqua, PA.....The STRASBURG RAIL ROAD has opened a six-track freight receiving yard at Leaman Place, PA, located beside AMTRAK's Harrisburg line. This is where SRC interchanges with NORFOLK SOUTHERN. The \$3.3-million cost of the yard apparently is justified by the shortline's lively freight business.

March proved to be another very bad month for NS, as it dealt with the continuing fallout from the disastrous February 3 hazmat derailment and resulting fire in East Palestine, OH (see March *Cinders*). Both the State of Ohio and the U.S. Environmental Protection Agency are suing the railroad, seeking heavy penalties and as an effort to ensure that NS will assume the full cost for remediating the damages. NS CEO Alan Shaw made two appearances before a Congressional committee in March, assuring the Senators that the railroad will do whatever is necessary to "make things right," including long-term programs for medical coverage, protection of drinking water and compensation for loss of property values.

The Ohio suit claims that the derailment was "entirely avoidable and the direct result of Norfolk Southern's practice of putting its own profits ahead of the health, safety and welfare of the communities in which [NS] operates." The Ohio attorney general said in the suit that the cleanup will require "significant dollars to put the people of East Palestine back as close as possible to the position they were in before February." Governor Josh Shapiro of Pennsylvania later announced that NS had agreed to pay several million dollars to cover the cost of the response and recovery in his state. East Palestine is very close to the boundary between Ohio and Pennsylvania. Another after-effect of the derailment has been the introduction of several bills in Congress to toughen the Federal oversight of railroads, including the Railway Safety Act of 2023 co-sponsored by Pennsylvania Senators Casey and Fetterman, Ohio Senator Sherrod Brown and several other members.

To correct a statement made in last month's column, the East Palestine derailment was caused by an overheated wheel bearing on an axle of the 23rd car in train 32N, which was five cars ahead of the first of five tank cars carrying the toxic vinyl chloride. A total of 38 cars in the 150-car train derailed, and it's possible that if NS had spaced its lineside hotbox detectors closer together the engineer might have received a more timely warning to stop the train before the wreck happened. Currently, NS spaces its detectors an average of 13.9 miles apart on its core system, but announced that it will examine the detector network to see where more devices might be placed. The railroad said it "anticipates adding about 200 hot bearing detectors to its network."

**2023 NRHS Convention
Deerfield Beach, FL – Sept. 1-6**

NRHS News

by Bill Welk, National Representative

On Friday, March 10, I attended the NRHS pre-Spring Conference Advisory Council Meeting via ZOOM. This year's Spring Conference will take place in Sparks, NV from May 16 to May 21. The NRHS's finances are being finalized since member dues and donations are still being received, through March 31.

The Society's **Heritage Grants** program has received 50 Grant Applications requesting in excess of \$300,000. The Committee's objective is to review and complete a list of finalists promptly in order to get grant money to recipients prior to last Spring so the most work can be accomplished. Each successful applicant is responsible to provide updates of their projects periodically and complete a final report to be used as an article for the *NRHS News*.

In other news, both RailCamps will take place in 2023 and are expected to be filled. Membership Awards (pins, certificates and letters) will be mailed during April. The Neon membership database has been updated with the latest chapter and member information. Membership cards are currently being mailed. As of February 28, there are 3,675 members who have renewed, compared to 4,449 at this time last year.

The Film Library Committee reported that Tom Coughlin took some of the digitized films and put them on his *YouTube* channel. Additional financial and labor support will be obtained for the Film Library to expedite completion of at least one DVD to be placed on the NRHS website. As of this meeting, approximately 1,050 images have been added to the NRHS Photo Gallery, which can be accessed through the NRHS website.

The 2023 NRHS National Convention will take place in September in Fort Lauderdale, FL from September 1 through September 6. The hotel will be the Doubletree at Deerfield Beach, at a rate of \$129.00 per night. It is anticipated that the 2024 Convention will be held in Harrisburg, PA, featuring the East Broad Top Railroad. Future conferences could be taking place in the Philadelphia or Wilmington areas.

NRHS President Tony White did say that the position of Assistant Treasurer had no volunteers and remains open. The April issue of *NRHS News* will be an online PDF. There will be no May issue due to the Spring Conference, and it was announced that the annual rail attractions guide should be out by June.

WANTED!!
Members are invited
to submit short railroad or
traction history articles (up to one
page) for publication in *Cinders*.
Please contact R. L. Eastwood, Jr.,
Editor with complete details on
articles to Post Office Box 353,
Huntingdon Valley, PA 19006-0353
or by E-mail to
reastwood2@comcast.net

Friends of Philadelphia Trolleys to Sponsor Joint Kawasaki Trip on May 21

The Friends of Philadelphia Trolleys will sponsor a joint Kawasaki LRV charter trip in conjunction with the East Penn Traction meet on Sunday, May 21, 2023. As is FPT's custom, snacks and beverages will be available for purchase on the car.

The trip will operate from 10 AM until 2 PM from SEPTA's Elmwood Depot at 7311 Elmwood Avenue (at 73rd Street) in West Philadelphia, and will cover the subway-surface lines with routes and equipment subject to change.

The fare for the trip is \$60.00 per person. To order tickets, please send check made payable to Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843. Need more information: Contact either Harry Donahue at HAD2709@aol.com or Bill Monaghan at trolleyriver@comcast.net. Please respond no later than **May 14, 2023**.

East Penn Traction Club Sets 26th National Model Meet

The East Penn Traction Club has set its 26th National Trolley Meet, to be held at the Argy-Plex Charles Hall on the Allentown Fairgrounds at 17th & Chew Street in Allentown, PA 18104, on May 19, 20 and 21, 2023. There is free parking on site.

For additional information, please visit www.allentownfairpa.org. Registration is \$23 in advance, \$25 at the door. Philadelphia Chapter members are invited to visit www.eastpenn.org for the latest meet information or to register online.

The meet contest theme will be "Cars of the St. Louis Car Company", and included will be manufacturer and dealer tables, awards for modules and displays, operating layouts (all scales), pop-up clinics, model contests, and door prizes.

Conrail Historical Society Opens Museum

by Kevin Cunningham

The Conrail Historical Society (CRHS) opened the Conrail Museum on April 1, 2023, the 47th anniversary of Conrail's formation. The Museum is located in restored former Conrail X67 boxcar #243880, along the Cumberland Valley Rail Trail in Shippensburg, PA adjacent to the restored Penn Central Penn Central boxcar that houses the Cumberland Valley Railroad Museum.

The car was one of 154 X67 class boxcars built at the Penn Central's Samuel Rea Car Shops in Hollidaysburg, PA, in 1970. Originally constructed as Penn Central #295633 in April, 1970, this 86-foot-long car was designed specifically for auto parts service, carrying large automobile frames and components between domestic auto assemble plants. It entered service carrying Ford parts based out of Brownstown, MI. On April 1, 1976, the car became Conrail #295633. In the late 1980's the X67 class cars

were renumbered to the #24xxxx series, and this car was repainted in Conrail colors as #243880. Records indicated that this car was assigned to Chrysler stamping service in August of 1995, at Twinsburg, OH and then at a different plant, where it remained when Conrail was split up in 1999. The car was conveyed to CSX, repainted and restenciled as NYC #243880. It was later transferred to auto parts service for General Motors based out of Parma, OH.

The 243880 was donated to the Conrail Historical Society by CSX Transportation in January, 2020 to become the Conrail Museum. It was moved to the museum site on August 21, 2021, and is one of the largest railcars to move by road in North America. The outside of the car was fully restored to its original Conrail appearance over Labor Day weekend in 2021. On February 1, 2022, it was reunited with its trucks and placed on the final piece of panel track. Throughout 2022 and early 2023 a new interior was framed out, an HVAC system installed, and a state-of-the-art museum was developed to display a portion of the CRHS's artifact collection. Also located at one end of the car is a room built to house the CRHS's archives.

The Conrail Museum is located at 51 East Fort Street, Shippensburg, PA 17257. It is open 365 days a year, sunrise to sunset, and admission is free. For more information about the Conrail Museum, and the Conrail Historical Society, go to their website, www.thecrhs.org. *Cinders* expresses its thanks to Jim Stanton, CHRS Vice President and Museum Chairman for granting permission to use information from the CRHS website for this article.

Norfolk Southern to Sell Saluda Grade For Conversion to Trail

Norfolk Southern has agreed to sell 31 miles of right-of-way of its dormant Saluda Grade -- formerly the steepest main mine in America -- to the Saluda Grade Trail Conservancy for conversion to a trail according to the *Spartanburg Post and Courier*.

Three non-profit groups -- Conserving Carolina, Upstate Forever and PAL (Play, Advocate, Live Well), said last year they were negotiating to purchase the line, which last saw a through train in December, 2001. PAL Executive Director Laura Ringo told the newspaper the conservancy has signed a written agreement that outlines the price and terms of sale, "none of which can be disclosed based on a confidentiality agreement." The Conservancy signed the agreement February 5, while NS signed on February 7.

The 31-mile route includes 16 miles in South Carolina and 15 in North Carolina. The South Carolina legislature has earmarked \$5 million for the project. Ringo said next steps include continued fundraising and an economic impact and feasibility study, along with the pursuit of additional state and Federal funding. Bob Briggs, mayor of Landrum, SC, one of the communities on the route, said fundraising will likely take two years, and creation of the trail is still three to five years away. The Saluda Grade, which included a 4.7% incline with a brief stretch of 5.1% grade, first saw rail service in 1878 and was considered the nation's most dangerous stretch of mainline railroad. Following its closure, part of the route was sold to Watco, which operates part of its Blue Ridge Southern Railroad.

Reading Trains You Can't Ride Anymore

Here are some schedules of Reading Railroad trains you can't ride anymore. These schedules are all extracted from Reading Railroad Schedule T. T. 6, with an issues date of September 29, 1935. In some cases, the rails and roadbed no longer exist. Enjoy your imaginary ride!!

READING & COLUMBIA BRANCH

| | | SOUTHBOUND | | | | | | | | | | SUNDAYS AND HOLIDAYS (EXCEPT AS NOTED) | | | | | |
|-------------|----------------------------|--------------------------|------|-------|-------|-------|------|------|------|------|------|--|------|------|------|--|--|
| | | WEEKDAYS—EXCEPT HOLIDAYS | | | | | | | | | | SUNDAYS AND HOLIDAYS (EXCEPT AS NOTED) | | | | | |
| R. R. Miles | STATIONS | 505 | 501 | 517 | 519 | 525 | 505 | 517 | 525 | 505 | 517 | 501 | 519 | 505 | 517 | | |
| | New York (West 2nd St.) | AM | AM | AM | AM | AM | PM | PM | PM | PM | AM | AM | AM | AM | AM | | |
| | Philadelphia | 4:05 | 4:25 | 4:30 | 4:45 | 4:55 | 6:00 | 6:15 | 6:30 | 6:45 | 8:00 | 8:15 | 8:30 | 8:45 | 9:00 | | |
| | Reading (Depot) | | | 8:00 | | | | | | | 8:00 | | | | | | |
| | Franklin St. (Reading) Bus | 7:30 | | 9:40 | 11:20 | | | | | | | | | | | | |
| | Wyomissing | | | 10:04 | 11:30 | | | | | | | | | | | | |
| | Sinking Spring | | | 10:12 | 10:05 | 11:45 | | | | | | | | | | | |
| | Montello | | | 10:18 | 10:07 | 11:47 | | | | | | | | | | | |
| | Fristown | | | 10:25 | 10:10 | 11:55 | | | | | | | | | | | |
| | Vinmont | | | 8:24 | 10:14 | 11:54 | | | | | | | | | | | |
| | Rainolds | | | 8:29 | 10:21 | 12:01 | | | | | | | | | | | |
| | Denver | 7:05 | | 8:35 | 10:26 | 12:07 | | | | | | | | | | | |
| | Stevens | 8:00 | | 8:38 | | 12:14 | | | | | | | | | | | |
| | Ephrata | 8:08 | | 8:45 | | 12:20 | | | | | | | | | | | |
| | Akron | 8:16 | | 8:51 | 10:48 | 12:28 | | | | | | | | | | | |
| | Millway | | | 8:58 | | 12:35 | | | | | | | | | | | |
| | Rothville | | | 9:08 | | 12:43 | | | | | | | | | | | |
| | Lititz | | | 9:17 | | 12:51 | | | | | | | | | | | |
| | Line Rock | | | 9:27 | | 1:00 | | | | | | | | | | | |
| | Manheim | | | 9:37 | | 1:09 | | | | | | | | | | | |
| | Lancaster Junction | | | 9:47 | | 1:18 | | | | | | | | | | | |
| | East Petersburg | | | 9:57 | | 1:27 | | | | | | | | | | | |
| | Shrewsbury | | | 10:07 | | 1:36 | | | | | | | | | | | |
| | Lancaster | 8:45 | AM | AM | AM | PM | PM | PM | PM | AM | AM | AM | AM | AM | AM | | |

| | | NORTHBOUND | | | | | | | | | | SUNDAYS AND HOLIDAYS (EXCEPT AS NOTED) | | | | | |
|-------------|----------------------------|--------------------------|-------|-------------------------|-------|-------|-------|-------|-------|-------|------|--|-------------------------|-------|--|--|--|
| | | WEEKDAYS—EXCEPT HOLIDAYS | | | | | | | | | | SUNDAYS AND HOLIDAYS (EXCEPT AS NOTED) | | | | | |
| R. R. Miles | STATIONS | 500 | 502 | 508 | 500 | 510 | 504 | 500 | 502 | 508 | 500 | 510 | 504 | 500 | | | |
| | Lancaster | AM | AM | AM | PM | PM | PM | PM | PM | PM | AM | AM | AM | AM | | | |
| | Shrewsbury | 5:15 | 7:00 | 9:30 | | | | | | | 6:30 | 9:40 | 3:30 | PM | | | |
| | East Petersburg | | | Bus Service (See below) | | | | | | | | | Bus Service (See below) | | | | |
| | Lancaster Junction | | | Bus Service (See below) | | | | | | | | | Bus Service (See below) | | | | |
| | Manheim | | | Bus Service (See below) | | | | | | | | | Bus Service (See below) | | | | |
| | Lititz | | | Bus Service (See below) | | | | | | | | | Bus Service (See below) | | | | |
| | Rothville | | | Bus Service (See below) | | | | | | | | | Bus Service (See below) | | | | |
| | Millway | | | Bus Service (See below) | | | | | | | | | Bus Service (See below) | | | | |
| | Akron | 5:40 | 7:25 | 9:55 | | | | | | | 6:50 | 10:07 | 3:45 | PM | | | |
| | Ephrata | 5:47 | 7:34 | 10:04 | | | | | | | 7:04 | 10:14 | 4:05 | PM | | | |
| | Denver | 6:00 | | 10:17 | | | | | | | 7:17 | 10:27 | 4:15 | PM | | | |
| | Stevens | 6:08 | | 10:25 | | | | | | | 7:25 | 10:35 | 4:25 | PM | | | |
| | Rainolds | 6:16 | | 10:33 | | | | | | | 7:33 | 10:43 | 4:35 | PM | | | |
| | Vinmont | 6:24 | | 10:41 | | | | | | | 7:41 | 10:51 | 4:45 | PM | | | |
| | Montello | 6:32 | | 10:49 | | | | | | | 7:49 | 11:00 | 4:55 | PM | | | |
| | Sinking Spring | 6:40 | | 10:57 | | | | | | | 7:57 | 11:08 | 5:05 | PM | | | |
| | Wyomissing | 6:48 | | 11:05 | | | | | | | 8:05 | 11:19 | 5:15 | PM | | | |
| | Franklin St. (Reading) Bus | | | 11:15 | | | | | | | 8:15 | 11:26 | 5:25 | PM | | | |
| | Reading (Depot) | | | 11:25 | | | | | | | 8:25 | 11:37 | 5:35 | PM | | | |
| | Philadelphia | 10:05 | 10:05 | 10:05 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 | 9:05 | 10:05 | 10:05 | 10:05 | | | |
| | New York (Liberty St.) | AM | AM | AM | PM | PM | PM | PM | PM | AM | AM | AM | AM | AM | | | |
| | New York (West 2nd St.) | AM | AM | AM | PM | PM | PM | PM | PM | AM | AM | AM | AM | AM | | | |

| WILMINGTON BRANCH | | | |
|---|--------------------------|---------|--|
| Service between Reading and Coatesville | | | |
| WEEKDAYS ONLY—NO SUNDAY SERVICE | | | |
| READ DOWN | STATIONS | READ UP | |
| 7:10 | Reading | 7:01 | |
| 7:15 | Franklin Street | 7:06 | |
| 7:20 | Newman | 7:11 | |
| 7:25 | Birdsboro (Reading Div.) | 7:16 | |
| 7:30 | Birdsboro (W.A.N.Br.) | 7:21 | |
| 7:35 | Trap Hook | 7:26 | |
| 7:40 | White Bear | 7:31 | |
| 7:45 | Gettysburg | 7:36 | |
| 7:50 | Cold Run | 7:41 | |
| 7:55 | Jonas Heights | 7:46 | |
| 8:00 | Jonas | 7:51 | |
| 8:05 | Kenney | 7:56 | |
| 8:10 | Elverson | 8:01 | |
| 8:15 | Elverson | 8:06 | |
| 8:20 | Conestoga | 8:11 | |
| 8:25 | Imbels | 8:16 | |
| 8:30 | Ponies | 8:21 | |
| 8:35 | Rocklyn | 8:26 | |
| 8:40 | Birdsboro | 8:31 | |
| 8:45 | Imbels | 8:36 | |
| 8:50 | Cedar Knoll | 8:41 | |
| 8:55 | Wagontown | 8:46 | |
| 9:00 | Soxton | 8:51 | |
| 9:05 | Valley | 8:56 | |
| 9:10 | Coatesville | 9:01 | |

BUS SERVICE Where buses do not directly serve railroad stations at places shown they stop at nearby points on the highway. See separate folder for specific stops and intermediate service. Under local restrictions passengers will not be carried whose journey is entirely within the following zones: READING-BAKING SPRING EPHRATA-LANCASTER Through passengers will be carried from points in one zone to points in another. Regular day-way, round-trip and 20-trip railroad tickets will be good on buses between corresponding points on the Reading & Columbia Branch. Baggage service is rendered for the convenience of bus patrons, but the Company does not assume responsibility for loss of or damage to baggage due to any cause. Hand baggage limited to 50 pounds per passenger will be carried free. Trunks will not be accepted on buses.

HARRISBURG — GETTYSBURG

| WESTBOUND—WEEKDAYS ONLY—NO SUNDAY SERVICE | | | EASTBOUND WEEKDAYS ONLY—NO SUNDAY SERVICE | | | |
|---|-------------------|-------|---|------------------------------|------|-------|
| Miles | STATIONS | 501 | 507 | STATIONS | 502 | 501 |
| 0.0 | Harrisburg | AM | PM | Gettysburg | 6:00 | 10:30 |
| 0.2 | Camp Hill | 7:29 | 10:17 | Goldensville | 6:09 | 10:39 |
| 0.4 | Boonmoyne | 7:35 | 10:23 | Table Rock | 6:16 | 10:46 |
| 0.6 | Boonmoyne | 7:40 | 10:28 | Higlersville | 6:23 | 10:53 |
| 0.8 | Grantham | 7:46 | 10:34 | Germansville | 6:30 | 11:00 |
| 1.0 | Grantham | 7:52 | 10:40 | Centre Mills | 6:37 | 11:07 |
| 1.2 | D. & M. Junction | 7:58 | 10:46 | Bendonsville | 6:44 | 11:14 |
| 1.4 | Bendonsville | 8:04 | 10:52 | Gardens | 6:51 | 11:21 |
| 1.6 | Leidigh | 8:10 | 10:58 | Leidigh | 6:58 | 11:28 |
| 1.8 | Leidigh | 8:16 | 11:04 | Peach Glen | 7:05 | 11:35 |
| 2.0 | Balding Springs | 8:22 | 11:10 | Starners | 7:12 | 11:42 |
| 2.2 | Carlisle Junction | 8:28 | 11:16 | Goodyear | 7:19 | 11:49 |
| 2.4 | Carlisle Junction | 8:34 | 11:22 | Hunters Run | 7:26 | 11:56 |
| 2.6 | Upper Mill | 8:40 | 11:28 | Upper Mill | 7:33 | 12:03 |
| 2.8 | Hunters Run | 8:46 | 11:34 | Mt. Holly Springs (Pine St.) | 7:40 | 12:10 |
| 3.0 | Goodyear | 8:52 | 11:40 | Carlisle Junction | 7:47 | 12:17 |
| 3.2 | Starners | 8:58 | 11:46 | Balding Springs | 7:54 | 12:24 |
| 3.4 | Leidigh | 9:04 | 11:52 | Leidigh | 8:01 | 12:31 |
| 3.6 | Gardens | 9:10 | 11:58 | Grantham | 8:08 | 12:38 |
| 3.8 | Bendonsville | 9:16 | 12:04 | Boonmoyne | 8:15 | 12:45 |
| 4.0 | Centre Mills | 9:22 | 12:10 | Boonmoyne | 8:22 | 12:52 |
| 4.2 | Germansville | 9:28 | 12:16 | Camp Hill | 8:29 | 12:59 |
| 4.4 | Balding Springs | 9:34 | 12:22 | Harrisburg | 8:36 | 13:06 |
| 4.6 | Leidigh | 9:40 | 12:28 | | | |
| 4.8 | Goodyear | 9:46 | 12:34 | | | |
| 5.0 | Hunters Run | 9:52 | 12:40 | | | |
| 5.2 | Upper Mill | 9:58 | 12:46 | | | |
| 5.4 | Carlisle Junction | 10:04 | 12:52 | | | |
| 5.6 | Carlisle Junction | 10:10 | 12:58 | | | |
| 5.8 | Upper Mill | 10:16 | 13:04 | | | |
| 6.0 | Hunters Run | 10:22 | 13:10 | | | |
| 6.2 | Goodyear | 10:28 | 13:16 | | | |
| 6.4 | Starners | 10:34 | 13:22 | | | |
| 6.6 | Leidigh | 10:40 | 13:28 | | | |
| 6.8 | Gardens | 10:46 | 13:34 | | | |
| 7.0 | Bendonsville | 10:52 | 13:40 | | | |
| 7.2 | Centre Mills | 10:58 | 13:46 | | | |
| 7.4 | Germansville | 11:04 | 13:52 | | | |
| 7.6 | Balding Springs | 11:10 | 13:58 | | | |
| 7.8 | Leidigh | 11:16 | 14:04 | | | |
| 8.0 | Goodyear | 11:22 | 14:10 | | | |
| 8.2 | Hunters Run | 11:28 | 14:16 | | | |
| 8.4 | Upper Mill | 11:34 | 14:22 | | | |
| 8.6 | Carlisle Junction | 11:40 | 14:28 | | | |
| 8.8 | Carlisle Junction | 11:46 | 14:34 | | | |
| 9.0 | Upper Mill | 11:52 | 14:40 | | | |
| 9.2 | Hunters Run | 11:58 | 14:46 | | | |
| 9.4 | Goodyear | 12:04 | 14:52 | | | |
| 9.6 | Starners | 12:10 | 14:58 | | | |
| 9.8 | Leidigh | 12:16 | 15:04 | | | |
| 10.0 | Gardens | 12:22 | 15:10 | | | |
| 10.2 | Bendonsville | 12:28 | 15:16 | | | |
| 10.4 | Centre Mills | 12:34 | 15:22 | | | |
| 10.6 | Germansville | 12:40 | 15:28 | | | |
| 10.8 | Balding Springs | 12:46 | 15:34 | | | |
| 11.0 | Leidigh | 12:52 | 15:40 | | | |
| 11.2 | Goodyear | 12:58 | 15:46 | | | |
| 11.4 | Hunters Run | 13:04 | 15:52 | | | |
| 11.6 | Upper Mill | 13:10 | 15:58 | | | |
| 11.8 | Carlisle Junction | 13:16 | 16:04 | | | |
| 12.0 | Carlisle Junction | 13:22 | 16:10 | | | |
| 12.2 | Upper Mill | 13:28 | 16:16 | | | |
| 12.4 | Hunters Run | 13:34 | 16:22 | | | |
| 12.6 | Goodyear | 13:40 | 16:28 | | | |
| 12.8 | Starners | 13:46 | 16:34 | | | |
| 13.0 | Leidigh | 13:52 | 16:40 | | | |
| 13.2 | Gardens | 13:58 | 16:46 | | | |
| 13.4 | Bendonsville | 14:04 | 16:52 | | | |
| 13.6 | Centre Mills | 14:10 | 16:58 | | | |
| 13.8 | Germansville | 14:16 | 17:04 | | | |
| 14.0 | Balding Springs | 14:22 | 17:10 | | | |
| 14.2 | Leidigh | 14:28 | 17:16 | | | |
| 14.4 | Goodyear | 14:34 | 17:22 | | | |
| 14.6 | Hunters Run | 14:40 | 17:28 | | | |

White Pass & Yukon to Resume Service to Canada This Summer

Skagway, Alaska's largest tour company, and only railroad, plans to return to Canada this year for the first time since 2019. Here's what that means for people in Skagway and Canada's Yukon Territory, (Whitehorse, Carcross, Yukon) this summer after three years of pandemic-related shutdowns. The railroad is Skagway's largest employer with about 170 workers.

White Pass Executive Tyler Rose says they have a lot of infrastructure work to finish before the season starts, but that should be completed in time. "You know, we're very pleased. I mean, obviously, coming off 2022 and 2021, and before that, things look very positive right now," said Rose.

The official schedule shows one-way passenger seervice to Fraser, BC will run daily from early May through early October with continuing or return service being fulfilled by bus companies. Service to Carcross and Bennet in Canada's Yukon Territory will begin at the end of May and wrap up in mid-September.

Carcross-based business owner Bonnie O'Connor who runs Matthew Watson General Store along with her husband says they are excited to see the increase in visitor traffic. "I think we all enjoy seeing that train rumble into town every day. You know, when you hear the whistle up the lake, you will see people rush out to the street, buy popcorn, sit on the bench, and watch it come in.. It's a nice moment that we all share. So yes, from a business standpoint, it's really great for us and great for all of the businesses in Carcross," said O'Connor.

The railroad will offer a combination train and bus service to Whitehorse, Yukon Territory from the end of May through the middle of September. They also plan to offer daily round-trip Summit tours all summer. It is still unclear when they will offer Chilkoot Trail return trips as the trail remains closed due to extensive flooding last Fall. (*Bloomberg Business*)

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!

Superintendent Cherie Shepherd reportedly Leaving Steamtown NHS

Member Dale Woodland has reported in his *The Keystoner* column in the April, 2023 issue of *Railpace Newsmagazine* that Steamtown National Historic Site Superintendent Cherie Shepherd is leaving (or has left) her position at the Scranton, PA site. Her reign at Scranton was marked by facility deterioration as well as loss of skilled personnel due to early retirement.

Late in 2022 the major item was the collapse of the heating system in the main visitor center which forced the Park Service to close this vital area, including the restrooms, which rendered the plumbing facilities useless as the winter weather advanced.

These failures also caused the closure of the Lackawanna County-owned Electric City Trolley Museum, until alternate heating arrangements at the ECTM could be arranged, allowing that facility to remain open throughout the winter.

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 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.

George C. Freeman III Passes Away on February 22 at 80

George Clendenin Freeman III, age 80, passed away from complications of Cancer in Burlington, VT on February 12, 2022. He was born at the Lying in Hospital at 8th & Spruce Streets, first son of John M. and Frances Kalbach Freeman. He grew up with family in Southeastern Pennsylvania graduating from high school at West Nottingham Academy in Colora, MD in 1960. He attended Trinity University in San Antonio, TX, before starting his first career, as an auctioneer and appraiser at Samuel T. Freeman & Co.

He served in the U. S. Army from 1964 to 1966. He then returned to the auction house, where he worked for 25 years. After amicably retiring from the family firm, he turned his attention to his first love, of travel. By land, sea and air, he saw much of the World. He established a travel agency, Travel at the Dorchester, at that center city hotel, from which he retired shortly before 2000. In 2015 he joined family members, and moved to Vermont. In addition to his trips and excursions, which were as request and far-ranging as he could afford, George was a true railroad enthusiast. Travel by train was his favorite mode, and he achieved a peak of success when he, with his father and cousin Samuel M. Freeman III, sold the property of the Penn Central Railroad remaining after their dissolution at a huge auction by Samuel T. Freeman & Co. in 1976. He is survived by his brother; Daniel Wister Freeman and sister-in-law Susan Mock; his nephew; Lee Tristram Mock Freeman and wife Katherine Violet Davis, and his beloved great-nephews Maxwell and Samuel. Burial and an informal seervice will be held at graveside in West Nottingham Cemetery, 1195 Firetower Road, Colora, MD at noon, Tuesday, April 25, 2023. All are welcome.