

CINDERS

SUMMER 2021



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Vol. 82 NO. 7
 OFFICIAL NEWSLETTER of the
 PHILADELPHIA CHAPTER OF THE NRHS
 PO BOX 7302
 PHILADELPHIA PA 19101-7302

TREASURES? in our STORAGE UNIT

Kevin Feeney

I had previously mentioned that our storage unit in Willow Grove was stuffed with donated material. In the past, it seems we accepted anything and everything; going forward we need to be selective with what we accept and then help those trying to donate find the proper homes for the other things. With some help from others, I have spent many hours sorting thru the stuff, listing things on eBay [ic4277], then packing and mailing the sold items plus have recycled some things. I have also sold



which is an undated Seasons Greeting card from John W. Barriger when he was at the P&LE.



some things at trains shows. It has been exciting for me to open the boxes not knowing what will be inside. Given my interest in RR history, I can relate to the image to the left, which is an undated Seasons Greeting card from John W. Barriger when he was at the P&LE.

On the other hand, this small ticket is a total mystery to me. Certainly, some of the material is of historical value and directly related to rail and trolley transportation in our area and will be retained. However, yellowed newspaper/magazine clippings, and hand-written notes/pages are of questionable value and have been recycled. Sadly, many RR magazines and coffee table RR books [we have at least 30] are NOT sellable. Earlier this year, we received a large donation of PRRH&TS *Keystones* and I have repeatedly tried to sell them on eBay. Some years’ issues sold but lately even listing 4 issues for \$10 has been unsuccessful. Similarly, common RR PTTs from the 1960s aren’t selling at 2 for \$5 on eBay. Not surprising as I have seen similar PTTs selling for \$1 and even 25 cents each at train shows. However, trolley items from other cities have sold well.

[continued on Page 7]

PRESIDENT’S MESSAGE

Kevin Feeney

It is summertime when many folks relax, take time off, travel to the Shore, Poconos, etc. My wife and I did some of that in June [see article on *Page 8*] and now it is time for our annual Summer Issue. Traditionally *Cinders* has been published 11 times per calendar year.

In the June issue, I talked about a survey of our members. At this critical point in our Chapter’s history, I feel it is very important to know what our members expect from the Chapter. What are we doing right? What do we need to change? Yes, we are a historical organization, but we still need to evolve and be reflective of the times. We also absolutely need to get some younger members more involved with the running of the Chapter.

The survey was short and available both online and on paper for those without internet access. To be honest, the response was very disappointing. There were only 30 responses including four by paper. So, the survey has been extended and will be open thru mid-August. PLEASE participate in this survey! The link to the survey is:

<https://www.surveymonkey.com/r/phillynrhs>

If you do need a paper copy, please call 610.613.2828. Leave your name and mailing address on the voice message. Or you can write to Philadelphia Chapter NRHS Survey 3947 W. Lincoln Hwy Unit 310 Downingtown PA 19335-5503 and request a paper copy.

We’re still not sure if the Elkins Park Station will be available for meetings so we may have to consider other locations. We will hold an auction at our meeting on Thursday September 16th. We will be selling duplicate and unwanted items from the storage locker and possibly a few member items for a small commission. Look for more details in the next issue due out on approx. Sept. 8th.

We had hoped to have some type of summer get together in August but things just didn't work out. Hopefully, we will be able to resume having in-person meetings once again in September.

NATIONAL RAILWAY HISTORICAL SOCIETY PHILADELPHIA CHAPTER, INC.

Post Office Box 7302, Philadelphia, PA 19101-7302
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CHAPTER WEBSITE:

For current Chapter information, as well as vintage views of Chapter trips and activities, visit:

www.nrhsphiladelphia.org

CHAPTER OFFICERS (Elected)

President...	<i>Kevin Feeney</i>	203.246.1675
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Secretary.	<i>Marie K. Eastwood</i>	215.947.5769
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ANNUAL MEMBERSHIP DUES:

Effective September 1, 2020, dues are \$20.00 per person, which covers Philadelphia Chapter thru Dec. 31, 2021. (NRHS National membership dues for 2021 are \$50.00, billed directly by NRHS.) NRHS chapters bill members separately for Chapter dues. Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance in the amount of \$20.00, payable to:

Philadelphia Chapter, NRHS
Post Office Box 7302
Philadelphia, PA 19101-7302.

Please be sure to include name, complete mailing address, telephone number and E-mail address.

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.)
Also contact the Editor Emeritus if your copy does not arrive or arrives in a damaged condition.

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Correspondence regarding Cinders or exchange newsletters should be directed to the Editor by email "ic4277eb@yahoo.com" or mailed to:
Kevin Feeney, Editor
1447 Wheatsheaf Lane
Abington, PA 19001-2619

We welcome a new member **Benjamin T. Makem** of Philadelphia

UPCOMING LOCAL EVENTS

Rockledge Model Railroad Museum [aka GATSME] at 323 Montgomery Ave. in Rockledge, PA is open to the public on Saturdays Aug. 14th and Sept 11th from Noon-3 PM. plus 3PM to 7PM during the Rockledge Car show on Sunday Sept 12th.

Greenberg's Great Train & Toy Show Saturday/Sunday Aug. 21-22, 2021, 10AM-4PM. Greater Philadelphia Expo Center, Oaks, PA

Flash Train Show Saturday Aug. 28th 8AM-2PM Renninger's Antique & Farmers Market, 740 Noble St, Kutztown, PA 19530

Philadelphia Division NMRA Meeting, Saturday Sept. 11, 2021, 9AM-NOON, Knights of Columbus Hall, 235 Limekiln Pike, Glenside PA 19038



FRANK G. TATNALL, JR.

SEPTA is working on a plan to beef up its rail and bus services by early fall to get them closer to pre-pandemic levels. The announced goal is to increase frequencies on trolley, bus and subway-elevated lines to around 96% of normal and to 60% on the Regional Rail system. These actions are authorized in the \$1.52-billion operating budget approved by the Authority's board for Fiscal Year 2022, which became effective this July 1. While fare revenues are expected to continue running below those seen before the COVID-19 crisis struck in early 2020, the board is relying on the approximately \$800 million in emergency funding to be received from the "American Rescue Plan" legislation approved by Congress in March. The new budget also provides for no fare increases through June of next year. There also is hope that SEPTA and transit in general eventually will benefit from the \$973-billion infrastructure spending plan now being debated in Washington.



Now, SEPTA officials are trying to predict how fast riders who deserted public transit during the pandemic will return. Many employees who learned to work remotely from home may well resist going back full-time to their center city offices or other places of employment, as businesses try to adjust to the "new normal." This would mean a reduction in the space needed to accommodate a reduced workforce, some of whom may return to their former offices for only two or three days a week—if at all. One estimate is that nationally more than 20 percent of full workdays will be supplied from home after the COVID crisis has passed, compared with only five percent pre-pandemic.

By early July, SEPTA transit ridership had reached about 40% of pre-COVID levels and Regional Rail nearly 20%. The Inquirer reported last month that center city Philadelphia had a commercial vacancy rate of 12.2%, less than in many other major cities, but some companies are pulling up stakes to relocate to smaller, less expensive spaces in the suburbs. Not only will this situation result in fewer SEPTA riders but in less traffic for downtown businesses such as restaurants and shops. Philadelphia also stands to lose some of its all-important wage tax revenue if fewer people are working in the city.

A larger problem looming for SEPTA, and other transit agencies in the State, is the big cut next year in the \$450-million annual payments from the Pennsylvania Turnpike. This support was mandated by the amended Act 44/89 of 2013, but in 2022 that level of funding drops to just \$50 million. SEPTA has been receiving almost half of the Act 44 money. The approaching "fiscal cliff" will be cushioned somewhat by the start of a new funding plan for transit in 2023, based on revenues from the

State sales tax on vehicle purchases, but unless something is done in Harrisburg SEPTA says that it will be facing another crisis. A front-page article in the July 12 Inquirer is headed "SEPTA looks to state for a lifeline," which spells out the need for more funding. General Manager Leslie S. Richards is quoted as saying that, among its other problems, SEPTA has "the oldest rail fleet in the United States that we need to replace as soon as possible." The backlog of needed capital projects is said to total \$6.4 billion, which at the current rate of funding "will be caught up in about 20 years." SEPTA also is asking the Legislature for permission to start issuing revenue bonds based on the anticipated vehicle sales tax money.

Over the next six months SEPTA will be upgrading its already costly Key fare collection system. The project will include new readers to scan Key cards aboard buses and trolleys, at subway-elevated turnstiles and on Regional Rail platforms. SEPTA also is asking automated fare-collection vendors to submit ideas for further improvements, as a first step in designing what is now being called "Key 2.0." The original Key system, which was introduced in 2016, has suffered from a series of technical glitches and cost overruns, partly due to rapid developments in fare-collection technology and tighter financial security standards. So far, Key has cost SEPTA \$228.7 million, almost double the \$122 million first authorized in 2011. A related change this fall is the replacement of weekly TransPasses for Philadelphia school students with new Key Student Fare Cards. They will be good for up to eight rides a day on school days but will not be valid on Regional Rail.

SEPTA conducted its annual "Trolley Tunnel Blitz" from July 9 to the 26th, in which trolley service was suspended in the 2-1/2-mile tunnel to make way for critical repair work. The work includes platform improvements, track and switch replacements, station cleaning and painting and signal maintenance work. During the two-week period all trolleys were diverted to the 40th Street subway station. Now that most COVID-19 restrictions have been lifted, SEPTA is tackling the big job of removing the thousands of "social distancing" signs, seat placards and stickers in trains, buses, trolleys and stations. This will greatly increase capacity limits but masks are still required aboard vehicles. SEPTA has announced early evening closures at several Broad Street and Market-Frankford stations to permit heavy cleaning and maintenance. The closures are staggered by date and generally occur over weekend periods.

A gunman shot and wounded another passenger on board a Frankford El train near the Arrott Transportation Center early on Monday morning June 21, then jumped off the moving train between cars attempting to escape. But he fell and was killed by the train. Service was suspended for several hours between Allegheny station and the Frankford terminal. This was one of three trespasser deaths that occurred on Philadelphia area rail lines in June (see below). SEPTA has appointed a new assistant general manager for human resources, a position which will include her previous job at the Employee Development &

Relations Division. Stephanie Deiger, formerly AGM in charge of labor relations, will have broader responsibilities.

SEPTA will carry out the 2021 edition of its multi-year Southwest Connection Improvement Program on four weekends in August, starting on the 7th and 8th. It is an ambitious project to rebuild the busy 1.2-mile section of railroad between 30th Street Station and “Arsenal” interlocking in University City. This year’s phase of the project will include completion of the new “Civic” turnback track just north of Penn Medicine station, installation of a new elevator at that station, continuation of tie renewal work, structural repairs in the Walnut Street tunnel and further catenary and signal system improvements. Airport Line passengers will be based on an hourly schedule between the Airport, Eastwick and 30th Street stations, Media-Elwyn trains operating at two or three-hour intervals will run only as far as the 49th Street station with shuttle buses carrying passengers between there and 30th Street, and Wilmington-Newark trains running on a special every-two-hour schedule will originate and terminate on the Lower Level of 30th Street Station. Buses will service the Penn Medicine station.

SEPTA General Manager Leslie Richards has joined the executive committee of the Commuter Rail Coalition. The recently formed CRC represents the interests of commuter rail operators with Congress and elsewhere. It counts 12 private sector entities and 14 railroads among its active members. Construction of the new platforms at Ardmore station began in June, part of a major project to replace the “temporary” station built by the Pennsylvania Railroad in the 1950s and to construct a parking garage in the old parking lot area. SEPTA in June removed all push-pull sets from service, replacing them with MU’s (see April *Cinders*). Meanwhile, the makeover project on the 45-car coach fleet is nearing its conclusion at Frazer shop.

Monday, June 7, was a rough day for Regional Rail riders, especially those who ride the Paoli-Thorndale or Wilmington-Newark lines. High winds and 94-degree temperatures caused delays and many cancellations throughout the day. At the height of the morning commute around 8:30 AM a tree fell across the tracks at Exton station, bringing down catenary and signal wires. Train service was suspended west of Malvern, with some shuttle buses pressed into service. AMTRAK crews worked to repair the damage by 4:30 PM, but relief was short-lived as the heat soon caused some overhead wires to sag east of Paoli. The first Thorndale train from center city, #1535, damaged the catenary when a pantograph snagged the wires, forcing service to be shut down on the entire line. Matters were made worse by a switch failure at Paoli. As a result of these problems train #3553 which left 30th Street at 8:55 PM was the first train to get through to Paoli. Regular service resumed Tuesday morning with residual delays of 15-20 minutes as Amtrak continued to make repairs. Service was again suspended west of Malvern for a time Tuesday evening due to storm-related conditions.

In a separate incident on Monday the 7th, AMTRAK discovered a major rail kink in track #2 at Marcus Hook around 4 PM.

(SEPTA even included a photo of the kink in its report to riders the next day.) Because track #1, the other northbound track, was already out of service for an improvement project, inbound SEPTA trains then had to operate on outbound track #4 to access the platforms at all stations between Claymont and Darby, creating major delays in both directions. Then, a male trespasser was struck and killed by West Trenton train #3553 at Langhorne station about 8 PM on Friday, June 11. The death was reported to be a suicide.

Almost a month later, on Thursday afternoon, July 8, a line of violent thunderstorms struck the western suburbs, knocking down several trees in the Wayne area. At least two of them blocked the tracks near Radnor station, forcing the suspension of Paoli-Thorndale service. Around the same time a tree fell on a house near St. Davids station. The railroad was reopened to SEPTA service late that evening, with outbound train #3551, scheduled to leave 30th Street at 9:55 PM, the first to operate through to Paoli and Thorndale. When a trespasser was killed by an AMTRAK train at Marcus Hook on Thursday, June 17, Wilmington-Newark service was suspended for over two hours.

On Monday afternoon, July 12, yet another powerful storm dumped torrents of rain on some Philadelphia suburbs while others incredibly stayed dry. Service was suspended on Wilmington-Newark for the rest of the day after water rose over the rails at Curtis Park and commercial electric wires fell on the tracks near Prospect Park. Flash flooding in Northeast Philadelphia and Lower Bucks County continued to cause delays well into Tuesday, with more than six inches of rain reported in towns like Bensalem where some homes were destroyed. A few places, however, were hit even harder, Croydon drowning in an astounding 10.28 inches according to the National Weather Service, which termed the event a “100-year flood.” SEPTA announced that inbound Trenton trains would operate on inner #3 track between Bristol and Holmesburg Junction due to track damage on #4, a restriction that continued into Tuesday.



AMTRAK has announced that it will purchase a fleet of 83 dual-powered trainsets from Siemens, intended to supplant the Amfleet equipment on the Northeast Regional and state-supported services. Amtrak

has an option for another 130 trains to accommodate the railroad’s “growth plans.” “These new trains will reshape the future of rail travel by replacing our aging 40-to-50-year-old fleet with state-of-the-art, American-made equipment,” said Amtrak CEO William Flynn. Just when the new trains will begin to arrive was not known.

AMTRAK has taken delivery of its first new ALC-42 locomotive from Siemens in Sacramento, CA, moving it east in the consist of train #6 San Francisco Zephyr that departed Emeryville on June 12. Painted in a commemorative blue-and-



red livery, locomotive #300 was placed on display at Chicago Union Station on June 15, as part of a media event hyping Amtrak's ongoing effort to upgrade long-distance services. After the event the #300

was moved to Wilmington shop for testing, prior to a planned introduction in regular service out of Washington, DC in the next few months. It is the first of 75 Charger-style 4,200-hp locomotives ordered by Amtrak to replace some of the aging fleet of P42 diesels.

On the negative side, press reports indicate that the introduction of AMTRAK's new Acela trainsets on the Northeast Corridor will be delayed for at least a year, until the spring of 2022.

Alstom, the manufacturer, is said to be reconfiguring the design of the 28 trains for safe navigation over the aging, curvy tracks along the NEC. One modification is to the pantographs to ensure that they not lose contact with the catenary wires on curves—of



which there are many.

Additional testing will be needed before any of the trains are placed in revenue service.

(Trains).

Recently, the President submitted his proposed budget for FY21-22, The Senate Committee on Environment & Public Works released a draft \$303.5-billion surface transportation reauthorization bill for the next five fiscal years. The bipartisan measure represents a 34% increase over the FAST (“Fixing America’s Surface Transportation”) Act, which expires at the end of September.

AMTRAK is restoring traditional dining car service on several western long-distance trains. The program began on June 23 in an effort to make these trains, including the *Empire Builder*, *California Zephyr*, *Southwest Chief* and *Coast Starlight*, even more attractive to both coach and first-class passengers. The return of linen tablecloths and chef-prepared meals no doubt will add an incentive for both new and experienced travelers. Another part of the upgrade program (made possible by higher appropriations from the Federal government), is enhanced service for bedroom and roomette private room customers. AMTRAK has reintroduced its once-popular *USA Rail Pass*,

which allows passengers to take up to ten coach rides over a 30-day period. Costing \$499, the pass is available online, where all reservations can be made.

A delegation of Federal, state and local leaders held a ceremony to introduce a plan for building a new AMTRAK tunnel in Baltimore. It will be named the Frederick Douglass Tunnel in honor of the famed Civil War-era leader who escaped slavery by boarding a northbound train at Baltimore. The ceremony marked the 150th anniversary of the groundbreaking for the present B&P tunnel—which still serves as a vital link on Amtrak's Northeast Corridor but in its deteriorated condition is woefully inadequate to handle the volume of today's passenger and freight traffic. Design work is underway for the new two-track tunnel but it is uncertain when construction can begin. It will be located to the north of the existing tunnel and is expected to cost about \$4 billion.

AMTRAK, along with SEPTA, experienced an unusual number of operating challenges in the Philadelphia region during June and early July. On Monday, June 7, downed trees near Exton forced a single-track operation, delaying *Keystone* trains #651 and 653 for up to two hours. Eastbound #620 also was delayed an hour. Train #43 *Pennsylvanian* was terminated at Harrisburg due to a major freight train derailment west of Altoona. Alternate bus service was provided. Train #43 also was terminated at Harrisburg the next two days, as NORFOLK SOUTHERN crews worked to clear the derailment of intermodal train 21G on Alligrippus curve near Gallitzin, which was blocking all three main tracks. On Tuesday and Wednesday, the eastbound *Pennsylvanian* #42 originated at Harrisburg. Substitute bus service to and from Pittsburgh was provided, but with no service to Greensburg or Lewistown. Not until Thursday, June 10, was Amtrak able to restore train service between Harrisburg and Pittsburgh.

The next incident came on Saturday, June 17, when southbound train #19 *Crescent* struck and killed a trespasser in Marcus Hook. AMTRAK suspended service for an hour and a half, with several trains delayed. *Acelas* #2163 and 2170 were both held for more than an hour. Then, on Sunday, July 4, there was the unusual sighting of westbound train #43 running out of Philadelphia behind electric locomotive #656. This presumably was due to the unavailability of the normal diesel power. Thursday, July 8 witnessed more delays on the Harrisburg line as the result of downed trees on the railroad near Exton. Train #654 was one hour and 30 minutes late arriving 30th Street and evening train #620 was 45 minutes late.

- Finally, the big rainstorms of Monday, July 12 (see above) caused many headaches as flash flooding both north and south of Philadelphia delayed AMTRAK and SEPTA service for much of the afternoon. Tracks were flooded in several places and commercial power lines fell on the tracks near Prospect Park. Numerous trains were delayed, among the worst being

northbound #80 Carolinian, Northeast Regional #138 and Acela #2169, all of which were held back for more than four hours.

President Biden is advancing two proposals which will not be well received by railroad management. The first is contained in an executive order that he signed on July 9 which is intended to stimulate competition in several industries, including the rails. Part of the order asks that regulatory agencies give closer attention to proposed mergers between railroads and between ocean carriers which he thinks encourage anticompetitive pricing. The President also urges the Surface Transportation Board [STB] to allow a shipper served by only one railroad to obtain reciprocal switching privileges to reach another nearby linehaul carrier as well. The railroad associations have long opposed this idea. In addition, the order appears to help AMTRAK in its long-running dispute with freight railroads over their failure to afford passenger trains preference over freight trains. The Administration “encourages the STB to require railroad track owners to provide rights of way to passenger rail and to strengthen their obligations to treat other freight companies fairly.”

Another proposal currently under consideration at the White House, would mandate by law a minimum of two crew members on every freight train, in the interest of safety. This issue is a top priority with rail unions, who see a gradual trend toward one-person (or even crewless) train operations. Strong pushback from the railroads is certain in opposing this scheme, which the *Kiplinger Business Newsletter* predicts would seriously worsen the industry’s current labor shortage. One analysis estimates that U.S. railroads will need to hire 80,000 more workers by 2024 to keep up with increasing demand for rail transportation.

The death of a PATCO shop worker in a yard accident at the Lindenwold yard last July (see September 2020 Cinders) was caused by the man walking between two railcars in an area not designated for foot traffic. That

is the conclusion of a recent National Transportation Safety Board report. At the time of the accident the designated employee walkway was blocked by a train stored on one of the tracks, according to the report.



Class I RR employment in April 2021 totaled 115,485, a 7.9% decrease from April 2020. For the same month’s carloadings increased by 23.7% to 951,840 in April 2021, and intermodal units increased by 33.8% to 1,173,952. The Association of American Railroads said that almost all traffic categories have recovered the ground lost during the pandemic (*Railway Age*).

In spite of increasing traffic, NORFOLK SOUTHERN in July furloughed 86 employees at its main Juniata locomotive shop in Altoona. Fourteen additional jobs were eliminated through attrition. This leaves the shop with a total of about 400 full-time

jobs, which the railroad apparently considers sufficient due to its shrinking roster of active locomotives..... MARC plans to restore a full commuter train schedule in and out of Washington on August 30. The Senate has confirmed Nuria Fernandez as head of the Federal Transit Administration, the first woman of color to lead the agency. “I am committed to supporting our nation’s public transportation systems and the millions of Americans who depend on the transit services they provide,” Fernandez said after her confirmation (*Trains*).

Trains Magazine ran an article in July asking the question “Are trailers reaching the end of the intermodal road?” Some industry observers are predicting that within four years trailers on flat cars (TOFC) will finally be phased out, after many years of declining use. With the bulk of intermodal traffic now carried in non-wheeled containers (COFC), so far this year trailers represent only 8.5% of U.S. intermodal loads, down from 60% in 1988. While trailers go back to the very start of rail intermodal in the 1950s, they now are recognized as more expensive to handle in terminals and cannot be stacked on railcars as can containers, for more efficient transportation. Trailers already have been eliminated on Canadian railroads. NS’s last remaining *RoadRailer* service, an oddball operation in which trailers ride directly on the rails, will continue to roll between Detroit and Kansas City until the equipment wears out.

The IOWA INTERSTATE RAILROAD on June 30 celebrated the 100th birthday of its founding chairman, Dr. Paul H. Banner, who is still living in New England. Banner helped oversee the conversion of the derelict former Rock Island mainline through Iowa into the efficiently run IAIS, which has been quite successful in developing a profitable traffic base in its expanding territory. After starting in 1984, the road was purchased by Railroad Development Corp. of Pittsburgh, whose chairman Henry Posner III now serves as chairman of IAIS. Henry is a longtime member of our Chapter.

The Railroaders Memorial Museum of Altoona has announced that its famed ex-Pennsy K4s Pacific #1361 will be fully restored to operating condition. The announcement was made by the museum’s board chairman, Charles “Wick” Moorman, former CEO of NORFOLK SOUTHERN and AMTRAK. A fundraising campaign will be headed by Moorman and longtime museum supporter Bennett Levin, who serves as board secretary and is well known as a locomotive and passenger car owner and preservationist. The locomotive has literally been stored in parts for the past several years after previously unsuccessful rebuilding efforts. It last operated on excursions out of Altoona in the late 1980s after being removed from its longtime display perch at Horseshoe Curve on orders of then-CONRAIL Chairman L. Stanley Crane. The Steamtown National Historic Site in Scranton has announced longer visitor hours for this summer, daily from 9 AM to 5 PM. The Steamtown History Museum including the RPO car and Erie business car, also has been reopened. General information is available by calling (570) 340-5206 or from the website nps.gov/stea.

TREASURES? [continued from Page 1]

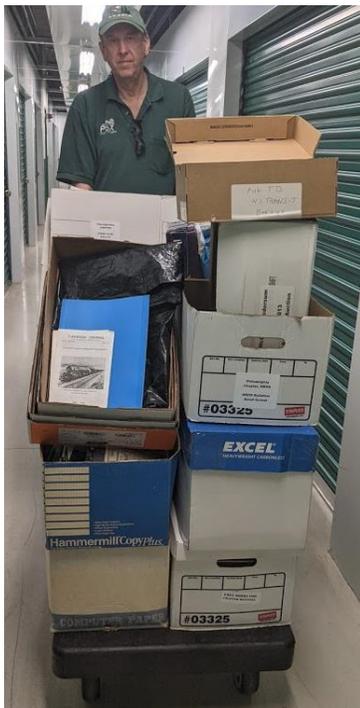
We have 00s of **unidentified** b/w pictures, mostly small snapshots [like this one which the Editor Emeritus did identify] from the 1940s to 1960s. I have sold some groups of typical steam engine snapshots on eBay. What to do with the rest? Envelopes full of early airline and RR tickets have sold. We have 00s of postcards, both used and unused. There are many dupes of the unused postcards from Philly and SFO. A box full of Lionel and AC Gilbert catalogs, dating back to 1939, sold well but dealing with those Lionel/AF guys can be challenging. We have perhaps a hundred long banner ads for special train trips in the 1950s to the 1970s. We're keeping the local ones, many of which were hosted by the Chapter, and those from the *Reading Rambles* and are trying to sell off the rest – with some success.



We had 00s of bus schedules from PTC, TNJ, NJT and other bus lines in PA and NJ. Luckily thru eBay, I found a “bus fan” in Bethlehem, PA who has scooped them up. We had a box full of transit guides and maps from across the USA and Canada dating back to the 1960s. These have sold very well with one man in San Francisco alone buying several \$00 worth.

We have made some real progress and have removed enough boxes [some were empty] so that now we can finally stand *inside* of the storage unit. Year-to-date sales, thru July, have netted over \$2700. This money will help pay for the insurance on our historic ex-RDG FP7 engine at Steamtown and other Chapter expenses.

If anyone would like to help sort thru the stuff in Willow Grove storage locker, please get in touch with me. Also contact me if you are interested in buying any of the items mentioned in this article.



OBITUARIES

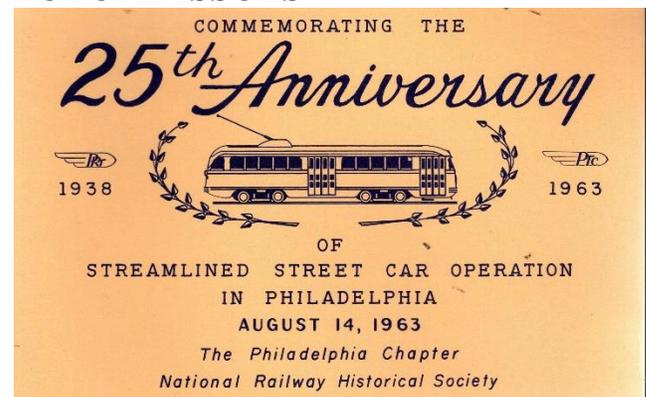
Chapter Member Ed Tyrrell Passes Away

The Chapter has been advised that longtime Member Edwin Tyrrell, of Willow Grove, PA passed away on Sunday, May 2, 2021. Ed had been a member of Philadelphia Chapter since 1975. He is survived by his wife, Mary. It is believed that Ed had worked for a number of years at the Amtrak Reservation Center, when it was located in Northeast Philadelphia.

Helen Short, Wife of Richard Short, Passes Away

Through the Washington Crossing Card Collectors Club, Philadelphia Chapter has learned that Helen Short, wife of well-known Member and Rail Photographer Richard S. Short, of Roslyn, PA, passed away in April 2021. Helen would often attend Chapter meetings with Dick and was a regular at area railroadians shows at which Dick would have a sales table for his photos. Their daughter, Evelyn, also survives.

FUTURE ISSUES



This card from 58-years ago was found in the storage unit. Future issues of *Cinders* will include other artifacts and mementos from our Chapter's long and distinguished history.

The September issue of *Cinders* will include the story behind the picture to the top left. The October issue will include an article entitled *Pony Expresses* – special PRR trains to racetracks in NJ, PA, DEL and MD. Harry Garforth and Larry Eastwood are working on a major project that should be very interesting to our members: *A Description of Transportation History into the Frankford Community prior to 1922, and the Construction-Opening of the City of Philadelphia's Frankford Extension Project*. This is effort in advance of the 100th anniversary of the **Frankford Elevated Extension** that opened on November 5, 1922.

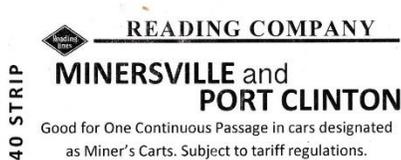
COAL COUNTRY TRIFECTA *Kevin Feeney*

From June 19th to 21st, I was on three train rides, two of which were steam-powered. The first ride was on Saturday June 19th in Minersville, PA from its ex-RDG station that was built in



1913. The nicely restored station is wedged-shaped sitting between the main track and what was once a branch

line. The engine for this trip was ex-CNJ #113, a heavy 0-6-0 switcher that was built by ALCo in 1923 and spent most of its active life at the nearby Locust Summit breaker. Soon, R&N 2011 [GP38-2] pulled in with the consist for our trip, a mix of ex-DLW and ex-RDG coaches plus two **Lehigh Gorge Scenic Railway** open gondolas that were located just behind #113.



This trip was a special benefit for a R&N engineer and #113 volunteer suffering from CIPT – a nerve

disorder. R&N donated the use of the consist. Also on this trip were Chapter members: Harry Garforth, Sheila Dorr, Vince Jakubowski and Paul Myers plus my wife. We left at noon on schedule heading thru Schuylkill Haven enroute to the R&N shops at Port Clinton. The tracks basically paralleled several PA State highways and the chasers were out in force for the entire trip. Video of the trip was quickly available on YouTube.

We arrived in Port Clinton about 115PM [+5 minutes late] and then were kept on the train for **2 hours** while the engine was serviced and turned. However, the yard was full of railfans and chasers, and I was very surprised that there was **no** food or beverage service onboard. Some folks had brought coolers with them but my wife and I were totally unprepared. As we passed back and forth thru the yard [several times], I could see ex-RDG 2102 in the shop building. It is supposed to be out on the rails soon, perhaps this fall.



We finally left Port Clinton at 315PM [+ 1.25 hours late] and returned by the same route, arriving in Minersville at 430PM for

what was advertised as a “pig roast”. However, it turned out to be just a pulled pork sandwich with a small bowl of mac ‘n cheese. I learned later that the delay in Port Clinton was caused by problems doing a blow down on #113.

We stayed over in the area and on Sunday June 20th drove to Tamaqua’s *SUMMERFEST*. We arrived early and were able to have a nice breakfast in the Station Restaurant. There were booths set-up in the streets near the ex-RDG Station plus there was a car show. Some 1,200 folks rode on three trips pulled by **RBMN #425**, a 4-6-2 built by Baldwin in 1928. This light Pacific is the only surviving steam engine from the GM&O, which arguably was the first major *Class I RRR* to completely dieselize in 1949. Two of the trips went north to the *Hometown High Bridge* including ours. While on the bridge, there were several drones in the air by the train. The other trip went south to *New Ringgold*. The consist was a mix of ex-DLW and ex-RDG coaches, some of which had been on Minersville trip the day before. R&N 2011 was again on the other end of the train and pulled us back since there was no way to turn #425.



We stayed over near Jim Thorpe and on Monday June 21st, I rode the regularly scheduled 1PM train on the **Lehigh Gorge Scenic Railway**. This was a 70-minute, diesel-powered round trip thru Glen Onoko and into the nearby State Park. The consist was a mix of historic ex-DL&W and ex-RDG cars plus R&N caboose # 92844. Parked by the Station were #425 and the consist from the trips on Saturday and Sunday. On this trip, we



passed by the ex-CNJ turntable still in use and I had my first look at the new *Nesquehoning Bridge* finished last year across the Lehigh River to better connect the southern and northern divisions of the **Reading & Northern**.