



CINDERS

JUNE 2025



IN THIS ISSUE

NRHS/Chapter News.....	1-2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	2-5
2025 NRHS Michigan-Indiana Rail Adventure.....	6
NRHS News, from William Welk.....	7
SEPTA Universal Crossover at Bethayres.....	8

VOLUME 85

Number 6

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 reastwood2@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.

Meeting Notice

THURSDAY, JUNE 19, 2025

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

Philadelphia Chapter's meeting on **Thursday, June 19, 2025** will feature Railroad Photographer and Author **Brian Solomon**, who has crafted more than 70 rail books. Brian's specially created program, **60 Years of Philadelphia Railroad and Trolley Photography using his own and his father's photo images**.

Brian earned a Bachelor of Fine Arts in photographic illustration from the Rochester Institute of Technology. He produces a daily blog about railroad photography and his articles and photography have appeared in many railway magazines. Brian was presented with the Railway & Locomotive Historical Society's prestigious Fred A. & Jane R. Stindt Photography Award in 2020 for his lifetime achievements in railroad photography. He writes a monthly travel column and feature articles for **Trains Magazine**. He is also the marketing manager for New Hampshire's Conway Scenic Railroad. He lives with his wife Kris in Lancaster County, PA.

Non-members and guests are most welcome at this meeting, especially those from nearby NRHS chapters and Pennsylvania Railroad Technical & Historical Society members, who will find Brian's presentation of special interest. The meeting will feature a raffle of donated items, plus an assortment of baked treats. The raffle will include a Pete Lerro painting on the East Broad Top Railroad as well as a Brian Solomon book. Brian will be pleased to autograph any of his books from your personal library.

This promises to be a very entertaining meeting. Don't miss it!!

Chapter Announces Programs For September – December 2025

Philadelphia Chapter has announced its program schedule for the months of September through December, 2025. Members will want to note these dates on their calendars for the remainder of the 2025 meeting year.

On **Thursday, September 18, 2025**, well-known NRHS Member **Dan Cupper**, from our Harrisburg Chapter will be our program speaker. Dan, railroad author, **Trains Magazine** correspondent, and editor of **Railroad History Quarterly** will be our speaker. Dan also spent ten years as a conductor and locomotive engineer for Norfolk Southern Railway.

Chapter National Representative **Bill Welk** will headline another of his slide programs at our **Thursday, October 16, 2025** meeting. Bill has not chosen the subject matter for this meeting.

On **Thursday, November 20, 2025**, Rail Historian **James R. Rose** will return with a program entitled **The New York Central Railroad in Pennsylvania**, a follow-up on his program earlier this year on the Western Maryland Railway in Pennsylvania.

We will end our program year on **Thursday, December 11, 2025 (note SECOND Thursday)** with a program subject to be determined provided by our longtime friend **E. Steven Barry, Editor, Railfan and Railroad Magazine**.

Vice President Steve Ferrell has scheduled some excellent entertainment to close out the 2025 meeting year!!

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

CHAPTER OFFICERS (Elected)

President.....R. L. Eastwood, Jr. (215) 947-5769
reastwood2@comcast.net
Vice President.....Steve Ferrell (610) 812-1020
stfarrel@aol.com
Secretary.....Marie K. Eastwood (215) 947-5769
mkecat@comcast.net
Treasurer.....Robert Young (215) 808-5136
Rob_young@verizon.net
National Representative.....William Welk (215) 681-1957
welk899@gmail.com

COMMITTEE CHAIRS (Appointed)

Editor.....R. L. Eastwood, Jr. (215) 947-5769
reastwood2@comcast.net
Equipment Chair.....David R. McGuire (610)-544-2749
emd645e3@verizon.net
Membership Chair.....Sheila A. Dorr (610) 642-2830
sheiladorr@gmail.com
Webmaster.....Daniel Knouse (814) 631-9436
djknouse@hotmail.com

2024-25 ANNUAL MEMBERSHIP DUES: Effective September 1, 2024, \$25.00 per person, which covers Philadelphia Chapter dues through December 31, 2025. (NRHS National membership dues for 2025 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, 2024-5 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 \$25.00 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 effected 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.

DR. BURTON O. EISENBERG May 18, 2025

We deeply regret to inform you of the passing of former Chapter Member Dr. Burton O. Eisenberg, of Wyncote, PA, on Sunday, May 18, 2025. Burt joined Philadelphia Chapter in 1983, and had some 40 years of loyal membership with our Chapter.

Burt was married to Janet (nee Eilberg) and three offspring, Dr. Judith Eisenberg, the Honorable Todd Eisenberg and Michelle M. Eisenberg and grandfather of William and Benjamin. Eisenberg was predeceased by his first wife Renee Friedman Eisenberg and was the son of the late Rabbi William and Lena Eisenberg.

Burt was a devoted traction enthusiast and devoted follower of trains passing by his home near Jenkintown Station on the Reading Railroad.

Funeral services were entrusted to Joseph Levine & Sons, 4737 East Street Road, Trevoise, PA and were held on Wednesday, May 21, 2025. Interment was held at Montefiore in Jenkintown, PA

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**

ELBERT W. SIMON, JR.

Philadelphia Chapter has been informed of the passing of former member and longtime passenger car aficionado Elbert E. Simon, Jr. at his apartment in Lafayette Hill, PA, by the Whitemarsh Township Police Department in Montgomery County. Elbert was approximately 84 years of age and had last been seen alive by the apartment complex caretakers on Sunday or Monday, May 18 or 19. His body had been discovered by the caretakers in the complex on Thursday, May 22. Elbert had been a member of Philadelphia Chapter, but had dropped membership in Philadelphia Chapter in 2007. For many years, he had written a column, *On the Scene* in *CINDERS*, our newsletter, documenting passenger car observances in the Philadelphia territory and that column did not appear after 2007. Elbert's noteworthy documentation was a White River Productions hardbound book, *Amtrak: By the Numbers*, co-authored by David C. Warner and Elbert W. Simon, Jr., with the First Edition published in 2011 and *Amtrak: By The Numbers -2* by the same authors, published in 2023. Simon also wrote articles for varying rail passenger publications, including West Jersey Chapter, NRHS. As of this writing, Elbert's remains are consigned to a morgue with no known next-of-kin.

R. L. Eastwood, Jr., Editor, Philadelphia Chapter, NRHS, June 1, 2025



FRANK G. TATNALL, JR.

SEPTA System

Last month Scott A. Sauer officially was named the new general manager at SEPTA, moving up from the post of interim GM where he was assigned last November after the resignation of former CEO and GM Leslie Richards. Sauer began his career at SEPTA in 1990 when he hired on as a trolley operator, then gradually worked his way up the management ladder while becoming a nationally recognized authority on transit operations and safety. His latest promotion puts him on the front line in SEPTA's desperate struggle to secure adequate funding from the State to close a projected \$213-million budget deficit in the next fiscal year. Only if that happens can SEPTA continue its present level of fares and service (see May issue of *Cinders*).

The budget battle in Harrisburg has heated up, with transit funding a key issue for Fiscal Year 2026 beginning this July 1. There has been much discussion in the media as to how a threatened 45% cut in SEPTA service and a 21.5% fare increase would affect the already congested highways in the Philadelphia area. One of SEPTA's main allies in Harrisburg has been Democratic Governor Josh Shapiro of Montgomery County, but at this writing it is unclear whether he will be able to negotiate a deal with the Republican-controlled State Senate. The Senate leadership has been insisting on more money for highways and bridges across the State to go along with any increased funding for transit agencies, and what the source(s) of those funds might be. It's hoped that all of this muddle will be resolved long before the next issue of *Cinders* appears.

If SEPTA's funding problem isn't resolved, highway traffic in and around the city could become a nightmare. In its June 2 edition the *Inquirer* ran a front page article entitled "A recipe for congestion," in which it showed the likely increase in commute times by car should the proposed SEPTA service cuts take effect. For example, the estimated morning drive time from Malvern to center city would increase 13.4% from the present 46.4 minutes to 52.5 minutes, which would be the pattern throughout the region. (Malvern is on one of the five Regional Rail lines that will lose all service.) The increase in travel times for many thousands of commuters would be a serious matter, with most SEPTA rail or bus riders spending much more time on the road during their weekday commutes versus what they now spend riding SEPTA. Outbound commutes to the suburbs would be similarly affected.

On a lighter note, at least for people heading to the Jersey Shore, SEPTA is now selling swimwear that shows a color map of SEPTA rail lines. Bathing attire for both men and women is now available online at shop.septa.org or by ordering through the Transit Store.

In the midst of its current financial crisis, SEPTA announced last month that its new Efficiency & Accountability (E&A) program has already produced \$91.4 million in new revenue and cost

savings. Some examples are the ongoing programs to deter and prevent rampant fare evasion, maximize Regional Rail crewing levels through stepped-up training for new employees that would reduce overtime costs, and increasing the return on its real estate assets through joint development of new housing construction and commercial projects.

SEPTA has unveiled a new exhibit entitled "Down the Track @ SEPTA," which will be on display for about six months in Jefferson Station. The exhibit features four different topics, the current Trolley Modernization plan, the "Getting to Green" display that highlights the bus routes that travel to green spaces in the city, the "Value of Transit" display that highlights the economic and environmental benefits of SEPTA service, and the "Stroller Spot" which SEPTA plans to install in some of its buses to make it easier for riders with small children.

A Norristown High Speed Line train crashed into the bumper block at Norristown Transit Center at 9:45 AM on Sunday, May 11, injuring eight passengers and the operator. Shuttle buses were used between Norristown and Gulph Mills Station until rail service was restored about 1 PM. The National Transportation Safety Board launched an investigation of the accident, issuing a preliminary report in early June, but no discussion of responsibility was included. The report did say that the train was moving at 11 mph at the time of impact.

A massive fire on the morning of Thursday, June 5, enveloped some 40 out-of-service buses stored in a yard adjacent to the Midvale bus depot. The fire, which took several hours to bring under control, generated clouds of black smoke over the city's Nicetown neighborhood. Among the vehicles stored in the yard were 15 retired all-electric buses which had been part of SEPTA's failed venture into that technology back in 2016. It was reported that the Midvale fire likely started in a lithium-ion battery in one of the electric buses, just as had occurred when one of them ignited back in 2022 when it was in storage at the Southern Bus Depot. The 25 Proterra-built buses proved to be unreliable in operation, before being withdrawn from service.

Sunday, May 4, was a big day in Philadelphia, when thousands of runners turned out for the annual Independence Blue Cross Broad Street Run. The course covers about ten miles from Broad Street & Somerville Avenue in North Philadelphia to the Navy Yard in South Philadelphia. Unfortunately, more than 600 of the would-be runners were on board a six-car northbound Broad Street Line train when it lost power and stalled near the Hunting Park station. With no air conditioning the crowd sweltered in the train, until a rescue train arrived to push it to the Wyoming Avenue station where they finally could get off and hike the last mile to the starting lineA gunman shot and wounded a woman and three children after an altercation aboard a Route 15 bus on Girard Avenue in West Philadelphia around 6 PM on

(Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)

Saturday, May 10. No one was killed but the victims were treated at Penn Presbyterian Center. Police were searching for the gunman.

New Regional Rail schedules were issued effective June 15 for all lines except Cynwyd, Chestnut Hill East and Warminster. All service on Chestnut Hill East will be suspended from June 15 through September 2 to allow for the rebuilding of five bridges along the line. To assist riders during this outage additional weekday service will be run on the paralleling Chestnut Hill West Line to provide 30-minute service during rush hours and hourly service in off-peak hours. Due to AMTRAK bridge construction work there will be single-tracking on the Wilmington-Newark line between the Crum Lynne and Marcus Hook stations from June 18 through November 20, with schedule changes made to accommodate the work.

A recently completed project that took place over the Memorial Day weekend was the superstructure replacement of the SEPTA Main Line bridge over Keswick Avenue in Glenside. This forced the shutdown of Regional Rail service between the Jenkintown and Glenside stations for a period of 78 hours beginning at 10:30 PM Friday May 23, and resuming on Tuesday morning the 27th. Shuttle bus service was provided between those stations, with normal rail service north of Glenside station.....A plan to install a new interlocking plant near Bethayres on the West Trenton line has recently been made known to local residents. *Cinders* Editor Larry Eastwood who lives in the area received word on the project.

An electrical fire on the roof of a Silverliner IV car forced the cancellation of train #7206 at the Levittown station just after 7 AM on Tuesday, June 3. The fire was quickly extinguished and more than 100 passengers were safely evacuated from the train. They were put aboard a following inbound train, although another train had to be cancelled. No delays to AMTRAK trains were reported.



AMTRAK

With the recent departure of "DOGE" leader Elon Musk from the Federal government, AMTRAK may no longer be under the threat of "privatization" that had been advocated by Musk. But the U.S. DOT under Trump appointee Sean Duffy has submitted a proposal to reduce the railroad's current annual appropriation of \$2.4 billion by cutting funding for the Northeast Corridor from \$1.14 billion to \$850 million, a 25% decrease. Yet at the same time money for the national network would be increased by \$291 million to \$1.58 billion. Amtrak will be submitting its own proposed FY 2026 budget to Congress in the near future.

President Trump has nominated the former head of the Republican party in Pennsylvania to fill the last remaining vacancy on the AMTRAK board of directors. Robert Gleason hails from Westmont, PA, near Johnstown, and has been an

outspoken advocate for more Amtrak service in the State. He has said that he would try hard to get a \$143-million Federal grant currently on hold to be released, which would help pay for improvements to the NORFOLK SOUTHERN main line needed to allow a second *Pennsylvanian* to operate to and from Pittsburgh. Gleason also told Congress in his confirmation hearing that he is committed "to bringing better passenger rail service to small towns across America" (*Trains*).

AMTRAK has provided a status report on its project to upgrade the 96-year-old Lancaster station. Begun more than two years ago, reconstruction of the south high-level platform was completed and returned to service last November. Work on the north platform is ongoing, which includes demolition of the existing structure and installation of foundations for the new platform. It should be returned to service by next January. Repair work on the existing pedestrian overpass and on the station building itself is due to be finished by March 2026. Also in the program are renovating the police department facilities in the station, upgrading the air conditioning system and replacing the windows. Lancaster is the second busiest Amtrak station in Pennsylvania, serving 464,190 riders in Fiscal Year 2024, and is the 25th busiest in the country. The station saw a 22% increase in riders in FY 2024 compared with the previous year. Amtrak is coordinating with PennDOT on the station improvement project.

AMTRAK was faced with a major disruption in its Northeast Corridor service on Monday night, May 12, when a seven-alarm fire broke out in a large mattress warehouse close to the tracks in West Baltimore. A hold on all trains was in effect for several hours and Amtrak had to cancel at least a half-dozen trains. The fire still was not completely extinguished Tuesday morning, forcing Amtrak and MARC to use a single-track operation through the area. Amtrak was able to restore some service by 2:30 that morning, but even when full service was restored many trains were delayed for up to an hour, affecting service along the entire Corridor. It was Wednesday morning before MARC could restore full service into and out of Baltimore.

AMTRAK received a lot of publicity last month when it released two ACS-64 electric locomotives wrapped in colorful Crayola-style paint schemes. The units sport large Crayola lettering, one in a blue scheme and the other in yellow. Blue unit #621 was spotted by Member Larry DeYoung passing through Devon on Sunday, June 1, with a Harrisburg-bound Keystone train. But for the next few months #620 or 621 may be found anywhere in electrified territory, at least for as long as Amtrak's contract with the Easton-based crayon company remains in effect.

Members of NJ TRANSIT's engineers union did indeed go on strike Friday, May 16, after refusing to approve NJT's latest contract offer (see May *Cinders*). But after further negotiations a tentative contract agreement was reached over the weekend and the engineers climbed back into their cabs early on Tuesday, May 20. NJT said it couldn't resume train service on Monday because of the short notice and the need to discontinue its emergency bus services that had been put in place during the shutdown of train operations. The agency also said that it would extend the expiration dates of tickets and passes that may have expired during the strike period. Both the union members and NJT's board must approve the new contract agreement.

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)



CSX,
NS,
OTHER ROADS

The historic steelmaking plant at Steelton, PA near Harrisburg will be closed indefinitely effective June 30. It is one of only three plants in the U.S. that produce steel rails, and dates back more than 100 years. Now owned by Cleveland-Cliffs, the plant formerly was operated by Arcelor Mittal, and before that by Bethlehem Steel for many years. In addition, it operates the shortline STEELTON & HIGHSPIRE RAILROAD. Cleveland-Cliffs also announced that it is closing a much newer steel plant at Conshohocken, formerly served by the Reading and CONRAIL and now by NORFOLK SOUTHERN Wells Fargo Bank has announced it will sell its large railcar leasing business to a joint venture that includes another big leasing business, GATX Corp. The joint venture will acquire about 105,000 railcars for \$4.4 billion (*Trains*).

The huge ex-Chesapeake & Ohio 4-8-4 locomotive #614 was moved last month from its display site in Clifton Forge, VA, to Strasburg. There it will be fully restored to operating condition in the STRASBURG RAIL ROAD shops. The 614 was one of the last big road steam locomotives to be built, having emerged from the Lima Locomotive Works plant in 1948. After retirement from regular service it was rebuilt for excursion operation, but has been idle for several years. Photos of the 614 being towed across the NS Rockville bridge near Harrisburg on Sunday, June 8, enroute to Strasburg soon appeared online, one of them from Marysville Resident and NRHS Member Keith Latimer. The tender is lettered "Greenbrier Presidential Express."

WOODSTOWN CENTRAL, the SMS-owned tourist railroad in South Jersey, is now running excursions over its State-owned ex-PRSL Salem branch. When former Army 0-6-0 #9 was taken out of service in May due to an overheated journal, recently-acquired ex-Reading FP7 diesel #902 was pressed into service. Restored to its original RDG paint scheme, #902 had been moved last year from display at Steamtown in Scranton, along with FP7 #903 which was sold by Philadelphia Chapter to SMS Rail headquartered at Bridgeport, NJ. The 902 is leased to SMS by its owner, the Reading Company Technical & Historical Society. The Woodstown Railroad also has upgraded an ex-Lehigh & New England gondola and equipped it with benches for use on its trains. SMS meanwhile has acquired a new on-line freight customer, Annandale Millwork, near Salem.

NRHS News

William Welk, National Representative

On Saturday May 3rd, I attended the NRHS' 2025 Spring Conference Advisory Council meeting, in Johnson City, TN via Zoom. The meeting began with the plenary session and highlights/overview of the following reports. The 2025 Convention will take place in Lansing Michigan July 12 through July 17. This location was selected by the **Convention Committee** of Mike Yuhas (Co-Chairman) and eight other members. The Convention and Visitors Bureau sent a postcard to all members and the convention hotel will be The Graduate by Hilton, which has free valet parking.

The **Conference Committee** reported this conference, hosted by the George L. Carter Chapter, had 70 plus attendees and was considered a success. The autumn conference will be in Milwaukee, WI on October 3rd and 4th hosted by the Wisconsin Chapter, which is celebrating their 75th anniversary. The rail event will be a charter on the East Troy Electric Railroad. Bob Bitzer invited any chapter to contact him about hosting conferences in 2026 and beyond.

The 2025 **Heritage Grants** program had 45 applications. \$150,000 will be awarded at the end of May. The list of recipients will be published in the NRHS News. The three-person **Film and Slide Archival Committee** team continues to need volunteers. The Photo Gallery now offers 3,000 individual photos and can be found on the NRHS website (www.nrhs.com). Our YouTube channel (<http://nrhs.com/programs/our-youtube-channel/>) currently offers 61 films and has 1,500 subscribers. The **Membership Committee** reported that as of 4/15/25, membership is 3,795 (decrease of 4.89% since 2024).

The NRHS **Fund** has a total of \$1,340,952 invested and \$41,451 in the Fund's checking account. A Fund meeting took place last night. The **Treasurer** reported that member Ward Wells will be our new accountant. Bowers and Company will do our external auditing and the 990 reporting. The **RR Attractions and Museums** list will be sent out to the members soon. 9,000 copies of the NRHS brochures will be sent to organizations who agreed to display them.

The **Historic Plaque Committee** is working on a plaque at Tunnel #6 at Donner Summit and a plaque at the former SP roundhouse in Brooklyn, OR. There has also been a plaque request from the new Wichita Valley Chapter in Texas. The **Membership Awards** began shipping in mid-April. This year, 125 members will be awarded for their longevity in the NRHS. Both **RailCamps** are full. We have 36 kids accepted to the program this year.

This year's **Historic Railroad Preservation Award** was awarded to Reading and Northern RR, recognizing the railroad's preservation and operation of historic steam and diesel locomotives for their excursion program.

Tony would like to have representation from the At-Large membership on the Council. Currently it is made up of only chapters. Of the 3,908 active members as of today, 1,107 are At-Large. A new committee, called *Advisory Council Committee for At-Large Members*, will be created to set up parameters for choosing members and appointing an At-Large representation.

The Committee also proposed to re-activate the Chapter Activities Annual, last issued in 2008. A survey of the chapter representatives /chapter presidents to gauge their interest in a chapter yearbook/activities annual will be conducted.



The Michigan-Indiana Rail Adventure

The dictionary defines Adventure as "an unusual and exciting activity, especially the exploration of unknown territory." You couldn't ask for a better definition of the 2025 NRHS Convention, July 12-17!

We'll headquarter at the Graduate by Hilton, a unique and different hotel in East Lansing, Michigan. From there we'll travel all over the area to see some of those "unusual and exciting" activities Webster talks about. On the following pages you'll read all about the week's activities. Make plans now to join us for this special adventure!

Saturday, July 12

Convention registration begins at the hotel at 2:00 pm. The opening reception gets underway at 5:00 pm, with short presentations from NRHS leaders and an informative, entertaining talk by former Trains magazine editor Kevin Keefe, who will discuss the early preservation efforts surrounding Pere Marquette 2-8-4 1225. Hors d'oeuvres and one drink (wine/beer) provided.

Sunday, July 13

Diesel-powered rare mileage excursion on Great Lakes Central between Clare and Owosso - over 70 miles! - operated by Steam Railroading Institute. Photograph the train during runbys, and explore the restored depots at Clare and Shepherd. Lunch is provided to enjoy on the train.

Monday, July 14

Steam train ride! We'll begin with a short visit at the Little River Railroad in Coldwater, Michigan. Little River 4-6-2 110 will take our train east six miles to Quincy, where we'll swap power. Nickel Plate Road 2-8-4 765 will handle the train to Hillsdale, where we'll stop for lunch (included), and then continue on to Ray, Indiana. Our train, operated by Little River Railroad and Fort Wayne Railroad Historical Society, will run over Indiana Northeastern trackage. There will be runbys.

Tuesday, July 15

We've lined up three special events in Elkhart, Indiana. First, we'll tour the Adams & Westlake factory. Their predecessor company was founded in 1856(!) and they survive today by creating passenger car appurtenances for historic restorations... and for new car builds. Next, we'll have a couple hours to tour the National New York Central Railroad Museum. The busy day will conclude with a tour of Norfolk Southern's Elkhart Yard. We will serve breakfast (on the bus) and lunch (at the museum).

Wednesday, July 16

Visit to Greenfield Village in Dearborn, where we will enjoy a screening of the giant screen movie "Train Time" and ample time to explore the Village – including a 35-minute steam train ride around the grounds. After lunch, we're off for a tour of the restored Michigan Central depot in Detroit. This day's package includes \$20 fun bucks to use at any Greenfield Village restaurant.

Thursday July 17

Advisory Council, Board of Directors, and Annual meetings at the Graduate.

NRHS
National Railway Historical Society

Deluxe motor coach transportation is included in all trip prices. All trips are full-day affairs to satisfy your hunger for all things railroading.

Use the NRHS member portal to reserve your trips at secure.nrhs.com (log in with your email address). While ordering, you'll have an opportunity to pre-order a wide selection of convention merchandise, which may be picked up at the hotel.

Eric Fogg and Mike Yuhas, your convention planners, look forward to welcoming you to the NRHS Michigan-Indiana Rail Adventure!

SEPTA Bethayres Universal Interlocking Project Set for June to October, 2025



SEPTA crews will build a new universal switch and signal system, replacing an unused crossover switch with a modernized version to support SEPTA's railroad operations on the West Trenton Line. The new system will reduce track outages for the future construction of the Jenkintown-Wyncote Station ADA Improvement Project. The work will take place between Bethayres Station and Red Lion Road from June 9 through October 19, 2025. Construction of varying degrees, with on and off months in between at times, likely will continue through 2027.

Normal construction hours are 7 AM to 3:30 PM Mondays-Fridays. However, there may be weekdays where crews work past 3:30 PM. Occasional weekend, nighttime and overnights work may also be needed to maintain the project's timeline. There are no impacts to West Trenton Line riders. SEPTA will keep our passengers informed of any service disruptions or delays that may happen as a result of this project. There are no impacts to area traffic as this work is being done within SEPTA's property limits on either side of the existing tracks.

PROJECT DETAILS

Monday, June 9 through Friday, June 13 will be utilized for the drilling and pouring of four caisson foundations used to brace the existing catenary poles. This daytime work will be performed on the Philmont Avenue side of the tracks near the old warehouse buildings. **The West Trenton Line will operate as normal.**

Raising of both tracks in the area in Fall 2025 (September) with work to be performed over 12-hour daytime shifts, on September 6-7, September 13-14, September 20-21 and September 27-28. Work will involve dumping large amounts of ballast/stone along the tracks. Loud noises are likely when the stone is being dumped out of the chute of the hopper car as well as from the ballast tamper that raises the tracks. Noise will be like underground utility work in a street. Much of this work will be south of Red Lion Road.

Three weekends in October will be utilized for the drilling of six additional caisson foundations along the project limits. This work is scheduled for October 4-5, October 11-12 and October 18-19, with crews working 12-hour daytime shifts. This work will require single tracking of the West Trenton Line. Details to follow as the dates get closer. The caisson work will require clearing vegetation within SEPTA right-of-way on the Dale Road side of the railroad (only enough needed for access). Minor nighttime work installing conduit and wire at the catenary pole nearest the gate at 2381 Philmont Avenue. Installation of track switches to be completed over 4 to 5 weekends likely no earlier than late 2026.