

**JUNE 2019**



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**Volume 80**

**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](http://www.nrhsphiladelphia.org)**

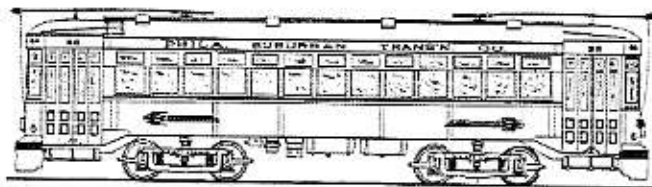
**EDWARD F. GRAHAM**

**May 19, 2019**

It is with regret that we inform you of the passing of longtime "Additional Chapter" (formerly "Chapter-only") Member Edward F. Graham, of Daly City, CA on Sunday, May 19, 2019, of heart-related complications. Ed was 90 years of age. His home NRHS Chapter was the Central Coast Chapter, based in the San Francisco Bay area of California.

Ed had no survivors, but was a well-known "member" of the mileage collector fraternity. He was a regular attendee at NRHS conventions. He was able to attend the 2019 Salt Lake Convention prior to his passing. His first NRHS convention was that in 1969 in Denver, CO, 50 years ago!! At one point during the 2018-2019 meeting year, Ed came with Treasurer Rich Copeland to a Philadelphia Chapter meeting, following a rare mileage trip.

Details of his professional career were not known at the press deadline for this issue of *Cinders*. Services were conducted in Los Altos, CA on Tuesday, May 28.



**Philadelphia LCL.....**

Longtime NRHS and New York Chapter Member Robert M. Kornreich, of New York, NY passed away suddenly on April 19, 2019. He was 77 years of age suffered a fatal heart attack while exercising on a treadmill. Bob was a generous supporter of the cause of railway history, and was well-known to senior NRHS members. He was a retired senior partner of Wolf Popper LLP.

**Meeting Cancellation Notice**

*In the event of an extreme weather or transportation emergency on a Philadelphia Chapter meeting date, Chapter officers will make a decision on whether to hold the meeting as scheduled. If questionable circumstances arise, members should telephone 215-947-5769 after 12 Noon on the day of the meeting for recorded advisory. Thank you.*

**Meeting Notice**

**THURSDAY, JUNE 20, 2019**

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**

On Thursday, June 20, Chapter Member Dale Woodland will make another appearance with one of his usual fine PowerPoint presentations. This program will feature Norfolk Southern Railway's 20 Heritage diesel locomotives. Dale has actually captured each of these distinctive units at former Reading Railroad locations. Perhaps one of them will appear at one of your favorite photography points.

While several potential programs have surfaced for the 2019-2020 meeting season, we do have some openings on our schedule. Contact President Larry Eastwood or Program Chair Harry Garforth if you wish to be a presenter. Contact information will be found on Page 2 of this issue of *Cinders*.

On Page 2 of this issue will be found the tentative meeting schedule for Philadelphia Chapter for the 2019-2020 meeting year.

**NRHS 2020 – Fullerton, CA**

NATIONAL RAILWAY HISTORICAL SOCIETY  
PHILADELPHIA CHAPTER, INC.  
Post Office Box 7302, Philadelphia, PA 19101-7302

*Founded 1936, incorporated 1973 as a 501(c)3 non-profit corporation*

**CHAPTER WEBSITE:** For current Chapter information, as well as vintage views of Chapter trips and activities, visit website: [www.nrhspiladelphia.org](http://www.nrhspiladelphia.org)

#### CHAPTER OFFICERS (Elected)

President.....R. L. Eastwood, Jr. (215) 947-5769  
Senior Vice President.....Kevin Feeney (203) 246-1675  
Vice President & Treasurer.....Richard Copeland (215) 343-2765  
Secretary.....Marie K. Eastwood (215) 947-5769  
National Representative.....Peter M. Senin, Jr. (609) 458-2090

#### COMMITTEE CHAIRS (Appointed)

Editor.....R. L. Eastwood, Jr. (215) 947-5769  
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Historical Archivist.....Kenneth Thomas (215) 635-2335  
Membership Chair.....Sheila A. Dorr (610) 642-2830  
Program Director.....Harry Garforth (215) 266-3180  
Webmaster.....Daniel Knouse (814) 631-9436

**2019 ANNUAL MEMBERSHIP DUES:** Effective September 1, 2018, \$20.00 per person, which covers Philadelphia Chapter dues through December 31, 2019. (NRHS National membership dues for 2019 are \$50.00, billed directly by NRHS.) NRHS chapters bill their members separately for Chapter dues. Donation requests for Philadelphia Railfriends were mailed during October, 2018 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 at Post Office Box 353, Huntingdon Valley, PA 19006-0353. (Include your **CURRENT TELEPHONE NUMBER** and **E-MAIL ADDRESS** so our records are complete.)

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

## Philadelphia Chapter Sets Dates for 2019-2020 Meetings

As we end another meeting year, Philadelphia Chapter has announced the dates for the 2019-2020 meeting year, according to Chapter President Larry Eastwood. All of the dates listed below are subject to the availability and approval of our Elkins Central meeting room at SEPTA's Elkins Park station.

Since 2020 is Leap Year, the February and March meetings appear on a different date. With the exception of our December, 2019 meeting (second Friday), all meeting dates will be the third Friday, as follows:

Thursday, September 19, 2019  
Thursday, October 17, 2019  
Thursday, November 21, 2019  
Thursday, December 12, 2019 (*second Thursday*)  
Thursday, January 16, 2020  
Thursday, February 20, 2020  
Thursday, March 19, 2020  
Thursday, April 16, 2020  
Thursday, May 21, 2020  
Thursday, June 18, 2020

Members may wish to note these dates for next year on their calendars now. There should be no holiday conflicts.

### If your *Cinders* Arrives in Damaged Condition

If your *Cinders* arrives damaged or with pages missing, contact Editor Larry Eastwood at 215-947-5769 or [ayrestower@comcast.net](mailto:ayrestower@comcast.net) and a replacement copy will be promptly sent to you. The incidence of damage has been virtually eliminated through the use of envelopes for mailing each issue, although there is an additional cost involved.

## *Cinders* July, 2019 Issue; Summer Dinner Not Yet Final

Each year, *Cinders* takes a break during the summer months. This year, we expect to have an issue during the middle to the end of July. Complete details for our annual Bill Wagner Summer Dinner have not yet been finalized. We will delay the publication of the July issue until complete details are known.

It is anticipated that we will return to Freddie's Restaurant in West Trenton, NJ, where we have been in previous years. Members Larry and Marie Eastwood and Dan and Jo Ann Murray traveled to West Trenton during May, and had an excellent meal. We would expect that the dinner will be held on a Friday evening during August.



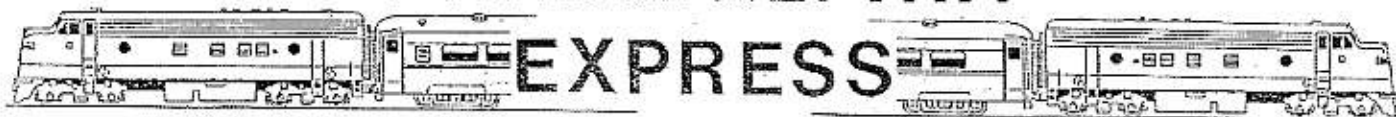
--from the 1967 Philadelphia Transportation Co. Annual Report

## Where Is Mertztown, PA?

Mertztown is located along Norfolk Southern's Reading Line (former Reading Railroad East Penn Branch). There is a depot there owned by Atlas Minerals & Chemicals, Inc. that has been well-maintained (and owned by that firm since 1963).

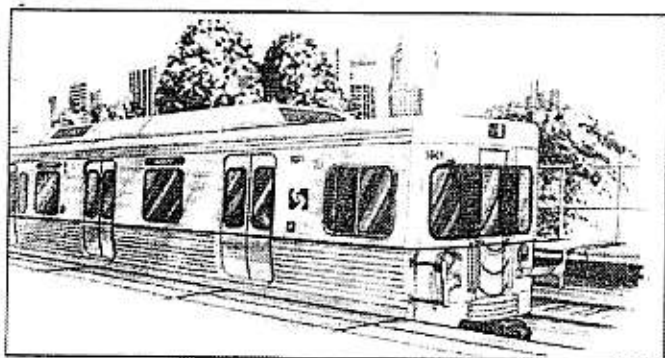
The depot has been sold to the Longswamp Township Historical Society, and is hoped to be moved to the Topton, PA end of the Allentown & Auburn Railroad tourist list. Nice to see another old station, which dates to 1895, being preserved.

# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

## SEPTA TRANSIT



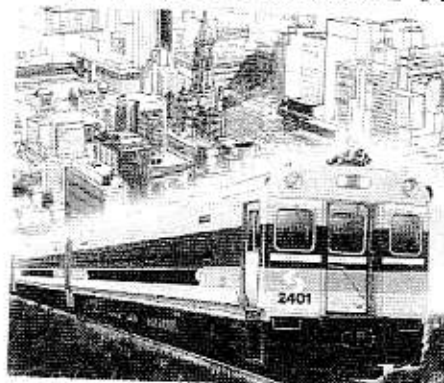
The SEPTA board on May 23 approved a \$1.49-billion operating budget and a \$675-million capital budget for Fiscal Year 2020 beginning July 1. SEPTA actually had prepared two capital budgets for the next fiscal year, because of the uncertainty created by an ongoing lawsuit against the Pennsylvania Turnpike Commission. The suit is aimed at forcing the Turnpike to halt its \$450-million annual payments to PennDOT that benefit transportation projects statewide. A major portion of that funding has been used for transit-related projects across the state, of which SEPTA was the largest beneficiary (see June *Cinders*).

If the suit against the Turnpike, which was dismissed by a Federal judge but is under appeal, is ultimately successful, SEPTA would lose a sizable portion of the capital support it receives from the State. To deal with that threat, SEPTA also put together a reduced capital budget of \$422.05 million for FY 2020, with many large projects to be slowed down, stopped or deferred. But if the Turnpike funding survives, the budget will remain at the level approved by the board, with 52 percent of total capital funding to be provided by the State as opposed to only 25 percent under the leaner budget. The operating budget includes no fare increases but projects a decline in fare revenues to \$467 million, or \$3 million less than is forecast for the current fiscal year.

SEPTA last month began a track renewal project on the Route 10 trolley line between Lancaster & Girard Avenues and 54<sup>th</sup> Street & Lansdowne Avenue. The 2-1/2-month project is due to be completed on July 20, during which time buses will replace trolley service over the entire surface portion of the route. Passengers transfer between buses and trolleys at the 33rd Street subway station. SEPTA has begun making public address announcements in both English and Spanish at all Broad Street and Market-Frankford Line stations, as well as at trolley subway stations. A southbound Norristown High Speed line train struck and killed a trespasser near the Township Line station around 10 PM on Tuesday, April 30. The 35 passengers were evacuated from car #144 and loaded onto a rescue bus. The line was shut down for more than two hours.

SEPTA has transitioned to an improved SEPTA Key website, which is designed to make it easier for customers to manage their Key Card accounts. The original [septakey.org](http://septakey.org) website was introduced in March, but in its testing phase was found to be confusing and difficult to navigate. With slightly more than 1.2 million Key Cards already issued, improvements were an obvious necessity. SEPTA has warned nearly 40,000 of its earliest Key Card customers that their cards will expire at the end of July. Renewals are not automatic and one of several actions needs to be taken to renew the cards. SEPTA has begun a new advertising campaign for its Commuter's Choice program, which allows employers to provide transit discounts for workers. Individual employees can receive a Federal tax deduction of up to \$265 per month to help offset their commuting costs.

## SEPTA REGIONAL RAIL



A conductor on outbound Chestnut Hill West train #833 was shot in an attempted robbery at Carpenter station in West Mount Airy at 3:25 PM on Friday, May 10. As he stepped off his train he was approached by two young men wearing hoodies who demanded money from him. As he tried to reboard the train he pushed one of the men away but was shot, sustaining a wound in the hip. The attackers ran off. Police were called, the 57-year-old conductor was treated at the scene and then rushed to Einstein Medical Center where he was reported in stable condition. Service on the line was suspended for almost two hours, and after the police investigation Carpenter station was reopened at 4:30 PM. Four trains had to be annulled. SEPTA is offering a \$5,000 reward for information leading to the arrest of the two suspects.

Those six retired AEM-7's and one ALP-44 that SEPTA leased to NJ TRANSIT in December were returned to SEPTA's Frazer yard in a special move on May 16. They had been leased to NJT but reports indicate they were never placed in service and instead were stored at Morrisville yard for the entire time. NEW HOPE & IVYLAND steam locomotive #40 did indeed operate four excursions out of North Wales on a sunny Saturday, May 18, as part of a celebration of the borough's 150<sup>th</sup> anniversary. SEPTA genset switcher #80 was coupled to the

(Continued on Page 4)



## PHILADELPHIA EXPRESS

(Continued from Page 3)

south end of the train, pulling it backwards to Gwynedd Valley on SEPTA's Main Line. Seven SEPTA trains suffered relatively minor delays, due partly to the single-track operation between "Gwynedd" and Lansdale.....SEPTA has hired 51 new assistant conductors, partly to meet the demands of the "closed-door" rule on all trains (see December *Cinders*).

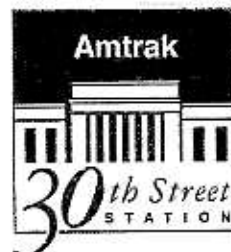
SEPTA will begin the next phase of its multi-year Southwest Connection Improvement Program on July 22, which involves rebuilding the one mile of railroad between the 32<sup>nd</sup> Street tunnel and "Arsenal" interlocking in University City. The work will extend through August 4, with service on the Airport, Media-Elwyn and Wilmington-Newark lines substantially affected. During the two-week period all Airport Line passengers will be bused between 30<sup>th</sup> Street Station and the Airport. Media-Elwyn trains will originate and terminate at the 49<sup>th</sup> Street station and Wilmington-Newark trains will operate into and out of the Lower Level of 30<sup>th</sup> Street.

Another trespasser death occurred around 8:50 PM on Thursday, May 2, when southbound train #583 struck a person on the tracks at Fern Rock Transportation Center. Passengers on the train were transferred to the Broad Street subway and all Regional Rail traffic through the station was shut down until 11 PM. Two trains were annulled and eight others delayed. Still another trespasser narrowly escaped death when he was struck by Norristown-bound train #3224 at the Spring Mill station near Conshohocken at 8:12 AM on Wednesday, May 22. EMT personnel pulled the individual from under the lead truck of car #711 and took him to the hospital. Passengers on #3224 were transferred to following train #5224 on the other track, delaying that train for 38 minutes. Four other trains were delayed and one was annulled.

The roving push-pull trainset continues to operate on an all-day schedule, with only a few problems reported in recent weeks (see March *Cinders*). The four-car train runs on weekdays over five different lines both in peak and off-peak service .....A switch and signal failure at "Jenkin" interlocking during the afternoon rush hour of Thursday, May 2, resulted in a laundry list of delays that persisted until after 8 PM. All told, 29 trains were delayed anywhere from six minutes to almost a half hour. Just after this problem was cleared up the Main Line was disrupted again by the trespasser death at Fern Rock (see above) .....Two days after the shooting at Carpenter station (again see above), a far less serious, almost comical, event occurred on the Chestnut Hill West Line. Train #855 made its regular station stop at Tulpehocken, then proceeded on to the next stop at Upsal station. By then the engineer realized that his conductor was not on board, having been left behind at Tulpehocken. The train was held at Upsal for 19 minutes to allow time for the conductor to walk the half mile up the track to rejoin his train.

Several days of bad weather—heavy rain, high winds and even hail in some places—struck the Delaware Valley in late May. Wednesday the 29<sup>th</sup> was particularly bad, as Regional Rail was hit hard with more than 80 train delays attributed to the weather, many of them in Bucks County. Speed restrictions due to signals outages and flooding accounted for most of the delays. West Trenton-bound train #380 was held for an hour and a half at Philmont due to high water at the Tomlinson Road crossing which

became blocked with debris. Nine other trains on the West Trenton Line were delayed, some for over an hour until the tracks were cleared. Signal power failures on the Media-Elwyn, Doylestown, Norristown and Cynwyd lines caused numerous delays and several annulments during the afternoon rush. A switch failure at Roslyn just after 7 PM delayed at least ten trains on the Warminster Line. Signal problems and speed restrictions due to high water alerts continued the next day. The Lansdale-Doylestown line was severely impacted, with a total of 29 trains delayed.



## AMTRAK

Two interesting articles appeared in the *Inquirer* last month regarding the big Schuylkill Yards development project around 30<sup>th</sup> Street Station. The first, published on May 10, described how the old *Bulletin* building just west of the station will be repurposed into an office building at a cost of \$45 million, and will adjoin the new greenspace to be known as Drexel Park. Interestingly, the building was constructed for the old *Evening Bulletin* newspaper in 1954 to a design by well-known Architect George Howe. Howe also was celebrated for his design of the PSFS building in center city, opened in 1932, which is renowned as the first example in America of the modernistic International Style of architecture. The second article on May 22 revealed that some of the land near (and perhaps under) the 30<sup>th</sup> Street Station had once been used by early settlers as burial grounds. Brandywine Realty Trust, which is heading the \$3.5-billion Schuylkill Yards development, has begun an effort to identify the location of the historic burial grounds and how that situation should be addressed. But given the extensive building and railroad construction in the area over the past century and a half, it is thought unlikely that the Yards project will uncover any more human remains.

AMTRAK and NJ TRANSIT announced last month that they will begin a joint \$31-million project to improve the infrastructure along the Northeast Corridor in New Jersey. Among the projects to be funded are track upgrades at Newark Penn Station, timber deck replacements on the Portal bridge, timber and switch replacements at "Fair" interlocking in Trenton and the completion of catenary upgrades on the high-speed section of the Corridor between New Brunswick and Trenton.....The president of AMTRAK's Fraternal Order of Police said last month that Amtrak intends to cut its police force by 20 percent over the next three years, according to a report in the *New York Post*. He said the force would be cut from 452 employees to 369, although an Amtrak spokesman said only that the railroad is "currently evaluating the deployment of our [police force] to ensure we have appropriate staffing levels for the safety and security of our customers and employees" (*Trains*).....AMTRAK will spend a total of \$72.5 million during the current fiscal year on station improvements at 53 locations. Much of the money in the "Customer Now" program will go toward Americans with Disabilities Act (ADA) renovations.

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## PHILADELPHIA EXPRESS

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AMTRAK announced last month that it will offer for sale a collection of 22 out-of-service Superliner cars and 19 Amfleet and ex-Metroliner coaches. Many of the cars are wreck damaged and have been stored for years in maintenance facilities at Beech Grove, IN, Bear and Wilmington, DE (See List on Page 8, this issue). Some of the cars have been stripped of parts, making them much less attractive to buyers. A previous sale in 2018 disposed of retired single-level heritage dining cars, sleepers and baggage cars (*Trains*) ..... Westbound Keystone train #605 became disabled at Bryn Mawr early on the morning of Tuesday, May 7, due to a sticking brake on the rear car. After a two-hour wait the train got moving but not before it delayed the following train #607 for an hour as well as 12 SEPTA trains (train #5412 from Bryn Mawr was annulled).



CSX, NS,  
OTHER ROADS

After an eight-month hiatus, NJ TRANSIT finally restored service on the Atlantic City Line effective Sunday, May 12. All Positive Train Control installation had been completed some time ago, but for a variety of reasons NJT management kept hedging on a restoration date—until prodded by Governor Murphy to get the trains running again and silence the chorus of complaints from South Jersey politicians and former riders. In response to many requests an additional train is now scheduled for a mid-morning arrival at 30<sup>th</sup> Street, closing a 2-1/2-hour gap in service. The Princeton branch “Dinky” also resumed operation on the same date.....Beginning on June 17 NJT will divert certain Midtown Direct trains off the Montclair-Boonton and North Jersey Coast Lines to Hoboken, in order to accommodate trackwork in Penn Station, New York. Two tracks at Penn are to be taken out of service during the summer. Some previously discontinued trains on several lines will remain discontinued for now, NJT said. New timetables have been issued effective June 16.

In response to a storm of complaints from riders, PATCO last month decided to cancel the proposed late-night schedule that was to become effective on May 13. That timetable would have cut service to hourly after midnight and only the stations at 15<sup>th</sup>/16<sup>th</sup> & Locust, 8<sup>th</sup> & Market, Broadway, Ferry Avenue, Woodcrest and Lindenwold would remain open between 1 and 4:30 AM. An in-house task force will be named to study security issues during the hours of owl service.

NORFOLK SOUTHERN has removed all of the historic ex-Pennsy position light signals over the 131 miles of its Pittsburgh Line from Harrisburg to Altoona. The project was carried out while the installation of Positive Train Control equipment was in progress. The next step for NS is to retire all of the old position light signals between Altoona and Pittsburgh, a distance of 117 miles. Intermediate or automatic signals will not be replaced, while new Safetran hooded color light signals are being installed at interlockings. The entire railroad, of course, also is equipped for cab signal operation. The position light signal,

developed by Union Switch & Signal Company, was introduced on the PRR's newly-electrified Main Line to Paoli in 1915 and eventually was installed on major routes throughout the system. CONRAIL retained the position lights in most areas, as has AMTRAK on the Northeast Corridor and Harrisburg Line.

PENNSYLVANIA NORTHEASTERN RAILROAD based in Lansdale has received a State grant of \$700,000 to cover the expense of acquiring and installing Positive Train Control equipment on its four locomotives. PN operates the former Reading Bethlehem branch between Lansdale and Telford and interchanges with CSX at Lansdale. Evidently the PTC is needed for those instances when its locomotives move on SEPTA trackage .....The National Park Service has appointed Cherie Shepard as superintendent of Steamtown National Historic Site in Scranton. She succeeds Deborah Conway who was promoted to deputy regional director. “I fell in love with Steamtown the moment I stepped through the entrance,” Shepard said, describing it as a one-of-a-kind site (*Trains*).

NORFOLK SOUTHERN has laid off about 50 workers at its Juniata shop in Altoona, according to a local newspaper report. The former PRR facility is now the principal locomotive shop for the entire NS system. The layoffs may have been related to NS's adoption of certain strategies in the Precision Scheduled Railroading model, which include a reduction in the size of its locomotive fleet (*Trains*).....The Federal Railroad Administration will not follow through on a proposed rulemaking which would have required at least two employees to be on board every freight train. FRA Administrator Ronald Batory, a former CONRAIL executive, wrote that, after close examination, the agency had determined that “such a regulation is unnecessary for a railroad operation to be conducted safely at this time” (*Trains*).

The cover story in the June issue of *Trains Magazine* is entitled “Railroading’s Keystone,” by Harrisburg Chapter’s Dan Cupper, which highlights the railroads and rail museums in Pennsylvania. A two-page photo shows a southbound AMTRAK Acela Express leaving 30<sup>th</sup> Street Station with the Philadelphia skyline in the background. The June issue of *Railfan & Railroad* includes an eight-page article on the STRASBURG RAIL ROAD and the Railroad Museum of Pennsylvania at Strasburg, by former Museum Historian Kurt Bell.....CSX is leading the industry in merchandise traffic growth this year because of its faster and more reliable service, CEO James Foote told investors last month. CSX has increased its merchandise business by 2.5-percent, he said, while the other three big Class I carriers are down for the year to date, according to weekly carload reports (*Trains*).

**2020**  
**NRHS Convention**  
**Fullerton, CA**  
**June 9-13, 2020**

## L&WV, O&W Historical Groups Set October 5 "Ride the Bloom"

The Lackawanna & Wyoming Valley Railway Historical Society and the Ontario & Western Railway Historical Society have jointly announced sponsorship of the **Ride the Bloom** passenger excursion over the North Shore Railroad on Saturday, October 5, 2019. The all-day 85-mile roundtrip excursion will cover the former Delaware, Lackawanna & Western Bloomsburg Branch's full length from Northumberland to Berwick, PA and return. The trip will benefit Lackawanna & Wyoming Valley Chapter activities, as well as O&W Historical

Society's ex-NYO&W General Electric 44-ton switcher #105 restoration.


There are no locations along the route to make food purchases, but there is available by pre-order a Subway box lunch, with choice of ham, turkey or veggie, for \$10.00 each. Use the handy order form below for trip tickets and box lunches. Because of the uniqueness of this excursion, and the limited capacity of the train, advance reservations are recommended. Trip runs rain or shine, and all ticket sales are final, with no refunds. Three photo stops are planned on the trip.

Use the trip flyer order for below to reserve your spot. For any additional information, please contact Norm Barrett at 570-575-5320, or E-mail to [nyowfan@msn.com](mailto:nyowfan@msn.com). L&WV Chapter's website, [www.lwvrhs.com](http://www.lwvrhs.com) may also be used.



# RIDE THE BLOOM!!!

## Saturday, October 5, 2019




**LIMITED SEATING!**



Sponsored by the Lackawanna & Wyoming Valley Railway Historical Society, and the Ontario & Western Railway Historical Society

Join us for an all day, 85-mile roundtrip ride on the former DL&W Bloomsburg Branch, now operated by the North Shore Railroad. Our excursion will cover the full length of the North Shore's trackage from Northumberland to Berwick.

Depart Northumberland: 10AM

Return Northumberland: 7PM

Board at: 356 Priestly Ave.  
Northumberland, PA 17857

**Lunch:** There are no places to purchase food during the excursion. Please plan accordingly or pre-order a Subway boxed lunch for \$10. Ham, turkey, or veggie.

**Photo Run-bys:** Three photo run-bys are planned along the route, time permitting. Please wear appropriate footwear for walking at run-by locations.

Ticket Class	Cost	# tickets
Coach-Adult	\$99	
Coach Age 6-12	\$69	
Coach Age 5 & Under (lap)	Free	
Caboose 1-way + coach	\$125	
Boxed Lunches	\$10	
Total Enclosed:		

Name: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

**\*\*Write mailing address on rear of form**

Buy tickets / info: [www.lwvrhs.org](http://www.lwvrhs.org)

Or, mail order form to: LWV RHS EXCURSIONS  
PO BOX 702  
Dallas, PA 18612-0702

➔ **Make Check Payable to "L&WV CHAPTER"**

Tickets will be mailed beginning September 5  
Orders received after Sept. 5 will be "Will Call" pick up

**For more information**  
Norm Barrett: 570-575-5320  
[nyowfan@msn.com](mailto:nyowfan@msn.com)  
[www.lwvrhs.org](http://www.lwvrhs.org)  
Facebook: Lackawanna & Wyoming Valley Chapter

Train operates rain, snow, or shine, except for acts of God.  
Tickets are first come, first served. All sales final. No refunds.  
Proceeds benefit L&WV activities and O&W 105 restoration.  
L&WV RHS and O&W RHS are 501(c)(3) organizations

Select amount of each boxed lunch purchased

HAM \_\_\_\_\_ TURKEY \_\_\_\_\_ Veggie \_\_\_\_\_





**March through November, 2019:** Reading Railroad Heritage Museum, 500 S. Third Street, Hamburg, PA announces a new exhibit, *Reading Railroad: The Unique and Rare*. The exhibit showcases one-of-a-kind items in the Museum's artifact collection. The Museum is open Saturdays 10-4 and Sundays Noon-4 PM. Regular admission applies. For more information, visit [www.readingrailroad.org](http://www.readingrailroad.org), or telephone 610-562-5513.

**Saturday, June 8:** Monthly open house at Rockledge Model Railroad Museum, 323 Montgomery Avenue, Rockledge, PA 19046-4233. Hours: 12 Noon to 3 PM. Further information on this developing model railroad attraction at website [www.rockledgemrm.org](http://www.rockledgemrm.org).

**Tuesday, June 11:** Regular monthly meeting of Harrisburg Chapter, NRHS, Hoss's Restaurant, 743 Wertzville Road, Enola, PA. Optional dinner at Hoss's, 5 PM, business meeting and program 7 PM. Program will be J. Alex Lang of of the Carload Express group of railroads. His talk will cover many technical aspects of railroading affecting his properties such as Positive Train Control.

**Friday, June 12:** Regular monthly meeting of Anthracite Railroads Historical Society at the ex-Reading Railroad Quakertown passenger station, 15 Front Street, Quakertown, PA 18951. Meeting begins at 7:30 PM. Program will feature Rail Historian Paul Kutta with a presentation "Rio Grande Memories", covering the era from 1965 to Union Pacific ownership.

**Saturday, June 15:** Delaware Valley Chapter, NRHS will be sponsoring "The Red Clay Valley Ramble", bus trip which combines tour of Amtrak's Wilmington Shop and a 2.5-hour trip on the Wilmington & Western Railroad. ***THIS TRIP IS SOLD OUT!!***

**Thursday, June 20:** Regular monthly meeting of Philadelphia Chapter, NRHS at SEPTA's Elkins Park Regional Rail station ("Elkins Central" meeting room), 7879 Spring Avenue, Elkins Park, PA 19027, 7:00 PM. Program will feature Chapter Member and rail historian Dale W. Woodland, with another in his ongoing series of classic PowerPoint rail presentations. This one will cover Norfolk Southern's Heritage diesel locomotives at various locations along the former Reading Railroad lines. Don't miss this special show.

**Sunday, June 30 through Sunday, July 7:** "Reading Railroad Days" at the Railroad Museum of Pennsylvania, 300 Gap Road (PA Route 741), Strasburg, PA 17579. Hours: 12 Noon to 5 PM Sundays, 9 AM to 5 PM Tuesday through Saturday. Closed Mondays. Features large operating model railroad display from the Reading Railroad Technical & Historical Society. Regular Museum admission charges apply. Complete information may be had by visiting website [www.rmmuseumpa.org](http://www.rmmuseumpa.org) or by telephoning 717-687-8628.

**Saturday/Sunday, August 24-25:** Greenberg's Train Show at the Greater Philadelphia Center, 100 Station Avenue, Oaks, PA 19456, 10 AM to 4 PM each day. Adult admission is \$10 Saturday, \$9 Sunday, with Saturday admission good both days. Kids 11 and under are admitted free and do not need a ticket.

For complete information, visit website [www.GreenbergShows.com](http://www.GreenbergShows.com).

**Sunday, August 25:** "The Allenwood Show", 44<sup>th</sup> Annual Train Meet sponsored by Central Pennsylvania Chapter, NRHS at Warrior Run Fire Department Social Hall, Second Street, Allenwood, PA (convenient to US Route 15), 9 AM to 2 PM. Admission: \$5.00 per person, children 12 years of age and under admitted free with adult. Food available on premises. Information: Dave Hollenbach at 570-524-4703 (no calls after 9 PM, please!!)

**Friday-Sunday, September 13-15:** Reading Railroad Prototype Modelers Meet VII at the Reading Railroad Heritage Museum, 500 South 3<sup>rd</sup> Street, Hamburg, PA. For additional information and updates, go to website [www.ReadingRRMM.com](http://www.ReadingRRMM.com).

**Thursday, September 15:** Regular monthly meeting of Philadelphia Chapter, NRHS at SEPTA's Elkins Park Regional Rail station ("Elkins Central" meeting room), 7879 Spring Avenue, Elkins Park, PA 19027, 7:00 PM. Program material not yet available at this issue's deadline.

**Saturday, October 5:** "Ride the Bloom" rail excursion on rare mileage on the North Shore Railroad, between Northumberland and Berwick, PA, sponsored by the Lackawanna & Wyoming Valley Railway Historical Society and the Ontario & Western Railway Historical Society, featuring an 85-mile round-trip on the former DL&W Bloomsburg Branch. Trip flyer with complete information will be found on Page 6 of this issue of *Cinders*.

**Sunday, October 6:** Lehigh Valley Chapter, NRHS 46<sup>th</sup> Annual Train Show at Chrin/Palmer Township Community Center, 4100 Green Pond Road, Easton, PA. Admission \$5.00 per person, children 12 and under FREE. Refreshments available on site. Show hours 10 AM to 4 PM. Dealer tables \$35 each with two admissions. For tables, mail check to: Ron Luckock, 1249 Riverside Drive, Bethlehem, PA 18015-6234. For information, please call (610) 737-3431 or E-mail: [centurv430@hotmail.com](mailto:centurv430@hotmail.com).

**Thursday, October 17:** Regular monthly meeting of Philadelphia Chapter, NRHS at SEPTA's Elkins Park Regional Rail station ("Elkins Central" meeting room), 7879 Spring Avenue, Elkins Park, PA 19027, 7:00 PM. Program material not yet available at this issue's deadline.

## Nippon Sharyo Rochelle, IL Plant Equipment Auctioned Off

On June 19-20, 2019, an auction will be held to sell of equipment from Nippon Sharyo's former passenger railcar manufacturing facility in Rochelle, IL, which closed in July, 2018 after eight years of operation. The plant, which built 160 electric MU Highliner cars for Chicago's Metra Electric (former Illinois Central) service, closed after the company was unable to fulfill a contract for 130 Amtrak bi-level cars.

Cincinnati Industrial Auctioneers, Inc., will handle the auction. Equipment for sale includes robotic welders and other welding equipment, hydraulic presses, a paint booth, Trackmobiles, forklifts, trucks and trailers. Full details on the sale may be had by visiting the Cincinnati Industrial Auctions website.

## Amtrak Does Housecleaning With Another Equipment Sale

During the month of May, Amtrak announced another "Sale of Surplus Rolling Stock". These locomotives and cars are, unlike the earlier sales, "basket cases" of wreck-damaged locomotives and cars, many of which have been held in storage for years.

Motive power items offered for sale are General Electric P40 diesels #827 and 831, and AEM-7 electric #901. Also offered is California Surfliner Cab Car #6902. Three ex-Metroliner Cab Control Coaches are offered: #9637 (ex-811), 9639 (ex-802) and 9650 (ex-819). Four former Metroliner cars, which had been converted into "Michigan Coach" cars were included: #44550 (ex-814), 44551 (ex-818), 44552 (ex-880) and 44554 (ex-888).

A total of 22 Superliner cars were put up, as follows: Superliner I coach-baggage cars #31004 and 31013, Superliner I coach-lounge #31537 (ex-31037), Superliner I sleepers #32012, 32018 and 32046, Superliner I lounges #33001, 33010, 33013 and 33017. Also, on the list are Superliner I coaches 34012, 34042, 34046, 34054, 34056, 34074 and 34076. Rounding out the group of Superliner I cars are diner-lounges #37008 and 37015, plus Superliner I diner #38026. Two Superliner II cars are also on the list: lounge #33032 and transition-dorm sleeper #39013.

Ten Amfleet I coaches are offered: #21100 (later #82077, then later #82671; #82524 (ex-21046, 21611, 82036, 81524; 82990, 82993, 82700, 82716, 82776 (ex-21122), 82797, and 85501 (ex-20034, 48983, 48153 and 85501). It should be noted that some of the lineage of these cars cannot be determined because of Amtrak's haphazard scheme of renumbering cars. One Amfleet II coach is on the docket: #25064 (which was for a time #26064) because of different luggage-rack restraints.

Non-passenger cars being sold are gondola cars #13204, 13222, 13300, 13307, 13320, 13338, 13365, 13368, 13370, 13378 and 13386.

The bid closing date on the above was May 31, 2019.

--The Transfer Table, Wilmington Chapter, NRHS

### Important Phone Numbers

CINDERS lists below the telephone numbers which should be used to report suspicious sightings, emergencies or other conditions affecting rail operations, including trespassers, vandalism, fires, defective equipment, etc.

AMTRAK	800-331-0008
CSX	800-232-0144
CONRAIL Shared Assets	800-272-0911
NJ TRANSIT (NJ only)	800-242-0236
NORFOLK SOUTHERN	800-453-2530
PATCO Transit	856-963-7995
SEPTA	215-580-8111

Members may wish to photocopy and or clip this notice and keep a copy in your wallet as you are out watching trains. Remember: **SEE SOMETHING, SAY SOMETHING!**

## Cherie Shepherd Named Head at Steamtown in Scranton

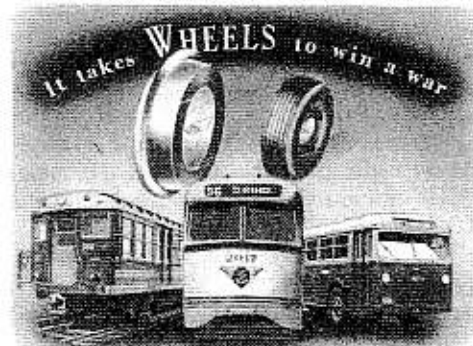
SCRANTON, PA., May 2, 2019----National Park Service (NPS) Northeast Regional Director Gay Vietzke has named Cherie Shepherd as Superintendent of Steamtown National Historic Site in Scranton, PA. Shepherd will begin her new assignment in June. She replaces Deborah Conway, who is now deputy regional director for the NPS Northeast Region.

"Cherie's experience and skills are a great fit for the Park," said Vietzke. "Her background in facility management, construction and engineering will help Steamtown remain a premiere destination dedicated to an important part of America's industrial heritage. Additionally, Shepherd has strong team building experience that will serve her well in her new role."

"I fell in love with Steamtown the moment I stepped through the entrance," said Shepherd. "Having the opportunity to visit many national parks during my career, my favorite places are the one-of-a-kind sites like Steamtown with its historic roundhouse, working railroad yard, world-class museum, and passenger excursion trains."

Shepherd will work with Park staff, volunteers, partners, and the community to enhance visitor accessibility and enjoyment of the Site and to reduce the Park's maintenance backlog. The Park recently restored a steam locomotive that powers 30-minute train rides through the rail yard, including the view of the Lackawanna River from Bridge 60. Improvements to the museum, locomotive shop, railroad tracks, vintage passenger cars, and additional steam locomotives are planned to help provide visitors with a fascinating and personal look at our country's vital connections to the railroad industry.

Since 2016, Shepherd has served as the regional chief of facility management for the National Park Service's National Capital Region (NCR). In this role she oversees cyclic, repair/rehabilitation needs and provides project, facility, and management support of parks in and around Washington, DC. Before working at NCR, she was a project manager in the design and construction division of the Denver Service Center, where she worked with multiple parks within three different National Park Service regions, including the Northeast Region. Shepherd is a 2016 graduate of the Facility Manager Leadership Program. She also has experience in private sector construction and engineering. Cherie Shepherd is originally from Colorado and has a Bachelor Degree in Civil Engineering Technology from Metropolitan State University (Denver, CO).



--from the 1942 Philadelphia Transportation Co. Annual Report