



CINDERS

OCTOBER 2023



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VOLUME 84

Number 8

Newsletter of the

PHILADELPHIA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

Post Office Box 7302

Philadelphia, PA 19101-7302

Chapter Website: www.nrhsphiladelphia.org

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.

NRHS News

by *BILL WELK, National Representative*

On Saturday, September 2, 2023, I attended the NRHS 2023 Fall Conference Advisory Council Meeting at Deerfield Beach, FL, via ZOOM. The NRHS's finances are adequate to get through 2023 and 2024. The NRHS Fund will be broken out by restricted and unrestricted amounts. This is needed if NRHS has an emergency and needs money quickly. Total Fund amount is \$1,070,000. The NRHS Heritage Grants Program awarded \$124,950 in May, 2023. Demand in 2024 is expected to be high. RailCamp 2023 was very successful. RailCamp 2024 is in the planning stage.

The 2024 National Convention will take place at Harrisburg, PA, August 23rd through August 28th. Future convention sites being considered are Rock Island, IL, Rapid City, SD as well as Toronto, ON and Montreal, PQ in Canada. A Convention Site Exploration Committee has been established to survey and compile a list of potential national convention sites and "preferred dates".

The Society has not received and chapters willing to host future conferences. Recent conferences have lost money (Springdale, AR \$4,000 and Reno, NV \$2,000) due to low attendance. Champaign/Urbana, IL was suggested for 2024. Money might have to be budgeted to reimburse a host chapter if they lose money.

Should dues be increased? Current membership is down compared to 2022 dues to deaths and dues being too high. Neon has automated membership renewals and was used for this year's conference registration. The position of assistant treasurer remains open. NRHS has reached out to an accounting firm to do this work.

MEETING NOTICE

Special Notice About This Issue of *Cinders*

Because of production difficulties, this issue of *Cinders* will most like not reach Chapter members until the date of our meeting, Thursday, October 19. As soon as the PDF from Minuteman Press reaches the Chapter staff, it will be placed on the Chapter's website. Thank you for your understanding.

THURSDAY, OCTOBER 19, 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 program will be a 35mm color slide program ONLY (NO ZOOM). Steve Ferrell will be giving a PowerPoint presentation on the NEW YORK & LONG BRANCH RAILROAD, together with a "Ride With Me Steve" report on a trip to Bay Head, NJ. The program includes historical slides and trip report slides.

Looking forward, our program on **Thursday, November 16, 2023** will be a digital program on the history of the **Pittsburgh & Lake Erie Railroad**, presented by noted local railroad historian and architect **James Rose** using maps, historic and contemporary photos, plus the paintings of noted Artist Howard Fogg.

On **Thursday, December 14, 2023 (PLEASE NOTE: SECOND TUESDAY MEETING IN DECEMBER):** Chapter National Representative **William Welk**, who will screen views of **Canadian rail travels**.

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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2023-24 ANNUAL MEMBERSHIP DUES: Effective September 1, 2023, \$20.00 per person, which covers Philadelphia Chapter dues through December 31, 2024. (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 will be mailed during October, 2023 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 at P.O. Box 353, Huntingdon Valley, PA 19006-0353. **EXCHANGE newsletters should be sent to:** R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353, or by electronic mail to reastwood2@comcast.net.

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**

Iowa Traction Receives Inaugural NRHS/Railway Age/RT&S Historic Preservation Award

By William C. Vantuono



Iowa Traction 50, a Baldwin steeplecab built in 1920, rests between assignments at an agribusiness in Mason City, IA.

--Photo by Mike Yuhas

The National Railway Historical Society, *Railway Age* and *Railway Track & Structures* presented Class III Iowa Traction Railway with the inaugural "Outstanding Railroad Historic Preservation Award;" the intent of which is "to honor and recognize a North American common-carrier railroad for a historically significant preservation project." Iowa Traction was one of five finalists; the award was presented in front of an audience of railroad industry professionals at the Railway Interchange trade show in Indianapolis, October 2, 2023.

Iowa Traction Railway, a subsidiary of Progressive Rail, Inc., is the last functional interurban freight railroad in North America. Its rolling stock continues to function for its original purpose: moving freight to customers. All its interurban electric locomotives are more than 100 years old, and while not restored, are repaired and maintained in a manner consistent with their original construction. Erection and maintenance of the overhead electrical distribution system is contemporary with the era of the rolling stock.

Interchanging with Union Pacific and CPKC (Canadian Pacific Kansas City), this functional example of century-old technology continues to effectively and efficiently serve the needs of 21st Century customers and shippers. Operating alongside public roads and through many locations visible to the public, the Iowa Traction provides an education in early 20th Century electric railroading, providing many lessons to current generations.

(The NRHS Preservation Award Committee is R. Victor Varney, Edward M. Berntsen, Tony White and Mike Yuhas.)

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA System

SEPTA may have found a way to avoid the “fiscal cliff” which threatens its future after the final installment of COVID relief funds is received next year. Management has warned that significant fare increases and severe service cuts would be needed to continue operations at the current level, absent a major infusion of money from somewhere else. It now appears that the effort to get that money may prove successful, as the Pennsylvania House last month approved a bill which would boost the share of the State sales tax dedicated to public transit from 4.4% to 6.4%. If the measure is approved by the Senate and signed by the Governor, SEPTA estimates that it will receive an additional \$190 million annually, which would go a long way to offset the loss of COVID funding. At this time it seems likely that the Senate will get on board and the State’s transit systems will indeed receive more money to support their operations. An earlier law that required the Turnpike Authority to give millions of dollars to transit each year has expired.

The members of SEPTA’s largest union, Transport Workers Local 234, have voted to authorize a strike if no agreement is reached on a new contract by the end of October. This is the same drama that occurs every two years or so when the TWU’s old contract expires. The union is demanding not only across-the-board pay increases, but more hiring, a reduction in mandatory overtime, and better protection for its workers and the public from increasing crime and disorder on the system. TWU leaders are in almost daily bargaining sessions with SEPTA in the hope of averting a strike on November 1. Regional Rail, which has its own unions, is not involved in these negotiations, but its conductors and engineers are in mediation and still working without contracts.

Well, the advertised return of the historic PCC trolleys to Route 15 on September 10—did not happen. SEPTA said the delay was because “we needed more time for operator and supervisor training.” The cars occasionally may be seen running on the line but not in revenue service, said SEPTA. The continued systemwide safety training program also has served to divert some employees away from daily operations (see September *Cinders*). There has been no word on a new start date for the six PCC’s that are currently ready for service.

The December 9, 2021 crash between a Route 11 trolley and a CSX freight train in Darby was caused by the trolley stopping on the diamond where Main Street crosses the railroad at grade. That was the conclusion of an investigation by the National Transportation Safety Board, the report of which was released last month. The scene of the accident is the only location in the United States where a rail transit line actually crosses a mainline railroad at grade. The report said that the trolley operator used the emergency brake to halt the car as it approached the crossing, but the trolley still wound up fouling the railroad. The collision, in which the train struck the right front end of car #9070, left five trolley passengers, the operator and the CSX locomotive engineer with non-life-threatening injuries. Trolley operators are required

to make a safety stop before proceeding over the crossing, and SEPTA conducted a campaign to remind its personnel of this requirement.

SEPTA has completed the purchase of the last two parcels of land needed to build a new maintenance facility for its coming fleet of 130 state-of-the-art trolleys. To be built by Alstom and costing some \$714 million, the new low-floor LRV’s will replace the current fleet of 40-year-old Kawasaki cars now operating its city and suburban lines. The property includes about five acres in the 5200 and 5300 blocks of Lindbergh Blvd. in Southwest Philadelphia along Route 36 near Bartram’s Garden. SEPTA first had tried to buy an abandoned General Electric plant site on Elmwood Avenue, but was outbid for the property by Amazon which wanted to locate a warehouse there.

“Ridership up; SEPTA schedule is lagging” was the headline at the top of the Sunday *Inquirer* on October 8. The story went on to say that, while total ridership is up to about 65% of pre-COVID numbers, SEPTA told the reporter that its transit services are back to about 90% of pre-COVID levels and Regional Rail to 77%, but interviews with several riders indicated widespread dissatisfaction with the actual services. Most of the complaints on transit seem to involve trips cancelled or running late, often due to driver shortages, and on Regional Rail fewer trains are scheduled and sometimes there are too few cars on the trains that do run.

A Route 101 trolley ran off the track on State Street near Orange in Media around 11:30 PM on Wednesday, October 4. This is the point where the track simply ends in the street, with nothing to impede the forward movement of the trolleys since the rails are placed directly in the paved surface. No passengers were on board car #121 when the derailment occurred, and the operator was not injured. Actually, it’s a bit surprising that no similar derailments have happened in recent years.....An automobile crashed into westbound Route10 trolley #9001 at 59th & Lancaster Avenue around 8:30 PM on Thursday, September 21, derailing the trolley. The auto caught fire and its driver was killed. Service had to be busied for a time.

As mentioned here last month, SEPTA now allows passengers to tap credit or debit cards, or smartphone apps, to make their fare payments on buses, trolleys and the high-speed lines. The new feature became effective on Friday, September 29. “It’s been a smooth rollout, with no problems that we’re aware of,” said SEPTA Spokesman Andrew Busch. Many passengers have been clamoring for this change, saying that it makes fare payment easier than using SEPTA Key Cards which require an online account and the preloading of fares on the cards.

SEPTA is developing a new “beta” website, which is much more colorful and user-friendly than the current site. Various options are easily accessible and each is illustrated with color photos. The preliminary version, which is still being tested, may be viewed by clicking on beta-realtime.septa.org. By next year the new website will see the introduction of a so-called Wayfinding System under the heading of “Get to know SEPTA Metro.”

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

SEPTA has begun its Zero Fare program which, with financial support from the City, will provide free Key farecards to as many as 25,000 low-income residents who qualify for the program. The City already is offering free passes to 27,000 of its own employees. The effort is an outgrowth of SEPTA's Key Advantage Program, in which at least 22 businesses in the area are subsidizing SEPTA farecards for their employees to encourage them to utilize mass transit.

SEPTA's ill-advised order for 45 double-decker coaches, placed in 2017 with Chinese carbuilder CRRC, still seems nowhere near delivery. The \$185-million order is being investigated by the U.S. DOT after CRRC's repeated failures to deliver fully-functional subway cars to Boston's MBTA. SEPTA's Fiscal Year 2024 capital budget is completely silent on any problems with the order, simply listing all of the advanced features the cars are supposed to have and that delivery should begin in 2024. Last year SEPTA officials did say that they were frustrated by "delays and production shortcomings" in the first two cars built in the order, which were still in the factory in China, before being shipped to the U.S. for final assembly. The officials also made clear that SEPTA would not accept any cars which still had unresolved problems. CRRC, which is owned by the Chinese government, in the world's largest railcar builder.

SEPTA has an ongoing project to replace some 12,000 wood ties on the ex-Reading Chestnut Hill East Line. The work will take place between 9 AM and 3 PM on weekdays, along with some possible overnight and weekend activity, requiring single-track operation during work periods. The project should be finished in December.

The lightweight, electrically-powered "Pop-Up Metro" train, a brainchild of Chapter Member Henry Posner, could provide regular commuter service between West Chester and SEPTA's new Wawa station. While the idea met with a favorable reaction from the West Chester Borough Council, and a Rail Restoration Service Committee has been formed, starting the actual service has proven difficult. The Pop-Up train has been running demonstration trips over the Rockhill Trolley Museum's tracks out of Orbisonia in central Pennsylvania, and a delegation from West Chester traveled there this summer to actually ride the train. The takeaway from the event was good but still nothing can happen at West Chester unless SEPTA allows access to the nine miles of track that it owns beyond Wawa. Pop-Up trains could be run for about \$2.5 million a year, but that does not include the cost of upgrading the track and dealing with the West Chester Historic Railroad which already operates tourist trains between West Chester and Glen Mills.



AMTRAK is looking at yet another delay in introducing its new Acela trains, because the designs of manufacturer Alstom do not meet certain Federal safety standards. A report from Amtrak's inspector general shows that an audit of test runs over the past few months revealed numerous faults in the trains' performance. As a result, the first of the 28 new Acelas is not expected to enter revenue service until at least the second half of 2024. That's quite

a delay from May 2021, the original date when they were expected to begin service. As of now, none of the 12 new trains already produced by Alstom has officially been accepted by Amtrak.

PennDOT announced last month that it had finalized an agreement with NORFOLK SOUTHERN that will allow AMTRAK to run a second *Pennsylvanian* between Philadelphia, Harrisburg and Pittsburgh. The State will invest more than \$200 million in infrastructure and safety improvements to be constructed and maintained by NS. Among the improvements are several more controlled sidings and communication and signal upgrades. NS has already started design work, and it is expected that the second train will be added by 2026.....AMTRAK has received a U.S. DOT grant of up to \$8,800,000 to survey and plan for the installation of fencing at high risk trespasser sites along the Northeast Corridor.

AMTRAK has hired a new man to head up its customer relations, an important job once held by current CEO Stephen Gardner. He is Eliot Hamlisch, whose title will be executive vice president & chief commercial officer. His responsibilities will cover corporate marketing, sales, network and consist planning, market research and revenue management. Hamlisch previously was in charge of sales and revenue optimization at Wyndham Hotels & Resorts, overseeing 9,000 hotels in 100 countries, and before that at Starwood Hotels and at American Express (*Trains*).

The center city building that housed the general offices of the Pennsylvania Railroad, Penn Central and CONRAIL for over 40 years will soon have new tenants. Once known as Six Penn Center, the building at 1701 Market Street, now empty, will be converted into 299 apartments by the Alterra Property Group. Its most recent tenant was the Morgan Lewis & Bockius law firm, which has moved to its new headquarters at 2222 Market Street. Six Penn Center was one of several office buildings in the new Penn Center development, erected on the site of the PRR's landmark Broad Street Station and "Chinese Wall," which were demolished after the station was closed in 1952.



NJ TRANSIT held a heritage train display on October 1 at Hoboken Terminal to celebrate its 40th anniversary of railroad operations. Several locomotives dressed in the colors of predecessor railroads Pennsy, Erie Lackawanna and Jersey Central were parked for viewing. The day before, on Saturday, NJT in cooperation with the United Railroad Historical Society ran a "40th Anniversary Express" excursion from Penn Station New York to Bay Head and return to Hoboken. The train, in addition to coaches, was trailed by four private cars including Bennett Levin's ex-PRR office car #120 and the *Warrior Ridge* parlor car.

NJT this month is restoring some light-rail service on the Camden-Trenton River Line after cutting weekday service back in August (see September *Cinders*). Service had been reduced to half-hourly even during weekday peak hours, owing to a shortage of equipment and other problems.....The second design

PHILADELPHIA EXPRESS (Continued from Page 4)

phase of NJT's improvement project at Walter Rand Transportation Center in Camden has been authorized at a cost of \$7 million. The project will ultimately result in the replacement of the existing facility with a multi-purpose transit center that will better accommodate bus services, improve connectivity with PATCO and NJT's River Line.

PATCO reduced its schedule for eight weeks in July and August to allow for the replacement of three miles of rails between the Ferry Avenue and Broadway stations in Camden. The rails on both tracks were 55 years old, installed in 1968 when the Speedline was being built.....PATCO reports that its average daily ridership in June was 18,057, less than half of the approximately 40,000 who rode the line daily in 2019, the year before COVID..... Work continues toward reopening the PATCO station at Franklin Square in Philadelphia, which has been closed since 1979. The new station house is designed to blend in with Franklin Square itself, which in recent years has become much more popular as a park. Completion of the \$30-million project is scheduled for April of next year.

EBT Wins \$10,000 Federal Grant to Preserve Archives

The East Broad Top Railroad has won a \$10,000 grant from the National Endowment for the Humanities to fund an 18-month program for long-term protection of the road's thousands of maps, drawings, photographs and artifacts. The grant is one of 280 awarded nationally in the August round of NEH funding, totaling \$41 million.

A National Historic Landmark, the narrow-gauge EBT hauled coal, ore and timber over its 33-mile line in Central Pennsylvania until closing as a common carrier in 1956. A short portion was revived as a seasonal steam tourist line from 1960 to 2011. Following an eight-year shutdown, the EBT Foundation was formed to buy, preserve and restore the railroad, including its circa-1900 shops complex. EBT resumed scheduled tourist passenger service in 2021 and returned one of its six Baldwin Mikado steam locomotives to operation earlier this year.

Among the railroad's treasures 5,000 linear feet of records for the EBT and its affiliated coal mining and branch-line companies. Extending back 150 years, these include blueprints, correspondence, car-tracking journals and board of director meeting minutes.

The station houses three vaults, none of them equipped with temperature or humidity control. Many records are stored flat in map drawers, but hundreds of others are rolled and tied with twine.

In 2021, the EBT Foundation and a nonprofit auxiliary group, Friends of the East Broad Top Railroad, began cosponsoring and jointly funding an Archives and Special Collections program. Since then, the group, working under archivist Julie Rockwell, has inventoried 4,800 maps and drawings. By the time of this year's FEBT Fall Reunion on October 6-8, she said, the program will have made 2,500 catalog entries that include materials from various collections at its online page.

Amtrak Runs Special Trains to Mark CPKC Performance

Amtrak is running two days of trips along Canadian Pacific Kansas City's former Milwaukee Road River Subdivision in Minnesota to recognize the company as Amtrak's best performing Class 1 railroad in 2022. The trains make a round trip from St. Paul Union Depot to LaCrescent, MN, where they are turned on the wye for the return to St. Paul. The first trip was scheduled to be operated on October 5, with another round-trip scheduled for October 7.

CPKC employees and their families can ride the trips with lunch provided. The train consists of Operation Lifesaver painted P42DC #203, three Superliner cars and Inspection Car *American View*. CPKC handles Amtrak's *Hiawatha Service* trains between Chicago and Milwaukee, and the *Empire Builder* between Chicago and St. Paul. A second Chicago-Twin Cities train has been funded and CPKC has agreed to operate it, but there has been no set date for the service to begin.

—TRAINS Newswire

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!

NRHS 2023 Convention Travels

In our September, 2023 issue, we asked Philadelphia Chapter members if their travels by Amtrak to the NRHS Convention in Fort Lauderdale FL were disrupted due to Hurricane Idalia.

One member, **Alan Butler** of Waltham, MA responded. He said he was scheduled to leave Boston South Station on Wednesday, August 30, connecting to the Train #91-Silver Star at New York Penn Station but was notified by Amtrak on August 28 was Train #91 was annulled on August 30. He was rebooked on Train #97-Silver Meteor to leave New York on Thursday, August 31. However, all sleeping cars were full and he said it had been many years since he rode an overnight coach trip. He said that the train was close to full but the trip was not bad and he managed to get some sleep. Most delays were due to loading and unloading passengers at intermediate stations. Many passengers on board required wheelchair lifts. The train was only an hour late in arriving at Deerfield Beach.

He returned a week later on Train #98-Silver Meteor in a sleeper and the train operated well.



Editor Larry Eastwood recently purchased on EBay an 8x10 enlargement of Reading Company EMD FP7's #907-906 taken at EMD's LaGrange, IL plant in September, 1952. These two units were purchased to supplement #'s 900-905 purchased in June, 1950, to handle Main Line trains.

Rockledge Model Railroad Museum Hosts Holiday Model Train Show

In 2023 again, the Rockledge Model Train Show will be held on Saturday, December 9, from 9:30 AM until 3:00 AM at Cannstatter Volksfest Verein, 9130 Academy Road (just off Frankford Avenue) in Northeast Philadelphia. Admission is only \$6.00 per person, \$10.00 per couple, and kids 12 or under get in free.

- >See operating layouts and model train displays
- >Shop in the expanded vendors section where you can purchase railroad items for yourself or the train person in your life.
- >Learn new techniques at one of the clinics being offered, where expert model railroaders will demonstrate skills that help make an exciting layout.
- >Win!! We'll be offering chance to win door prizes
- >Eat! Cannstatter Volksfest Verein will be offering food for sale.
- >And, did we mention that parking is FREE!!

The Rockledge Model Railroad Museum, 323 Montgomery Avenue, Rockledge Borough, PA will be open TWO Saturdays in November – **November 11 and November 18**. Hours are from Noon until 3 PM. We are at the corner of Montgomery and Sylvania Avenues. Mark your calendars.

THOMAS A. BIERY

September 23, 2023

It is with sadness that we report to our membership the passing of Western Maryland Chapter, NRHS President Thomas A. Biery on September 13, 2023. Tom was 74 years of age. He was known for his photographic talents and had authored some railroad-related books.

Tom resided in La Vale, MD, and was a native of Northampton, PA. He was married for 52 years to Mary McCullough Biery. Tom is also survived by a son, John Paul Biery, of Knob Noster, MO and a daughter, Susan Marie Wolfe and her husband Adam Wolfe, of Crofton, MD.

Services were entrusted to the Scarpelli Funeral Home, of Cresaptown, MD on Friday, September 15. Mass of Christian Burial was celebrated at the Shrine of Saints Peter and Paul by Reverend Brian Frain, SJ, cousin of Tom's widow, on Friday, September 15, 2023.

Philadelphia Chapter extends its condolences to Tom's family and the members of Western Maryland Chapter, NRHS.

Effective October 29, 1961
Eastern Standard Time Subject to change

PHILADELPHIA and CAMDEN to ATLANTIC CITY

Table with columns: Leave PHILADELPHIA, Leave CAMDEN, Arrive ARSECON-PLEASANTVILLE, Arrive ATLANTIC CITY. Includes AM and PM times.

Table for Saturdays, Sundays and Nov. 23, Dec. 25 and Jan. 1. Includes AM and PM times.

AM time in light type. PM time in dark type.
c Stops only to receive passengers.

Pennsylvania-Reading Seashore Lines

Form 26 1st ed. 40M 10-12-61

Effective October 29, 1961
Eastern Standard Time Subject to change

ATLANTIC CITY to CAMDEN and PHILADELPHIA

Table with columns: Leave ATLANTIC CITY, Leave ARSECON-PLEASANTVILLE, Arrive CAMDEN, Arrive PHILADELPHIA, Arrive PHILADELPHIA. Includes AM and PM times.

Table for Saturdays, Sundays and Nov. 23, Dec. 25 and Jan. 1. Includes AM and PM times.

AM time in light type. PM time in dark type.
d Stops only to discharge passengers.
k Saturdays only.
z Except Saturdays.

Pennsylvania-Reading Seashore Lines

Allen, Lane & Scott, Philadelphia

Effective October 29, 1961

EASTERN STANDARD TIME



PHILADELPHIA and CAMDEN to OCEAN CITY, SEA ISLE CITY, AVALON, STONE HARBOR, WILDWOOD and CAPE MAY

Main schedule table with columns for Philadelphia, Camden, Ocean City, Sea Isle City, Avalon, Stone Harbor, Wildwood, and Cape May. Includes AM and PM times.

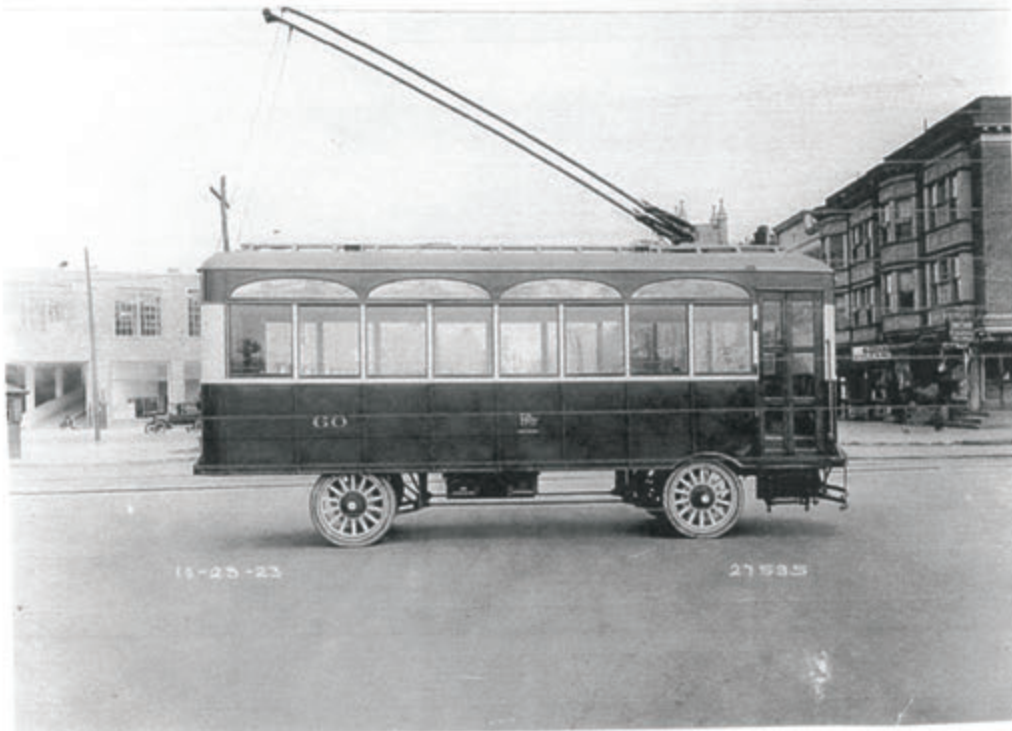
* Subway-High Speed Line from subway stations in Philadelphia offers convenient connections at Broadway, Camden with trains to New Jersey points.
NB No checked baggage handled on this train.
b Stops only on notice to conductor to discharge passengers.
c Stops only to receive passengers.
f Stops only on signal or notice to agent or conductor to receive or discharge passengers.
q Passengers change at Haddonfield.
The time from 12.01 A. M. to 12 o'clock, noon, inclusive, is indicated by light-face type; from 12.01 P. M. to 12 o'clock, midnight, inclusive, by dark-face type.

Pennsylvania-Reading Seashore Lines

Form 84 1st ed. 35M 10-12-61

Table with columns for 304, 406, and 424 routes. Includes AM and PM times.

* Subway-High Speed Line to subway stations in Philadelphia offers convenient connections at Broadway, Camden with trains from New Jersey points.
NB No checked baggage handled on this train.
a Stops only on signal or notice to agent to receive passengers.
d Stops only to discharge passengers.
f Stops only on signal or notice to agent or conductor to receive or discharge passengers.
q Passengers change at Haddonfield.
RESPONSIBILITY—The Pennsylvania-Reading Seashore Lines and The Pennsylvania Railroad are not responsible for errors in time tables, nor for inconvenience or damage resulting from delayed trains or failure to make connections or for shortage of equipment. The schedules shown herein are subject to change without notice.



Philadelphia's First Trackless Trolley at Broad St. & Oregon Ave., October 1923

Trackless Trolley Lecture October 11 at Free Library of Philadelphia

Transit Historians Mitch Libby and Joel Spivak will present the history of The trackless trolley in Philadelphia From the first route in South Philadelphia to the current ones operating today. Hear how Mitch's love of the trackless trolley led him to a career in public transit. The presentation will include images from the Jeff Marinosff collection. Wednesday, October 11, 2023 from 6 PM to 8 PM, 20th & Vine Streets (enter on Woods Street). Free and open to everyone.

B&O Museum Receives \$1M For South Car Works Project Building

The South Baltimore Gateway Partnership will provide \$1 million in funding for the Baltimore & Ohio Railroad Museum's plan to restore its South Car Works Building and create open community space as part of the Museum's new master plan. Restoration of the Car Works building, the oldest continuously operating railroad repair facility in the U.S. between 1869 and 1990, will make the structure the new entrance to the Museum and reconfigure its campus flow to face Southwest Baltimore.

"We're delighted to support this initiative, which knits the B&O Railroad Museum seamlessly into the neighborhood of Pigtown", said Brad Rogers, the partnership's executive director. "The Museum is literally tearing down a wall and replacing it with a vital new public space. In doing so, it is also helping its many visitors to enjoy the food and shopping along Pigtown's beautiful Main Street."

Said Kris Hoellen, the Museum's executive director, "This funding from the Southwest Baltimore Gateway Partnership is particularly meaningful to us as we wanted to create a design that would be supported by the community. Our goal.....is to help catalyze further investment in the community and to improve overall community quality of life. We are not aware of another cultural institution actively factoring community development into its campus plans to this extent."

In June, the Museum launched a \$30 million capital campaign in preparation for the bicentennial of the B&O in 2027 with a \$5 million gift from CSX Corporation to develop a new public space, the CSX Bicentennial Garden.

--TRAINS Newswire

NRHS Advisory Council Meeting September 2, 2023

Notes from the above meeting, compiled by William Welk

The meeting was called to order by Richard Shulby. Fourteen members in attendance and 25 joining remotely. The minutes of the May 21, 2023 were reviewed and approved.

Bob Brewster to send E-mil to John Fiorilla regarding cost of excursion insurance. NRHS previously about \$1,000 per trip. Can get a good price if NRHS shops around to bonding companies. Lately, there have not been many trips.

Highlighting other items, Walter Zullig reported a plaque is planned for the Rocky Mountain Region There is a long lead time for plaques since there are many organizations involved.

Marlin Taylor reported additional storage is needed to put film online. Movies take up too much computer space. Can put up some slides. Lack of manpower slows digitizing slide collections. Can farm out the work. NRHS Board will discuss this.

Doug Scott reported all membership pins sent out for 2023.

Bulletin Editor Jeff Smith reports that White River Press has previously done proofreading and book reviews, but those people have left. Mike Yuhas volunteered to do these tasks until permanent persons can be found.

There being no other business, a motion to adjourn the meeting was made at 11:30 AM.

Bill Welk, National Representative
(via ZOOM hookup)