



# CINDERS

**MAY 2023**



**IN THIS ISSUE**

Philadelphia Chapter News.....	1-2
PHILADELPHIA EXPRESS (by Frank Tatnall).....	3
Consider Purchasing Your Next Home on the Reading.....	6
Lac-Megantic, Quebec Rail Line Relocation Update.....	8

**VOLUME 84**

**Number 4**

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)**

**Postage Rates Are Increasing  
 Effective Sunday, July 9, 2023!!**

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

*More and more Chapter members have changed their monthly delivery of CINDERS to electronic delivery. As of this issue, more than 75 members have signed up for eCINDERS.*

*You are hereby notified that the United States Postal Service has announced that the price of a First Class stamp will increase to 66 cents for the first ounce, First Class, effective on Sunday, July 9, 2023.*

*It is more important now 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 [mkecat@comcast.net](mailto:mkecat@comcast.net) upon receipt of this issue of CINDERS.*

**MARIE K. EASTWOOD, Secretary**  
**Philadelphia Chapter, NRHS**  
**May 1, 2023**

**Chapter exploring Rescheduling  
 Cancelled Summer Dinner from 2022**

Members will recall that the Chapter's 2022 Summer Dinner Outing, scheduled during August to the Tap House Restaurant in the old Doylestown Reading Company freight station, had to be cancelled because the proposed date conflicted with varying other rail historical events.

Consideration is being given to trying to schedule the event on Thursday, August 10, 2023, and we are polling members to gauge interest in doing the event on this date. Members who are interested are asked to express their interest to Chapter Secretary Marie Eastwood by either phone to 215-947-5769 or by E-mail to [mkecat@comcast.net](mailto:mkecat@comcast.net). Please let her know by June 1, 2023.

**MEETING NOTICE**

**THURSDAY, MAY 18, 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 **May 18** meeting will see Railroad Signal Expert Michael Brotzman with another installment via ZOOM on Pennsylvania Railroad signalling between Harrisburg and Pittsburgh. 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.

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.

**IMPORTANT NOTICE!**

Please note that [reastwood2@comcast.net](mailto:reastwood2@comcast.net) and [avrestower@comcast.net](mailto:avrestower@comcast.net) are both inoperative through **June 1, 2023** due to serious computer failure issues. There will be no response to messages sent to either of the above E-mail addresses.



## IMPORTANT NOTICE!

Please note that [reastwood2@comcast.net](mailto:reastwood2@comcast.net) and [ayrestower@comcast.net](mailto:ayrestower@comcast.net) are both inoperative through June 1, 2023 due to serious computer failure issues. There will be no response to messages sent to either of the above E-mail addresses.

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  
[reastwood2@comcast.net](mailto:reastwood2@comcast.net)  
Vice President .....John Smith (215) 527-9380  
[jsmithsnf2012@gmail.com](mailto:jsmithsnf2012@gmail.com)  
Secretary .....Marie K. Eastwood (215) 947-5769  
[mkecat@comcast.net](mailto:mkecat@comcast.net)  
Treasurer.....Robert Young (215) 808-5136  
[Rob\\_young@verizon.net](mailto:Rob_young@verizon.net)  
National Representative.....William Welk (215) 681-1957  
[welk899@gmail.com](mailto:welk899@gmail.com)

### COMMITTEE CHAIRS (Appointed)

Editor Emeritus.....R. L. Eastwood, Jr. (215) 947-5769  
[reastwood2@comcast.net](mailto:reastwood2@comcast.net)  
Equipment Chair.....David R. McGuire (856) 241-8046  
[emd645e3@verizon.net](mailto:emd645e3@verizon.net)  
Membership Chair.....Sheila A. Dorr (610) 642-2830  
[sheiladorr@gmail.com](mailto:sheiladorr@gmail.com)  
Program Director.....Steve Ferrell (610) 812-1020  
[stfarrel@aol.com](mailto:stfarrel@aol.com)  
Webmaster.....Daniel Knouse (814) 631-9436  
[djknouse@hotmail.com](mailto:djknouse@hotmail.com)  
ZOOM Master.....Eric Dervinis (610) 613-2828  
[eric.dervinis@gmail.com](mailto:eric.dervinis@gmail.com)

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

This Space  
Intentionally  
Left Blank  
For An Article  
We hope You  
Would Have  
Written  
For Your  
Fellow Members.  
  
Next Deadline:  
June 1, 2023



# PHILADELPHIA



FRANK G. TATNALL, JR.

## SEPTA System

First it was the King of Prussia project that got the heave-ho from SEPTA, now it's the much-reviled Key Card fare collection system. SEPTA said last month that it is asking for proposals to design a brand-new next-generation, multimodal system informally known as "Key 2.0," which hopefully will correct the numerous shortcomings in the present obsolete network. Over the seven years since it became operational, Key has suffered from many delays, glitches and cost increases which have resulted in the project costing a total of \$285 million, more than double its original price tag. SEPTA said that any new system would use so-called "open-source technology," rather than being locked into proprietary technology as is the case with the present contractor Conduent, Inc. Newspaper reports said that one of the most disliked features of the Key system are the in-station kiosks for obtaining, loading and reloading Key Cards, rather than the use of the now-popular smartphone wallets, or contactless credit and debit cards.

Another project for which SEPTA has received considerable negative reaction is the proposed parking garage at the Conshohocken Regional Rail station. Critics say that the expected \$48-million cost of the garage is another example of SEPTA using its scarce resources on a wasteful scheme. SEPTA has contended that the new garage, located just off the I-76 Schuylkill Expressway, could draw some Philly-bound drivers off the congested road to use SEPTA service. Officials point out that the 118 parking spaces now at the station—which is being rebuilt in a new location—are inadequate even for present commuter traffic, and the garage would add more than 400 new spaces. Nonetheless, the SEPTA board last month voted to table the proposal "to provide more time for SEPTA staff to provide further data and other information to the board."

In releasing its proposed operating budget for Fiscal Year 2024, SEPTA warned that this will be the last year that it receives emergency COVID relief funding from the Federal government. The new \$1.69-billion budget that takes effect this July 1 benefits from the final \$312-million installment of COVID money, the loss of which SEPTA says could result in a deficit of up to \$240 million in its budget for FY 2025 and thereafter. The financial gap would need to be filled through higher fares, increased subsidies from the five local counties or from service cuts. The new FY '24 budget, which represents a 4.7% increase over the current year, contains no fare increases. It also allows, for the first time, free second transfers on City Transit, and TransPass holders will be able to use their passes to and from 24 Zone 1 Regional Rail stations. Public hearings on the new budget were scheduled in early May.

SEPTA continues promoting its long-range "SEPTA Forward" strategic plan to improve the system's future prospects and its overall service. An update on the plan may be found in a new annual report available on SEPTA's website. Meanwhile, the *Inquirer* published another editorial criticizing SEPTA, saying that "public transportation in Southeastern Pennsylvania is in crisis." The editorial points out a very significant issue, saying that while local funding for SEPTA amounts to about \$17 per person in the area, peer regions such as Boston, Denver, Chicago and Seattle, are spending on average nearly \$70 per resident. The editorial, entitled "Invest smarter, not harder," also accuses SEPTA of being a "poor steward" of its admittedly limited resources, such as when it "infamously" tried to spend \$3 billion on a rail line to King of Prussia that would have fewer riders than some of its own bus routes.

The Broad Street Line had a busy day on Friday, May 5, when both the 76ers and Phillies played night games at the Sports Complex. Extra express and local trains were run to NRG station that evening. Each team was playing a rival from Boston, the Sixers in their third playoff game against the Celtics and the Phillies against the Red Sox. (Both lost.) SEPTA also ran extra service the previous weekend for the Broad Street Run and the Penn Relays track and field events. Runners on Broad Street's ten-mile course from Olney to South Philadelphia could show their official ID's to receive free rides on the subway. The same clash of basketball vs. baseball fans at the Sports Complex was repeated on Sunday afternoon the 7<sup>th</sup>.

The spate of violence continues on the transit system. A man was fatally shot on the northbound Walnut-Locust platform around 2:30 PM on Saturday, April 8, during a fight with another man. Police took the alleged shooter into custody and a weapon was recovered. Then, just before 3 AM on Sunday the 23<sup>rd</sup> in the subway concourse near Locust Street, police found a man suffering multiple gunshot wounds. He later was reported in critical condition at the hospital. Early that same morning a man was struck and killed by a Broad Street train at the Snyder station in South Philadelphia. These incidents took place just two days after a 16-year-old boy was shot in the face while sitting on the steps of the 52<sup>nd</sup> & Market el station late on Friday the 21<sup>st</sup>. He was in critical condition at the hospital and the gunman escaped. Then, two weeks later just after 6 PM on Sunday, May 7, a 37-year-old man was stabbed multiple times while waiting for an eastbound Frankford el train at the Tioga station. He was taken to the hospital where he was reported in stable condition, but no arrests were made.

(Continued on Page 4)



# PHILADELPHIA EXPRESS

(Continued from Page 3)

Regional Rail also had some problems over the past month but these were operational in nature. On Wednesday, April 5, at about 2:15 AM, a pantograph on inbound train #3219 got entangled in the catenary as it approached North Broad station, causing extensive wire damage in and around "16th Street Junction" interlocking. Passengers on the stalled train were rescued but numerous other delays resulted because only two tracks instead of four were available through the area, and Manayunk-Norristown trains in both directions were forced to use only a single track. AMTRAK switch repairs south of Philadelphia that affected SEPTA's Wilmington service created another problem. These two factors caused delays of 30-45 minutes to most rush hour trains, but normal service was restored by the next morning.



AMTRAK

Brush fires near "Zoo" interlocking in the late afternoon of Friday, April 14, caused delays to several AMTRAK trains and the suspension of some evening service on SEPTA's Trenton, Chestnut Hill West and Paoli-Thorndale lines. Much worse were the stoppages after an Amtrak train struck two children in Chester on April 29 (see below).

Two young trespassers were struck and killed by southbound AMTRAK train #161 as it passed through Chester around 4:30 PM on Saturday, April 29. The children, ages nine and 12, strayed onto the tracks from a group playing near the railroad, apparently without adult supervision. No injuries to the 368 passengers or crew were reported after the train made an emergency stop. Amtrak said that the accident caused eight of its other trains to be delayed, two of which, #156 and 168, were stopped for more than four hours. Train 161 was held for five hours. Two of the four tracks at the scene were released at 8:48 PM for reduced speed operation, and by 9:10 PM three tracks were released for normal speeds. During the late afternoon and evening SEPTA was forced to suspend all of its Wilmington service due to the accident.

The Commonwealth's new secretary of transportation, Mike Carroll, said recently that the disastrous February derailment of a NORFOLK SOUTHERN train in East Palestine, OH, will heighten concerns about NS's safety practices in Pennsylvania. Carroll is a former member of the House of Representatives and ex-chairman of the House Transportation Committee. The State said last summer that it plans to invest more than \$200 million in infrastructure improvements on NS's former Pennsy mainline between Harrisburg and Pittsburgh to allow AMTRAK to run an additional daily train, as well as to increase the safety of freight operations. "We want to make sure that putting additional passengers on that line can be done in a safe way," Carroll said. "Safety is a priority".....At the same time a tough rail regulation bill was advancing through the PA legislature. The bill includes provisions limiting train lengths to 8,500 feet (about 130

cars), requiring two-person crews and setting standards for the tracking and reporting of hazardous material shipments. There is some doubt, however, that such state regulations could supersede the authority of the Federal government.

AMTRAK has begun a \$167-million track improvement project along its Harrisburg line west of Lancaster, continuing until mid-October. Many Keystone Service trains have had their schedules adjusted by four to eight minutes to allow for single-track operation, but several freight customers, including Wenger & Espenshade at Mount Joy, have complained to the Federal Surface Transportation Board, and asked for an injunction to prevent the loss of its service. NS holds trackage rights over the Amtrak line. Wenger & Espenshade's feed mills produce animal feed for distribution throughout the Northeast and the company relies heavily on rail service. Amtrak has told the STB that it wants to find a way to resolve the freight situation, but there is no feasible alternative to removing more than 14 miles of one track from service on the double-track line in order to install new rail and concrete ties (*Trains*).



CSX,  
NS,  
OTHER ROADS

Publicly-traded U.S. railroads apparently are shifting their strategy, in the form of incentives offered their executives to emphasize growth rather than simply cutting costs in a quest for higher profits. One example is CSX, which for years has led the effort to improve its operating ratio by running longer trains, reducing employment and making other cost reductions to boost profits and please the investors on Wall Street. Well, now CSX is leading the drive to improve service and thus attract more business, which in the long run is expected to improve profits. In the first quarter of 2023 CSX's operating income rose 14% to \$1.4 billion, as revenues grew by 9% to \$3.7 billion. The operating ratio improved 1.9% to 60.5%. Total volume was down by 1% for the quarter but service-sensitive merchandise traffic increased 4%. The annual incentive plan for executives to restore service to pre-pandemic levels was most apparent at NS, which in December unveiled a long-term service and growth strategy. This reversed its emphasis on the so-called Precision Scheduled Railroading scheme originally laid out by CSX, in favor of hiring more workers, running more trains and speeding up service to recover lost business and attract new customers (*Trains*).

READING & NORTHERN enters to 2023 tourist season with a renewed enthusiasm for running passenger excursion trains. The April 13 edition of the *Inquirer* again carried a full-page ad from R&N, giving the schedules and dates for its popular Reading-Jim Thorpe trains running on weekends from May to December ..... The revived East Broad Top narrow-gauge railroad last month opened its first steam-powered season in 12 years, using just rebuilt 2-8-2 #16. The 27-mile narrow gauge line, now overseen by the non-profit EBT Foundation, will operate nine-mile round-trip excursions out of Rockhill Furnace, PA, on weekends through October. (Continued on Page 5)



# PHILADELPHIA EXPRESS

(Continued from Page 4)

The Colebrookdale tourist railroad at Boyertown, PA, will acquire ex-CANADIAN NATIONAL Pacific-type steam locomotive #5288 from the Tennessee Valley Railroad Museum. The 1919 Montreal-built locomotive will be moved from Chattanooga, TN, to Boyertown for display and possible restoration by its new owner, the Colebrookdale Railroad Preservation Trust. Colebrookdale currently operates diesel-powered excursions but is restoring Alco-built 2-8-0 #18 for eventual service on its ex-Reading branch to Pottstown.

Unless it is rescued by the State, NJ TRANSIT may be on the brink of fiscal disaster, according to press reports. After Federal COVID funding runs out, NJT could be looking at a \$1 billion annual deficit by Fiscal Year 2026. New Jersey Transportation Commissioner and NJT Board Chair Diane Gutierrez-Scaccetti said that the agency was immediately undertaking a systemwide restructuring analysis, and according to Executive Director Kevin Corbett "everything is on the table." Unlike SEPTA, which is facing its own problems, NJT is a statewide agency with revenues three times those of SEPTA.

## 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](mailto:reastwood2@comcast.net)**

## 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!**

## Don't Miss the

### "Crusader Express" Theater Train

To

**Bucks County Playhouse,  
New Hope, Pa.**

Aboard Reading Railroad's crack stainless steel streamlined express, "THE CRUSADER" — first time this luxurious train has operated as show train to New Hope.

*Sponsored by Community Free Library of Glenside*

**Friday Evening, June 17, 1960**

- ☆ FASHION PRESENTATION by John Wanamaker, Jenkintown, enroute.
- ☆ MUSIC ENROUTE—Show Folk on train.
- ☆ SHOW: "Operation Mad Ball" starring Jack Carter.
- ☆ FREE REFRESHMENTS on return run.



"Crusader" rounding curve at Jenkintown.

**Tickets \$6.00 each**

Includes — Theater Tickets, Tax, Train Fare, Extras.

**TICKETS ON SALE AT:**

Jenkintown Bank & Trust Co. Station Branch at Reading's Jenkintown Station. (7-11 A.M.)

Glenside Federal Savings & Loan Association, Easton Road & Wesley Avenue, Glenside.

Bank of Old York Road, York & Easton Roads, Willow Grove.

Community Free Library, 219 S. Easton Rd., Glenside.

### BY MAIL

Ticket Chairman, Community Free Library, 219 S. Easton Road, Glenside, Pa.

(Make checks payable to Community Free Library of Glenside).

### SCHEDULE VIA READING RAILROAD

"CRUSADER" LEAVES	Daylight Saving Time
Jenkintown .....	7:18 P.M.
Glenside .....	7:24 P.M.
Willow Grove .....	7:37 P.M.
Ar. New Hope .....	8:45 P.M.

TRAIN RETURNS IMMEDIATELY AFTER PERFORMANCE

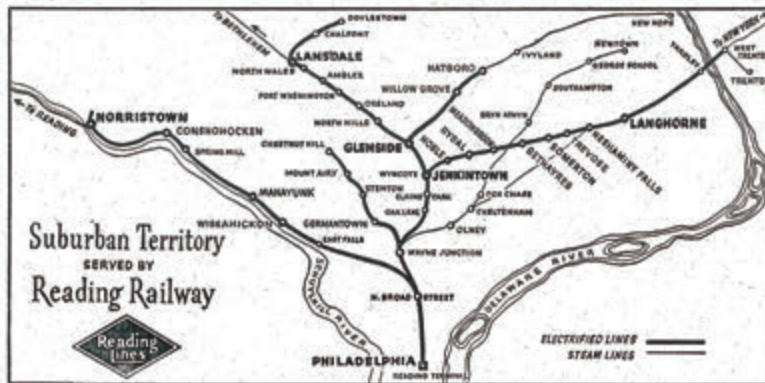


# Reading Railroad Promotes Home Ownership to Develop Commuter Riders



## Along the Reading

LOOK AROUND THESE BEAUTIFUL SUBURBS NOW AND CHOOSE THE PLACE FOR YOUR HOME



PLAN NOW TO LIVE ALONG THE READING

# Reading Railway System



In a unique promotion for commuter ridership, the Reading Railroad issued an unusual flyer promoting home ownership on its Philadelphia commuter lines. It published a two-sided sheet, effective February 10, 1942 showing varied fares from points on its suburban lines radiating from Philadelphia's Reading Terminal. The fact that this promotion evolved during the height of World War II is notable.



# One-Way, Round Trip and Commutation FARES BETWEEN PHILADELPHIA and SUBURBAN STATIONS

ISSUED:  
FEBRUARY 10, 1942

Distance from Reading Terminal	BETWEEN READING TERMINAL AND	BETWEEN READING TERMINAL AND						Distance from Reading Terminal	BETWEEN READING TERMINAL AND	BETWEEN READING TERMINAL AND					
		One Way	Round Trip 1-Day	Weekly Pass, In-dividual	20 Trip Family	25 Trip Individual	50 Trip Individual			One Way	Round Trip 1-Day	Weekly Pass, In-dividual	20 Trip Family	25 Trip Individual	50 Trip Individual
17.3	Ambler	\$0.39	\$0.61	\$3.05	\$6.05	\$6.95	\$10.65	7.6	Manayunk	\$0.17	\$0.28	\$1.95	\$2.75	\$4.10	\$6.75
13.0	Ardley	.33	.44	2.55	4.40	5.70	8.90	13.8	Meadowbrook	.33	.50	2.65	4.95	5.90	9.30
15.1	Bethayres	.33	.55	2.80	5.50	6.25	9.90	10.7	Miquon	.28	.39	2.30	3.85	5.25	8.15
19.4	Bonair	.44	.66	3.25	6.60	7.75	11.45	15.8	Mogeon	.39	.55	2.85	5.50	6.35	10.05
15.1	Bryn Athyn	.33	.55	2.80	5.50	6.25	9.90	29.1	Montessori School	.66	.99	4.30	9.90	11.65	15.30
30.5	Buckingham	.72	1.05	4.40	10.45	12.20	15.70	9.3	Mt. Airy	.22	.33	2.15	3.30	4.95	7.55
29.7	Chalfont	.66	.99	4.35	9.90	11.85	15.50	21.1	Neshaminy Falls	.50	.72	3.45	7.15	8.45	12.20
9.7	Cheltenham	.22	.33	2.20	3.30	5.05	7.75	31.4	New Britain	.72	1.05	4.50	10.45	12.60	16.05
10.8	Chestnut Hill	.28	.39	2.30	3.85	5.25	8.15	26.3	Newtown	.61	.88	3.95	8.80	10.50	14.15
20.8	Churchville	.50	.72	3.40	7.15	8.25	12.00	12.0	Noble (Abington)	.28	.44	2.40	4.40	5.50	8.55
26.8	Colmar	.61	.94	4.00	9.35	10.70	14.35	17.2	Norristown	.39	.55	3.05	5.50	6.90	10.65
13.5	Conshohocken	.33	.50	2.60	4.95	5.80	9.10	13.0	North Hills	.33	.44	2.55	4.40	5.70	8.90
18.0	County Line	.44	.61	3.10	6.05	7.15	10.85	22.4	North Wales	.50	.77	3.60	7.70	8.95	12.60
8.3	Crescentville	.22	.33	2.05	3.30	4.60	7.15	8.4	Oak Lane	.22	.33	2.05	3.30	4.60	7.15
15.4	Crestmont	.33	.55	2.80	5.50	6.25	9.90	7.3	Olney	.17	.28	1.95	2.75	4.00	6.75
34.4	Doylestown	.77	1.10	4.85	11.00	13.75	17.25	13.9	Oreland	.33	.50	2.65	4.95	5.90	9.30
5.5	East Falls	.15	.22	1.55	2.20	3.00	6.00	15.8	Paper Mills	.39	.55	2.85	5.50	6.35	10.05
9.2	Elkins Park	.22	.33	2.15	3.30	4.95	7.55	22.7	Parkland	.50	.77	3.65	7.70	9.10	12.75
32.7	Farm School	.72	1.10	4.70	11.00	13.05	16.65	18.8	Penllyn	.44	.66	3.20	6.60	7.50	11.20
14.8	Fellwick	.33	.50	2.75	4.95	6.15	9.70	23.5	Pennbrook	.55	.83	3.65	8.25	9.40	13.00
7.3	Fern Rock	.17	.28	1.95	2.75	4.05	6.75	16.4	Philmont	.39	.55	2.90	5.50	6.60	10.30
5.7	Fishers	.17	.22	1.60	2.20	3.10	6.20	14.2	Roslyn	.33	.50	2.70	4.95	6.05	9.50
17.7	Forest Hills	.39	.61	3.10	6.05	7.10	10.85	25.9	Rushland	.61	.88	3.90	8.80	10.35	13.95
25.9	Fortuna	.61	.88	3.90	8.80	10.25	14.35	12.8	Rydal	.28	.44	2.55	4.40	5.70	8.90
15.9	Fort Washington	.39	.55	2.85	5.50	6.35	10.05	10.2	Rydal	.22	.39	2.25	3.85	5.15	7.90
11.1	Fox Chase	.28	.39	2.35	3.85	5.35	8.30	23.9	St. Leonard	.55	.83	3.75	8.25	9.50	13.20
17.9	Fulmor	.39	.61	3.10	6.05	7.15	10.85	8.9	Sedgwick	.22	.33	2.10	3.30	4.85	7.35
25.2	George School	.55	.88	3.80	8.80	10.00	13.60	9.4	Shawmont	.22	.33	2.15	3.30	4.95	7.55
6.8	Germantown	.17	.28	1.85	2.75	3.75	6.60	18.2	Somerton	.44	.61	3.15	6.05	7.30	11.05
11.9	Glenside	.28	.39	2.40	3.85	5.35	8.55	18.9	Southampton	.44	.66	3.20	6.60	7.55	11.20
10.3	Gravers	.22	.39	2.25	3.85	5.15	7.90	12.3	Spring Mill	.28	.44	2.50	4.40	5.60	8.70
24.3	Grenoble	.55	.83	3.75	8.25	9.70	13.35	8.6	Stenton	.22	.33	2.10	3.30	4.70	7.35
20.0	Gwynedd Valley	.44	.66	3.30	6.60	8.00	11.60	6.7	Tabor	.17	.28	1.85	2.75	3.65	6.60
18.6	Harboro	.44	.66	3.20	6.60	7.45	11.20	23.0	Traymore	.55	.77	3.65	7.70	9.20	12.75
17.3	Heaton	.39	.61	3.05	6.05	6.95	10.65	19.9	Trevose	.44	.66	3.30	6.60	7.95	11.60
22.4	Holland	.50	.77	3.60	7.70	8.95	12.60	13.9	Valley Falls	.33	.50	2.65	4.95	5.90	9.30
14.4	Huntingdon Valley	.33	.50	2.70	4.95	6.05	9.50	12.8	Walnut Hill	.28	.44	2.55	4.40	5.70	8.90
21.6	Ivyland	.50	.72	3.50	7.15	8.65	12.45	7.8	Washington Lane	.17	.28	2.00	2.75	4.25	7.00
15.0	Ivy Rock	.33	.50	2.75	4.95	6.15	9.70	5.1	Wayne Junction	.10	.15	1.45	2.15	3.15	5.15
21.8	Janney	.50	.77	3.50	7.70	8.70	12.45	16.2	Willow Grove	.39	.55	2.90	5.50	6.50	10.30
10.8	Jenkintown (Wyncote)	.28	.39	2.30	3.85	5.25	8.15	6.4	Wissahickon	.17	.28	1.75	2.75	3.50	6.40
20.4	Johansville	.44	.72	3.35	7.15	8.15	11.85	6.2	Wister	.17	.28	1.70	2.75	3.30	6.40
23.9	Langhorne	.55	.83	3.75	8.25	9.55	13.20	17.1	Woodmont	.39	.61	3.05	6.05	6.85	10.65
24.4	Lansdale	.55	.83	3.75	8.25	9.75	13.35	27.8	Wycombe	.61	.94	4.15	9.35	11.10	14.75
9.0	Lawndale	.22	.33	2.10	3.30	4.85	7.35	9.9	Wyndmoor	.22	.33	2.20	3.30	5.05	7.75
5.9	Logan	.17	.22	1.60	2.20	3.25	6.20								

### REGULATIONS

- ONE-WAY:** Coach tickets are good for one year on all trains any day in either direction. Federal Tax additional where fare is 36¢ or more.
- ROUND-TRIP: One-Day Limit**—One-day round-trip coach tickets are good Mondays to Fridays, inclusive, on any train advertised to arrive at Reading Terminal before 8.00 A.M. and after 9.30 A.M. and to leave Reading Terminal before 4.30 P.M. or after 6.00 P.M. On Saturdays, Sundays or Holidays they are good on all trains on both going and return trips on date of issue. Federal Tax additional on these tickets where one-way fare is 36¢ or more.
- NOTE:**—During Daylight Saving period times shown above are DAYLIGHT SAVING TIME. The term *Holidays* refers to New Year's Day, Lincoln's Birthday, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Columbus Day, General Election Day, Armistice Day, Thanksgiving, and Christmas, or days celebrated as such.
- WEEKLY PASS:** Good for any number of rides by purchaser, within a week, Mondays to Sundays, inclusive. No Federal Tax applies.
- 20-TRIP FAMILY:** Twenty-trip family tickets are good for 6 months and are accepted in coaches on any train in either direction. They may be used by the person named on the ticket or members of the family and household. Federal Tax additional where one-way mileage is 30 miles or more.
- 25-TRIP:** These tickets are for individual use within 3 months. Federal Tax additional where one-way mileage is 30 miles or more.
- 50-TRIP:** These tickets are for individual use. Good 30 days in addition to date of sale. Sixty-trip tickets, also good for 30 days in addition to date of sale, are sold for the individual who desires more than 50 rides within 30 days. No Federal Tax applies.
- 46-Trip School Tickets** are also sold for students' individual use only. Good 30 days. No Federal Tax applies.

E. D. OSTERHOUT  
Passenger Traffic Manager  
Reading Terminal, Philadelphia  
8-17-42 Ach TP

## Reading Railway System

J. S. SELBY  
General Passenger Agent  
Reading Terminal, Philadelphia



## Lac-Mégantic, QC By-Pass Land Acquisitions Proving Problematic

*(It's hard to recognize that the crude-oil train wreck and conflagration at Lac-Mégantic, QC that claimed 47 lives and destroyed a large portion of the downtown area occurred nearly a decade ago (July 6, 2013), but our friends at the 470 Railroad Club in Portland, ME have provided a nice update on what has transpired since. We thank the 470 for sharing this information.)*

This tragedy led to new tank car regulations in Canada and the United States; problems persist in the efforts to build a bypass around the bucolic Quebec village – namely, land acquisition to construct the right-of-way, a joint effort of the Canadian federal and Quebec provincial governments and the Canadian Pacific Railway, which now owns and operates the railroad.

### LAC-MÉGANTIC BYPASS ROUTE

The federal and provincial governments are going ahead with a rail bypass around Lac-Mégantic. The \$133-million project, set to begin in 2021, will build 12.8 kilometres of new track.



On January 17, 2023, Canadian Minister of Transport Omar Alghabra said he had decided not to extend the “mutual negotiation period” with the remaining impacted landowners after doing so three times, so that the project can move forward. Now, he has delivered on his decision. “The completion of the Lac-Mégantic bypass remains a priority for our government,” said Alghabra in a February 14 statement. “This will finally mean that no trains will travel through downtown Lac-Mégantic. Today, we are at a turning point in the advancement of this project. Important steps must be made now so that the rail bypass becomes a reality as soon as possible, including the acquisition of the necessary parcels of land for the project. These lands are essential to the construction of the bypass.”

Alghabra, stating that “As Minister, I have to make decisions, and sometimes they are very difficult decisions; the one that I am

announcing today was particularly challenging.” Notifying residents whose property is subject to what amounts to eminent domain that Canada’s federal government is taking legal steps to move the project forward.

Alghabra has “asked the Minister of Public Services and Procurement Canada, Helena Jaczek, to initiate the expropriation process in order to acquire the necessary lands for the construction of the Lac Mégantic rail bypass. The request was accepted by Minister Jaczek and a notice of intent to expropriate was published today in the Registre foncier du quebec (Quebec’s land registry) for the land parcels required for the project. Over the past few hours, Public Services and Procurement Canada has contacted landowners by e-mail or telephone to inform them of this notice. The landowners have also been made aware that they will receive an official notice by registered mail. This official notice will contain detailed information about the expropriation process and what it means for each landowner.”

Alghabra implied that the land acquisition process has been frustrating. “The Government of Canada was firmly committed to reach an agreement with the landowners affected by the acquisition process,” he said. “Since the beginning of negotiations in 2021, we have extended the negotiation process three times to allow landowners more time to properly evaluate their offer, to use the services of experts and to obtain reports relating to the value of their property, if necessary, while fostering constructive exchanges during the negotiations. Unfortunately, for various reasons, the Government of Canada has not been able to finalize purchase and sale agreements with all the landowners.”

Alghabra added that he “understands that some of the landowners are angry, saddened or anxious about this decision. Believe me, it was not taken lightly. However, we must not lose sight of the project’s core objective, eliminating trains traveling through downtown Lac Mégantic. To make this project a reality, we must move forward. I would like to assure the landowners that we will be at their side throughout this process. We will continue to answer their questions and work with them every step of the way. Our government remains committed to providing landowners with fair and equitable value for their properties.”

Alghabra recently visited Lac Mégantic, Nantes and Frontenac, meeting with the mayors-Julie Morin, Daniel Gendron and Gaby Gendron-as well as with Francois Jacques, MNA (Member of the National Assembly) for Lac-Mégantic. “I heard the various perspectives and reiterated that we want to continue working together in a constructive manner,” he stated. “I also had a very emotional meeting with citizens who worked through the tragedy and who told me how much they are counting on our government to make this bypass a reality. The decision to proceed with the expropriation, as difficult as it is, is my commitment to the community members who want this project to move forward, especially as we mark the 10<sup>th</sup> anniversary of the tragedy in July of this year. Our government is fully committed to this project, and we will remain so until it is completed.”

### 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.