

CINDERS

FEBRUARY 2015



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Volume 76

Number 2

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

PHILADELPHIA CHAPTER, NRHS WEBSITE ADDRESS: www.phillyNRHS.com

WILLIAM THOMAS III

January 18, 2015

The Officers of Philadelphia Chapter, NRHS, with deep sadness, inform our members and friends of the sudden passing of Senior Vice President William Thomas III, on Sunday, January 18, 2015 at his Philadelphia home. Born in April, 1949, Bill was 65 years of age. Bill joined NRHS and Philadelphia Chapter in 1974, and was elected Chapter Senior Vice President in April, 2001.

A native Philadelphian, Bill graduated from West Philadelphia High School in 1967, and was a classmate of Chapter Member Jimmy Sparkman. Another schoolmate, the late Chapter Member Donald Wright, Sr., was a close friend from their high school days onward, all three sharing a lifelong interest in railroading and traction modeling. Bill was also a member of the East Penn Traction Club and could be seen at local train shows wherever traction modules were present.

Bill originally worked for the John Wanamaker retail establishment in Philadelphia, and made a career change in 1972, joining SEPTA as a track inspector, spending the majority of his career on the Broad Street and Market-Frankford Lines. He retired in 2007 with 35 years of service.

He had a wide variety of hobby interests. He was active in the now-defunct Metropolitan Philadelphia Railway Association, and served as MPRA President from January through December, 1982. He traveled around the World, visiting rail properties in Europe and Japan, as well as the United States and Canada. Bill also had a passion for classic television and films, as well as Japanese anime. He was the founder of the Philadelphia Anime Society in 1982, a social group which still gathers monthly to view all kinds of classic (and new) Japanese anime television and films.

With no family survivors, Bill has many close friends throughout the rail history/enthusiast community, and was known as a magnet at many gatherings of railfans. Funeral services were held on Saturday, January 31, 2015 at the Terry Funeral Home at 4203 Haverford Avenue in West Philadelphia. Interment was private.

Meeting Cancellation Notice

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting date, Chapter officers will make a decision on whether to hold the meeting as scheduled. If in doubt, members should telephone 215-947-5769 after 12 Noon on the day of the meeting for a recorded advisory. Thank you.

Meeting Notice

FRIDAY, FEBRUARY 20, 2015

Room 121, Randell Hall (access through Main Hall main entrance, 3141 Chestnut Street – just east of 32nd) Drexel University, (three blocks from Amtrak/SEPTA/NJ Transit 30th Street Station) (NOTE: If meeting is in a different room, there will be a notice on the right hand side of the grand staircase) (Easily accessible to all public transportation; at our recent meetings, there has been plenty of parking on Chestnut Street immediately in front of Main Hall – pay at the kiosks)

MEETING START TIME: 7:00 PM

Our meeting on Friday, February 20, 2015 will feature Chapter Member Russell E. Jackson with a great wintertime piece from Switzerland's Bernina Railway, which is part of the large Rhaetian Railway meter-gauge rail system in southwestern Switzerland. This 35-mile line was built into the Italian side of the Alps to carry people to the winter resort of St. Moritz. The Bernina has to climb a 7 percent grade up to an elevation of 7,000 feet to get over the Bernina Pass.

In order to keep this line open year-round, the Bernina bought two unique steam-powered rotary snowplows, with an 0-6-6-0 wheel arrangement, enabling the rail line to stay open even if an avalanche were to knock the catenary down. One of the steam rotaries has been kept active as a museum piece and is brought out periodically for a "rotary charter".

Russ has digitized the tape onto DVD, allowing him to add some explanatory still photos and info. Program time is about 80 minutes, and thus should run until a little after 9 PM. **DON'T MISS THIS WINTERTIME SWISS SPECTACULAR!!**

**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

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2015 ANNUAL MEMBERSHIP DUES: \$18.00 per person, which covers only Philadelphia Chapter dues. NRHS National membership dues for 2015 \$50.00 per member (unchanged from 2014). For those members unable to pay on-line, see special instructions on Page 1, January 2015 *Cinders* for remitting 2015 National dues. For those who do not have internet capability, Philadelphia Chapter has provided arrangement for 2015 National dues payment. NRHS chapters were instructed to bill their members separately for 2015 Chapter dues, which was done with October *Cinders*. The donation request for Philadelphia Railfriends was mailed in early November via separate mailing from November *Cinders*. Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance in the amount of \$18.00 to Post Office Box 7302, Philadelphia, PA 19101-7302. Please include name, valid mailing address, telephone number and E-mail address, as applicable.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. **PLEASE INCLUDE YOUR NEW 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.

Chapter Meeting Programs Needed for March through June

Philadelphia Chapter is looking for programs for our regular monthly meetings for the months of March, April and June. With the untimely passing of Senior Vice President Bill Thomas on January 18, we have been left with a void in arranging entertainment for our meetings. Potential presenters should know that our meeting room at Drexel University has a complete range of audio-visual equipment to accommodate programs.

Temporarily, anyone with program material who wishes to provide same is asked to contact Chapter President Larry Eastwood at 215-947-5769, or by E-mail to ayrestower@comcast.net.

Members are reminded that our program on Friday, May 15 will be presented as part of the 2015 National Trolley Meet hosted by the East Penn Traction Club in Center City. The actual venue for that meeting has not been finalized, but the program will be *Just Yesterday*, a mythical streetcar tour of the Philadelphia Transportation Company routes in Philadelphia in 1960, produced as a slide show by the late Joseph M. Mannix. It was produced as a slide show, which was shown at our June, 2009 meeting, and is being updated as a PowerPoint presentation.

NOTICE!

**If there is a RED DOT on
your address label, we
have not received your
2015 Chapter dues!!!
IF SO, THIS WILL BE THE
LAST ISSUE OF *CINDERS*
YOU WILL RECEIVE.
Please contact Editor
Larry Eastwood if this is
not correct. Thank you!**

Lewis L. Hoy Awarded 70-Year Pin; Slauch 60-Year Pin; Two 25-Year

Longtime Philadelphia Chapter Member Lewis L. Hoy, of Franklin, MI has been recognized for 70 years of continuous NRHS. Hoy originally hails from Schuylkill Haven, PA. A 1950 graduate of the University of Pennsylvania, Lew served in the U. S. Army, then hired on with the Pennsylvania Railroad, where he met Chapter Secretary Frank Tatnall.

A consummate trolley fan, Hoy recalls lying in the Penn dorms at 37th & Woodland Avenues, with windows open, listening to the PTC's 8000-series Peter Witt cars crashing across the diamonds all night. He worked for various PRR, Penn Central and Conrail departments, finally being based in Detroit as a manager of industrial development. He took an early retirement from Conrail about 1990.

Member Robert Slauch, who hails from Oxford, PA, has received a 60-year pin. For many years, Bob served as tax collector in Lower Moreland Township in Montgomery County.

A total of four members received pins for 2015, according to NRHS Vice President Joseph C. Maloney, Jr. The recipients are:

70-Year Pin and Certificate
Lewis L. Hoy, Franklin, MI

60-Year Pin and Certificate
Robert Slauch, Oxford, PA

25 Year Pins and Certificates
Charles E. Lahner, Fort Washington, PA
Janet G. Potter, Philadelphia, PA

Philadelphia Chapter congratulates each member named above, and appreciates their longtime support.

Your E-Mail Address Needed

Among the many adjustments that are going to be made with the "new" NRHS under President Al Weber will be the use of electronic mail to make many distributions to NRHS National members. Among the publications which will be distributed in this manner will be the *NRHS News*, an every-other-month, full-color newsletter on current happenings in other NRHS chapters as well as upcoming events of interest. In 2012, members were asked to put their E-mail addresses on the reverse of their dues bills. We at *Cinders* are asking you once again to submit your E-mail address to the Chapter. These E-mail contacts should be directed to the Chapter at the E-mail address ayrestower@comcast.net.

If you are paying the \$50.00 National dues each year, your Chapter officers want you to receive maximum value for the investment of your dues dollars. Your cooperation is essential in order for you to receive communications from the national Society. This will assist National in their ultimate move to a new vendor.

Friends of Philadelphia Trolleys Sets May 17 Charter

Friends of Philadelphia Trolleys (FPT) will sponsor a PCC-II trolley charter in conjunction with the East Penn Traction Meet being held in Philadelphia on May 15-17, 2015. The trolley charter will take place on Sunday, May 17.

The trip is planned to cover all six city trolley lines. The trip will leave SEPTA's Elmwood Depot at 11:00 AM, returning about 3:00 PM. The fare is \$45.00 per seat. Snacks and drinks will be available on the car, and there will be no lunch stop, so passengers may wish to bring same with them.

Order tickets by sending \$45.00, payable to FPT to: Harry Donahue, 103 Mulberry Court, Morgantown, PA 19343-8843. More information is available, by contacting Harry Donahue at had2709@aol.com or Bill Monaghan at FPT2799@comcast.net. Since 2005, FPT has given grants totaling \$135,000 to trolleys in five museum, proceeds from these trips.

Delaware, Lackawanna & Western Railroad

Train Consist – Train #10 – New York Mail – October 3, 1959

Binghamton, NY eastbound to Hoboken, NJ (Note A)

<u>Railroad</u>	<u>Number</u>	<u>Type</u>	<u>Remarks</u>
DL&W	819	EMD E8A, 2250hp	Built EMD 1951
DL&W	816	EMD E8A, 2250hp	Built EMD 1951
REA	6805	50-foot express	Railway Express Agency insulated
REA	1532	50-foot milk	Railway Express Agency insulated
REA	370	50-foot milk	Railway Express Agency insulated
REA	1459	50-foot milk	Railway Express Agency insulated
New York Central	8736	70-foot baggage-exp.	Sack mail
DL&W	2000	60-foot baggage-exp.	Sack mail
DL&W	2026	60-foot baggage-exp.	Sack mail
DL&W	1801	70-foot postal car	working Railway Post Office
DL&W	319	85' lightweight coach	65 seats
DL&W	Pocono	85' lightweight sleeper	10-roomette, 6 double bedroom
GPEX	998	40-foot milk car	General American Pflauser



Note A-Train #10 operated from Buffalo at 5:00 PM with most of the baggage, mail and passenger equipment.

The milk cars were added at Binghamton and the rear milk car was dropped at Newark, NJ. The lightly-traveled train had no food service and arrived "conveniently" in Hoboken at 5:10 AM.

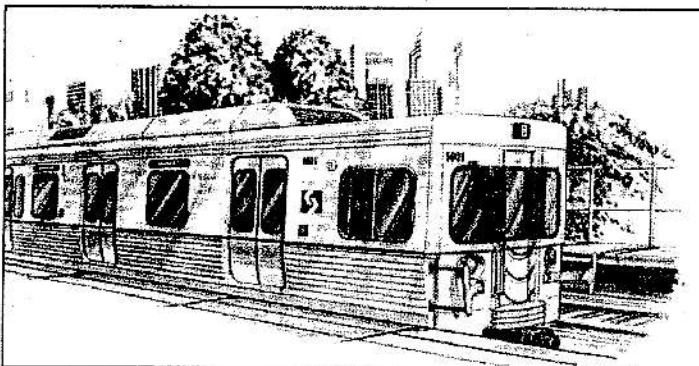
Researched and prepared by Roy L. Hudson and R. L. Eastwood, Jr.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



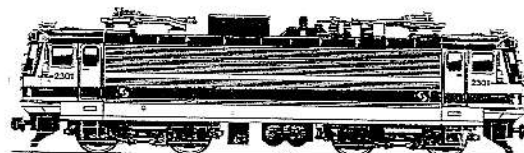
After many years of discussion, SEPTA finally has the funds in hand to begin rebuilding the dilapidated City Hall and 15th Street subway stations in center city. The \$150-million project will start early next year and include a complete makeover of the two busy stations, plus installation of 13 elevators to make them fully accessible. Passageways connecting the stations and with the trolley lines will be rebuilt to eliminate stairs and other bottlenecks. All of the dingy subterranean areas will be modernized and brightened. The Market-Frankford Line station at 15th Street was opened in 1907 and the Broad Street Line station under City Hall in 1928. The reconstruction of 15th Street station is to be completed in 2018 and the City Hall station two years later.

SEPTA Police Chief Thomas J. Nestel has told KYW Newsradio that he wants to expand the use of body cameras on his force. A pilot program begun last July included six officers wearing the cameras and Nestel said that feedback from the public has been positive. He will order ten more cameras and hopes to equip his entire force if a proposed Federal program provides some of the funding. Body cameras came to the public's attention in the widely-publicized investigations of police shootings in Ferguson, MO, New York City and elsewhere.....City Council is considering a 20-year deal with the Titan advertising firm—which already has a contract with SEPTA—to put up new bus and trolley shelters and sell ads on them. These would replace the 318 existing shelters, some of which are in poor condition. The City would be guaranteed at least \$2.6 million per year.

Work is to begin this month on the \$19-million rebuilding of the West Terminal at 69th Street Transportation Center (see October *Cinders*). It is to be completed by next spring. Last month about one-third of the public parking spaces at 69th Street were closed off to make room for buses rerouted away from the West Terminal project, which is to start on February 9. Trolley service will not be affected until this summer when Routes 101 and 102 will be bused. Among the improvements at the terminal will be new roofs and improved passenger facilities.....New schedules went into effect on February 8 for all of SEPTA's subway and trolley lines, 48 bus and trackless routes and the Norristown High Speed

Line.....The annual Philadelphia Flower Show will be at the Pennsylvania Convention Center February 28-March 8. As in past years, SEPTA no doubt will be offering discounted admission tickets for the show.

SEPTA REGIONAL RAIL



SEPTA's capital budget proposal for Fiscal Year 2016 includes plans to acquire new electric locomotives and bilevel coaches. The numbers being considered are 13 locomotives and 36-48 new coaches to meet the increasing demand for service. Regional Rail ridership has grown by 50 percent over the last 15 years, but the only new equipment has been the 120 Silverliner V cars which replaced 70 retired Silverliner II and III cars and are providing some additional capacity. All eight of SEPTA's existing electric locomotives are at least 25 years old and the Silverliner IV fleet is approaching its 40th anniversary..... SEPTA has asked for bids to repower SW1200 diesel #52, which was built for the Milwaukee Road in 1954. This is the only one of SEPTA's three EMD switchers which has not already been re-engined.

SEPTA and Verizon have completed a \$7-million deal which includes the placement of three wall-size video schedule boards in Suburban Station. The new state-of-the-art boards were unveiled in a ceremony in the station on January 23. Verizon also will place ads throughout the station and open a retail store there but, unlike the agreement with Jefferson University to change the name of Market East Station, Suburban Station will retain its traditional name. SEPTA will receive \$4.55 million from Verizon over three years and Titan, SEPTA's advertising agency, will be paid \$2.45 million. As pointed out in the *Inquirer* report, this gives Verizon a major advertising niche right next door to the main offices of its arch-competitor, Comcast!

SEPTA had two big problems with downed wires over the past few weeks. The first occurred at Media early on Wednesday, December 24, forcing a suspension of service between Elwyn and Secane for more than six hours. Some 35 trains had to be annulled to and from Elwyn, and some were turned at Secane. Then, at 5:15 AM on Tuesday, January 20, wires were reported down on #3 track along the Northeast Corridor between Eddystone and Marcus Hook. Several SEPTA and AMTRAK trains were delayed until the track was reopened a 9:30 AM..... SEPTA is again doing track and signal work on weekends between Conshohocken and Norristown. Shuttle buses will be in service between those points on February 14-15 and 21-22.

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)



AMTRAK

AMTRAK has launched a new website to provide information about present and proposed rebuilding projects on the Northeast Corridor. One of the purposes behind the website is to build awareness about NEC infrastructure needs, and support for more capital investment in projects crucial to keeping this vital resource in good repair. The website is www.nec.amtrak.com..... AMTRAK held an open house at 30th Street Station on January 28 to receive input from the public on the so-called district plan to create a long-term "integrated vision" for the area surrounding the station (see November 2013 *Cinders*). A new website is available: www.phillydistrict30.com

A 65-year-old male trespasser was struck and killed by Acela Express #2151 around 10 AM on Thursday, January 15 near Croydon station. It was ruled a suicide. AMTRAK and SEPTA trains were seriously delayed as the railroad was not fully reopened until 1 PM. Passengers on #2151 were transferred to another train. This writer tallied a shocking 21 trespasser deaths during 2014 on railroads in the Philadelphia area, seven involving Amtrak trains, 11 SEPTA, one PATCO and two on NORFOLK SOUTHERN..... We failed to report this earlier, but the last two highway grade crossings on AMTRAK's Harrisburg line were removed on September 24, as PennDOT opened the new \$7.9-million Maibach Lane bridge east of Mount Joy. The two old crossings were at Eby Chiques and Newcomer Roads. A year earlier the Irishtown Road grade crossing near Ronks was closed..... Noted being switched in the yard at 30th Street on January 31, were brand new ACS-64 locomotives #626 and 627, enroute to Wilmington for testing and acceptance. Better get those AEM-7 photos now, while you can!



CSX, NS, OTHER ROADS

On Saturdays NORFOLK SOUTHERN has been diverting its hotshot intermodal train 21E out of Morrisville via AMTRAK's Harrisburg line. This occurs when SEPTA shuts down the railroad through Norristown and it should be repeated on February 14 and 21 (see above)..... The Ringling Bros. Red Unit circus train is due to arrive in South Philadelphia on February 10 from Greensboro, NC, and depart on the 17th for Brooklyn, NY, presumably via CSX. The show also will play at Trenton and Hershey in May..... Both CSX and NS reported record revenues and net income in 2014. CSX had \$12.7 billion in revenues and net income of \$1.9 billion, while NS reported revenues of \$11.6 billion and net income of \$2 billion..... NJ TRANSIT has extended its Quiet Commute (a.k.a. Quiet Car) program systemwide, to all trains leaving their starting points from 6 AM to 8 PM weekdays..... Eleven cars of a CSX switching move, containing crude oil, derailed near 11th Street and Pattison Avenue early on the morning of January 31, but with no apparent leakage from any of the cars.

Some Thoughts on Bill Thomas.....

On Saturday, January 31, 2015, between 40 and 50 friends of Bill Thomas gathered at the Terry Funeral Home Memorial Chapel at 42nd Street and Haverford Avenue in West Philadelphia as we said "good-bye" to a longtime rail enthusiast friend and loyal supporter and officer of Philadelphia Chapter. The service was arranged and coordinated by Bill's good friend, Peg Torpey, as well as Mike Bartel and Chapter Member Chris Bradley.

The service was conducted by Reverend Patrick Cheston, who is the Pastor of the Christian Hope Baptist Church, located at 921-929 N. 26th Street in North Philadelphia, adjacent to the western edge of Girard College. Ms. Phylcia Smith served as both organist and vocalist. Reverend Cheston, who did not know Bill, was able to interpret and weave into his remarks the close association of his many friends, noting that, lacking family, these gathered associates were indeed Bill's family.

In the predominantly African-American neighborhood, Cheston took note of the assembled group in his eulogy, that more than 90 percent of those present were white. He reminded us that while we may "wear different color coats", inside we are the same being, united in our devotion to rail history while at the same time celebrating our own diversity.

The Pastor tried to artfully dance around the term "Anime", not quite sure what this was about. As he continued reading The Obituary for the service prepared by Chapter friend Mike Bartel, he came across the term "MU" when referring to Reading MU trips in the 1980's. He had not encountered this term, all too familiar to us, and was perhaps uncertain what to make of it.

Many in Bill's "family" rose and spoke of Bill, and his unique ability to magnetize a conversation, uniting people with perhaps differing interests into a cohesive conversation on life. I was personally proud to have been acquainted with Bill through his 40 years of membership in our Chapter, the last 13 years as a loyal fellow officer. May he and his close friend Donald Wright, Sr. be spiritually united as we on Earth celebrate his friendship.

--Larry Eastwood

Some NRHS National Notes.....

At the Winter, 2015 meetings of the NRHS Board of Directors, held in Roanoke, VA January 10-11, several items were revealed regarding the condition of NRHS as it enters a new year and a new era, which will hopefully point to recovery.

Membership Chairman Skip Waters of the North Texas Chapter reported that 32 percent of NRHS members had renewed for 2015, which translates to approximately 3,500. The most recent print-out Philadelphia Chapter has received from NRHS shows 112 members had renewed, and the figure will be updated as this issue is printed. A total of 193 individuals have registered for the 2015 NRHS Convention at Rutland, VT, providing \$119,000 in revenue as of the middle of January.

Through the efforts of Member Burt Eisenberg, the Chapter research volunteers have been moved out of Fernley & Fernley to an alternate location in Philadelphia, it was announced.

Blizzard? What Blizzard?

Storm Veers Away from Philly, Blasts NE

As the last week of January began, the media was in high gear with scary reports of a humongous nor'easter that might dump as much as two feet of snow on Philadelphia. But thanks to an eastward shift in the storm's path, the City actually received just 1.2 inches of the white stuff on Tuesday the 27th, and the recriminations began. News headlines blared "The blizzard that wasn't," and the local office of the National Weather Service had to apologize for its failure to correctly forecast the no-show storm. There was a light coating of snow on Monday morning from an "Alberta clipper" out of the Midwest that was supposed to be a precursor of the big storm, but the meteorologists couldn't figure out where the storm would go—which was to New England.

Unfortunately, the dire warnings had their desired effect on the Delaware Valley. Transit agencies scrambled to deal with the threat while public officials reacted by ordering widespread closures. The Mayor of Philadelphia told City employees to stay home on Tuesday as he declared a snow emergency. Schools in Philadelphia and the suburbs shut down, many businesses closed their doors and air, rail and highway travelers suffered severe delays. More than 4,000 airline flights in northeastern cities were cancelled for the day. The economic loss in commercial revenues, worker productivity and wages was estimated at up to \$100 million in the Philadelphia region alone. As the more easterly path of the storm became obvious, the City's emergency declaration was lifted early on Tuesday morning but it was too late to reverse the closings.

Here's what happened on the transportation scene:

SEPTA: Market-Frankford and Broad Street Line trains operated all night on Monday the 26th instead of the usual owl bus service, and then the trains ran all-stop service on Tuesday. In line with SEPTA's new winter storm plan, Regional Rail went to a reduced Saturday schedule on Tuesday but, when it became apparent that the promised snowstorm really didn't amount to much, several extra trains were operated to supplement the Saturday-style service. Many trains were crowded and SEPTA reported that its on-time performance was just 76 percent. Cynwyd service was cancelled. Nearly full bus service was operated although detours were in place on certain routes and there were some delays. Trolley lines ran regular service. The Norristown High Speed Line was advertised to run on 20-minute headways with two-car trains, but later regular service was restored. By Wednesday morning all lines were running on regular schedules.

AMTRAK: The railroad anticipated a "disruptive storm" and announced a severely-reduced schedule for Tuesday between New York and Washington and Philadelphia-Harrisburg. All service was suspended between New York and Boston—where there really was a serious storm. Amtrak said that it was positioning diesel locomotives and maintenance crews at strategic locations along the Corridor to help deal with power outages, but as it turned out they saw little use. Only a handful of Acela Expresses operated between New York and Washington on Tuesday and 26 Northeast Regional trains were annulled. Eleven Keystone trains were cancelled in their entirety while 11 others were annulled between New York

and Philadelphia. Some Empire Service trains were operated between New York and Albany but the Springfield (MA) line was shut down. On Tuesday, train 48 **Lake Shore Limited** arrived at Penn Station just over an hour late while #49 departed on time, although their Boston connections were cancelled. On Wednesday the 28th Amtrak continued to operate a reduced schedule between New York and Washington and Philadelphia-Harrisburg, while the New York-Boston mainline remained shut down. By Thursday morning normal Corridor service was restored between Boston, New York and Washington, as well as on the Keystone, Empire and Springfield lines.

NJ TRANSIT: All service systemwide was suspended effective at 8 PM on Monday. That was the deadline for the last departures of trains and buses from their origin points. Areas along the North Jersey Coast did get pelted with more snow than the Delaware Valley, accompanied by high winds, but far less than what had been forecast. NJT resumed service gradually on Tuesday, with bus and light rail lines up and running by 11 AM and cross-honoring of tickets in effect. The first commuter rail service to resume was the Atlantic City Line around 9 AM, followed by the Northeast Corridor Line which ran its first Trenton-New York trains just after 10 AM, and a few other lines also were reactivated. A weekend schedule was in effect on Tuesday, but full service systemwide was restored on Wednesday.

PATCO operated a special snow schedule on Tuesday, with no unusual events reported.

FREIGHT RAILROADS: Winter contingency plans were placed in effect. Few problems were encountered on lines in Pennsylvania and New Jersey, although both CSX and Norfolk Southern had notified customers in advance of possible service disruptions. In New England, it was a different story as heavy snow caused many delays. CSX's Boston Subdivision was especially hard hit.

AIR TRAVEL: The storm was a debacle for the airlines as thousands of flights had to be cancelled, stranding vast numbers of passengers in the terminals and elsewhere. While Philadelphia International Airport was not officially shut down, more than 800 incoming and outbound flights were cancelled on Tuesday alone, among the more than 4,000 in the Northeast which did not fly. The largest carrier at PHL, American/U.S. Airways, operated only a handful of flights.

HIGHWAYS: PennDOT, Philadelphia and many other municipalities carried out a massive salting and sanding operation which, together with reduced traffic volume, resulted in a relatively uneventful day on roadways in southeastern Pennsylvania. There were numerous fender-benders and other accidents, but nothing to rival the chaos of the previous Sunday, January 18, when an unexpected "flash-freeze" caused a horrendous 60-vehicle chain-reaction crash on the Schuylkill Expressway near Gulph Mills and a 12-car pileup on I-476 in Delaware County. Three people were killed and at least 30 others injured in those two calamities. Hundreds of ice-related accidents were reported in the region before the ice melted in mid-afternoon. By contrast, SEPTA ran fairly well that Sunday, except for a disruption of Regional Rail service due to a fire which forced the evacuation of Suburban Station. The fire was in a police golf cart!

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Friday, February 20, 2015: Philadelphia Chapter, NRHS Meeting. Member Russ Jackson with steam-powered movie film of Swiss 0-6-6-0 steam-powered rotary snow plow charter. See complete details on Page 1 of this issue of *Cinders*.

Saturday, March 14: 29th annual Railroad Show and Collectors Market, sponsored by Harrisburg Chapter, NRHS at I. W. Abel Union Hall (Steelworkers Union), 200 Gibson Street, Steelton, PA 17113, 9:00 AM to 3:00 PM. Railroadiana, Movies, Model Railroad Items, Snack Bar, Train Layouts and Test Track. Donation at the door: \$5.00 per person, children under 12 free. Additional information by visiting website: www.harrisburgnrhs.org or by E-mailing Chapter at HarrisburgNRHSTrainShow@gmail.com. Chapter's "Harris" Tower adjacent to Amtrak Harrisburg station will be open.

Saturday/Sunday, March 14-15: Greenberg's Toy & Train Show at Chase Center on the Riverfront, 815 Justison Avenue, Wilmington, DE, 10 AM to 4 PM. More than 350 tables of trains, toys and hobby items for sale. Operating train layouts and seminars, too. Admission: \$8.00. children 11 and under free. Additional information: www.GreenbergShows.com.

Sunday, March 15: Jersey Central Railway Historical Society annual Train Show at Mother Seton High School, 1 Valley Road, Clark, NJ, 9:00 AM to 3:30 PM. School is off Garden State Parkway Exit 135 (Clark Circle). Admission: Adults \$5.00, children under 12 free. This is a longtime train show that attracts a wide audience. For information, telephone 908-208-2522.

Friday, March 20: Regular monthly meeting of Philadelphia Chapter, NRHS, 121 Randell Hall, Drexel University Main Hall, Chestnut Street east of 32nd, 7:00 PM.

Saturday, March 21: Baltimore Chapter, NRHS will host its 79th Anniversary Banquet, 1:00 PM at the Parkville Heritage Gardens, located in the Parkville Shopping Center on Harford Road at Taylor Avenue in Parkville, MD. Featured program speaker will be noted locomotive engineer and Alco PA restoration specialist Doyle McCormack, with talk centering on the Alco PA, plus 4-8-4 #4449 and the American Freedom Train. Tickets are \$30 each (\$35 after March 7) from Baltimore Chapter, NRHS, 3025 Orlando Avenue, Baltimore MD 21234-7832.

Saturday, June 6: Museum of Bus Transportation annual "Spring Bus Fling" at the Antique Automobile Museum and Campus, Hershey, PA (one mile from Hersheypark), 8:30 AM to 4:30 PM. Bus displays, inside bus and transportation flea market with a variety of transit-related artifacts. Admission: \$7.00 (Museum of Bus Transportation members are free). For additional information, please call the Museum at 717-566-7100, Ext. 119.

Sunday, June 14 through Saturday, June 20: *Vermont Rails 2015*, NRHS Convention at Rutland, VT, featuring numerous excursions on Vermont Railway, plus a trip on the Saratoga & North Creek Railroad. Tickets are now on sale and sales have been excellent. The Holiday Inn on U. S. Route 7 in Rutland will be the headquarters hotel. Vermont is beautiful any time of year, and Vermont Railway is very hospitable and runs excellent trips. To sign up, visit www.nrhs.com. Amtrak's Ethan Allen operates daily from New York Penn Station to Rutland.

Blizzard? What Blizzard?

(Continued from Page 6)

In New Jersey the Governor issued a statewide travel ban on all roads, with certain exceptions, effective at 11 PM Monday. But when it became apparent that there was no snow emergency the ban was lifted on Tuesday morning, beginning with the territory south of highway I-195. State government offices and courts were closed on Tuesday.

NEW YORK: City and State officials overreacted, even going to the extreme of shutting down the entire subway system at 11 PM on Monday for the first time ever in a snow emergency. (New York City actually received only about six inches of snow although conditions were much worse in the eastern areas of Long Island). Metro-North and the Long Island Rail Road suspended their services for a time, then gradually restored operations. Most rail and bus services returned to near-normal on Wednesday, but complaints from the public about the forced shutdown of the City and surrounding areas continued to flood the media.

While the meteorologists and their computer models were dead wrong in forecasting a blizzard for the Mid-Atlantic region, they were right on the money about the impact it would have in New England. Boston received 24.6 inches of snow accompanied by high winds, and inland towns much more. Coastal areas were battered with hurricane-force winds and punishing surf. Connecticut, Rhode Island and Massachusetts imposed total bans on highway travel, and transportation in the region came to a virtual halt. It will take some time for the New England area to recover from this disaster, and the prospect for more heavy weather is quite strong. Even as this is being written, another snowstorm is bearing down on the Northeast, promising added misery in a winter that still has two months to go. But it will be awhile before we in the Philadelphia area forget the inconveniences caused by a storm that turned out to be a pussycat instead of a lion.

---Frank Tatnall

If your *Cinders* Arrives in Bad 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 promptly be sent to you.

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

Rail History Symposium Series Set in Bucks County on March 14

The Southampton (PA) Railroad Station Society will present a symposium dealing with railroads and their impact on our region. Six different presenters will provide an informative day for the general public as well as the rail historian. All proceeds from this event will go toward the ongoing preservation and restoration of the historic Southampton station on the former Reading Railroad Newtown Branch.

The program venue will be the North and Southampton Reformed Church, located at 1380 Bristol Road, Churchville, PA 18966. Doors will open at 8:00 AM for coffee and doughnuts, presenters will be at 9:00 AM. Admission is \$35.00, and lunch is included. Each presentation should run about one hour. The presenters include:

Dale W. Woodland, *Pursuing the Reading: One Man's Obsession*, the story of Dale's fascination with the Reading Railroad from 1946 to 2014.

Gary Pancavage, *Oil Trains on the Trenton Line*, a comprehensive and informative look of the transportation of Bakken Crude Oil as it travels from North Dakota to Philadelphia through Bucks County, PA.

R. L. Eastwood, Jr., *Philadelphia, Newtown and NEVER New York*, a PowerPoint program on the history of the former Reading Newtown Branch.

James Rose, *The Railroad Architects*, a comparison of the railroad work of Frank Furness, T. P. Chandler and Horace Trumbauer.

Norman J. Barrett, *Pushing West*, the historic rail routes of Donner Pass and the Feather River Canyon in California

Joseph M. Fusco, *Steam on Today's Reading Lines*, a video presentation of steam locomotive operations on former Reading Company rails.

Philadelphia Chapter, NRHS members will want to mark their calendars for this event, which features some leading local rail historians.

Philadelphia LCL.....

Baltimore Chapter Member **Robert W. Janssen**, the group's senior member, who has more than 70 years of membership in NRHS and Baltimore Chapter, was feted on the occasion of his 90th birthday with some of his friends and fellow members at the Baltimore Streetcar Museum. **Janssen** is known for his highly-detailed trip reports from years past, and the Chapter published many of them in a 92-page, perfect-bound book in the year 2000. Some years back, he provided equipment consists from a large number of Philadelphia Chapter trips, which are in our archives today. Let's go for 100, Bob, who is still active in Baltimore Chapter.....Longtime Washington, DC and Baltimore Chapter, NRHS Member **Ronald H. Dieter** passed away on December 10, 2014. Well-known for his appearances on fan trips and at NRHS conventions, **Dieter** was Washington Chapter's president for a number of years and also served as editor of the Chapter's newsletter, *The Timetable*. He also authored a book, *The Story of Metro* in 1990, which is a detailed history of the Washington, DC subway system from its design and construction through 1985. Dieter met his wife, Linda, on a Baltimore Chapter, NRHS to Luray, VA in 1967, marrying a couple years later.

A Reading Veteran Comes Home

In the pre-computer 1960's, empty car cards were used to waybill empty freight cars back to their loaded origin railroad by reverse route. These cards traveled with the car in each train conductor's possession.

Sometime in late April, 1960, Reading 87599, one of more than 1,000 Class HTV hopper cars built by Bethlehem Steel in the 1950's, was shipped (with loaded anthracite?) routed Reading-New York Central-Pittsburgh & Lake Erie to a customer on the P&LE at or near Riverton, PA.

Later, a P&LE car inspector, "Murphy" marked the empty 87599 as "home shop" and started a trip back based on yard stamps like the one shown on the face of the car shown below. It arrived Riverton Yard at 2:00 PM, May 2, 1960 and was sent to P&LE's Gateway Yard, Youngstown, OH where it arrived 11:30 PM that night. Our wounded veteran was forwarded on May 3rd, received at NYC's Frontier Yard, Buffalo, NY at 4:00 PM May 4th. It was dispatched and arrived at the joint RDG-NYC yard at Newberry Junction, PA at 9:00 AM on May 5.....not a bad transit time for a roundabout trip over 300 miles. Indeed, the RDG/NYC/P&LE were pals and were able to keep the revenue out of the hands of the Pennsylvania Railroad, who could have provided a more direct route.

—Roy L. Hudson

250M 1-55-ARB (Printed in U. S. A.)		NEW YORK CENTRAL SYSTEM	P&LE T.130 ICC 179(c)-Opt
THE PITTSBURGH & LAKE ERIE R. R. CO. RUNNING SLIP FOR MOVEMENT OF EMPTY CARS ONLY			
Initial	Number	Kind of Car	
Rdy	87599	Hyp	
Destination Youngstown			
For NYC			
From	Date		
From	5-2-60		
Order No. or Authority	MAY 5 1960 JOINT ADM. N.Y.C. NEWBERRY JCT. PA		
Remarks: Hwy			
<p>INSTRUCTIONS—This form of running slip must be used in billing all EMPTY cars (except tank cars and also except covered hoppers, device cars, including so-called "DF", "PD", Compartmentizer and Utility Loader cars and special type and heavy capacity flat cars in interline movement) being forwarded under specific instructions. In the space provided for Order No. or Authority, give reference to the order or authority on which empty car is being billed.</p> <p>NOTE—In billing EMPTY tank cars, as well as covered hoppers, device cars, including so-called "DF", "PD", Compartmentizer and Utility Loader cars and special type and heavy capacity flat cars in interline movement, Standard form of Revenue Way-bill must be used.</p> <p>APPLY YARD STAMPS ON BACK</p>			
Wt. for Eng. Rating		Tons	