



CINDERS

AUGUST 2023



IN THIS ISSUE

Philadelphia Chapter News.....1, 2
PHILADELPHIA EXPRESS, by Frank Tatnall.....On Vacation
Philadelphia, Germantown & Norristown.....6, 7

VOLUME 84

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

Chapter Sells Reading FP7 #903 to SMS Rail Service

Early in 2023, Philadelphia Chapter received a proposal from SMS Rail Services to lease our Reading FP7 #903 for a ten-year renewable period. The Reading Company Technical & Historical Society received an identical proposal for FP7 #902, which they own. President Larry Eastwood called a Chapter Board meeting on Thursday, July 13 to consider the proposal. There were 12 directors and members brought in to discuss the proposal. During the meeting the Board considered the lease proposal, and then also discussed an outright sale of the locomotive to SMS, who desired to acquire #903, which our Chapter owns, as well as #902, owned by RCT&HS.

In discussing the pros and cons, it was brought out that our Chapter basically has no place to store or work on the 903, which RCT&HS does. Also, it was realized the most people from our Chapter who worked on the units when they were being restored at Pocopson, PA were no longer alive.

The SMS officers, many of who were involved with the New Hope & Ivyland Railroad, and had operated them when NH&I leased them from the Reading Company wanted the two locomotives to use on the Woodstown Central tourist railroad in Southern New Jersey, which they own and operate.

At evening's end, nine members of the Chapter Board favored selling the 903 to SMS outright. Of the other three members, one wanted to donate the unit to the RCTH&S, and the other two favored entering into the lease operation.

Subsequently, on Monday, July 17, Larry Eastwood, and Dave McGuire met with the SMS personnel in Bridgeport, NJ and we raised our preference for a sale as opposed to a lease. On Wednesday, July 19, we received an offer to purchase the unit from our Chapter in the amount of \$10,000, which we accepted. An agreement of sale was received and signed, and we received a check for \$10,000 and placed same in a Certificate of Deposit which will expire in January, 2024.

It is not known whether the 903 or 902 have been moved from Scranton to South Jersey as of this writing. More details will be forthcoming on our September issue, which will be issued shortly after Labor Day, because our meeting is on September 21.

Dinner in Doylestown at Station Tap House and an R5 Ride Along the Way

After a Covid-19 absence for a couple of years, Philadelphia Chapter resumed its longtime dinner trips on Thursday, August 10, riding SEPTA's Doylestown Regional Rail Line to reach the Station Tap House restaurant, housed in the former Reading Railroad freight house adjacent to SEPTA's 1876-vintage stone station.

While the gathering attracted only 18 Chapter members and friends, an ample variety of quality buffet-style food met the appetites of those who attended, who were entertained by evening rush-hour arrivals and departures to and from the Bucks County seat.

The event was scheduled from 5 until 8 PM. Attendees were advised to use SEPTA Train #2518, which departed Suburban Station in Center City at 3:16 PM and arrived in Doylestown at 4:38 PM. A number of members rode the train, which arrived exactly on time, just as Tap House employees began serving.

Returning home, members were advised to ride Train #6535, which departed at 8:11 PM. Those who didn't check carefully (including the President of the Chapter) chose to depart Doylestown at 7:36 PM on Train #6533, only to realize when informed by the conductor that Train #6533's last inbound stop was at Glenside. The train then expressed to Temple University. Apparently those who schedule Regional Rail trains aren't aware at Jenkintown is the major connecting stop north of Center City.

Those who did ride the train were quickly to realize the wide number of infrastructure improvements that were made to accommodate the increasing ridership on the Main Line north of Center City, including completely new stations in Fort Washington and Ambler plus a brand new station at 9th Street in Lansdale. Seemingly only one freight customer remains on the Doylestown Branch a large Lansdale Warehouse structure on the Branch itself.

**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 PresidentJohn Smith (215) 527-9380
jsmithsnf2012@gmail.com

SecretaryMarie 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 (856) 241-8046
emd645e3@verizon.net

Membership Chair.....Sheila A. Dorr (610) 642-2830
sheiladorr@gmail.com

Program Director.....Steve Ferrell (610) 812-1020
stfarrel@aol.com

Webmaster.....Daniel Knouse (814) 631-9436
djknouse@hotmail.com

ZOOM Master.....Eric Dervinis (610) 613-2828
eric.dervinis@gmail.com

2023-24 ANNUAL MEMBERSHIP DUES: Effective September 1, 2023, \$20.00 per person, which covers Philadelphia Chapter dues through December 31, 2024. (NRHS National membership dues for 2023 are \$50.00, billed directly by NRHS.) NRHS chapters bill their members separately for Chapter dues. Donation requests for Philadelphia Railfriends will be mailed during October, 2023 via separate mailing from *Cinders*. Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance, payable to **Philadelphia Chapter, NRHS** in the amount of \$20.00 to Post Office Box 7302, Philadelphia, PA 19101-7302. Please be sure to include name, valid mailing address, telephone number and E-mail address, as applicable.

ADDRESS CHANGES: Send to Editor Emeritus at Post Office Box 353, Huntingdon Valley, PA 19006-0353. (Include your **CURRENT TELEPHONE NUMBER** and **E-MAIL ADDRESS** so our records are complete.) Beginning in early 2023, we will effect electronic delivery of *Cinders* to those who elect to receive same.

Cinders is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor at P.O. Box 353, Huntingdon Valley, PA 19006-0353. **EXCHANGE newsletters should be sent to:** R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353, or by electronic mail to reastwood2@comcast.net.

WANTED!!

**Members are invited
to submit short railroad or
traction history articles (up to one
page) for publication in *Cinders*.
Please contact:
R. L. Eastwood, Jr., Editor
with complete details on articles to
Post Office Box 353,
Huntingdon Valley, PA 19006-0353**

NRHS News

By Bill Welk, National Representative

On Sunday, May 21, 2023, I attended the NRHS 2023 Spring Conference Advisory Council Meeting at Sparks, NV via ZOOM. The Conference at Sparks took place from May 16 to May 21, 2023.

NRHS's finances are about the same as 2022's. The NRHS Fund wants to raise the goal of investing \$2 million over four years to support Heritage Grants, RailCamp, etc. Some donations are restricted funds which may only be spent on a category which the donor specifies. As an example, the Society cannot spend RailCamp funds on anything else. RailCamp this year had a high number of applicants. A total of forty young men and one female made the 2023 list. RailCamp East will host 28 Campers instead of the normal 24/

The Heritage Grants program awarded \$124,950 for 2023, with the grants being listed in the May, 2023 issue of *NRHS News*.

The 2023 NRHS National Convention will take place September 1 through 6 at Fort Lauderdale, FL. The hotel is the Doubletree at Deerfield Beach, with a room rate of \$129 per night. The 2024 Convention may be held at Harrisburg, PA the week before or after Independence Day. Alternate sites at Vancouver, BC, Canada or Toronto, ON, Canada are also under consideration. The 2022 Convention at Buena Park, CA had 104 registrants and broke even.

To date, there have been no responses from any chapter to host future conferences. The main reason is the financial obligation to any chapter wishing to host same. The 2022 Springdale (AR) Conference lost \$5,000 although the host chapter was reimbursed by the National organization.

Current NRHS membership as of May 12, 2023 is 4,018. There is a new chapter in Wichita Falls, TX. It includes the Wichita Falls Railroad Museum which is closed because of the pandemic. The position of Assistant Treasurer remains open. It may become necessary to have someone do this work.

Members Awarded 50 and 25-Year NRHS Pins During 2023

Eleven Philadelphia Chapter members have been awarded NRHS Membership Pins in 2023, all marking long periods of association with our Chapter.

50-Year Members

David A. Ackerman, Ho-Ho-Kus, NJ 07423
Christopher Schulte, Glassboro, NJ 08028

25-Year Member

Edward J. Dugan, Philadelphia, PA 19115

Pins and certificates were mailed to each member during the month of August.

The Chapter thanks and salutes these three members for their loyalty and support. Their membership over the years indicated their contribution to the strength of Philadelphia Chapter.



FRANK G. TATNALL, JR.

Miscellaneous Mid-Summer Notes: Frank Tatnall's "Philadelphia Express" column is taking a Summer Vacation, but will return in September with a whole host of material on SEPTA and Amtrak.....Our meeting on Thursday, September 21, 2023 will feature a 35mm slide show covering the entire British Columbia Railway from a week-long chartered train tour taken in September, 1987

Travelin' A Day Trip to Wildwood, NJ By the late Robert Janssen

(Compiled by Charles Plantholt, Baltimore Chapter)

(Over many years, the late Baltimore Chapter, NRHS wrote many columns entitled "Travelin'", written about his many train trips. We've detailed them here before, but here is a short writeup about a trip from Baltimore to Wildwood, NJ (via Philadelphia) which you may enjoy!)

On Sunday, July 26, 1953, I got up at 6:45 and took the 7:24 bus and a Route 19 streetcar to Baltimore's Camden Station. Longtime traveling companion Frank Tosh met me there. We took the B&O's **National Limited** at 9:10 AM. It was crowded, so we sat in the combine, and I slept some. We reached Philadelphia's B&O station at 10:57 am and took a PTC Route 13 streetcar to 8th Street and the PTC Bridge Line subway to Camden, NJ. I left my half-rate fare in my briefcase checked at the B&O station.

We got a Pennsylvania-Reading Seashore diesel-powered train of Reading coaches at 11:40 AM for Wildwood, NJ. It was non air-conditioned, but clean and cool, anyhow. A Pennsylvania Railroad Atlantic was waiting for the Cape May cars at Wildwood Junction. We stayed on to the end of the line in Wildwood Crest, where we arrived at 1:14 PM.

We walked toward the Ocean and then toward Wildwood, stopping at the Windswept Restaurant for a deviled crab dinner. We walked onto the Boardwalk at the end and went down through the amusement area, admiring the lights. We rode the Five Mile Beach Electric Railway Company bus line (a round-trip) and talked with the friendly driver.

We got off at the amusement area where we had gotten on and walked back down the Boardwalk and had to hurry to make the 4:46 PM train for Camden, which was four Budd RDC's. It picked up one at Wildwood Junction and two at Tuckahoe, making a seven-car train of RDC's. I slept most of the way to Camden. We came to Philadelphia on a Bridge Line train and back to the B&O's 24th & Chestnut Street station on a PTC Route 42 trolley. I had a shack at the station. We returned to Baltimore on the **Diplomat**, due out at 7:37 PM. Due to a mechanical difficulty, we sat there until 8:20 PM. I got off at Mount Royal Station and rode home on a Route 21 trackless trolley, and Route 19 streetcar to Parkville and the bus to Carney, arriving at 11:30 PM.

Pullman Monument Becomes National Park

The national monument on the site of the Pullman Company's Chicago (IL) factory and company town has been redesignated as a National Park. On December 29, 2022, President Joe Biden signed legislation creating the Pullman National Historic Park. The Pullman Company dates to the 19th Century and built and operated a fleet of sleeping cars across the United States. The Park tells the story of America's first planned model industrial community, the sleeping car magnate who created it, and the workers who lived there.

The Park is significant for its influence on railroad transportation, industrial innovation, urban planning and design and the American labor and civil rights movements. The Pullman Strike and Boycott of 1894, and the establishment of the Botherhood of Sleeping Car Porters in 1925, are watershed monuments in American labor history. The site became a national monument in 2015. "This is a very exciting and meaningful change for Pullman and yet another tribute to all the Pullman neighbors and partners who have worked for decades to preserve this beautiful historic neighborhood. We are so appreciative of the Illinois delegation for their recognition and support of this special place. The name change will help visitors better understand the resource and what they can expect to experience at Pullman," said Park Superintendent Teri Gage. While the name change is effective immediately, Superintendent Gage indicated it may take several months to update signage, exhibits, and publications to reflect the new designation.

--*Railfan & Railroad Magazine.*

ODDS AND ENDS Ronald Lee Vile, longtime member

of the Central New York Chapter, NRHS, passed away at the age of 76 on June 7, 2023 at North Baldwin Infirmary in Bay Minette, AL. Originally from Skaneateles, NY he served for many years as Central New York Chapter's National Director. He also was heavily involved in model train operations at the New York State Fair each summer. A Celebration of Life was held on Sunday, June 25 at the Tully Train Depot in Tully, NY.....Lancaster Chapter's **Lancaster Dispatcher** tells us that on July 24, 1949, the PRR and Philadelphia Chapter operated an "Off the Beaten Track" excursion from Philadelphia to Perryville, MD via Oxford, PA, then up the Port Road through Harrisburg to the Rockville Bridge and return via Enola and the Low Grade Line. Tickets, anyone???

NJ Transit/United Railroad Historical Society 40th Anniversary Excursion & Festival on Sept. 30

NJ Transit and United Railroad Historical Society on August 21 announced a special excursion and equipment display to take place on Saturday, September 30, 2023. The 40th Anniversary NJT Celebration will begin with a one-of-a-kind excursion between New York (Penn Station), Newark (Penn Station), South Amboy, Bay Head and Hoboken. Tickets were scheduled to go on sale at 10 AM Friday, Friday, August 18. For complete excursion information visit www.urhs.org/40thanniversaryexpress.

This will be a trip designed for rail enthusiasts, with special motive power, first class cars, and multiple stops for photos. The highlight will be a stop in South Amboy for a re-creation of the South Amboy engine change, where the GG1-inspired PRR Heritage locomotive will be swapped out for double-headed NJT EMD F40's. Following a rare opportunity to ride around the Bay Head Loop Track, passengers will disembark for a catered gourmet lunch at the Bay Head station.

The 40th Anniversary Express is all about celebrating the fascinating history of NJ Transit and inspiring the next generation of riders, supporters and employees. The route will take us across all three of the railroad's major predecessors: the PRR, CNJ and EL, and will pass through all three of NJ Transit's major terminals.

This trip marks a return to form for URHS. Main Line excursions were once a staple here in New Jersey more than 20 years ago, and we of URHS could not be more excited to partner with NJ Transit to bring this experience back. URHS can't wait to have you on board!!

More information will be included in September, 2023 *Cinders*.

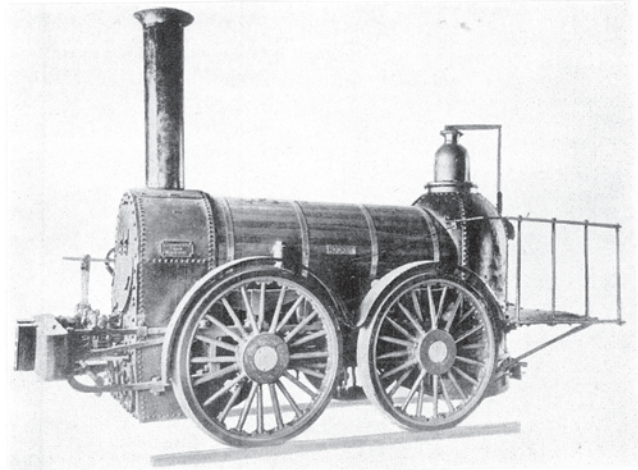
Lehigh Valley Sets 45th Annual Regional Train Show and Expo Oct. 8

Cinders readers will want to mark their calendars for the 45th annual Lehigh Valley Regional Train Show and Expo, which will take place on Sunday, October 8, 2023 from 10 AM to 3 PM at the Charles Chrin Community Center, 4100 Green Pond Road, Easton, PA 18045. This is a "Don't Miss" train show.

This large show features model trains, photographs, books and magazines, timetables and lanterns. There will be digital presentations through the day by noted local photographers. Food and beverages will be available for purchase on site. Kids will also be eligible to win an HO scale trainset.

Admission is \$5 per person (kids age 12 and under are free). To reach the Center from US Route 22, take the PA Route 33 SOUTH exit. Proceed on Route 33 to William Penn Highway East, continuing on that road to Bethman Road. Turn left/north onto Bethman Road to Green Pond Road. You will cross back over Route 22. Turn right onto Green Pond Road. The Chrin Center will be immediately on your right.

**PHILADELPHIA CHAPTER'S SEPT. 21, 2023 MEETING:
1987 BRITISH COLUMBIA RWAY. WEEK-LONG TOUR**



The *Rocket* is Moving to RRMPA

by Steve Ferrell

The *Rocket*, one of the oldest surviving steam locomotives in North America and also the oldest former Philadelphia & Reading Railway engine, is getting a new home. It will be moving from the Franklin Institute's Train Hall in Philadelphia to the Railroad Museum of Pennsylvania in Strasburg, PA. The vintage locomotive is set to be displayed in the Rolling Stock Hall of the Railroad Museum sometime in the Fall of 2023.

Imported from England in 1838 for the Philadelphia and Reading Railway, the 25-horsepower 0-2-2-0 *Rocket* has left its home for the last 90 years at the Franklin Institute. Built as a wood-burner by Braithwaite, Milner & Company, it was the first of eight locomotives the P&R acquired from that company through 1841.

The Franklin Institute is in the midst of a major renovation, and needing more space and thus the decision to donate the *Rocket* to the Railroad Museum of Pennsylvania. The Philadelphia & Reading originally placed the engine on long-term lease to the Franklin Institute in 1933. When the Reading went bankrupt in 1971, its assets were ultimately assumed by Conrail upon its formation in 1976, ownership of the *Rocket* went to CR.

Patrick Morrison, Director of the Railroad Museum of Pennsylvania, stated that they worked with Eric Levin (Philadelphia Chapter member), Vice President of Engineering for the Conrail Shares Assets Operation, to make the transfer a reality. Levin's father is Bennett Levin, board member of the East Broad Top Foundation in Rockhill Furnace as well as the Railroader's Memorial Museum in Altoona. The locomotive was moved on August 5th to an offsite location to be reassembled. After reassembly by the RRMPA's own restoration shop, it will be prominently displayed within the Railroad Museum's Rolling Stock Hall. The *Rocket* will be formally dedicated at the Museum on Member's Day at 2 PM on Saturday, September 30, 2023.

If your *Cinders* Arrives in Damaged Condition

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

Riding the Rails to the Jersey Shore on the old Seashore Lines

by Stephen B. Ferrell

Our friends love trains and casinos, so when I suggested taking New Jersey Transit's Atlantic City Line for a day trip to the Borgata, they decided to join us. This would give me a reason to sample the only remaining vestiges of the Pennsylvania-Reading Seashore Lines. While only a small portion is still operational, we would be able to take its former mainline to Atlantic City.

At one time, several lines, owned and operated by the Pennsylvania (West Jersey & Seashore) and Reading (Atlantic City Railroad) railroads, provided train service for many small and large towns in South Jersey. Service originated from both Philadelphia and Camden. These two lines were consolidated in 1933 into one line, the Pennsylvania-Reading Seashore Lines, which was run jointly by both railroads. Shore-bound trains originated from both 30th Street Station, Philadelphia and Camden stations. At one time they also originated from Broad Street Station in Center City Philadelphia until that terminal closed in 1952.

Numerous trains at one time diverted the main line at Winslow Junction for the southern shore points. At Tuckahoe, cars for Ocean City were removed from the train, hooked to another locomotive and taken to their destination. The remainder of the coaches headed due south to Wildwood Junction, where the coaches bound for this point (and Wildwood Crest) were removed and attached to a locomotive for the short run over the causeway east to Wildwood and Wildwood Crest. The remaining coaches and locomotive then continued to Cape May. This process became much simpler when Budd RDC's were utilized starting in the 1950's. The Philadelphia to shore service was discontinued in the late 1960's, with only local commuter service provided to the PATCO High-Speed Line terminal at Lindenwold.

Our journey started on a dark and stormy morning, which was becoming the norm for my planned trips. At 7 AM, we departed for the Exton SEPTA station. Our 7:30 AM train was right on time. We had a train made up of Silverliner V cars, great for viewing out the front window. Arriving at 30th Street Station, we immediately went to the New Jersey Transit kiosk to purchase our tickets. We didn't have much time, so we waited by the sign to see when our gate was listed. About 10 minutes later, our track was announced and we descended the stairway to the platform level. Our train was made up of a diesel locomotive and three Comet coaches.

Leaving the 30th Street yard, we traveled along the Schuylkill River and through North Philadelphia station. At Frankford Junction, we departed the Northeast Corridor and traveled on non-electrified territory toward the Delaware River. We crossed the large Delair bridge with great river views. Right after crossing the River we came into the Pennsauken Transportation Center, where commuters can switch to the River Line which goes to Trenton on the North and downtown Camden to the South.

Our next stop was Cherry Hill, followed by Lindenwold where commuters can connect with the Lindenwold High-Speed Line, which runs west to Camden and over the venerable (1926) Ben Franklin Bridge into downtown Philadelphia. My wife noticed the

extensive PATCO servicing area and yard to the north of our line. Quite a bit after departing our stop at Atco, we noticed where tracks diverted south and southwest. This was Winslow Junction, famous connecting point to the Jersey Central Line's famed **Blue Comet** from Jersey City Terminal joined the line to Atlantic City.

After stopping at Hammonton, Egg Harbor and then Absecon, we began to notice many water views and swamp land. Soon we were traveling over the bay area, over a swing bridge and arriving at the Atlantic City Terminal, which is attached to the Convention Center. We walked outside the Terminal and found the free casino jitneys awaiting us at the curb. Boarding the shuttle labeled for the Borgata, we traveled the short ten minute ride to the Marina area of the city.

We took our friends on a tour of the Borgata Casino area, showing them the large gaming floor with the many destination restaurants and various entertainment venues. After eating and a little gaming, we met back at the shuttle station to return us back to the train station. Soon, the metallic voice and the train board announced our train's departure. We boarded our train and were soon on our way home.

Important Phone Numbers

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

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

(Members may wish to photocopy and or clip this notice and keep a copy in your wallet as you are out watching or riding trains. Please send corrections to the Editor.)

SEE SOMETHING, SAY SOMETHING!

CPKC Buys Car from Railroading Heritage

Railroading Heritage of Midwest America has sold one of its passenger cars to CPKC. The baggage-dormitory car, once used on trips pulled by Milwaukee Road 4-8-4 #261 will be used as a dormitory on steam trips this summer behind Canadian Pacific 4-6-4 #2816.

The car, which RRHMA had named **Grand Canyon**, was built by St. Louis Car in 1951 as US Army hospital car #89520. In the 1970's it was purchased and remodeled by Amtrak and numbered 1400. It was converted to head-end power in April 1980 and renumbered Amtrak #1615. The car was retired in 2003 and acquired by RRHMA.

The car was sold to CPKC, repainted in Canadian Pacific's traditional maroon colors and renamed **Vaughn**. It was shipped to Calgary last week. RRHMA has also repainted a former KCS business car for CPKC at its Silvis shop. While the car was painted maroon, it retains its Kansas City Southern lettering.

--TRAINS News Wire

Beating a Path to Banks Seafood in Wilmington

By John Smith



A total of 13 rail riders met at Philadelphia's 30th Street Station, with nine of us being members of the NRHS. Most of us were wearing our new "Ride With Me Steve" baseball caps. Many had a long two-hour dwell at 30th Street and most enjoyed a light breakfast at Jersey Mike's, Dunkin' Donuts or other eateries. During the day, quite a few people would comment on our caps and inquire about our rail riding group.

We hopped aboard the 10:39 AM SEPTA Regional Rail train to Wilmington, DE aboard Silverliner V #708, with excellent views out the front windows. It was great to have an engineer's view of the Northeast Corridor and its busy traffic. After a stop at the Penn Medicine Station, Steve Ferrell pointed out where the Media-Wawa Line diverted to the southwest. Shortly we would observe the Airport Line leaving the Corridor, using mostly former Reading Railroad freight trackage to reach Philadelphia International Airport. At Claymont, DE, a trip member pointed out the new station being built north of the existing one. When complete, it will have high-level platforms and handicap access.

We arrived in Wilmington right on time at 11:32 AM. The weather was overcast with occasional rain. It was a short half-mile walk to Bank's Seafood where we all enjoyed fantastic seafood, served by Brooke, a very nice young woman and competent server. We enjoyed appetizers, entrees, dessert and great conversation.

We had a relaxing dining experience and realized as we finished dessert that we'd better get moving to catch our 2:20 PM train back to Philadelphia. We had to make a dash through the raindrops back to Wilmington station, where our train was waiting on the platform. Our return trip was aboard a GE Silverliner IV. At nearly 50 years old, these venerable cars still provided a very smooth ride and reached up to 88 mph on the return run. The ride back to Philadelphia was nice, and we spotted a new locomotive at Wilmington Shop (a couple of us gasped at this beauty) which Jim Donahue identified as an ACL-42 "Charger". This new locomotive is replacing the Amtrak GE P40 and P42 units.



Top Photo: Waiting for our Wilmington Train at 30th Street, with most wearing their "Ride With Me Steve" caps

Bottom Photo: Left to Right: Jane Vyverberg, Randy Lennon*, Tom Fluck*, Doug Henry*, Jim Cleveland, Eric Dervinis*, Dan Murray*, Jim Donohue*, Steve Ferrell*, John Smith (Author)*, Bill Chuely. Photo taken by our waitress, Brooke (using John Smith's phone). *--Indicates NRHS Member

DAY	Month	TOTTENVILLE
1	17 JAN.	ATLANTIC
2	18	NASSAU
3	19 MAR.	Richm'd Valley
4	20 APR.	Pleasant Pl'ns
5	21 MAY	PRINCES BAY
6	22 JUNE	Huguenot P'k
7	23 JULY	ANNADALE
8	24 AUG.	ELTINGVILLE
9	25 SEPT.	GREAT KILLS
10	26 OCT.	BAY TERRACE
11	27 NOV.	Oakwood H'ts
12	28 DEC.	NEW DORP
13	29	GRANT CITY
14	30 1959	Jefferson Ave.
15	31 1960	Dongan Hills
16	1961	Old Town Road
		GRASMERE
		CLIFTON
		STAPLETON
		Tompkinsville
		ST. GEORGE
		HALF <input type="checkbox"/> FARE

THE STATEN ISLAND RAPID TRANSIT RAILWAY CO.	
CONDUCTOR'S CASH FARE RECEIPT	
FOR FARE COLLECTED BETWEEN STATIONS PUNCHED IN MARGIN AND FOR AMOUNT INDICATED BELOW	
ON THIS TRAIN AND DATE	
PASSENGER SHOULD RETAIN THIS RECEIPT	
COMMUTATION REFUND	
No. M 547938	
AMOUNT COLLECTED	
8	9
10	11
12	13
14	15
16	17
18	19
20	21
22	23
24	25
26	27
28	29
30	31
32	33
34	35
36	37
38	39
40	

Notes on the Philadelphia, Germantown & Norristown

Recently, Philadelphia Railfriend PAUL G. MOORE, of Encinitas, CA submitted to CINDERS a synopsis of the Philadelphia, Germantown & Norristown Railroad, which is printed below. He transitions this line, today's SEPTA Chestnut Hill East Line, for your enjoyment. Three timetables are also reproduced, all of which are from the Collection of CINDERS Editor R. L. Eastwood, Jr.

Today's R7 Chestnut East line runs on tracks of Philadelphia's oldest railroad -- The Philadelphia, Germantown & Norristown, opened on June 6, 1832. The P, G & N operated between Ninth & Green Streets in Philadelphia, to Germantown's Main Street. The company built tracks in the bed of what would become Ninth Street to North Philadelphia, then veered north and northwest. Its trains were first run by horse power. In November 1832, Matthias Baldwin brought his first locomotive to the railroad -- "Old Ironsides." After a short trial, locomotives gradually took over the service, though horses intermingled with locomotives for another ten years.

Germantown businessmen primarily financed the line, hoping to improve the standing of their village by making Philadelphia more accessible. While an existing stage line ran twice a day, it was slow and an ordeal to use. Train service started with six trips in each direction, though the number of trains soon went down as the country entered a depression. However, by 1857 sixteen trains plied the rails each way and a decade later the number had increased to 23.

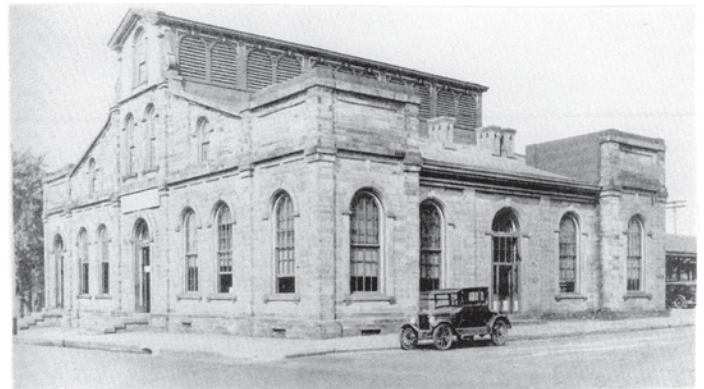
In 1847, the P, G & N explored the possibility of extending their line to Chestnut Hill. For legal reasons, a separate company, The Chestnut Hill Railroad, was formed. It connected with the P, G & N just east of the Germantown terminus. Train service began in 1854, run by the P, G & N under a lease agreement. It started as a shuttle between Chestnut Hill and Germantown, but through trains soon ran, backing into the Germantown depot. It wasn't until 1870 that a Germantown stop was opened on the main line, at Armat Street, allowing Chestnut Hill trains to travel directly to Philadelphia without the backup move. The Main Street depot survived for another 30 years as short-turn Germantown trains still operated.

The P, G & N opened a line to Norristown in the 1830's, joining the original line at what became Sixteenth Street Junction. This line attracted the attention of the Philadelphia & Reading, and that company leased the P, G & N in 1870, making the two lines -- plus the Chestnut Hill Railroad - the Germantown & Norristown Branch of the P&R. Over time, other lines connected with the railroad at what is now Wayne Junction, adding trains from Bethlehem, Newtown and New York to the original line. The core line south of Wayne became known as the Ninth Street Branch. In 1893, the Reading extended this line to its majestic new Reading Terminal at Twelfth and Market Streets, through a subsidiary -- The Philadelphia & Reading Terminal Railroad. The old P, G & N depot at Ninth & Green closed for passenger use at this time.

The constant movement of locomotives in Ninth street was a nuisance to residents and businesses. A few bridges were built to carry roads over the tracks, notably at Columbia Ave and Broad Street. But the congestion was too much. At the insistence of the

city, a project to elevate most of the trackage from the depot to Nicetown was ordered. This was a huge undertaking, with costs shared between Philadelphia and the P&R. From 1908 to 1911, one track was replaced while traffic continued on the other. The project included new stations at Girard Ave, Columbia Ave, Tioga and Nicetown., while a stop at Sixteenth street was discontinued. A later addition was a grand station at North Broad Street, opened in 1929 -- just in time for the depression.

The 1930s brought many changes to the line. Electrification was the most significant. The Reading wired many of its commuter lines in 1931, though power on the line north of Wayne Junction was delayed until 1933 for a grade elevation project to be completed. The railroad added new stations at Wister and Germantown as part of this work. Connection to the old depot in Germantown, which had continued to serve a small amount of freight, was severed.



The Original Chestnut Hill Station, taken about 1930

The faster electric service was a huge improvement for commuters. A run from Chestnut Hill to Reading Terminal with the new multiple-unit trains took only 29 minutes -- eleven minutes faster than with steam. The number of trains increased as well, with 35 trains in each direction, with many more joining on the Ninth Street line.

After electrification, service patterns continued relatively unchanged for nearly thirty years. But there were clouds on the horizon. The passenger business, while popular, became unprofitable. Reading threatened to curtail service, gaining the attention of public authorities. In 1958, Philadelphia began offering subsidies for the Chestnut Hill service, which was entirely within the boundaries of the city. Regional efforts included the gradual purchase of new MU trains to supplement -- and later replace -- the original 1930s equipment, starting in 1962. SEPTA was formed as a regional entity to help support passenger service.

These efforts didn't save the Reading, which declared bankruptcy in 1971. In 1976, Conrail was created to own and operate the bankrupt railroads. This included the Chestnut Hill line as far north as Wayne Junction. Tracks north of there had little freight business and were left out of Conrail ownership. SEPTA purchased the line to preserve service, and Conrail continued to run the line. When Conrail exited the commuter business in 1983, SEPTA formed a commuter rail unit to operate the trains itself.

The most significant recent change to the rails came about in 1984, with the closing of Reading Terminal and opening of the Center City Tunnel. The old line between Fairmount Avenue and the terminal was abandoned. Chestnut Hill service now was paired with SEPTA's Trenton line as the R7 line.

Today, the third generation of MU cars ply the Chestnut Hill Line, after nearly 200 years of service.

SOME EARLY READING CHESTNUT HILL SCHEDULES

Left: TT 13, Issue #28-A, September 29, 1929 – Issued to Commemorate opening of North Broad Street Station, on September 30, 1929

Middle: TT13, Issue 32-A, July 26, 1931. Issued on the first Day of suburban electrification on Reading's suburban Philadelphia lines. (Chestnut Hill Branch did not start electric service until February 1933.

Right: TT13, Issue #75-A, April 19, 1951. Not any specific date, just standard issue from this period.

1870 PASSENGER STATIONS AND MILEAGE

- 0 Ninth & Green Depot
- 1 Columbia Ave
- 3 Intersection (PRR New York Line Connection)
- 4 Tioga
- 4.5 Nicetown
- 5 Wayne
- 5.3 Fishers Lane
- 5.5 Duys Lane
- 5.8 Shoemaker Lane
- 5.9 Church Lane
- 6 Germantown
- 6.5 High Street
- 7 Washington Lane
- 8 Mount Pleasant
- 8.3 Mount Airy
- 8.5 Mermaid
- 9 Willow Grove
- 9.5 Gravers Lane
- 10 Chestnut Hill

Germantown—Chestnut Hill

Effective September 29, 1929
Subject to Change

Reading Railway System

"Every Hour on
the Hour"
Philadelphia
and
New York



Time Tables

Philadelphia
Germantown
Chestnut Hill

Open September 30, 1929
NORTH BROAD STREET
"In the Heart of North Philadelphia"
All trains to and from Reading
Terminal stop at this station.

T. T. 13 28-A 9-23-29 15,000

Effective July 26, 1931
(2.01 A. M. Eastern Standard Time)
Subject to Change

Reading Railway System



Time Tables

Philadelphia
Germantown
Chestnut Hill
and intermediate stations

STANDARD TIME
All train times shown herein are
Eastern Standard Time. Add one hour
for "Daylight Saving" Time.
EXCEPTION:
Departure and arrival times of
trains at Reading Terminal are
shown in both Standard Time
and Daylight Time.

T. T. 13 32-A 7-24-31 10,000

Germantown—Chestnut Hill

Effective April 29, 1951
Subject to Change

READING Railway System



TIME TABLE PHILADELPHIA

Germantown
Chestnut Hill
and intermediate stations

DAYLIGHT SAVING TIME
All times shown herein are
Daylight Saving Time. Subtract
one hour for Standard Time.

TT-13 (75A) 4-15-51 Bt.