

CINDERS

FEBRUARY 2021



IN THIS ISSUE:

- P1 –SNOWSTORM/ PRESIDENT’S MESSAGE
- P2 – CHAPTER NEWS/ZOOM MTG INFO
- P3-5 - PHILLY EXPRESS/ RECENT TRIPS
- P6 – CHRISTMAS EVE TRAIN RIDE
- P6-7 – THOSE FT WASHINGTON CARS
- P8 - CONTINUED FROM PAGE 1

Vol. 82 NO. 2 -OFFICIAL NEWSLETTER of the
 PHILADELPHIA CHAPTER OF THE NRHS
 PO BOX 7302
 PHILADELPHIA PA 19101-7302
 WEBSITE: www.nrhsphiladelphia.org

SNOWSTORM BELTS NORTHEAST; PHILLY COPES

Frank Tatnall, Jr.

As February arrived, what turned out to be the Philadelphia area’s heaviest snowfall in five years failed to halt public transportation services. To be sure, there were some delays and cancellations but the storm’s impact here was modest compared with many communities to the north and northeast, some of which were buried in more than two feet of snow. Allentown, for one, measured 27 inches of the light, powdery variety—relatively easy to plow or shovel—while many towns in North Jersey had to deal with a similar workload.



[Downingtown Station by Kevin Painter used w/ permission]

The storm actually came in two parts, a preliminary front that produced snow squalls, sleet and some heavier outbursts on Sunday, January 31. It was followed by a much more potent system from the West which weakened as it came east, hit the Atlantic Ocean and morphed into a
Continued on page 8.....

PRESIDENT/EDITOR EMERITUS MESSAGE

- R. L. Eastwood, Jr.

Punxsutawney Phil Has Seen his shadow in 2021

January turned out to be a relatively tame month, weather-wise. But, as the calendar turned to February, Old Man Winter visited the Eastern Seaboard of the United States with a vengeance, as Punxsutawney Phil arose from his slumber in upstate Pennsylvania and promised six more weeks of Winter with a huge storm of snow and ice. See Frank Tatnall’s article elsewhere in this issue.

Even though Election 2020 and the Christmas mailing season are past, the Postal Service is still in a meltdown situation, with many (myself included) missing much mail. The January issue of *Cinders* was mailed to everyone on Wednesday, January 13. Most copies were received on January 15 or 16. However, my January copies of *Trains* and *Model Railroader*, normally received here around the 3rd or 4th of the month, did not arrive until January 23. Then, a Christmas card mailed to us from Naples, FL on December 16, 2020 was delivered to us on February 3. Really!! [Member Henry Posner III reports his Dec. *Cinders* was postmarked Dec. 6th but received on Jan. 16th, the same day his Jan. issue arrived – Ed.]

The carriers in my Huntingdon Valley office are coming around daily, but sometimes with precious little mail in their trucks. Meanwhile, our anticipated mailing date for February *Cinders* will be the 10th. Our February 18 meeting will hopefully feature Editor Kevin Feeney with more of his Annual Travelogue (for 2020), an always entertaining program. Access to the ZOOM program will be found on Page 2 of this issue. Member Mike Szilagyi gave a companion program to his recently issued book, *Bucks County Trolleys*, on January 21. Many outstanding vintage postcard views were screened in this presentation.

Continued on page 8.....

In-person Chapter meetings are CANCELLED for the foreseeable future. We plan to hold monthly "ZOOM" meetings with log in info available in the monthly issues and on our website. Log in info for our FEBRUARY meeting appears in the middle of the right column. Please bear with us during these continuing uncertain times.

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:

www.nrhsphiladelphia.org

CHAPTER OFFICERS (*Elected*)

President...	<i>R. L. Eastwood, Jr.</i>	215.947.5769
Senior VP	<i>Kevin Feeney</i>	203.246.1675
VP & Treasurer.	<i>Kenneth Thomas</i>	215.635.2335
Secretary	<i>Marie K. Eastwood</i>	215.947.5769
Ntl. Rep	<i>Peter M. Senin, Jr.</i>	609.458.2090

COMMITTEE CHAIRS (*Appointed*)

Editor	<i>Kevin Feeney</i>	203.246.1675
Editor Emeritus	<i>R. L. Eastwood, Jr.</i>	215.947.5769
Equipment Chair.	<i>David R. McGuire</i>	856.241.8046
Historical Archivist	<i>Kenneth Thomas</i>	215.635.2335
Membership Chair	<i>Sheila A. Dorr</i>	610.642.2830
Program Director	<i>Harry Garforth</i>	215.266.3180
Webmaster	<i>Daniel Knouse</i>	814.631.9436

ANNUAL MEMBERSHIP DUES:

Effective September 1, 2020, dues are \$20.00 per person, which covers Philadelphia Chapter thru Dec. 31, 2021. (NRHS National membership dues for 2021 are \$50.00, billed directly by NRHS.) NRHS chapters bill members separately for Chapter dues.

Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance in the amount of \$20.00, payable to:

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

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

ADDRESS CHANGES:

Send to Editor Emeritus at
Post Office Box 353
Huntingdon Valley, PA 19006-0353.
(Include your CURRENT TELEPHONE NUMBER and E-MAIL ADDRESS so our records are complete.)

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

CINDERS is published 11 times a year by Philadelphia Chapter, NRHS, Inc.

Correspondence regarding Cinders or exchange newsletters should be directed to the Editor by email "ic4277eb@yahoo.com" or mailed to:

Kevin Feeney, Editor
1447 Wheatsheaf Lane
Abington, PA 19001-2619

**Chapter ZOOM Meeting for Feb 18, 2021
07:00 PM Eastern Time (US and Canada)**

Meeting ID: 954 0831 1350

Passcode: 337570

Dial 1 929 205 6099 US (New York)

Meeting ID: 954 0831 1350

Passcode: 337570

UPCOMING LOCAL EVENTS

The **Rockledge Model Railroad Museum** [aka **GATSME**] at 323 Montgomery Ave. in Rockledge, PA should be open to the public and Saturday/Sunday Feb 13th & 14th and Saturday March 13th from Noon to 3 PM. Going forward, the club expects to continue being open on 2nd Saturday of each month, with possible additional dates later in 2021. At the Museum, there is an area offering donated model RR and RRiana items for sale. Visitors are asked to confirm the open house dates on its web site or Facebook page before traveling there.

After 14 years, the group that ran the HATBORO TRAIN show each December has called it quits.



FRANK G. TATNALL, JR.



SEPTA will receive \$252 million out of the \$14 billion in relief funds for transit that were included in the \$900-billion pandemic legislation approved by Congress in December. This is in addition to the \$643 million that SEPTA received from last spring's CARES Act. AMTRAK also received \$1 billion from the most recent Federal rescue action. All modes of public transportation have been hard hit by the steep downturn in travel resulting from the coronavirus crisis. President Biden has proposed a new \$1.9-billion COVID-19 relief package which would earmark \$20 billion for "the hardest hit public transit agencies." The CEO of the American Public Transportation Association said this funding "is vital to the industry's survival and will help prevent massive labor cuts and service reductions."

All passengers riding on public carriers in the U.S.—railroads, buses, airlines, transit lines—must now wear masks or facial coverings at all times (except when eating or occupying private rooms on trains). The rule, which also applies to rail and transit stations, airports and bus terminals nationwide, was issued by the national Centers for Disease Control (CDC). The objective of the sweeping order, which became effective February 1, is the "preservation of human life," since public travel has been considered one of the major activities in which the coronavirus can be transmitted. Operators "must use best efforts" to enforce the masking rule, but government agencies such as the Transportation Security Administration and state and local authorities also are empowered to enforce it. The CDC had proposed a transportation masking rule last year, but it was blocked by the Trump Administration.

The Final Environmental Impact Statement and Decision on SEPTA's proposed King of Prussia rail extension was released last month by the Federal Transit Administration. Securing approval through an EIS was a requirement for the project. The next challenge will be to start assembling the \$2 billion or more to build the 3.5-mile spur off of the Norristown High Speed Line to serve the King of Prussia community and its huge mall (see January Cinders). The 447-page EIS document estimates the extension will generate an average of 6,755 weekday riders by 2040, benefiting the entire Philadelphia area.

SEPTA has formed a partnership with researchers at Drexel University to find new ways to prevent the spread of COVID-19 on public transportation. The fear of contracting the disease is seen as one of the main motivators that discourage people from riding public transit. SEPTA has been losing an average

of \$1 million a day in fare revenues since the pandemic overwhelmed the nation last year. The agency in response has ramped up cleaning and disinfecting practices and now requires the wearing of masks by all passengers and employees.

Seven SEPTA police officers have been identified as participating in the now-infamous riot at the U.S. Capitol Building in Washington on January 6. They are suspected, while off-duty, of being part of the violent mob that attacked the building in an attempt to stop the Senate from certifying the election of Joe Biden as President. All seven are under investigation, with one already transferred to other duties. He is accused of violating the agency's social media policies.... SEPTA has agreed to lift its blanket ban on the hiring of otherwise qualified applicants because of past drug convictions. This is part of a proposed \$3.6-million class-action settlement reached in a long-running discrimination case.

SEPTA's Chestnut Hill West Line will return to service after almost a year of idleness due to the pandemic. The likely start date will be March 7 when a general timetable reissue on Regional Rail is planned. But trains will operate on a "restricted schedule," according to General Manager Leslie Richards. AMTRAK construction on its Main Line has been an additional problem for restoration of the CH West service but will be sufficiently done to allow the SEPTA trains to diverge on the branch at North Philadelphia station. No plans were announced to restore service on the Cynwyd line, which also has been suspended since last spring.

An article in the January 26 edition of the *Inquirer* spells out what SEPTA should do to help restore ridership on the Regional Rail system after the COVID-19 crisis ends. Regional Rail currently is handling only about 15 percent of its pre-pandemic ridership levels, and several experts say that in order to bring it back SEPTA must incorporate RRD more closely into the existing transit system. Because some former suburban riders may be permanently lost because of the transition to remote work from home, Regional Rail should try to appeal to those it hasn't in the past. The way forward could mean blurring the line between Regional Rail and SEPTA's buses, trolleys, and subways, says Megan Smirti Ryerson, an associate dean for research at the University of Pennsylvania. This strategy would include less pricey fares, more service and easier transfers between modes.

SEPTA will receive \$3.36 million from the U.S. DOT to pay for three new crossing gate systems and new markings at 20 other crossings. The gates at several grade crossings, especially along the West Trenton and Warminster lines, have become notorious for their frequent failures, with gates stuck in the down position for long periods of time. The grant is part of a \$40.26 million Federal program to improve commuter rail grade crossings nationwide....The PennDOT study on the proposal to reintroduce rail passenger service between Philadelphia and Reading (see December Cinders) has estimated that \$818

million in capital funding would be necessary to start the 59-mile service—even if NORFOLK SOUTHERN is willing to host the trains on its ex-Reading Main Line. Worst of all, the rail service likely would have little or no impact on the current traffic congestion on paralleling highway Route 422.

Not much has been heard recently about the 45 multilevel push-pull coaches that SEPTA ordered from CRRC MA, the Chinese car builder with a plant at Springfield, MA. The \$174 million contract envisioned the cars being delivered starting this year, but sharply reduced ridership on Regional Rail due to the pandemic would seem to make their arrival much less urgent.

The blighted condition in the area around the Reading's old Spring Garden station in Philadelphia's Callowhill neighborhood was highlighted in an article written last month by the *Inquirer's* architectural critic Inga Saffron. The station—and the viaduct leading to Reading Terminal—were abandoned with the opening of the center city rail tunnel in 1984. SEPTA does not own the station building or the other derelict properties along the viaduct, which are held by the West Coast-based real estate firm **Reading International**, which seems unwilling to spend any money on them. But a development firm called Arts+Crafts Holdings wants to become legal conservators and use a State law, which could mandate the repair of the station, cleaning up the area and charging the owner for the cost of doing the work. This would help the long-range plan of converting the old viaduct into a New York-style high line park, serving as an extension of the nearby Rail Park open since 2018.

AMTRAK has asked Congress for more than \$1.5 billion in additional funding, which CEO William Flynn said would allow the railroad to restore all long-distance trains to daily service and recall employees furloughed as part of Amtrak's response to COVID-19. Some of the



25 new Viewliner II sleepers are already in revenue service. The *Schuylkill River* and *Savannah River* were spotted in Train #97 *Silver Meteor* on January 16.

AMTRAK has painted P42DC locomotive #46 in a special livery commemorating the railroad's 50th anniversary this year. No doubt other locomotives also will receive new paint schemes to recognize the May 1 anniversary. Reportedly #46 had been expected to lead a special train carrying Joe Biden from Wilmington to his inauguration as 46th President of the United States in Washington on January 20, but security precautions forced the cancellation of that special (*Trains*)...AMTRAK cancelled all service south of Washington on January 19 and 20 because of travel restrictions imposed for the presidential inauguration. VIRGINIA RAILWAY EXPRESS also shut down operations on those days, but DC METRO continued to run but closed 13 stations for multiple days.

AMTRAK's 30th Street Station could adopt some of the features that are prominently displayed in the newly opened Moynihan Train Hall in New York (see January *Cinders*). A front-page article in the January 25 *Inquirer* by Inga Saffron points out that such Moynihan amenities as a [small -Ed.] quiet seating area with worktables and an old-time analog clock like “what we think a train station should look like.” While the Moynihan boasts excellent indoor facilities, it is actually smaller in terms of floor space than 30th Street's waiting room. But, Saffron concludes that “Amtrak is really only interested in one thing: monetizing its real estate. It isn't focused on helping Philadelphia transform itself into a biotech hub or create much-needed new jobs.” She adds that “improvements at 30th Street require the same kind of passionate advocates that New York had with its new train hall.” Philadelphia already has a beautiful, classic station, so “it can help persuade more people to ride transit, but that's not enough. Philadelphia, like NYC, needs a workhorse that will knit together all modes of transportation and help cities compete in the difficult years ahead.”

NJ TRANSIT last month took delivery of the first of 25 additional ALP-45A dual-power locomotives from Bombardier. Built in Germany, #4535 was unloaded from



a ship at Port Newark early last month. When the order is completed in 2022, NJT will roster 60 of the locomotives that can operate either on diesel power or under electric catenary. Each unit costs is \$9.4 million. NJT also has 113 new Multilevel III electric rail cars on order from Bombardier.

In an interview last month with *Trains Magazine*, NJT Executive Director Kevin Corbett reflected on the pain his railroad—and his customers—have endured over the past several years. He then spoke of the progress that has been made in turning around the troubled agency since he hired on in January 2018. Getting Corbett was one of newly elected Governor Phil Murphy's first actions in carrying out a campaign pledge to fix NJT, which he called a “national disgrace.” Coming from a vice president's job at AECOM, a global transportation infrastructure firm, Corbett accepted the challenge at America's third largest transit system, which prior to the pandemic had carried more than 900,000 weekday riders. To begin with, NJT had no long-term strategic or capital plans. It had a troubled relationship with AMTRAK, over whose railroad it accesses Penn Station in New York and operates several lines. There was a shortage of train engineers, scores of new cars and locomotives were needed and NJT was far behind the mandated schedule for installing Positive Train Control. All of those problems have been solved or significant progress made, but now Corbett is worried about the shortage of experienced transit managers in the ranks. “It's nice to say

we're a turnaround story. The main thing now," he insists," is to make it sustainable. "We want to be a best-in-class system."

President Biden is starting to fill out the management ranks at the Department of Transportation. With Pete Buttigieg already confirmed as DOT secretary, he now has appointed former New York City Transportation Commissioner Polly Trottenberg as deputy secretary of DOT and Amit Bose as deputy administrator of the Federal Railroad Administration. Bose formerly served as deputy and chief counsel at the FRA. These were among more than three dozen Biden appointments to the DOT.

Never mind the pandemic. October 2020 turned out to be the railroads' best-ever month in history for intermodal business. U.S. railroads originated an average of 292,469 containers and trailers per week in October, a stunning 33.5% increase over the COVID-depressed month of April 2020. But total Class I employment in October slumped to 116,804, a 13.2% decline from employment in the previous October (*Railway Age*)The authoritative Kiplinger business letter from Washington reports that U.S. truck builders are having a banner year. Class 8 semi-truck orders surged 169 percent in December over the previous year. But demand for rail freight equipment has not held up during the pandemic, although industry experts foresee a recovery in 2021 with railcar orders exceeding 34,000, a 90% increase over COVID-depressed 2020.

The coming-back-to-life EAST BROAD TOP narrow-gauge railroad at Orbisonia, PA, has announced the revival of its traditional "Winter Spectacular" on Saturday, February 20. This event will reprise the original 1966 Spectacular, using gas-electric car M-1 and a stove-heated caboose. Two of EBT's six 2-8-2 steam locomotives are currently under restoration. The adjacent



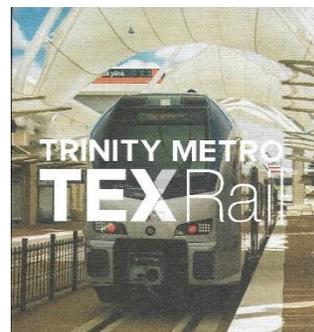
Rockhill Trolley Museum also will be open for operation. Tickets for the February 20 event are \$30 to ride the gas car and \$20 to ride the caboose, available online at www.eastbroadtop.com. There will be hourly departures from 10 AM to 2 PM. EBT plans to open its tourist-era mainline to Colgate Grove (4.5 miles from Orbisonia) in May or June, and an "Easter on the Rails" event is set for Saturday, March 27.

RECENT TRAVEL Kevin Feeney

While COVID has certainly affected travel, I have still made several trips recently. While looking at AA.com, I saw some absurdly low airfares from PHL so quickly booked several one-day trips. The first day trip was on 12/30 to LAX for \$99RT! I arrived there at 1145AM and took the bus to LAUPT. After a quick lunch at nearby, the famous *Philippe* the Original Restaurant, I walked thru the almost empty station. I boarded a METRO Gold Line LRT to Pasadena so I could visit *The Original Whistle Stop Hobby Store*. Back to LAUPT, I took

some trackside pictures before boarding a METROLINK Ventura County Line train to Chatsworth. There I boarded a BRT line on a former SP branch back to North Hollywood. I took the Red Line subway to central LA where I boarded the Blue Line LRT to Long Beach but exited at the connection to the Green Line. I rode this to just past LAX so I could eat at an *In 'n Out Burger*. Back on the Green Line to the now bus connection to LAX. An extension of Green Line will get closer to LAX later this year. A 1155PM red eye back to PHL arrived at 0745AM on 12/31 and I was home in Abington by just after 10AM. Using senior fares, I spent less than \$20 on local transit including buying a required TAP card. I rode SEPTA to/from PHL leaving my car at the Jenkintown Station.

My wife and I flew to DFW on 1/14. We rode the new TRINITY METRO TEX Rail LINE between Forth Worth and



the airport that uses *Stadler-made DMUs* and saw the former T&P and ATSF passenger stations. On Saturday 1/15, I attended the largest model train show in Texas, the first big show I have been to since last March. The next day we rode several DART LRT lines plus the new Dallas Streetcar and the historic McKinney Ave.

Trolley line. Total senior fares for both of us for two days of riding were just \$12.

On 1/20, I flew to MIA for \$87 RT and in premium economy on a 787-8 no less! I arrived about 930AM and my first stop was at the AIRPLANE SHOP in what was once Pan Am's headquarters on the north side of the airport. I then rode the GREEN and ORANGE METRORAIL Lines for the first time. This is an elevated subway that runs thru, south, and west of Miami. While passing thru downtown Miami, I exited to ride one of the three automated METROMOVER lines there. I walked to see the new Miami Central Station of Brightline, shuttered since last spring. Back on METRORAIL, I transferred to TRI RAIL and rode north almost 70 miles to end of the line at Mangonia Park Station. Returning on the next train south, I exited at West Palm Beach to see the Mediterranean style, ex-SAL station there that opened in 1925. Back on TRI RAIL, I rode to the Airport Station and transferred to the MIA MOVER to the terminals. Left MIA at 9pm and into PHL just before midnight. Because of my 630AM PHL departure, I had to drive to the airport. Leaving Colonial parking, I made a WAWA stop and was home just after 1AM on 1/21. Because of COVID, the rides were FREE on the METRO lines, but I had to pay a full fare [\$17.50 RT] for my two TRI RAIL rides.

I have two more upcoming day trips: February 19th to Denver and March 13th to Las Vegas. These trips cost me nothing out of pocket as I use credits on AA from cancelled trip in 2020.

CHRISTMAS EVE TRAIN RIDE

Tom Fluck

I could not help myself, so this morning I boarded the 9:34AM SEPTA train from Thorndale to PHL. I was happy to meet Derek, a SEPTA engineer who is now in the rules division. We had a nice conversation before the train was scheduled to depart.

He was training a new engineer. The train was a Silverliner V, and I sat right up front! The cab door was open so that I could hear all of the operator's conversations and still view out front! I travelled to the Jefferson Station (Market East). From there, I visited the Reading Terminal Market and spent \$50 and change on edible goodies. After a quick transfer to 30th Street Station, I had 20 minutes for a brief tour. Lots of closed food vendors, apparently forever, including the Bridgewater Pub. Jersey Mikes was open.

Anyway, an uneventful ride home, back to Thorndale on a Silverliner IV. We arrived right on time back to Thorndale at 1:13PM, the train switched for the turn onto track one. I walked from track one (eastbound high level) to track four (westbound low level). At 1:27PM, the westbound Amtrak train #43 (*Pennsylvanian*) came barreling through with a P-42! This time I got a good horn response!!

This was my first SEPTA ride since before Thanksgiving (long overdue). All good stuff, but so few riders, and the Center City stations were like ghost towns.

THOSE FORT WAHINGTON CARS...

Kevin Feeney

The prior articles on these cars continue to generate reader comments and new information about their heritage.

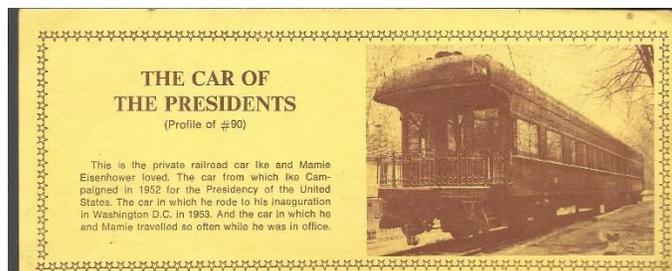
Bill Fitch wrote "I was a contractor working on the computer systems at a business in the Ft Washington Industrial Park in the late 1990s. There was a Subway Restaurant franchise in the railroad cars. (Sorry, no underground trains type subway.) We went there with a co-worker and he ordered pickles on his sandwich. The

owner of the franchise put a couple on and my co-worker asked for more so the owner put a couple more on. My co-worked pointed to a poster and said, "No, like the picture, like the picture! Cover the sandwich!"

Bob Wright wrote "I read with interest the news on the former passenger cars in Fort Washington that was included in the October and December editions of *Cinders*. My company's headquarters is located not far from there, although I work in a satellite office in Center City. Because folks at the main office know of my knowledge of railroads and transit I have often been asked about these cars, how they got there, etc. I want to use some of the information from *Cinders* to put together an article for consideration for our company newsletter. Thus, if this is acceptable to you to use this information, that would be good. I would certainly reference *Cinders* as the source of the information accordingly. [Permission to use *Cinders* granted-Ed.]

Glad to see *Cinders* is continuing and being revamped a bit. I look forward to reading it when it arrives as it always has current and accurate news items as well as many of the historical pieces that are offered.

Charlie Loutey wrote again. He sent me this brochure on PRR #90, the Car of the Presidents. He toured the car



when it was on display in St. Peters Village, PA before it was moved to Ft. Washington in 1970s. Oddly, the brochure said the car was then currently located at the Coach Inn in Ft. Washington and suggested calling "MI 6-2133 for reservations if you're looking for something special in atmosphere and good food".

Dave Briggs has written several times about the cars. He had requested that I take some additional pictures of the two remaining cars which were sent to him and are

shown below. I did not see any further scrapping of the cars when there on 12/18/20. The windows from the second car were already gone when I was there last Fall.



Upon seeing these pictures, Dave had these final words. The ELYSIAN FIELDS--closest to the street--appears to have been used as a dining area at the restaurant and

based on your photographic evidence, would have had the following history, as extracted from various diagram reprints and historical publications issued by the B&O Historical Society and Bob Wayner's long out-of-print "*Car Names, Numbers and Consists*:" Pullman-built in 1926 as general service heavyweight 80-seat chair car 5298, B&O class A-18-D, it was rebuilt by B&O's Mt. Clare Shops during the second half of 1937 into Class Z-1A streamlined observation-lounge 3301 for captive service as part of the third *Royal Blue* trainset, entering service on December 9, 1937 and remaining in that service until sidelined following discontinuance of all B&O passenger service north of Baltimore on April 27, 1958. As rebuilt for the *Royal Blue*, it included a 9-seat lounge at the front of the car, an 18-seat cocktail lounge-buffet at mid-car, and a 15-seat observation lounge at the rear of the car including 3 track-facing chairs at the very rear--a perfect set of "railfan seats!" Whether any of this seating or furnishings were retained as part of the restaurant operation is unknown. Some B&O streamliner lettering diagram sheets reprinted by B&OHS do indicate train names being used centered and below the windows on non-Pullman or other modernized cars not otherwise individually named, which may account for this unnamed B&Q car being described as the "*Royal Blue*" in the newspaper article.



The HYDE PARK --the second car still on site-- was Pullman-built as heavyweight baggage-coach 1436. In 1946, it was rebuilt at

B&O's Mt. Clare Shops into streamlined Class D-15F baggage-buffet-lounge 1308-HYDE PARK, for service on

the new daytime Cincinnati train, initially operating between Baltimore and Cincinnati from its inauguration on January 19, 1947 until June 25, 1950, when it was shifted to a more-suitable daytime Detroit-Cincinnati routing and where it ran for much of its remaining service life. In that service, the 1946 rebuild incorporated a 20-foot baggage compartment, a small crew's quarters, and a buffet with a spacious 16-seat lounge and two 4-person tables for eating or card-playing. In service at the restaurant, it appears the kitchen/buffet area was retained, and the remainder of the car was used as a cocktail lounge, with large windows being cut into the baggage doors, walls and end of the baggage compartment.

As to the two previously scrapped cars, I would be inclined to go with the QUARTER CENTURY CLUB background on the restaurant-named MARY AMBLER, since that was the name referenced in the 1964 first-person report quoted from the *Philadelphia Bulletin* and its B&O background meshes with its prior history as I outlined previously.

The controversy surrounding the former PRR business car may never be fully settled, but an effort to match several submissions that the restaurant car was ex-PRR and had been named 90-DELAWARE with information in the excellent book by the PRR Technical & Historical Society on PRR business and special cars does tend to support that claim. That book does document a PRR steel business car 90, completed by their Altoona Shops on October 14, 1913, built as Class S70 and later reclassified Z74bR. The name DELAWARE was added in October 1929. Initially assigned to the president, it was reassigned to a series of Vice-Presidents beginning in 1929. Conveyed to Penn Central on February 1, 1968, it was deemed surplus and sold to Red Clay Valley Equipment & Leasing on November 30, 1970 and subsequently displayed at St. Peter's Victorian Village in July of 1971. While the next entry lists the car as ultimately scrapped, there is a post-1971 void in the information shown which could easily cover its resale and move to the restaurant before it was finally scrapped on-site there in December of 1990. A comparison of the 4-car photo at the restaurant in the December *Cinders_o* same-side views of the 90 in PRR service in the PRRT&HS book show an almost uncanny similarity in the roofline, rear-end treatment and unique window arrangement of the car, further strengthening the hypothesis that the two were one in the same.

SNOWSTORM *continued from page 1*

nor'easter that packed a real punch when it moved up the coast on Monday. But for the most part Philadelphia and its suburbs escaped the worst of the blast. An official total of 7.9 inches was measured at International Airport while snowfall readings in the surrounding areas varied widely—most of them on the low side. As of 8 PM on Monday these readings varied from 19.7 inches in Springtown, Bucks County, to 5.0 in Chadds Ford, Chester County and 4.2 in Mantua, Gloucester County, NJ. An additional inch or so fell on Tuesday in some places and prolonged snow flurries continued into Wednesday before the slow-moving storm Sunday, when travel is normally light, there were only moderate effects on transportation. Philadelphia's mayor and the governor of New Jersey declared snow emergencies and there were cancellations of trains, transit and flights. Amtrak annulled only a handful of trains while some others were delayed. At Philadelphia International Airport dozens of flights were cancelled or delayed. SEPTA reported that its only serious problem was the need to detour a few bus lines.

It was a different story on Monday, February 1. Amtrak imposed a "modified" service plan for the Northeast Corridor, which meant that only about a third of regular service was operated. All Acela service was cancelled, and the Philadelphia-Harrisburg Keystone Service was substantially cut. The New York-Pittsburgh Pennsylvanian was cancelled. Most of Amtrak's problems actually were caused by heavy snow levels in North Jersey, New York and New England, not in the Delaware Valley region. Conditions were so bad in New England on Monday afternoon that Amtrak shut down all service between New York and Boston, as well as the Empire Service between New York and Albany.

SEPTA was forced to detour many bus routes on Monday, but trolley lines continued to operate. There were no changes to Regional Rail schedules although numerous delays and many train cancellations were reported. The Broad Street and Market-Frankford Lines ran train service through the early morning hours rather than yielding to owl bus service, and the Center City trolley tunnel remained open overnight instead of being closed for maintenance. NJ Transit on the other hand was hard hit by the storm on Monday. NJT cancelled all rail and bus services, except for the Atlantic City Rail Line, which attempted to maintain regular service. PATCO issued a special snow schedule for the day with some reduced service.

Monday also was a very bad day at the airport and on the highways. More than 100 flights were cancelled at PHL, and spinout accidents due to icy conditions on I-95, the Schuylkill

Expressway, Roosevelt Blvd. and many other roads were being featured on just about every KYW traffic report.

With the snow still restricting some operations in North Jersey, New York and New England, Amtrak slowly began to restore service along the NEC on Tuesday morning the 2nd. Some Acela service was restarted, and additional Northeast Regional, Keystone and Empire Service was resumed. Recovery continued on Wednesday February 3rd with more trains added to the modified NEC schedule.

By mid-morning on Tuesday, NJ Transit began restoring service on its Northeast Corridor, North Jersey Coast and Raritan Valley lines, observing the Level 2 severe weather schedule. Other lines were to be restored as conditions permitted. North Jersey bus and light rail lines remained suspended but South Jersey buses started regular weekday service that morning. The Camden-Trenton River Line was running on a Sunday schedule. Then, NJT announced that it would restore full weekday light rail and bus service systemwide on Wednesday morning, while commuter rail would run on the more frequent Level 1 severe weather schedule. The Atlantic City Line continued to operate a regular weekday schedule. PATCO also restored regular weekday service that same morning.

Meanwhile, over at SEPTA, life was more or less back to normal on Wednesday. The day before, Tuesday, SEPTA had reported that some 36 bus routes in the city were detoured due to street conditions and 28 more in the suburbs. Trains often ran late on Regional Rail and there were annulments including several on the Airport Line. But Wednesday morning presented a much better picture, with most rail and bus lines in almost full operation.

Even though it pestered the Philadelphia region for more than three days, everyone including SEPTA riders was indeed fortunate to escape the very worst of this nasty winter storm.

President's Message *continued from page 1.*

We need programs going forward into 2021; please contact Program Director Harry Garforth to volunteer or make suggestions.

During March, there will be a Chapter Board of Directors Meeting (via ZOOM) to seek nominee(s) to replace retiring Chapter President Larry Eastwood. Details in March Cinders. As of February 1, 199 out of 218 full Chapter members have renewed for the Year 2021. If you have not renewed, please take care of it today. Once again, we thank you for your continued support, and hope each of you is staying well through this ongoing pandemic