



# CINDERS

## APRIL 2024



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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)**

## Carl S. Jensen

### March 25, 2024

National Railway Historical Society Carl Stensgaard Jensen (nicknamed "Stony") of Roanoke, VA passed away on Monday, March 25, 2024, at the age of 87. Carl, who over the years has held a number of NRHS National positions, was born On April 23, 1936 in Middletown, OH. He is survived by his wife of 64 years, Carol W. Jensen and two loving sons, Charles C. of Stroudsburg, PA and Kenneth E. of Penhook, VA and their families, and twin brothers David and Erik, of Virginia. He had four grandsons: Daniel, Samuel, Joseph, and Keith. In retirement, he and Carol traveled the World in retirement, many times in a private railcar owned by son Chuck.

Jensen graduated from Penn State University in 1958. He was a long-time proud supporter of PSU and in particular varsity football, where he was equipment manager. He retired from Norfolk Southern Railway as Manager of Steam Operations after 37 years. During his career, He served in many sales and marketing roles, including recruiting and training many future NS leaders during the 1970's and 1980's. But, by far his favorite job was managing the steam locomotive excursion program for more than a decade. Simultaneously, he was a founding member of Roanoke Chapter, NRHS, serving as that Chapter's president and Vice President of NRHS.

His was a closely-knit family, participating in many activities with his children and grandchildren. He was very proud of the accomplishments of his sons and grandsons. Carl and wife Carol were long-time members of St. Mark's Lutheran Church. In his later years, he greatly enjoyed his association with the Church and the many activities he was able to participate in.

A celebration of his life and funeral were held at St. Mark's Lutheran Church on Franklin Road in Roanoke on Monday, April 14, 2024, with interment following at Blue Ridge Memorial Gardens on Airport Road in Roanoke. The family requests donations to St. Mark's Lutheran Church at 1008 Franklin Road, SW, Roanoke, VA 24016-4308.

**More Carl Jensen Information on Page 8**

## MEETING NOTICE

### THURSDAY, APRIL 18, 2024

SEPTA Elkins Park Regional Rail Station, Elkins Central Meeting Venue, 7879 Spring Avenue, Elkins Park, PA 19027. **PLEASE USE THE SPRING AVENUE ENTRANCE TO THE "ELKINS CENTRAL" MEETING ROOM. PLEASE DO NOT USE THE TRACKSIDE ENTRANCE. THANK YOU!!**

### MEETING START TIME: 7:00 PM

Our program on **Thursday, April 18, 2024** will present Harry Garforth with Part II of his Frankford Elevated presentation. It will cover completion of construction, a week of celebration and the opening for service of the Frankford Elevated and the Bustleton trolley in November, 1922. The presentation will continue onward to cover the 100 years of operation and the major occurrences during that time, including the re-routing into the I-95 median, the Budd cars, the introduction of trackless and creation of the Arrott Street Terminal and much more.

Harry will have copies for sale of his Frankford Elevated book and signatures provided as requested. Don't miss this program as we learn more about the Frankford El.

*Friends of Northeast Philadelphia History*



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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.nrhphiladelphia.org](http://www.nrhphiladelphia.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](mailto: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**

**Notice  
 Annual Meeting/Election**

Notice is hereby given of election of Chapter officers for the year 2024-2025, to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Thursday evening, April 18, 2023 at SEPTA Elkins Park Regional Rail Station, 7879 Spring Avenue, Elkins Park, PA 19027. The Annual Meeting starts at 7:00 PM, and the election will be held at the beginning of the business meeting.

Any member in good standing who is interested in serving as President, Senior Vice President, Vice President & Treasurer, Secretary or National Representative, may be nominated from the floor at the March 21 or April 18 meeting, or by communication before April 1, 2024 to Daniel J. Murray, Nominations Chairman, Philadelphia Chapter, NRHS, 745 Sunflower Avenue, Langhorne, PA 19047-3747. Dan's E-mail address is [WoodyWagon@live.com](mailto:WoodyWagon@live.com) or by phone to 215-208-7171. Nominations may also be submitted before April 1, 2024 to Marie K. Eastwood, Secretary, Post Office Box 353, Huntingdon Valley, PA 19006-0353 or by E-mail to [mkecat@comcast.net](mailto:mkecat@comcast.net).

*Beverages*

PREMIUM SCOTCH .....	\$1.00
SCOTCH OR BONDED BOURBON.....	.95
COCKTAILS .....	.85
GIN, DOMESTIC.....	.85
VODKA .....	.85
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BEER OR ALE, DOMESTIC.....	.50
SOFT DRINKS.....	.25
QUININE WATER.....	.25
CLUB SODA .....	.15
ASPIRIN, BROMO OR ALKA SELTZER .....	.20
PLAYING CARDS, PER DECK .....	\$1.00
SALTED PEANUTS (4 OZ. TIN) .....	.40
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# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

**NJ TRANSIT**  
The Way To Go.

NJ TRANSIT officials were faced with some real problems on Monday, April 1, but they can't be attributed to April Fool's Day. A pair of major service delays disrupted the Atlantic City Line, one in the morning and another in the afternoon, neither of them due to any failures on the railroad. The first began about 5:40 AM in the Port Richmond section of Philadelphia when train #4608 out of AC struck and killed a trespasser near the west end of CONRAIL's Delair bridge, over which NJT holds trackage rights. Train service was suspended between Pennsauken and 30<sup>th</sup> Street Station, with rail tickets cross-honored on NJT buses and PATCO trains.

Just as the railroad was being reopened for service a truck with an excessively large load came rumbling north on I-95. The steel cylinder it was carrying struck the CONRAIL overhead bridge east of Frankford Junction, not far from the location where the trespasser had been killed just hours earlier. The damage required the bridge to be closed. NJT's Atlantic City service again was suspended, indefinitely. One Philadelphia-bound train had to be cancelled from Atlantic City because of a lack of equipment, but passengers handled on later train #5634 were discharged at Cherry Hill station and boarded shuttle buses for the trip to 30<sup>th</sup> Street. That pattern was followed for the next several days as work proceeded to repair the CONRAIL bridge, with passengers having the option of connecting with PATCO at Lindenwold.

The bridge damage at Port Richmond also forced the closure of the northbound lanes of I-95 for five days, resulting in serious traffic backups on the always busy expressway. Traffic was forced to detour via the nearby Betsy Ross Bridge/Aramingo Avenue exit and reenter I-95 via Adams Avenue. During this period NJT originated and terminated all Atlantic City trains at Pennsauken, with shuttle buses running between Cherry Hill and 30<sup>th</sup> Street Station. CSX and NORFOLK SOUTHERN freight service in South Jersey also was affected, since Conrail's Delair branch provides the only route to and from Pavonia yard in Camden. The bridge over I-95 was repaired and reopened about 1 PM on Saturday, April 6, allowing passenger and freight rail service to resume—and drivers on northbound I-95 to heave a sigh of relief.

## SEPTA System

SEPTA for its part had a rather difficult month in March. It's unfortunate that much of the media coverage it received during that period involved shootings and other violence that occurred at stations, on buses, at bus stops and even on public streets adjacent to subway stations. The month began on a tragic note when SEPTA buses were involved in shootings on four consecutive days. Late on Sunday, March 3, a 27-year-old man was shot and killed as he got off a Route 59 bus at Oxford Circle. Reportedly he

had been involved in an argument with the assailant on board the bus. Around 3:45 PM the next day, a bus stop at Godfrey & Ogontz Avenues in the Fern Rock section was the scene of a bloody assault when two attackers fired at least 40 shots, killing one 17-year-old boy and wounding two others. Two women on the bus were struck by stray gunfire, but were reported in stable condition at the hospital.

Then, late on Tuesday, March 5, a man was fatally shot aboard a SEPTA bus in South Philadelphia. This happened on Snyder Avenue near Broad Street, when another man stepped off a Route 79 bus, turned and fired a 9mm gun through the door, hitting the 37-year-old victim in the chest.

Finally, the worst attack of all happened on Wednesday the 6<sup>th</sup>, the fourth day in a row of bus-related violence. That afternoon eight teenagers were shot, one critically, at the bus stop located at Rising Sun & Cottman Avenues in Burholme, just down the street from Northeast High School. All the victims were Northeast students who were waiting for SEPTA buses. The school was closed until the following Monday, in recognition of the impact the shootings had on the student body. Five teenage suspects were later arrested by police and charged with attempted murder.

To round out a very tragic month, on the afternoon of Monday the 25<sup>th</sup> one man was killed and another injured in a double shooting outside the Arrott Transportation Center in Frankford. There was no report of a suspect being arrested. Then, on Monday the first day of April, a 30-year-old man was fatally stabbed about 8:30 AM on the westbound platform of the Frankford el Somerset station. A suspect was later arrested and a weapon recovered. An article in the March 27 edition of the *Inquirer* said that SEPTA bus drivers were calling out from work more often than usual in the wake of the recent shootings, which only seem to add to the drivers' fear of the hostility they sometimes receive from angry passengers. SEPTA managers consider all this to be, at least in part, "a sign of the psychological toll of gun violence." It is hoped that the spike in violence in March does not portend another such month in April.

In response to the widespread troubles experienced over the past several months, SEPTA has stepped up recruitment to expand its 250-officer police force, while making full use of the 31,000 security cameras in place throughout the system. City and SEPTA police are increasing their presence at major bus stop locations and SEPTA said that it will use "every legal means" to crack down on crime anywhere on the system. Large ski masks that obscure the face are now illegal on SEPTA and anyone caught wearing one will need to remove it, or else be escorted off the property.

SEPTA is taking steps to combat another widespread crime, that of fare evasion. The agency says that turnstile jumpers and evaders on buses and trolleys are costing it at least \$30 million a year in lost revenues, so as a partial solution it is installing 20 full-length fare

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# PHILADELPHIA EXPRESS

(Continued from Page 3)

gates at 69<sup>th</sup> Street Transportation Center. These eight-foot-tall gates, part of a pilot program, should be very difficult to avoid, so if they are as effective as hoped the same type of gates will be installed at other subway-el stations. They are equipped with 3-D sensors that will count the number of riders who enter, and sound an alarm if someone tries to “tailgate” on another person’s swipe.

SEPTA is working through another setback in its long-running effort to redesign the region’s much-criticized bus network. The plan, dubbed the “Bus Revolution,” was set for final approval by the SEPTA board in February (see March *Cinders*), but objections from a Philadelphia City Council member forced the agency to hold an additional series of eight community meetings to gain further input from the public. The last of the meetings was held at the York House on Old York Road April 4.

SEPTA has ended a year-long pilot program with a firm called Zero Eyes, which was intended as a means of surveillance using artificial intelligence (AI) to detect guns carried on the transit system. “We do think it’s a very good technology,” SEPTA Spokesman Andrew Busch said, “but for what SEPTA police need right now, we don’t think it’s the right fit.” The main problem seems to be that the new AI system would be dependent on SEPTA’s existing analog cameras and cannot work with a system without digital cameras. “It’s hard to make a new AI-based algorithm work on archaic technology,” said Sam Alaimo, Zero Eyes’ chief revenue officer and co-founder. The AI gun-detection system was tried out on SEPTA in a one-year pilot program, with the new software installed on 300 of SEPTA’s 31,000 security cameras, mostly at Market-Frankford and Broad Street line stations (*Inquirer*).....Elisa Cunningham has been appointed as SEPTA’s chief technology officer, a new position. Coming from the METROLINK rail system in Southern California, she will head a department with 80 employees who are charged with developing a long-term technology strategy for SEPTA.

In early April SEPTA was gearing up to handle a flood of passengers attending the much-heralded WrestleMania40 events at the Wells Fargo Center and Lincoln Financial Field. WrestleMania is the largest pro wrestling event in the world, and draws tens of thousands of fans. But this is the first time in 25 years that WrestleMania has come to Philadelphia. The two biggest events were held at Lincoln Financial Field, home of the Eagles, on Saturday and Sunday April 6-7. Three other events were to take place in the Wells Fargo Center. SEPTA advertised extra service on the Broad Street Line for both afternoons, and extra trains on seven Regional Rail lines.

Wilmington-Newark line passengers were given a new train schedule effective on March 24. The changes include earlier departures from Newark station and later arrival times there for most outbound trains. Changes in departure and arrival times at many intermediate stations also have been made, all due to major track and bridge construction work by AMTRAK.

Signal power problems at Wayne Junction on Wednesday morning, April 3, delayed many trains on the Lansdale/Doylestown, Warminster, West Trenton and Wilmington-Newark lines. By the end of rush hour the problems were resolved. That same morning Paoli-Thorndale service

suffered many delays, also due to signal problems. One hour-plus delays on Paoli-Thorndale persisted into the afternoon and evening, with the catenary in one area having to be de-energized when a tree branch fell into the wires. A check of the website about 9 PM showed only two inbound trains actually running on the line, #5352 out of Thorndale 79 minutes late and #5356 from Thorndale 27 minutes late. The only outbound train was #3549, marked up 81 minutes late at 30<sup>th</sup> Street Station.

The Wayne Junction signal snafu described above was similar to the problem experienced at that same location ten days earlier, on Monday evening, March 25. That outage caused delays on virtually every Regional Rail line, but the problem occurred after the evening rush hour so its impact on the riding public was perhaps less because the April 3 failure was in the morning rush hour.....Shuttle buses will replace train service between Lansdale and Doylestown over the weekend of April 13-14. Passengers were advised that bus departures from Doylestown would be 15 minutes earlier than the train schedules. From Lansdale buses depart about three minutes after the train arrival. Scheduled trackwork on the single-track Doylestown branch is the reason for the busing operation.



## AMTRAK

AMTRAK has resumed the major track rebuilding project between Lancaster and Harrisburg that it began in April 2023. This year’s work is expected to cost \$122 million and will bring the tracks into a “state of good repair.” Work started on March 15 and will extend until late December. From April 8 through November 21 there will be a series of significant track outages as buses are substituted for Keystone train service between approximately 8 AM and 4 PM Mondays through Thursdays. The buses make four round-trips, but the bus service adds about 45 minutes to the train times.

The New York-Pittsburgh *Pennsylvanian* will continue to operate through the Harrisburg Line work zone, as apparently will local freight service. In all, 43 miles of new rail will be installed, as well as 113,000 concrete ties each weighing about 900 pounds, and some 226,000 feet of gravel ballast cleaned and “refreshed.” New ballast from a quarry in Birdsboro, PA also will be installed.....Another sighting of a new Acela trainset testing on the Harrisburg line was reported by Member Larry DeYoung in Devon on April 2. This was in addition to the sighting at Overbrook in February (see March *Cinders*).....A fire at Haverford station around 10 PM on Thursday, March 7 was extinguished by firefighters from the local Ardmore and Bryn Mawr companies. The blaze was in an AMTRAK GP38-3 locomotive hauling a work train.

AMTRAK made a major addition to its Northeast Regional service effective March 4. This includes four more weekday round-trips between New York and Washington, two new weekend round-trips, and a new weekday morning departure from Philadelphia to New York (shades of the old Pennsy “Clockers.”) The recent decision to have fixed forward and backward seating in all coaches (see March *Cinders*) will allow trains to be turned more quickly at terminals like Penn Station in New York and Washington Union Station. The additional trains represent a 20% increase in weekday service on the NEC and 10% on Sundays. (Continued on Page 5)

## PHILADELPHIA EXPRESS (Continued from Page 4)

AMTRAK has announced that it will combine most of its Wilmington offices into one location. It has purchased the modern Renaissance Building a short distance from the passenger station and will convert some 70,000 square feet of now-vacant office space into a new Unified Operations Center. Some 200 employees will be relocated from their present quarters into the new center. Housed in the space will be the current Consolidated National Operating Center and the dispatching office for the Mid-Atlantic Division which oversees a large segment of the Northeast Corridor. Both of these facilities currently are located in flood-prone buildings near the Christina River. Amtrak already has hired a local contractor to carry out the estimated \$53 million UOC project. Of course, operations at the important ex-Pennsy Wilmington maintenance shop will not be affected.



The ongoing takeover battle at NORFOLK SOUTHERN likely will be decided at the railroad's annual stockholders meeting on May 9. An activist investor group known as Ancora Holdings wants to fire the railroad's top management and put its own candidates in control. Their plan is to cut costs along the lines of the somewhat-discredited Precision Scheduled Railroad model, with the hope of improving NS operations, service and profitability and eventually slicing the operating ratio to a very low 57%. But much opposition has arisen to the takeover plan, including that from numerous shippers, shipper associations, the railroad's own unions and even the influential chairman of the Federal Surface Transportation Board.

NS meanwhile has hired industry veteran John Orr as its executive vice president & chief operating officer, replacing Paul Duncan who left the company. Orr had previously served as executive vice president of the newly-merged CANADIAN PACIFIC KANSAS CITY (CPKC).....

Perhaps motivated by the pressure to cut costs, NS has announced that it will prune its intermodal network by eliminating 53 low-volume intermodal traffic lanes that make up 15% of the intermodal network. Reducing the operating ratio (costs versus revenues) is now the largest component of the 2024 compensation plan for NS executives. Previously, executive pay was mostly tied to increasing operating income and revenues (*Trains*).

The National Transportation Safety Board is in the midst of a full investigation of the March 2 collision involving three NS freight trains near Bethlehem, PA (see March *Cinders*). The trouble began when eastbound intermodal train #268H429 was stopped on main track #2 and was struck from behind by another eastbound intermodal train, #24XH101, moving at 13 mph. Three derailed cars from the first train were then fouling main track #1 and were struck less than a minute later by westbound manifest freight #19GH501 traveling at 22 mph. Two locomotives and six cars from the westbound train derailed, with the locomotives partially falling into the Lehigh River and leaking fuel into the water. Several crew members were treated for minor injuries and NS later estimated damages from the wreck at about \$2.5 million (*Trains*).

The Federal Railroad Administration has issued its final rule requiring that most freight trains carry at least a two-person crew. This very controversial action drew an immediate denunciation from the Association of American Railroads and other industry groups. The new ruling especially targets long freight trains, some of which can exceed three miles in length. Transportation Secretary Pete Buttigieg said the rule will require that they be safely staffed and "is long overdue...We are proud to deliver this change that will make workers, passengers and communities safer." Some trains will be exempt from the rule, including certain existing one-person operations, and others "that do not pose safety risks to employees, the public or the environment." There will be a process set up for approving new one-person operations.

When the battleship *New Jersey* was being moved from its longtime display location at Camden to a temporary berth at the Paulsboro Marine Terminal on March 21, the television pictures revealed a CONRAIL locomotive parked in the background at the terminal. The Internet soon supplied the identity of the blue-and-white unit—it was NORFOLK SOUTHERN ES44AC #8098, NS's Conrail heritage unit, perhaps moved there intentionally. Six days later the *New Jersey*, America's most celebrated battleship, was moved to drydock at the Philadelphia Navy Yard for restoration. That's the same place the ship was built in 1941-42.

A 4.8-magnitude earthquake rocked the East Coast from Baltimore to Boston around 10:20 AM on Friday, April 5. The epicenter was in northern New Jersey but people in the Philadelphia and New York areas said they could feel their buildings shaking. SEPTA reported no service interruptions but PATCO suspended operations for a time to allow inspection of bridges. NJT said there would be up to 20-minute train delays to allow for inspections and AMTRAK imposed speed restrictions on its trains until all needed inspections could be completed. Philadelphia International Airport declared a ground stop for a short time until all runways could be inspected. Earthquakes of less than 5.0 magnitude are considered "light," and unlikely to cause any serious damage. A 4.0 aftershock occurred later in the day with many other small aftershocks also being recorded, but none caused any particular problems in a region not usually known for earthquakes.

CSX has rolled out its 11<sup>th</sup> heritage locomotive, ES44AH #1972, this one honoring the Family Lines System which was founded in that year. "Family Lines" was a name intended to mark the union of Seaboard Coast Line, Louisville & Nashville, Clinchfield and other smaller lines into a single marketing group, although the roads continued to operate separately. CSX's Waycross (GA) shop followed that up with #1852 dressed in Western Maryland colors, making an even dozen heritage units roaming the system. CSX may soon run out of predecessor railroads to recognize with their own distinctive paint schemes! The CSX heritage program is similar to the one NORFOLK SOUTHERN began some 12 years ago.

The famous East Broad Top narrow-gauge railroad has started rebuilding three miles of its long-out-of-service main line to the south of the Rockhill Furnace yard. This is the first step in reopening the 20-mile line to Robertsdale, PA, which has not seen a train since 1956. Tourist operations on EBT began in 1960 and were revived by the Friends of East Broad Top in 2021, but all trains have run on the restored 4.5 miles north of Rockhill. The ongoing track restoration work is being done by a combination of

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# PHILADELPHIA EXPRESS (Continued from Page 5)

volunteers and employees of the non-profit East Broad Top Foundation which supplied the funds to restore the current operation. One of EBT's 100-year-old Baldwin-built Mikado-type steam locomotives, #16, has already been rebuilt and will be available for service this season (*Trains*).

The Federal Transit Administration has announced that some \$20.5 billion in funding will be available for transit projects across the country in Fiscal Year 2024. How much of that will come to the Philadelphia region is not yet known, but one small piece has already gone to NJ TRANSIT. NJT will receive \$1.625 million to pay for installation of an AI analytics system to improve detection and safety at light rail grade crossings, such as those on the River Line.....On Wednesday March 20, there was a related problem on the River Line in Cinnaminson when someone drove his automobile onto the track around 3 PM. One train had to be cancelled before the car was cleared and service resumed.



Johnstown Traction 417, a Roxbury car, on Walnut St. nr. Main, in Johnstown. Photos by Bob Janssen.

I took a couple of photos and nearly froze again, but got a Southmont car and rode it a roundtrip. This is a long winding single track suburban line at the outer end. Then I took a PCC back to Morrellville and rode a roundtrip on the Oakhurst shuttle line. I then rode the Morrellville PCC to Ferndale and back again to kill time.

I went back to Penn Station and waited for an hour up in a platform waiting room and watched trains. T took the **Duquesne** at 3:36 PM. I was in a nearly empty rear coach. I slept for a while. I had a roast beef dinner in the diner between Altoona and Lewistown. The train reached Baltimore at 9:35 PM, and I went home view the 13 and 19 streetcars, arriving at 11:00 PM.

## Johnstown, PA Streetcar System in the 1940's, by Robert Janssen *(compiled by Charlie Plantholt, Baltimore-NRHS)*

Job Janssen took a lot of one and two day trips during his decades of travel. This "Travelin" was a weekend trip over February 7 and 8, 1948 to Johnstown, Pennsylvania to ride the Johnstown streetcar system.

Bob left home on the 11:00 PM bus Saturday night and took Route 19 and 13 streetcars to Baltimore's Penn Station. I had about a 40-minute wait for the 12:32 AM train west. I had a nice old car with a lot of room and slept some to Harrisburg, where I had to move back three cars to a recliner. I then slept good to Johnstown. The train was due at 6:30 AM but it arrived at about 6:50. I ate breakfast in a little restaurant across from the station.

It was just daylight as a took a new PCC to Morrellville and rode a roud trip, Morrellville to Ferndale. Then, I rode a round trip on the Benscreek shuttle on an old streetcar. On board, I talked with the old motorman. I went back downtown on a PCC. I nearly froze to death waiting for a Southmont car. So, I took the other PCC line – Coopersdale Roxbury and rode a round trip. I ate lunch in Neirns.



Johnstown Traction 223, a Southmont car @ Southmont Junction, both photos on May 8, 1949.

## *The National Limited*

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### A Choice of Three Trains

Lv. Philadelphia		Daylight Saving Time	
Penna. Sta.—30th St. . . . .	1:40 P.M.	4:45 P.M.	5:35 P.M.
North Phila. Sta. . . . .	1:50 P.M.	4:55 P.M.	5:45 P.M.
Frankford Jct. . . . .	1:56 P.M.	5:01 P.M.	5:51 P.M.
Lv. Haddonfield . . . . .	2:11 P.M.	5:17 P.M.	6:06 P.M.
Ar. Atlantic City . . . . .	3:10 P.M.	6:10 P.M.	7:02 P.M.

#### RETURNING

Lv. Atlantic City . . . 11:55 P.M.

Making same station stops as shown above

## Pennsylvania-Reading Seashore Lines

## William Darrell Volkmer, Sr. March 5, 2024

Philadelphia Chapter informs our members of the passing of former Member William D. Volkmer, Sr., of Clermont, FL on Tuesday, March 5, 2024 at the age of 87. Volkmer was born on June 4, 1936 in Pittsfield, MA. At the age of 16, the family moved to the South where he attended the Georgia Institute of Technology. He subsequently became a successful mechanical engineer with a distinct passion for the rail transit industry. In 1958, he began his career as a master mechanic for the Pennsylvania Railroad. While working in Philadelphia, he met and married wife of 62 years, Anna May Devereaux.

Later, he managed quality control for General Electric in Erie, PA, and worked with Kaiser Engineers as a project engineer, consulting on projects for Boeing, and the Miami and Los Angeles Metro Rail Systems. Further, he worked as the Technical Support Manager for Herzog Contracting Corp., and went on to become the Chief Mechanical Officer for the Tri-County Commuter Rail Authority in south Florida.

When it came to railroads, Bill was not only a designer and an expert but a true railfan. On many family outings, Bill could be found parked beside the railroad tracks, photographing locomotives to add to his massive slide and photograph collection. He eventually authored several books about railroads, locomotives and trolleys.

Bill will be deeply missed and forever remembered by his family, friends and all who had the privilege of knowing him. Though his physical being is no longer with us, his spirit and the memories we shared will live on in our hearts forever. He was preceded in death by his parents, and his beloved daughter, Constance Volkmer Savaglio. Bill is survived by his wife, Anna May Volkmer; children, Diane Walters, William Volkmer, Jr., and Jan Volkmer (Richard); grandchildren, Allyssa Saviglio, Julia Saviglio and his sister, Mary Ann Pope (John).

A memorial service was held at 2:00 PM on Saturday, March 30, 2024 at Woodlawn Memorial Park & Funeral Home, 400 Woodlawn Cemetery Road in Gotha, Florida 34734.

## 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!**

## Noted Rail Photographer Alex Mayes Reflects on Carl Jensen

*In the April, 2024 issue of **High Green**, newsletter of the Chesapeake Railway Association, well-known Rail Photographer Alex Mayes reflects on his association with Carl Jensen of NS*

In reflecting on the life of Norfolk Southern's Carl Jensen, Alex Mayes writes "I knew Carl (Jensen) since about 1979 when I began riding and chasing Southern Railway excursions. He was Jim Bistline's assistant. Both were very knowledgeable and friendly guys. Carl attended most NRHS conventions. He usually came, with about a dozen friends, in his private car coupled to an Amtrak train. I had a nice talk with him at the 2023 convention in Florida.

I knew he really liked the ex-Illinois Central round-end observation car **Mardi Gras**, which ran as a first-class car on the Southern excursions. He told me that he had lost track of the whereabouts of the car, so I told me it was alive and well on the Reading & Northern. I thought he was going to cry. Now renamed **King Coal**, this car is one of 11 cars the R&N purchased from Iowa Pacific Holdings in 2021.



Bringing up the rear end of a 19-car excursion train was R&N's first-class lounge and observation car, the **King Coal**. This was the former IC streamlined observation-lounge car **Mardi Gras**, in a photo taken as the train was gliding along the south shore of Lake Hauto at Hauto, PA, enroute to Jim Thorpe, PA

---Photo by Alex Mayes, May 26, 2022.



Carl S. Jensen

1936 - 2024