



CINDERS

JUNE 2023



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Volume 84

Number 5

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

Chapter Website: www.nrhsphiladelphia.org

Summer Dinner Outing at Station Tap House in Doylestown on August 10

Philadelphia Chapter will hold a Summer Dinner Outing on Thursday, August 10, 2023 at the Station Tap House Restaurant, 194 W. Ashland Street, Doylestown, PA 18901 (adjacent to SEPTA's Doylestown Regional Rail Station) on Thursday evening, August 10, 2023, beginning at 5 PM. This event was postponed from August, 2022 because of other local conflicting events.

The cost to Chapter members is \$35.00 per person, with the Chapter subsidizing the amount above \$35.00.

The menu will be

Appetizers: mini-cheesesteak spring rolls; boneless wings; Crudite platter.

Salad: Caesar salad

Entrees: chicken Marsala; Roast beef with gravy

Side Dishes: Mashed potatoes; seasonal vegetables

Desserts: Assorted mini-desserts

Alcoholic beverages are by individual settlement, please!

Reservations need to be made with Chapter Secretary Marie Eastwood at either mkecat@comcast.net or by telephone at 215-947-5769 on or before July 27, 2023. We need a minimum of 20 people to meet the Tap House guarantee.

Inbound SEPTA trains to Doylestown are: Trains 2518, arriving 4:38 PM, Train 2520, arriving 5:36 PM, Train 6594, arriving 6:15 PM. Returning to Philadelphia, Train 6533 departs 7:36 PM, Train 6535 departs 8:11 PM and Train 5239 departs 9:11 PM. The first two return trains operate only to 30th Street Station, while Train 5239 departs 9:11 PM (the latter through to Wilmington, DE). **IMPORTANT NOTE: Outbound trains to Doylestown may skip some intermediate stations. Please check SEPTA's Lansdale-Doylestown schedule for intermediate stops.**

Come and join your fellow members with a ride on SEPTA's bucolic single-track Doylestown Branch. Come earlier in the day and wander and shop Doylestown's many fine shops in the Berks County seat.

MEETING NOTICE

THURSDAY, JUNE 15, 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

This will be an in-person and a ZOOM program. Those members who are eCinders 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 June 15 program will feature Classic Trains new DVD program, *The Budd RDC*, produced by Intermountain Chapter (Denver, CO) Vice President Richard Luckin. Regrettably, Mr. Luckin has experienced some medical issues which prevent him from travelling to Philadelphia to present the program himself. Chapter Member Bob Brewster, also from Denver, will present the program on behalf of Mr. Luckin, detailing Kalmbach Media's new documentary-style DVD on the RDC, introduced in 1949 from Philadelphia's Budd Red Lion Plant.

There will be no program meetings during July and August, but there will be a Summer Issue of *Cinders*, issued toward the end of July.

We will have a Summer Dinner Trip to the Tap House Restaurant, adjacent to SEPTA's Doylestown Regional Rail Station, on Thursday, August 10, 2023. Sign-up information will be found on the left hand column of this page. Make plans to attend this event.

IMPORTANT NOTICE!

Please note that reastwood2@comcast.net and avrestower@comcast.net are both still inoperative through July 1, 2023 due to serious computer failure issues. There will be no response to messages sent to either of the above E-mail addresses. Thank you.

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

Founded 1936, incorporated 1973 as a 501c3 non-profit corporation

CHAPTER WEBSITE: For current Chapter information, as well as vintage views of Chapter trips and activities, visit website: www.nrhspiladelphia.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 will 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.

ODDS AND ENDS.....

Philadelphia Chapter has received a letter of thanks from Rock Bates of the Reading Company Technical & Historical Society acknowledging Philadelphia Chapter Member **Kevin Feeney's** donation of a Reading Company system map mounted on an old wooden cabinet door from the collection of the late Member Rich Copeland.....From Lancaster Chapter, we have learned of the passing of one of their 37-year members, **Harold Weinhold**. Harold was an integral part of the joint Lancaster-Philadelphia EMD FP7 902-903 restoration team while they were being worked on at Pocopson, PA, on many weekends prior to their initial restoration at active service during the early 1980's.

DONALD R. RIEGEL

April 1, 2023

Compiled by R. L. Eastwood, Jr.

We regret to report to you the passing of longtime Philadelphia Chapter Member Donald R. Riegel, formerly of Wilmington, North Carolina on Saturday, April 1, 2023. Don was 93 years of age. Riegel joined our Chapter in 1948, and during his 75-year association with us, transitioned to the Philadelphia Railfriends category

He graduated from John Bartram High School in Philadelphia in January, 1948. He earned a Bachelor of Science Degree in Commerce and Finance from Bucknell University in Lewisburg, PA in June, 1953. Following U. S. Army Service during 1954-1955, he started his lifelong career with E. I. DuPont de Nemours as a Corporate Accountant. During his tenure at DuPont, he served in Wilmington, followed by Independence, KS, Danville, IL, Victoria, TX and Wilmington, NC taking early retirement in 1989. He then worked well into his 70's as a tax preparer for H & R Block, finally retiring to travel and spend time with his family.

In an unusual turn in his life, Donald met the love of his life, Roberta Irene Fredrick, through one of his fellow NRHS buddies, Rodger Fredrick, a late Philadelphia Chapter member from Norwood in Delaware County. Donald and Roberta were married on June 17, 1961 at Arch Street Methodist Church in Philadelphia. They had three children: Thomas Riegel, of North Wilkesboro, NC, Karen Riegel Anzola of Huntersville, NC and Nancy Riegel of Raleigh, NC.

A Celebration of Life for Don was held on Friday, April 21, 2023 at the Chapel of Davidson United Methodist Church in Davidson, NC. A private interment will be scheduled at a later date. Memorial donations were requested to the American Heart Association and to Philadelphia Chapter, NRHS in Riegel's name, some of which have been received by our organization.

We express our deepest condolences to the Riegel family on his passing from this life and for sharing him with us for an entire quarter century.

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**

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA System

SEPTA had its good days and bad days last month. On the good side was the news that Leslie S. Richards has been rehired as general manager-CEO for another four years, and 29-year veteran Charles "Chuck" Lawson was promoted to chief of SEPTA's transit police. Richards received a 21% annual pay increase to \$425,000. In the words of an *Inquirer* article her retention provides "a measure of stability to a transit agency battered by the pandemic and confronting a looming fiscal crisis."

The *Inquirer* published an editorial under the headline "Getting back on track," which points out that some "recent decisions show that SEPTA is listening to the complaints from riders and advocates, and making positive changes." These include an enhanced cleaning campaign, hiring more police officers to beef up patrols, and putting a hold on a massive parking garage next to the Conshohocken rail station (see *May Cinders*). "Continuing along this path is essential for making the case for the additional funding required to avert the agency's upcoming fiscal cliff as Federal COVID-19 relief dollars run out."

Then there is SEPTA's order for 130 new light rail vehicles (known to many as "trolleys"). The order, valued at \$718 million, was placed with Alstom in February but signed officially on June 1. It includes an option for 30 additional cars. This will be a major part of the Authority's \$1.6-billion program to completely rebuild its five-route trolley system in West Philadelphia. Evidently, the new cars also will be assigned to the two suburban trolley lines, but it seems unlikely that the orphaned Route 15 Girard Avenue line will be included. The new 84-foot-long low-floor LRV's will be built at Alstom's Hornell (NY) plant, with deliveries to be completed by 2030. They will replace SEPTA's current fleet of 142 1980's-vintage Kawasaki-built cars.

SEPTA plans to spend \$22 million to replace the antiquated fare boxes on its 1,500 existing buses and trolleys. The new boxes will accept credit cards as well as cash.....SEPTA currently is working on a two-month project to replace much of the worn trolley track in the north section of Chester Avenue in Yeadon. While this is in progress Route 13 passengers are being bused between the Mount Moriah and Yeadon loops.

A recent report from the Center City District predicts a steady recovery as more employees return to their offices in downtown Philadelphia. But as of April 2023 SEPTA figures show system ridership has returned to only 53% of pre-pandemic levels (54% on Regional Rail).

And then there's the negative side of SEPTA, most obvious with the recent escalation of violence in stations and onboard vehicles. A stabbing on the westbound platform of the Frankford el

Allegheny station on the morning of Thursday, June 1, was the fourth attack on SEPTA in less than three weeks. (The victim suffered non-life-threatening injuries and police arrested the assailant a few blocks away). Three days earlier, around 11:40 PM on Memorial Day, a 19-year-old man was shot on the westbound platform of the 15th Street subway station. No arrests were made and the victim was reported to be in critical but stable condition at the hospital. In both cases trains were ordered to bypass the stations for several hours.

On Wednesday, May 24, five days before the 15th Street attack, a teenager riding a northbound Route 23 bus in Germantown was fatally shot after he got into a fight with an armed passenger. As other passengers scattered, a bullet burst through the bus operator's plexiglass partition, but she was not injured. The victim was the third person to be shot on a SEPTA bus during the month, after two young men had been wounded while on a Route 33 bus in North Philadelphia on Wednesday afternoon the 17th. They were among a group of men who were already on the bus when another group boarded and a fight broke out. The shooter fled while both victims were taken to the hospital and remained in stable condition.

This incident followed the shooting death of a 14-year-old boy on Saturday afternoon, May 13, as he waited on the westbound platform of the 52nd Street el station. The shooter fled the scene. Late in the month SEPTA announced that its police will begin enforcing a rule that bans the wearing of ski masks on transit property, which are full-face coverings that assailants often use to disguise their identities. COVID-type surgical masks will still be permitted.

Cherelle Parker, the former City Councilwoman who last month won the Democratic nomination for mayor of Philadelphia, said in an interview that "safety on public transit is paramount." Her Republican opponent, David Oh, has often prodded SEPTA to be more aggressive in fighting crime and disorder on its system. While the mayor has no operational control over SEPTA, the city does have substantial influence on many things that have a direct impact on the transit system.

Crime is far from the only problem now faced by SEPTA. In addition to such major concerns as funding and declining ridership, the system continues to suffer from a shortage of needed employees, prominent among them bus and trolley drivers. On most days the list of affected routes is fairly long, but on Friday, May 19, some kind of record may have been established as delays were reported on a total of 25 bus routes (and on trolley Route 13) due to "operator unavailability." SEPTA is on a hiring campaign but the shortages persist, not only for drivers but for maintenance workers and other skilled positions.....The Route 10 trolley line had a lengthy service disruption on Wednesday, May

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PHILADELPHIA EXPRESS

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24, after a truck fouled the overhead wires at 40th Street & Lancaster Avenue. Shuttle buses were pressed into service for several hours between the 33rd & Market subway-surface station and the 63rd & Malvern terminus.

Regional Rail engineers, who are currently in contract talks with SEPTA, are unhappy that managers often operate trains when there are not enough union engineers available. This allows the managers to collect an extra stipend for that work, in addition to their regular salaries, which the union engineers call "double-dipping." The engineers are represented by the Brotherhood of Locomotive Engineers & Trainmen. This is yet another category of SEPTA employees which has many vacancies in its ranks. To protest the use of management people, some 65 unionized engineers rallied in front of SEPTA headquarters on Wednesday, May 10, to make their case known to the public.

The family of a SEPTA conductor who died in 2020 from COVID-19 is suing SEPTA, alleging that the agency failed to implement adequate safety precautions for its workers. Michael Hill, who worked as a conductor for over 30 years, was diagnosed with COVID in April 2020 and died after hospitalization. The suit is made possible by the Federal Employers Liability Act, which applies to railroad employees who are injured or killed while on the job due to an employer's negligence. Hill was one of seven SEPTA employees who died of COVID during the first months of the pandemic.



AMTRAK

Construction of the new train station at Ardmore is underway, having started last winter, but the project has a long way to go. The foundation for the station building has been laid and some work done on building the ADA-accessible high-level platforms. No completion date has been announced, and passengers continue to use a temporary station on the west side of the Anderson Avenue bridge. Estimated cost of the project is \$36 million..... Maryland officials are again working on a long-discussed plan to extend MARC train service north along the Corridor from Perryville to Newark, DE, where it would connect with SEPTA's Wilmington-Newark service. Discussions with the Delaware Transit Corp. will seek to determine the operational and infrastructure needs for closing the gap. It is not known if any thought is being given to run-through MARC-SEPTA service.

It looks like the debut of AMTRAK's new and long-anticipated Acela trains will be delayed yet again. Most recently Amtrak had said that the first trains would enter service sometime this fall, but that date has now been pushed back to next year. In the meantime a series of new tests will be run with the high-speed trains to ensure they can be safely operated on the Northeast Corridor. Other delays have been caused by complexities in static testing and in computer simulation processes, as well as newly-mandated tests

of the trains' wheels. To date six of the 28 trainsets have been delivered to Amtrak from Alstom's plant in Hornell, NY, under a \$1.8-billion contract signed in 2016.

AMTRAK said that it has reached a settlement with two freight shippers located along the Harrisburg line west of Lancaster (see May *Cinders*). The shippers, a feed mill operator at Mount Joy and a Kellogg's cereal plant at Lancaster, are served by NORFOLK SOUTHERN local trains which exercise trackage rights over the line. Amtrak had said that freight operations would need to be discontinued this summer to allow track replacement work to proceed, but it seems that a way has been found for the two shippers to be served during that time.

Famed Alco PA locomotive #190 arrived in Scranton last month, having been hauled across the country from Portland, OR, where it was cosmetically restored over the past several years (see April *Cinders*). Though originally built for the Santa Fe in 1948, the impressive unit now is dressed in Nickel Plate Road colors in accordance with the wishes of its previous owner, Preservationist Doyle McCormack. Recently purchased by shortline operator Genesee Valley Transportation, the #190 will go on temporary display at the Steamtown National Historic Site and, after completion of a full restoration, is expected to operate during special events (*Trains*).



CSX,
NS,
OTHER ROADS

After a two-year residency on the STRASBURG RAIL ROAD, famed ex-Norfolk & Western J class #611 began its trek home to Roanoke, VA in late May. Although the beautifully-painted 4-8-4 ran under its own steam while hauling Strasburg excursion trains, it was moved dead-in-tow via NORFOLK SOUTHERN back to Roanoke. Its last excursion runs at Strasburg were on Memorial Day, May 29.....The ALLENTOWN & AUBURN has acquired another "historic" locomotive, Alco RS1 #57. Built for the Washington Terminal in 1948, the old locomotive last worked for EAST PENN but had not been active in recent years. A&A uses as its regular power a rare 1937-vintage EMC-built switcher, # 206, for freight and passenger service over the four miles between Topton and Kutztown. It also rosters ex-Pennsy doodlebug car #4666 (*Railfan & Railroad*).

NJ TRANSIT has introduced a pilot program which will allow Atlantic City Line riders to buy their tickets online at njtransit.com. This is the first time that NJT has made it possible to purchase tickets through its website.....NJT is still studying various options for the future of the "Princeton Dinky," which operates over the 2.7-mile branch from Princeton Junction to Princeton. It is the shortest scheduled commuter rail service in the U.S., and normally uses a two-car trainset of old Arrow III MU cars. One of the options being studied is removal of the tracks in favor of bus service which could be extended into downtown Princeton and elsewhere. Other possible replacements are a light rail operation or light rail combined with bus service.

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PHILADELPHIA EXPRESS

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CSX has been named the top-performing railroad in North America by intermodal shippers and marketing companies through the first four months of 2023. That was the result of a survey of more than 100 intermodal customers at a time when CSX reported its intermodal trip plan compliance at more than 95%. This is quite a turnaround for CSX, which for several years has been accused of providing inferior freight service as the result of its adoption of the so-called Precision Scheduled Railroading model championed by a former CEO, the late E. Hunter Harrison. That model encompassed the operation of fewer and longer trains, less intermediate switching and a steep reduction in the number of employees to do the work, all as a means to boost profits. The PSR scheme was also adopted by several other railroads including NORFOLK SOUTHERN, which seemingly has now disavowed it (*Trains*).

CSX's new president & CEO, Joseph R. Hinrichs, last month acknowledged the need for improved service on his and other railroads. He told a shipper conference that railroads need to mend frayed relationships with their customers, employees, Congress and regulators. "At best, we have strained relations with every single key stakeholder except investors. And most of our key stakeholders hate us," Hinrichs says he told CSX management after becoming CEO last fall. Customers have not felt that railroads prioritize service, so "if we're going to change and actually talk about profitably growing the business, it starts with setting our customers first. And that's not the reputation our industry has," he said. "We're a service business" so the railroad must treat its employees well, because "you cannot run a healthy good service business without your employees being engaged and feeling motivated to serve. And frankly, our industry has not provided that environment for our employees, certainly not at CSX." These are fighting words, coming from a man who previously saw railroads from a customer's perspective as the former CEO of Ford Motor Company (*Trains*).

P&R Chapter Schedules PicnicRail '23 at Blandon

Continuing an annual tradition, Potstown & Reading Chapter will once again present PicnicRail '23 at Maier's Grove in Blandon, PA on Saturday, July 8, 2023 from 1 PM until ????. Early arrivals will enjoy freight train action on Norfolk Southern's East Penn Main Line, adjacent to the grove, which is located on Grove Drive in Blandon, in the same location as prior years.

Highlight of the afternoon will be an evening slide show presented by E. Steven Barry, Editor of *Railroad & Railroad Magazine*, following snacks and beverages during the afternoon and a barbeque chicken buffet meal served promptly at 5 PM. Ticket prices are \$20.00 for adults, with children 3-12 \$10.00. For tickets, send stamped self-addressed envelope with check payable to P&R Chapter, NRHS to Phillip Reppert, 17 Adele Avenue, Blandon, PA 19510-9750. If requested, a map will be sent with your tickets

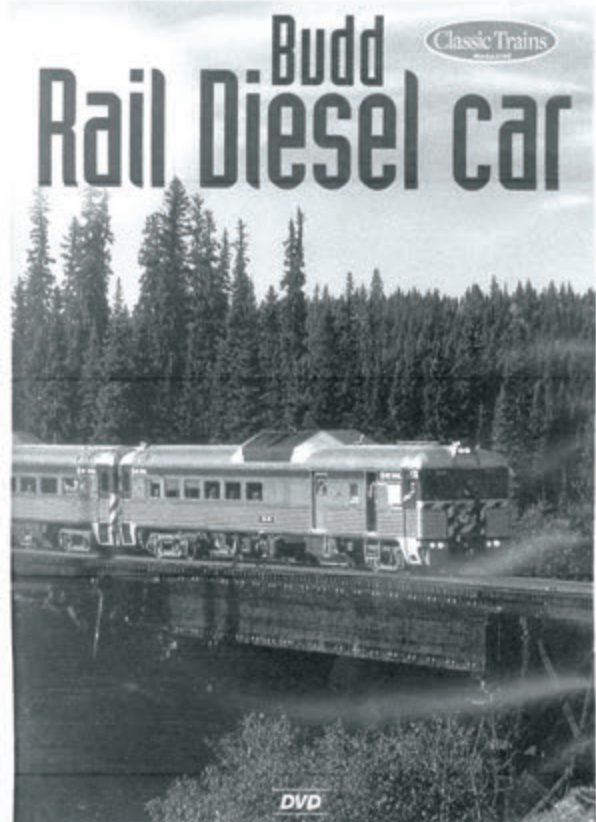
Current Rosters of Shortlines, Transit in NE Now Available Through Phila. Chapter

For many years Chapter Member Richard Adams has been maintaining and updating a detailed locomotive roster of all shortlines, regional railroads and transit agencies in the nine northeastern states, including New Jersey, Pennsylvania and Delaware. In May he issued a new multipage listing of these hundreds of carriers and has now made it available to our members. The rosters include information on each locomotive by current number, builder, model, build date and history of prior numbers and ownership where applicable.

Any *Cinders* reader who would like to view this authoritative multipage listing may email Frank Tatnall at tatnall1@verizon.net and a copy will be forwarded as an attachment to the message. You can easily read the rosters on your screen by scrolling down the 100-plus pages, which are arranged alphabetically by state and railroad. But please bear in mind that, while you can print individual pages, if you wish to print the complete document it will require an ample supply of paper!

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.



Thursday, June 15, 2023, 7 PM (See Page 1)

Sleeping in a Caboose

by Stephen B. Ferrell--photos from the Red Caboose Motel website

In July, 2022, my grandson Chris, Philadelphia Chapter Member Tom Fluck and myself spent one night in the Canadian Pacific caboose at the Red Caboose Motel in Strasburg. The Red Caboose features rooms in 38 cabooses, a baggage car and a post office car (many newly restored). They also have rooms in the Shady Rest Hotel Farmhouse. After checking in we, drove over to our personal caboose and unpacked. The lodgings were immaculate. Accommodations included a bunk bed/living room combination with a microwave and coffee maker. In the next half of the caboose is the master bedroom with a king bed. This was a nice room with a place to hang and store clothes. In between the two major rooms was a closet with the water heater and room heater in it and a small bathroom with a tiny shower, all well laid out. The interior had an air conditioner at either end of the unit with was sufficient for comfortable cooling.

We arranged to stay in a caboose for just Monday night, as Chris was starting a four-day rail camp at the Railroad Museum of Pennsylvania the next morning. For dinner, we took out a pizza from Strasburg Pizza in town and drove the five or so miles to the Lancaster NRHS clubhouse in Christiana, PA. Here we could munch on pizza on the deck by the tracks and watch the Keystone Service trains go by. In an hour and fifteen minutes we saw two trains pass each way.

Returning to the Red Caboose, we went to outside seating (on the deck outside the Casey Jones Restaurant) and ordered very potent drinks. Chris had a Shirley Temple. We returned to the room and soon slept soundly. Waking up refreshed, we walked over to the Casey Jones Restaurant (two dining cars with a bar and gift shop in between) for a railroad-themed breakfast. Chris had a big omelet and Tom and I had bacon and eggs. We were now ready for the start of rail camp, Chris as a camper and myself as a volunteer.



Todd and Tyler Prickett, owners of the Red Caboose since 2016



Our Caboose for the night



Casey Jones' Dining Car Restaurant

New Haven, CT's Union Station

*by Steve Ferrell (with photos by Mike Eggleston)
(postcard view R. L. Eastwood, Jr. Collection)*



New Haven's Union Station is one I just passed through on the way to Mystic Seaport or Boston. Finally, in 2018 I joined with Hank Sommers "Ride With Me Henry" rail riding group on a trip to this station. I caught an Amtrak Keystone Express morning train from my home station at Exton, PA and arrived at New York Penn Station at 10:11 AM.

I had arranged to meet Hank's group of four travelers at the Long Island Rail Road's waiting. After meeting up, we took the 1, 2, 3 Line subway up to 42nd Street and the Shuttle (subway) over to Grand Central Terminal. We then caught the next New Haven Line train leaving the station. It was a long 10-12-car consist of Kawasaki M8 EMU cars. This was an express train and we were at New Haven station within two hours. It was a beautiful day with great views of Long Island Sound and the many harbors and inlets.

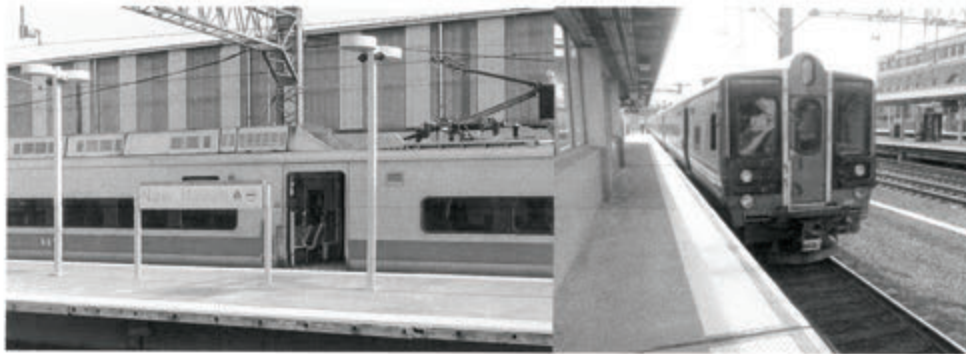
Detraining at Union Station in New Haven, I was impressed with this station. Designed in the Beaux-arts style by architect Cass Gilbert, it opened in 1920. The station having become derelict, it was closed in 1973 and only temporary walkways and platforms remained. After a 1983-1985 remodeling, the station was reopened and once again it was in its former glory. One feature after the remodel is its stainless steel tunnel under the tracks to the many boarding platforms with elevators, stairs and escalators to bring passengers up to platform level. This is a bright and attractive link between the two major sections of the terminal.

With four island platforms and nine tracks this station is extremely busy! Amtrak operates Northeast Corridor trains between Boston and points South, Acela Service and also Springfield Line trains. The long-distance **Vermont** stops here before heading north to St. Albans, VT.

This is the end of the line for Metro-North's New Haven Line service from New York's Grand Central Terminal. In addition, Connecticut Department of Transportation operates services to Hartford, Springfield and New London (with some only going as far as Old Saybrook). Services northbound have to switch to diesel locomotives here, so some switching activity occurs. Busy Amtrak and Metro-North yards are located near the active tracks with lots to see and plenty of stored rolling stock. Along with the frenzy of frequent arrivals and departures, this is a bonanza for railfanning! There is also local and long distance bus service at the station.

There are many places (Subway, pizza shop, sundry shop) within the waiting area to purchase food, so this can be a one-stop railfanning stop. One of our riders was so impressed while photographing the exterior, that he missed our return train to Grand Central and the group had to wait for him to catch up by taking the next Metro-North train (it was hourly service) from New Haven.

At New York, I walked to Penn Station (a nice city walk) to catch my homebound Keystone Service train to Exton.



Platform and trains at New Haven



Union Station's interior