



CINDERS

MARCH

2015



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Volume 76

Number 3

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

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, MARCH 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

The Spring, 2015 issue of *Classic Trains* Magazine, whose Editor is our own Chapter Member and Glenside native Robert S. McGonigal, devotes an entire issue to EMD's classic F-unit cab diesel locomotive. Included in this issue is a two-page spread by our Member Dale W. Woodland on the restoration of former Reading Railroad EMD FP7's #902 and 903.

Our Chapter Meeting on Friday evening, March 20, 2015 will feature a slide presentation by Chapter President Larry Eastwood, *An EMD F-unit Potpourri*, a selection of 35mm color slides on the classic locomotive, both taken by Larry, as well as from his collection taken by others. You won't want to miss this look back on the F's, quite a number of which are still operating today.

Looking forward, Member Dale Woodland will be our April 17 presenter; on May 15 we will join with East Penn Traction Club to view an updated version of the 1960's vintage *Just Yesterday* mythical trolley tour of Philadelphia, from the collection of the late Joseph M. Mannix, and our June 12 gathering will feature Member Kevin Feeney with another of his "slide potpourri" programs. Mark your calendars now!!

Philly Escapes Heavy Snowstorms That Buried Boston, But We Shiver!

February turned out to be a record cold month for those living in the Delaware Valley and South Jersey but, hey, it could have been worse. We could have gotten something like the eight feet of snow that clobbered Boston and other parts of New England in just over three weeks, the result of a seemingly endless parade of vicious storms that raced eastward but—luckily for us—passed to our north. Because the storms merely sideswiped us, Philadelphia received a total of just 15 inches of snow from December through February, less than normal for the period. Most of that was from the two-inch snowfall on Saturday, February 14, the 3.7-inches on Monday the 16th and the 4.8 inches on Saturday the 21st (all the readings were taken at Philadelphia International Airport).

But—and this is a big *but*—frigid temperatures gripped our region for weeks, capped by an official reading of 2 degrees at the Airport on Friday morning, February 20. It was a record low for the date. On the previous Sunday and Monday the mercury plunged to 3 degrees at PHL. (The all-time low in Philadelphia is -11, which was recorded on February 9, 1934.) Temperatures averaged up to 20 degrees below normal for many days during the month in spite of frequent sunshine. Oddly enough, on one of the days that Philadelphia suffered through near-zero conditions, Anchorage, AK, reported a high of 44 and its ski resorts were complaining about the warmup there!

As expected, the extreme weather in the East had a serious effect on transportation, road, rail and air. Here are some reports of what happened last month on railroads and transit in the Philadelphia area:

AMTRAK: While its services in the Midwest and West were having weather problems in January and early February, the Northeast Corridor was running reasonably well on its regular schedules in spite of the cold weather. But a heavy snowstorm that struck New England on Monday, February 9, forced Amtrak to reduce Acela and Regional service between New York and Boston on Tuesday the 10th. Empire Service and the Springfield line also were affected.

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HELP WANTED!!!!

Chapter Needs New Blood

With the untimely passing of Senior Vice President Bill Thomas in January, Philadelphia Chapter has been left with a void in our officer corps. While the current four top officers have all indicated that they are willing to serve for another year, the fact remains that our management needs to become "younger".

At its Board Meeting on Tuesday, February 3, the Officers discussed our Chapter staffing with an eye toward the future management and operation of our 78-year-old organization.

Of immediate need is a person to fill Bill's shoes and serve as the primary backup to President Larry Eastwood. That person should be available to step into place at the time of our annual election at the April 17, 2015 annual meeting. Individuals who are interested in serving are asked to contact the Chapter's Nominating Committee chairman, Bruce Irvin, at his address shown in the Annual Meeting notice on this page.

In the immediate past, programs for Chapter meetings have been handled by the Senior Vice President, but Eastwood has indicated a desire to have an individual charged with just that function. That person should be conversant within both the rail history/enthusiast community as well as the professional rail transportation industry. Any individual interested in filling this challenging yet interesting position should contact the President.

Two other areas in which more focus and attention is needed moving forward are publicity as well as our Chapter archives. The publicity chair would ideally create for himself or herself a good mailing list so that releases may be issued for each chapter activity or meeting, in an effort to get our name out in the general public media as a means of attracting new blood for our membership rolls, so that we can share what we know about rail transportation and its history with others who have the same interest.

Our chapter archives also demand more attention than our present staff can provide. Over our 78 years of existence, this chapter has operated many, many excursions of historical interest, and we need to place emphasis on serious organization of that material. Increasingly, we are getting inquiries as people see older photos of trips from the Philadelphia area, which need to be identified. Philadelphia Chapter was there, operating these activities, and we need to be able to let people who are not necessarily rail historians/enthusiasts that "It was us!" An area which could be of use, in addition to our website, which we are looking to update this year, is the social media. Facebook, in particular, has become an increasingly good means of identifying photos and their locations from the past, simply by exchanging information.

Our newsletter, *Cinders*, is what attracts many to us, and yet it is a hard fact that those producing it are aging, and younger "understudies" are needed if this asset I is to continue.

Where do YOU fit in?? Well, really, anywhere you have an interest and feel you can help. Others will help and not let you stand out in the cold. Please come forward as the Chapter moves toward its 80th year of existence and take part.

Notice of Annual Meeting & Election

Notice is hereby given of election of Chapter officers for the year 2015-2016, to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday evening, April 17, 2015, in Room 121, Randell Hall, Drexel University, 3141 Chestnut Street, Philadelphia, PA 19104, beginning at 7:00 PM.

Any member in good standing who is interested in service as President, Senior Vice President, Vice President & Treasurer, Secretary or National Representative, may be nominated from the floor at the April 17 meeting, or by placing your name in nomination by writing, before April 1, 2015 to: C. Bruce Irvin, Chairman, Nominating Committee, 116 Linden Drive, New Holland, PA 17557-9490.

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.

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 OFFICERS (Elected)

President.....R. L. Eastwood, Jr. (215) 947-5769
Senior Vice President
Vice President & Treasurer.....Richard Copeland (215) 343-2765
SecretaryFrank G. Tatnall (610) 688-5623
National Representative.....Peter M. Senin, Jr. (609) 458-2090

COMMITTEE CHAIRS (Appointed)

Editor.....R. L. Eastwood, Jr. (215) 947-5769
Equipment.....David R. McGuire (856) 241-8046
Historian.....Larry A. DeYoung (610) 293-9098
Membership.....Sheila A. Dorr (610) 642-2830
Program.....William Thomas III (215) 545-3198
Publicity.....William C. Faltermayer (215) 591-9018
Trip.....R. L. Eastwood, Jr. (215) 947-5769
Webmaster.....John P. Almeida (215) 361-3953

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.

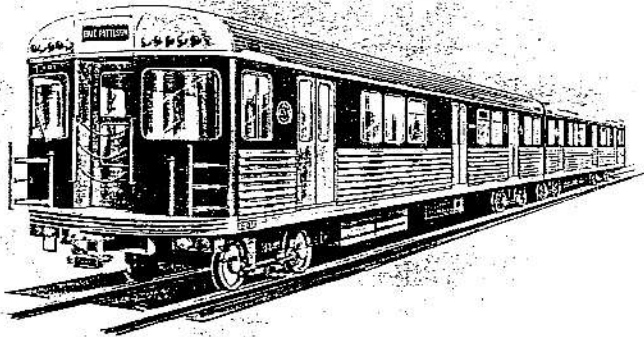
Cinders is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor at P.O. Box 353, Huntingdon Valley, PA 19006-0353. **EXCHANGE newsletters should be sent to:** R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA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

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT

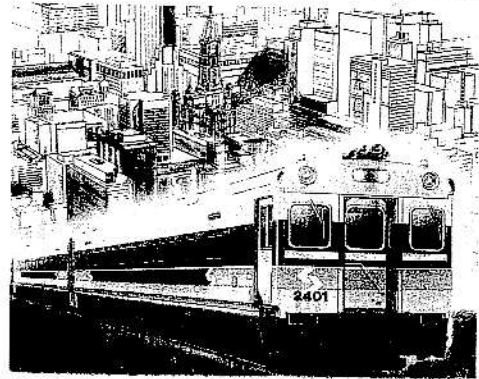


SEPTA said last month that it will delay the start of its massive project to rebuild the subway station complex in center city (see February *Cinders*). The \$150-million project will completely modernize the City Hall and 15th Street subway stations, together with adjacent underground concourses. The work at 15th Street was scheduled to begin next spring, but the announcement that the Democratic National Convention will be coming to Philadelphia in July 2016 has forced a postponement until August. It is expected that many delegates will use the Broad Street subway to commute between their center city hotels and the Wells Fargo Center where the actual convention sessions will be held. Some painting, cleaning and installation of new lighting will be done before the Catholic World Meeting of Families this September in order to spruce up the drab stations and passageways, and additional cosmetic work will be carried out before the Democratic convention next year.

Public hearings on SEPTA's proposed Fiscal Year 2016 operating budget will be held during the week of April 20. Hearings will be in all four suburban county seats and the Philadelphia hearing will be at SEPTA headquarters on Tuesday, April 21, beginning at 11 AM and 5 PM.Governor Wolf has appointed Philadelphia State Representative Dwight Evans to be his representative on the SEPTA board.

Two deaths occurred on transit lines last month. A man jumped in front of a northbound Broad Street Line train at the Tasker-Morris station around 2 PM on Sunday, February 8. Shuttle buses were operated to and from AT&T station for the next 1-1/2 hours. Then, on Thursday afternoon the 12th a two-year-old boy was killed when he ran in front of a Route 10 trolley at 51st Street & Lancaster Avenue. The car, #9087, had to be jacked up in order to extricate the child's body. Route 10 cars were detoured via Girard Avenue and shuttle buses operated on Lancaster Avenue until regular service was restored in late afternoon. A three-alarm fire broke out in a retail building in Kensington on Tuesday morning, February 24. The fire was close to the York-Dauphin station of the Frankford el, forcing SEPTA to run shuttle buses for a time between the Huntingdon and Berks stations.

SEPTA REGIONAL RAIL



SEPTA plans to acquire a base order of 13 new high-speed electric locomotives, but has extended the deadline for bids from February 13 to April 10 (see January, February *Cinders*). SEPTA also expects to acquire between 36 and 48 bilevel coaches, but no request for bids on this project has been issued to date.SEPTA and the Borough of Lansdale are working on a plan to build a new station at 9th Street on the Doylestown Line, two-thirds of a mile north of Lansdale's Main Street station. The borough has been looking at this for at least a decade, but the planned construction of a new 600-space parking garage at the main station has created an urgent need to accommodate commuters displaced by the garage project. The 9th Street station will consist of a high-level platform and 78 parking spaces, with work to begin this spring.In its March issue *Trains* Magazine, in an article on Chicago's METRA system, erroneously reported that SEPTA has 290 commuter rail stations. The figure is actually more like 150.

SEPTA officials and the leadership of the Brotherhood of Locomotive Engineers & Trainmen testified at a public hearing last month before the Federal Railroad Administration. The issue raised by the BLET was employee fatigue and whether employees should be permitted to work long hours with overtime pay. This issue was carried over from the settlement of the BLET contract with SEPTA last October (see November *Cinders*). SEPTA currently has around 200 engineers, most of whom work six-day weeks under a waiver from the FRA of its hours-of-service rule. The union originally acquiesced in the waiver but now wants to let it expire, which would force the hiring of more engineers. SEPTA, in opposing the BLET request, said that it currently has 18 people in its engineer training class.

SEPTA handled large crowds to and from the Philadelphia Auto Show at the Convention Center January 31-February 8. Similar high ridership can be expected for the Philadelphia Flower Show at the Center February 28 - March 8

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PHILADELPHIA EXPRESS

(Continued from Page 3)

.....The owners of the Gallery in center city want to rebuild the aging shopping mall into a more upscale venue. Already some long-time merchants have been forced out to make way for construction in the area adjacent to SEPTA's Jefferson station. But according to an *Inquirer* report SEPTA and PATCO officials have been unable to elicit much information from the mall owners as to how the construction will affect commuter foot traffic.....Eastbound Paoli-Thorndale train #584 was delayed for 20 minutes at Narberth station on Thursday, February 12, when a man lay down in front of the train. Police were called to remove the trespasser. Service was suspended on the Warminster Line from 8 AM to 3:30 PM on Thursday, February 26, when a pantograph on train #6419 snagged the catenary at Roslyn, knocking out power on the entire line. Power was restored on #1 track around 9 AM, allowing the equipment from train #412 to rescue the passengers off #6419. Shuttle buses were used between Glenside Warminster during the outage. Fourteen trains were annulled north of Glenside during the outage, and a diesel locomotive was summoned to tow away the disabled train.



The relentless weather of the past several weeks has taken a toll on AMTRAK's equipment fleet. Maintenance forces have been working overtime to keep locomotives and cars on the road. But some help is on the way as Amtrak soon will place several of its new baggage cars in service, initially on New York-Florida trains. Tentative approval has been received from the FRA to do so. These are among the 20 cars delivered last year, the vanguard of 70 new bags on order from CAF USA in Elmira, NY, as part of Amtrak's Viewliner II program.....AMTRAK published new schedules for most of its routes effective January 12, but the promised winter-spring National timetable did not appear then. Pending some changes, it hopefully is still in the works.....AMTRAK and New Jersey officials have reached a tentative agreement on a \$35-million project to expand and upgrade Penn Station in Newark, NJ.....The authoritative *Kiplinger Letter* from Washington predicts that Congress will not approve a long-term reauthorization of AMTRAK beyond September 30 when the present law expires. More likely is a one-year extension with no increase in funding above the current level of \$1.4 billion.

AMTRAK said last month that it is launching a new program to be known as Amtrak Train Days, which will include events in many local areas. The program will kick off at Chicago Union Station on May 9, then travel across the country during the spring, summer and fall using the Amtrak Exhibit Train as the central attraction. It is unclear if this event will replace the annual National Train Day which for the past seven years has brought crowds to 30th Street Station on the second Saturday in May.....Senator Robert P. Casey held a news conference at 30th Street Station on February 18, urging AMTRAK to spruce up the classic building in order to make a better impression on visitors coming to the World Meeting of Families in September and to the Democratic convention next year. Amtrak has no funding for such improvements but the *Inquirer* reported that there

was some interest expressed by developer Brandywine Realty Trust in a public-private partnership to help fund the improvements, including new upscale shops inside the station.

AMTRAK has placed in service two new interlockings in North Jersey, as part of its 160-mph upgrading project on the Northeast Corridor. These are "Delco" at milepost 33.6 and "Adams" at MP 37.2 west of New Brunswick. The next interlocking to the west is "Midway" at MP 41.3. This is the same area where NJ TRANSIT plans to build a flyover bridge which will allow commuter trains to turn without having to cross the Amtrak mainline at grade (*Railpace*).....Three on-board chefs have received AMTRAK's Culinary Excellence and Achievement Award, which recognizes outstanding on-board dining service. They are the latest of 13 CEAA honorees since the award's inception in 2011 (*Amtrak Ink*).....At AMTRAK's request a bill has been reintroduced in Congress to allow the railroad to dedicate its above-the-rail operating surpluses from Northeast Corridor operations to support NEC capital projects. Currently, those funds are spent to help offset the \$600 million in annual deficits incurred throughout the national system (see October *Cinders*). But the bill also requires Amtrak to eliminate the deficits on food and beverage service within five years, which it promises to do.



CSX,
NS,
OTHER ROADS

CSX handled the 59-car Ringling Bros. Red Unit circus train to and from its engagement at the Wells Fargo Center last month. The train arrived in Greenwich yard on February 10 from Greensboro, NC, and departed on the night of the 17th for Brooklyn, NY, after some delay due to the cold weather.....An eastbound CSX freight struck an automobile at the Main Street crossing in Darby on the afternoon of Saturday, February 21. Four occupants of the auto suffered minor injuries. This is the location where Route 11 trolleys cross the railroad at grade, and there was some delay to SEPTA service.....CSX has completed a force reduction program at its Jacksonville headquarters. Some 300 jobs were eliminated through voluntary separations and layoffs.....CSX is courting industrial customers throughout its 23-state network with a new website and Internet-based industrial development program (*Trains*).

The *Inquirer* carried a front-page article in its Sunday, February 22, editions entitled "Oil-train accidents raise fears in Phila." The story points to the many trains loaded with crude oil which pass through the City enroute to local refineries and terminals and the potential danger if a derailment occurs. The next day a CSX crude oil train derailed 27 loaded tank cars in a rural area on the former Chesapeake & Ohio mainline near Charleston, WV. Nineteen of the cars caught fire and exploded, forcing many residents to be evacuated. No one was injured but the railroad was shut down for nine days as crews struggled to clear the wreckage. Other traffic was detoured and AMTRAK's *Cardinal* was annulled for several days.....CSX plans to spend \$2.5 billion on capital improvements this year, an increase from its 2014 budget of \$2.3 billion.....CSX has promoted Oscar Munoz from executive vice president to president, and Cindy

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PHILADELPHIA EXPRESS

(Continued from Page 4)

Sanborn from chief transportation officer to executive VP of operations. Sanborn is the daughter of former CONRAIL President Richard Sanborn. Michael Ward remains as CSX chairman and CEO..... A columnist in *Trains Magazine* said last month that CSX "looks to be up for grabs" in the wake of its refusal to discuss merger with CANADIAN PACIFIC. The writer speculates that billionaire Investor Bill Ackman could try to gain control of CSX and force a merger.

NORFOLK SOUTHERN reports that its service has been steadily improving since last November, when high traffic volumes and bad weather caused many delays. AMTRAK riders were among the victims of these problems (see November *Cinders*). Among the reasons for the improvement, NS said, are the addition of 320 train and engine employees and a plan to hire 900 more this year. NS also expects to receive 66 new locomotives by the end of July, part of its \$2.4-billion capital program for 2015.....The Surface Transportation Board promises to render a decision by mid-May on NS's proposed purchase of 282 miles of CANADIAN PACIFIC's ex-Delaware & Hudson mainline (see December *Cinders*).....NS plans to close its office building in Roanoke, VA, later this year and relocate the functions either to its operating headquarters in Atlanta or to the corporate offices in Norfolk. No involuntary force reductions are involved, President James A. Squires said. Roanoke will remain the headquarters of the Virginia Division.....The NS Altoona shop has released for testing its first two rebuilt GP33ECO locomotives, #4700 and 4715. Former GP50's, they are the first of 25 environmentally friendly units with a distinctive paint scheme, funded by the Federal Congestion Mitigation & Air Quality Improvement Program (*Trains*).

An interesting video has surfaced on the Web showing the recent large-scale reconstruction project on CONRAIL's Delair bridge over the Delaware River at Philadelphia. Built by the Pennsylvania Railroad in 1896 and modified in the late 1950's with a new vertical lift span, the structure now carries NJ TRANSIT trains on one track and CSX and NS freight trains on the other. The rebuilding was funded out of an \$18.5-million Federal TIGER grant.....PATCO riders will be able to use their Freedom cards to pay fares on SEPTA, once SEPTA's new Key fare collection system is in operation. But SEPTA-issued smart cards will not work at PATCO stations.

Governor Wolf has nominated Montgomery County Commissioner Leslie Richards to be the State's new transportation secretary. She will replace Barry Schoch, who will stay on as an advisor to the Governor.....Chapter Member Henry Posner III has come up with another surprise on his IOWA INTERSTATE RAILROAD. Three new ES44AC locomotives purchased from General Electric are painted in a red and yellow scheme reminiscent of the old Rock Island livery. Another IAIS ES44, #513, already is decked out in full RI paint!The *Inquirer's* front page on February 25 shows a color photo of "Leviathan," an almost-exact replica of the locomotive that pulled Abraham Lincoln's funeral train in April 1865. It is part of a train that its backers hope will be on the road (i.e., on flatbed trailers) this year to commemorate the 150th anniversary of Lincoln's death and final journey (see November *Cinders*).

EAST PENN RAILROAD has been repainting its ex-SUSQUEHANNA GP18's #1800, 1802 and 1804 from their famous "yellowjacket" livery into East Penn's corporate colors of blue and yellow. Unit 1804 has been assigned to the Perkiomen branch out of East Greenville, PA (*Railfan & Railroad*).....A new tourist line, the Allentown & Auburn Railroad, is setting up shop at Kutztown, PA, to begin operations sometime this year. It takes its name from an old predecessor of the Reading, and will operate the four-mile ex-Reading, ex-EAST PENN branch linking Topton and Kutztown. Already, two diesel switchers, two ex-Jersey Central coaches and other equipment have arrived on site, and onetime Pennsy doodlebug #4666 may be coming from Ringoes, NJ (*Railpace*).

Philadelphia LCL.....

Philadelphia Chapter has received information on the passing of two individuals, one a member and another a former member, in recent months. Former Member **Ron Carson**, of Philadelphia, passed away within the past six months. Carson was known as the creator and owner of Carson Home Rail Video, and produced a number of videotapes covering mainline rail and traction line properties. He had joined the Chapter in 1985.....Chapter Member **John Bawden**, of the Watermark at Logan Square, has also passed away recently, but no details can be secured, other than returned mail. John had been a member since 1991.....**Jennifer LeVan**, of Gettysburg, PA, passed away on February 14, 2015 at the age of 56. She was the wife of retired Conrail Chief Executive Officer David LeVan, and she had a long career in the hospitality industry in the Philadelphia area..

Important Phone Numbers

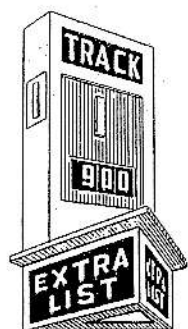
CINDERS lists below the telephone numbers which should be used to report suspicious sightings, emergencies or other conditions affecting rail operations, including trespassers, vandalism, fires, defective equipment, etc.

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

Café Opens in Cynwyd Station

March marks the one-year anniversary of the opening of the rehabilitated Cynwyd station, terminus of SEPTA's Cynwyd Regional Rail Line. Located at Bala Avenue and Conshohocken State Road, the depot sits at the head of the Cynwyd Heritage Trail, and is served by weekday-only SEPTA service.

Member Sheila Dorr has advised *Cinders* that the Cynwyd Station Café has opened in the building, serving food to local citizens, trail users and SEPTA commuters. Termed "a green community center and Victorian ice cream parlor", the Café serves an unusual menu. It is open Monday, Thursday, Friday and Saturday from 9 AM to 8 PM, on Sunday from 9 AM to 4 PM, and is closed on Tuesday and Wednesday. For complete information visit their website, www.cynwydstationcafe.com.



Saturday, March 7 through October, 2015: A new exhibit, *Building the Reading*, will be hosted by the Reading Railroad Heritage Museum, 500 South Third Street, Hamburg, PA 19526. The contributions of ethnic groups are highlighted, as well as tools and materials used to build the railroad. Regular admission rates apply: \$7 adults, \$6 seniors (65 and older), \$3 children 5-12, age 4 and under free. Museum hours: 10 AM to 4 PM Saturdays, Noon to 4 PM Sundays. For more information, call 610-562-5513 or visit website: www.Readingrailroad.org.

Saturday, March 14: Rail History Symposium, sponsored by Southampton (PA) Railroad Station Society at North and Southampton Reformed Church, 1380 Bristol Road, Churchville, Bucks County, PA. Doors will open at 8:00 AM for coffee and doughnuts, presenters (6) will begin at 9 AM. Admission: \$35.00, which includes lunch. Presenters will include Dale W. Woodland, Gary Pancavage, R. L. Eastwood, Jr., James Rose, Norman J. Barrett and Joseph M. Fusco. Presentations are each about an hour long. Tickets may be ordered on-line by visiting Society's website.

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: 10th Annual Convention of Reading Company Technical & Historical Society, Trinity Bible Fellowship Church, Route 73, Blandon, PA. Doors open at 8:30 AM, programs start 9:00 AM. Admission: \$20.00, preordered lunch \$10.00, vendor tables \$20.00. Programs will include Tom Poserina (RDG, CNJ, B&O in Jersey City), Dale Woodland (NS Heritage units on the former RDG), Carol Adams (Pulling for the Union - Philadelphia & Reading in the Civil War), Don Young (Bethlehem Steel) and Larry Ryan (MU cars in Philadelphia). Order tickets from: 2015 Convention, RCT&HS, Post Office Box 15143, Reading, PA 19612-5143.

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.

Monday, March 23: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM. Program will be rescheduled January program featuring Pierre Lacombe on the "Camden & Amboy Sleepers".

Saturday, March 28: Project 113 and the Reading & Northern's Lehigh Gorge Scenic Railway will operate three Easter Bunny trains from the Minersville, PA train station, at 11 AM and 1 and 3 PM. Tickets: \$13 adults, \$9 children ages 3 to 12, under age 3 free. For additional information, call the Minersville station at 570-544-8300.

Saturday, March 28, Sunday, March 29 and Saturday, April 4: Easter Bunny Special trains operate out of Jim Thorpe, PA railroad station, 11 AM, 1 and 3 PM each day. For tickets are information, call sponsoring Lehigh Gorge Scenic Railway at 570-325-8485.

Saturday, April 4: Easter Bunny Special trains out of Pottsville, sponsored by Lehigh Gorge Scenic Railway. Fares and times same as March 28 Minersville trips above. For information, call Lehigh Gorge Scenic Railway at 570-325-8485.

Wednesday, April 8: "Riding the Reading to Bethlehem" lecture by Steve Stewart, at the monthly meeting of Old York Road Historical Society, 7:30 PM, in Homestead Hall in the Parish House of the Church of Our Savior, Old York and Homestead Roads in Jenkintown (behind the Church). Lecture is underwritten by a grant from the Jenkintown Lyceum and is open to the public, free of charge.

Saturday, April 11: Annual Banquet of Harrisburg Chapter, NRHS, at Colonial Golf and Tennis Club, 4901 Linglestown Road, Harrisburg, PA. Cash bar 5:00 PM, dinner 6:00 PM. Program will be Amanda Trainor Patrick, CEM, of the Railway Supply Institute, Inc., in Washington, DC. Her presentation will be "Women in Railroad: Past, Present and Future". Buffet dinner, \$25.00 per person. Order tickets from: Dick Crow, 412 Ricky Road, Mechanicsburg, PA 17055-4976, making remittance payable to Harrisburg Chapter, NRHS. Please specify buffet dinner or vegetarian entrée. Reservation deadline is April 1, 2015.

Saturday, April 18: Annual banquet of Lehigh Valley Chapter, NRHS at the Kempton Hotel, Kempton (Berks County), PA. Presenters will be Jim and Andy Schlegel, "Harrisburg to Allentown to Kempton to Kutztown and Back" Fare: \$34.00 per person, which includes train ride over the WK&S Railroad at 3:30 PM., banquet at 5:30 PM. Order tickets from: James Danner, 840 Point Phillip Road, Bath, PA 18014-9618 (telephone 610-704-7738). Reservation deadline is April 13, and tickets will be held for check-in at the WK&S RR. Make remittances payable to "Lehigh Valley Chapter, NRHS".

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Rutland Railroad Milk Train Consist

Train Consist – Train #88 – April 6, 1947

Rutland, Vermont to Chatham, New York (Note A)



<u>Mark</u>	<u>Number</u>	<u>Type</u>	<u>Remarks</u>
RUT	91	4-8-2 steam locomotive	Built Alco, 1946 (Note B)
GPEX	766	40' milk car, wood/steel, insulated	Sheffield Farms (Note C)
GPEX	957	50' milk car, wood, insulated	Bordens (Note C)
GPEX	991	40' milk car, steel, insulated	Sheffield Farms (Note C)
GPEX	777	40' milk car, wood/steel, insulated	Bordens (Note C)
SFCX	1051	40' milk car, wood, insulated	Sheffield Farms (Note C)
GPEX	802	40" milk car, steel, insulated	Bordens (Notes C, D)
RUT	253	60' wood combine (for crew)	(#88, First Class train)

Note A-Freight consist to New York Central for non-stop run via Harlem Division to Bronx Terminal Market and 60th Street Yard in Manhattan. At times run as Train KN-4. In the 1920's the train usually carried 30-40 cars and Rutland was called "Million Dollar Train" for revenue generated.

Note B-Not normal power on Train #88 – usually had a 70- or 80-series 4-6-0 or 4-6-2; later, Alco RS1 or RS3 diesels

Note C-These cars SFCX/General American Car Company and GPEX/General American-Pfaunder Company) had glass or steel tanks inside for bulk handling.

Note D-This "butter dish" car had rounded, insulated tanks on a flat car body. The car looked like a butter dish, thus the name.

--Chart designed and compiled by Roy L. Hudson and R. L. Eastwood, Jr.

Extra List (Continued from Page 6)

Saturday, April 25: 5th annual Project 113 Slide Show in Minersville, PA, at Minersville Junior-Senior High School, 1 Battlin' Miners Drive (off 5th Street), Minersville, PA. Presenters will be Kermit Geary, Jr., Allen Keller, Craig Werley, Joe Fusco, Mike Smith, Dale Woodland and Dave Augsburg. Admission price of \$30.00 includes lunch. Seating is limited. Order tickets by sending \$30.00, payable to Project 113, and send to Project 113, 113 East Sunbury Street, Minersville, PA 17954-1720. Doors open at 8:00 AM for coffee and doughnuts, presentations begin at 9:00 AM. For additional information, telephone 570-544-8300 or E-mail rproject113@hotmail.com.

Sunday, May 17: SEPTA PCC-II trolley charter, sponsored by Friends of Philadelphia Trolleys (FPT), covering all six city trolley lines. Trip leaves Elmwood Depot 11:00 AM, returns about 3:00 PM. Fare: \$45.00 per seat. No lunch stop will be made, but snacks will be sold on board the car. Order tickets by sending \$45.00, payable to FPT to: Harry Donahue, 103 Mulberry

Court, Morgantown, PA 19343-8843. Additional information from Harry Donahue at had2709@aol.com. Trip is being run as part of 22nd National Model Trolley Event at the Courtyard Philadelphia Downtown by Marriott.

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 – most premium class tickets have been sold. The Holiday Inn on U. S. Route 7 in Rutland will be the headquarters hotel, and is filling up quickly (Sunday night, June 14 hotel is sold out). 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.

Philly Escapes Heavy Snowstorms That Buried Boston, But We Shiver!

(Continued from Page 1)

Then came the week of February 16 when several days of unusually frigid air blanketed the region. A weekend Corridor schedule was operated, with some delays, on Monday, the Presidents Day holiday. But a storm that night affected operations from Washington north so Amtrak decided to run a "modified" (i.e., reduced) schedule on Tuesday the 17th between Boston, New York and Washington, and continued that plan through Friday the 20th as the extreme cold persisted. A majority of Acela Expresses and several Regionals were annulled, and the trains that did operate generally ran late. (The Harrisburg, Empire, Springfield and Virginia corridor services ran at near-normal frequencies.) The snowfall in DC was heavy enough to cause Virginia Railway Express to cancel all service on Tuesday, while MARC shut down its Baltimore-Washington Camden line as well as the Martinsburg-Brunswick-DC line. Among victims of the storm on Monday night the 16th were those on board Amtrak train #671 to Harrisburg, which broke down near Lancaster around 12:30 AM Tuesday. The train was stranded without power for more than an hour until another train rescued the chilly passengers.

Amtrak announced on Friday, February 20, that it would operate normal NEC schedules over that weekend, but a new snowstorm struck the area on Saturday the 21st, which turned to freezing rain in the evening. Few Corridor trains ran on time either Saturday or Sunday. Although the mercury rose into the 40's on Sunday, harsher temperatures were forecast for Monday which convinced Amtrak to reimpose the modified schedules. The temperature on Tuesday morning the 24th fell to 7 degrees but regular NEC schedules were restored that day. The frigid conditions prevailed for the rest of the week, but again the New York-Philadelphia-Washington corridor escaped the two fierce winter storms that swept across the South before turning toward New England. The second one hit the Carolinas and eastern Virginia, then moved along the Delmarva Peninsula and South Jersey coast on the morning of Thursday the 26th, depositing three to six inches of snow there but virtually nothing in Philadelphia. Amtrak cancelled a few trains between Richmond-Newport News and Richmond-Norfolk, as well as the **Palmetto** to and from Savannah, but Corridor service was unaffected.

SEPTA: Transit service in the Philadelphia area managed to operate through these various storms, in spite of the extreme cold. To be sure, there were delays and some bus routes had to be detoured to avoid steep hills and slippery streets. Trolley routes ran reasonably well but with delays. The Market-Frankford line ran all-stop service on Monday, February 16 and Route 15-Girard Avenue had to be bused. The next day, after the 3.7-inch snowfall, many highways and streets were treacherous and at least 30 bus routes had to be detoured during the day. Schools in the City and many suburbs were closed, lessening the traffic volume somewhat. A fast-moving storm on Saturday the 21st caused many accidents and other traffic headaches, with riders on several bus routes detoured or otherwise delayed.

Service on the Regional Rail system was the most severely affected during a very difficult February, with equipment failures, frozen switches and other problems contributing to a litany of delays and annulments. Early on Tuesday the 10th, rain turned to ice which caused wire problems on certain northern lines. Ice-breaking trains were sent out on the Fox Chase, West Trenton,

Norristown, Doylestown, Airport, Media-Elwyn and Chestnut Hill West lines. No delays were reported due to the ice buildup, but three days later on Friday the 13th the cold temperatures were responsible for almost 200 train delays, the result of switch failures and speed restrictions imposed under Operating Rule F-S1. On Sunday the 15th the mercury fell to 3 degrees in the morning and with Rule F-S1 in effect 113 delays were reported. A downed catenary wire at Fortuna on the Doylestown Line and another fallen wire at Chester on Amtrak's mainline accounted for a host of delays and six annulments.

The next day, Monday the 16th, was just as cold and SEPTA announced that delays of up to 20 minutes could be expected systemwide. A total of 246 trains were late resulting in an on-time performance of only 67 percent. Again F-S1 was in effect, but signal problems at Jenkintown and Glenside and a catenary power loss on Amtrak near "Zoo" were the biggest culprits. Twelve Fox Chase trains were annulled or partially annulled that morning after train #807 stalled north of Cheltenham station due to a pantograph failure. While the system ran on normal schedules Tuesday, numerous delays and cancellations were noted.

Wednesday the 18th was another rough day on Regional Rail, with 297 late trains reported for a 60-percent on-time record. The next day was somewhat better with 177 late trains but there were 215 trains delayed on Friday. Again equipment problems were the main reason for the delays. Car shortages continued to be a problem as an increasing number of MU's were sidelined with weather-related ailments. Another snowstorm on Saturday the 21st also took a toll, with some trains running up to 30 minutes late, but reduced weekend schedules lessened the impact. By Monday the 23rd ice was a problem at some stations and train service continued to be affected by the cold weather. The F-S1 speed restrictions remained in effect through the week, with equipment problems and car shortages also contributing to some delays.

The public seemed to understand the difficult operating conditions that SEPTA had to cope with last month. Less fortunate was the Boston area's MBTA system, which faced much bigger challenges in dealing with an unprecedented onslaught of winter weather. MBTA took a heavy dose of criticism from government officials and the public alike for its performance, and T General Manager Beverly Scott was forced to resign on February 11.

PATCO operated a special snow schedule on several days in February but service was not affected by the weather as much as by the repair project on the Ben Franklin bridge. A new timetable became effective February 12, reflecting PATCO's ongoing \$103-million "one track at a time" project replace track, power and signal systems on the bridge.

NJ TRANSIT: The main impact of the weather on NJT operations in South Jersey was on its bus routes, which suffered delays and some detours due to road conditions. Atlantic City Line reported some delays and River Line light rail service was disrupted a few times due to train breakdowns and a grade crossing blockage. NJT ordered systemwide cross-honoring of tickets between modes on Monday and Tuesday, February 3, and on Tuesday the 17th. Generally, South Jersey saw less snowfall in February than areas to the north of Philadelphia.

It's unknown at this writing if the severe weather of February will persist into March, which is reputed to "come in like a lion" and initially seems to be doing so. But we can look forward to the long-awaited arrival of spring on March 20.

--- Frank Tatnall