

MINIDERS

DECEMBER 2018



IN THIS ISSUE

Philadelphia Chapter Meeting Notice.....	2
Surprise November Snowstorm Slows Travel.....	3
PHILADELPHIA EXPRESS, by Frank Tatnall.....	4
Amtrak Equipment Offering Details and Heritage, Part II.....	7
Extra List.....	8

Volume 79

Number 11

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

Chapter Website: www.nrhphiladelphia.org



It's Thanksgiving Weekend 2018 as I write this Annual Message to our members; as is our tradition, we look back at where we've been, what we have achieved, and where we might go as we enter a New Year. We also will look back on the achievements (or lack of) coming from the local transportation entities we observe each month - and where Amtrak, SEPTA, NJ Transit, PATCO and our freight railroads have been and what we could anticipate in 2019.

Philadelphia Chapter has, for the most part, had a successful year. We are financially stable, and we have adjusted quite well to a new meeting location. However, the Chapter does have one really serious problem: an aging leadership cadre and an aging membership. We need to think about what we must do to improve ourselves in this regard. One of my biggest regrets is that we have not found a way to move off center on our FP7 #903. The locomotive and its partner, 902, languish on display at Steamtown in Scranton with little chance to change this status. One of my goals in 2019 will be to enhance the quality of this newsletter as an information media to our members.

Amtrak brought on a new President, Richard Anderson. His leadership has certainly been suspect, and seems focused on the financial bottom line with little regard for the degradation of the long-distance services. Why, for instance, did America's Railroad spend millions on brand new dining cars, to only have them serving boxed breakfasts and cold dinner meals? If I were a board member, I'd recommend selling the new diners to VIA Rail Canada, who would make much better use of these very expensive cars. We're also told that Amtrak needs new locomotives, given the mediocre record of the GE P42 diesels. Perhaps a better option back when would have been to rebuild the reliable F40 fleet, as VIA and other commuter lines have done. We're also being told that the 40-year-old Amfleet cars, the backbone of Amtrak's fleet, need to be replaced, but the quality of the carbuilders we now have doesn't provide much confidence that there's a better product out there. Meanwhile, while boasting of its supposed achievements, Amtrak suffers signal, switch and catenary failures along the Northeast Corridor on a virtual daily basis, affecting thousands of Amtrak and commuter rail riders. We need better.

SEPTA, on the other hand, has made tremendous progress in renewing infrastructure that in some cases is a century old. New Siemens ACS-64 electric locomotives have proven very reliable, although the inability to communicate with Bombardier coaches on door issues has been a bit of a damper. But, what about equipment? Regional Rail's Silverliner IV MU cars, and Transit's Kawasaki Broad Street cars and light rail LRV's are all four decades old, and increasingly a challenge to maintain. Replacing all of that would prove an expensive Christmas list that might overtax Santa Claus' stocking.

PATCO has all of its rebuilt cars back on line, some as old as 1969. Our freight carriers are dealing with increased freight loadings, and it appears as we enter 2019 that crude oil traffic is again on the rise.

Meanwhile, as we celebrate this festive time of year, we must again rededicate ourselves to recording rail transit history. On behalf of Philadelphia Chapter officers, Best Wishes for a Pleasant Holiday Season and a Healthy 2019.

Larry Eastwood
 R. L. EASTWOOD, JR.,
 President

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

Founded 1936, incorporated 1973 as a 501c3 non-profit corporation

CHAPTER WEBSITE: For current Chapter information, as well as vintage views of Chapter trips and activities, visit website: www.nrhphiladelphia.org

CHAPTER OFFICERS (Elected)

President.....R. L. Eastwood, Jr. (215) 947-5769
Senior Vice President.....Daniel Knouse (215) 659-3436
Vice President & Treasurer.....Richard Copeland (215) 343-2765
Secretary.....Marie K. Eastwood (215) 947-5769
National Representative.....Peter M. Senin, Jr. (609) 458-2090

COMMITTEE CHAIRS (Appointed)

Editor.....R. L. Eastwood, Jr. (215) 947-5769
Equipment Chair.....David R. McGuire (856) 241-8046
Historical Archivist.....Kenneth Thomas (215) 635-2335
Membership Chair.....Sheila A. Dorr (610) 642-2830
Program Director.....Harry Garforth (215) 266-3180
Webmaster.....Daniel Knouse (215) 659-3436

2019 ANNUAL MEMBERSHIP DUES: Effective September 1, 2018, \$20.00 per person, which covers Philadelphia Chapter dues through December 31, 2019. (NRHS National membership dues for 2019 are \$50.00, billed directly by NRHS.) NRHS chapters bill their members separately for Chapter dues. Donation requests for Philadelphia Railfriends will be mailed during October via separate mailing from *Cinders*. Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance, payable to Philadelphia Chapter, NRHS in the amount of \$20.00 to Post Office Box 7302, Philadelphia, PA 19101-7302. Please be sure to include name, valid mailing address, telephone number and E-mail address, as applicable.

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

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

November Meeting Snowed Out!

In spite of valiant efforts to make it happen, the Chapter's meeting on Thursday evening, November 15 was (Yes!) SNOWED OUT. Early monitoring of the weather forecast and conditions indicated that snow would start about 11 AM. This condition was supposed to change to freezing rain between 2 and 3 PM, and then all rain, and indications were that we would hold the meeting, and that message was placed on Editor Larry Eastwood's answering machine.

As the afternoon wore on, the snow intensified, causing tremendous gridlock on area roads, as local authorities did precious little in treating (or even pre-treating) area roads. At about 3:30 PM, the Chapter received a phone call from Cynthia Blackwood, our contact in Elkins Park, asking if we were going to meet, telling us that there was a SEPTA Route 28 bus stuck sideways in the Elkins Park shopping area, and advising that we ought to cancel the meeting, which we ultimately did.

The Chapter hasn't found it necessary to cancel a meeting in a number of years, but given the dangerous conditions, there was no alternative.

Be assured that the Chapter has been in contact with Dick Short and we have rescheduled his eagerly anticipated slide program for our meeting on Thursday, May 16, 2019.

Meeting Cancellation Notice

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

Meeting Notice

THURSDAY, DECEMBER 13, 2018

(Please note SECOND Thursday)

SEPTA Elkins Park Regional Rail Station, Elkins Central Meeting Venue, 7879 Spring Avenue, Elkins Park, PA 19027. **PLEASE USE THE SPRING AVENUE ENTRANCE TO THE "ELKINS CENTRAL" MEETING ROOM. PLEASE DO NOT USE THE TRACKSIDE ENTRANCE. THANK YOU!!**

MEETING START TIME: 7:00 PM

For the past several years, Chapter Member Kevin Feeney has presented a PowerPoint program on his World-wide travels during the current year. Once again in 2018, he has promised this entertaining feature at our meeting on Thursday, December 13, 2018.

Meanwhile, Member Richard S. Short's slide program from our cancelled meeting on Thursday, November 15, will be screened at a future date which is agreeable to Dick Short and the Chapter.

While we have several programs available to the Chapter as we enter the Calendar Year 2019, we are always looking for programs that are educational and entertaining for our members. Please contact either Larry Eastwood or Harry Garforth for available dates. Contact information will be found on Page 2, this issue. Our first meeting in 2019 will be held on Thursday, January 17.

If your *Cinders* Arrives in Damaged Condition

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

Philadelphia LCL.....

Philadelphia Chapter has received information that Philadelphia Railfriend **Robert Clearfield**, formerly of Melrose Park, PA passed away on September 7 of this year. Bob related to us earlier in 2018 that he was terminally ill, and over the summer months transitioned to Voorhees, NJ to be near his brother. Bob had been affiliated with Philadelphia Chapter since 1988, and he was with the SEPTA Citizens Advisory Committee. Regrettably, to date, his family has not responded to the Chapter's request for biographical information. Services were held at Goldstein's Raphael-Sacks in Southampton, PA on Tuesday, September 11.

Surprise November Snowstorm Slows Rail, Air, Highway Travel

A strong coastal storm struck the Philadelphia area and much of the Northeast on Thursday morning, November 15. The *Inquirer* reported that it was the biggest snowstorm to target the Northeast this early in November for at least 65 years! Anywhere from two to eight inches fell from Washington, DC, to New England, bringing massive disruptions to all modes of transportation. Unfortunately, the coastal storm was reinforced by a low pressure system from the West which arrived at the same time, pushing temperatures down below the freezing mark. The snowfall at Philadelphia International Airport was measured officially at 3.6 inches but it was heavier in many locations to the north and west. New York City was almost shut down, where six inches of snow were recorded. The National Weather Service had predicted just an inch or less in Philadelphia and a mere dusting for New York.

By midday traffic was snarled just about everywhere around Philadelphia, partly because the Weather Service and other forecasters had failed to anticipate the intensity and speed of the storm. As a result everyone was caught off guard and the entire region was ill-prepared for its sudden arrival. State and municipal agencies as well as schools and businesses had made inadequate preparations for the fast-falling snow, most of which came down between 11 AM and 2 PM. The situation was made worse by wind gusts of up to 35 mph. Philadelphia's afternoon rush—which began two hours early as many commuters realized their plight—turned into a real disaster. Major highways such as the Schuylkill Expressway nearly ground to a halt and transit service was hard hit, not only by the weather but by the rush-hour crowds showing up sooner than expected.

In early afternoon, the snow began changing to sleet and finally rain, but rail and highway conditions only got worse as ice created a new hazard. After rising a bit the temperatures again fell to the freezing mark and below. There were hundreds of highway crashes in the Philadelphia area and mass transit users had to endure many delays and long trips home. Dozens of departing flights were delayed at International Airport. "The timing of the storm was as bad as you could get," said a Chester County official, because it struck during the middle of the day.

TV news reports featured many horror stories, such as the news of motorists stranded in their cars overnight on Interstate 87 near Allentown, cars and trucks sliding off the New Jersey Turnpike, and the 20-car pileup on the eastbound George Washington bridge in New York which forced many drivers to abandon their cars. More than 1,100 scheduled trips were cancelled to and from the Port Authority Bus Terminal in Manhattan, which was jammed with commuters trying to get home. One school in North Jersey had to host a huge sleepover for its 300 pupils because buses and parents could not reach them.

In the Philadelphia area many key traffic arteries were turned into temporary parking lots. AAA Mid-Atlantic reported that it rescued nearly 2,000 drivers stuck on Philadelphia area roads.

Meanwhile, SEPTA did the best it could to battle the storm but the sudden snowfall forced it to cancel some services. Thousands of riders suffered serious delays. Here is a summary of what happened on SEPTA:

Regional Rail The worst problem on RRD began in late afternoon when a large tree toppled over three of the four tracks of Amtrak's Harrisburg line just east of Villanova. With catenary power shut down SEPTA had no choice but to suspend all Paoli-Thorndale service for the rest of the day and through the Friday rush hour, until repairs were completed. The first SEPTA train to operate after the line reopened on Friday was #556, which departed Malvern around 12:30 PM. Chestnut Hill West and Trenton services were suspended for about two hours on Thursday due to signal outages on the Northeast Corridor which lasted until about 10 PM. A downed tree on the Media-Elwyn line forced service cancellations starting around 5 PM, and the Wilmington-Newark and Airport lines were shut down for at least two hours because of signal system failures. A total of 93 Regional Rail trains were annulled during the day and 286 other trains delayed anywhere from six minutes to an exhausting 99 minutes (in the case of two hapless Newark trains). In addition to—or because of—the snow, the ever-present slippery rails played a part in many of these delays. Overall on-time performance for the day was just 50 percent.

High Speed Lines Both the Market-Frankford and Broad Street Lines operated with delays for much of the day, but the biggest problem was caused by the discovery of a male passenger *under* a westbound Market-Frankford train at the 34th Street subway station around 2:45 PM. Single-track operation was placed in effect as power had to be shut down on the westbound track. The 26-year-old man was removed from under the train and taken to the hospital suffering from serious injuries. Normal operations were restored at 4 PM.

City Trolleys All lines reported delays due to street conditions. Routes 11, 13 and 36 were stalled for an hour and 15 minutes starting around 7 PM, due to fallen PECO wires at 46th Street & Chester Avenue. Fire trucks were on the scene, adding to the blockade of the streets. With trolley service halted, shuttle buses were operated between the 40th Street portal and 49th Street during the trolley shutdown. Route 15 Girard Avenue cars experienced numerous delays during the day when they were blocked by disabled vehicles, resulting in 56 missed trips. A total of 155 scheduled trolley trips were not operated during the day.

Buses Many bus routes were affected by the storm, especially in the Northeast and Northwest sections of the city and in the suburbs. In a report to passengers the next day SEPTA said that 32 routes were seriously impacted by roadway conditions, and by "paralyzing gridlock on major streets and the Schuylkill Expressway as motorists all seemed to leave at the same time to try and get home." Bus service was virtually non-existent for a time in the Manayunk-Roxborough area.

Norristown High Speed Line NHSL did reasonably well during the storm with only eight trips cancelled, one of them due to "icy rails." (Third rails often present a problem when they ice up.) Another train became disabled and had to be removed from the line.

Amtrak also was confronted with numerous storm-related problems, the most serious of which was the fallen tree at Villanova (see above). Several Keystone trains were cancelled on Thursday evening and early Friday morning, but a few got by the scene with extended delays. For example, eastbound train #654 arrived at Paoli station at 5:57 PM, eight minutes late, but was held

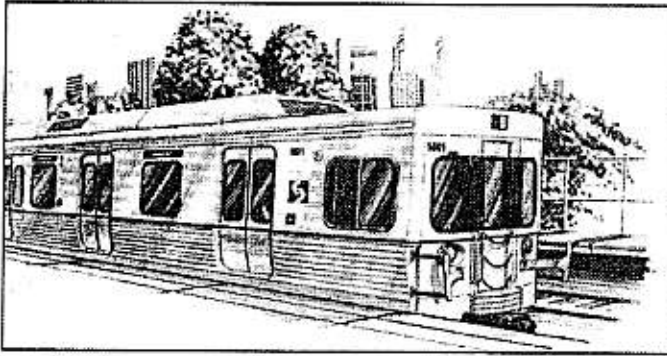
(Continued on Page 6)

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



SEPTA is going all out this season by staging its own "Holiday Extravaganza" from November 23 through Christmas. There is a long list of free attractions including a holiday train display on track 0 at Suburban Station on Wednesdays and Fridays through December 28. There will be music and holiday costumed characters on selected dates, and a concert by the Curtis Brass Ensemble. At Jefferson Station a "Get Strings" musical performance is scheduled for December. Displays of holiday-decorated buses and trolleys will also be scheduled (see the septa.com website for dates and times).

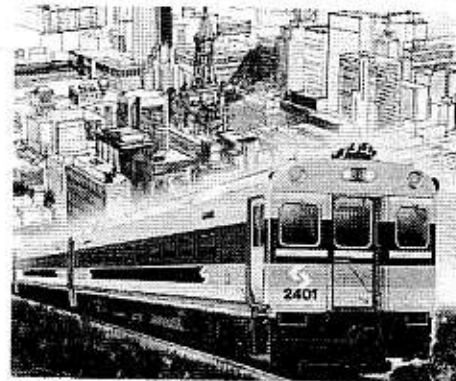
As it has done for the past 28 years, SEPTA ran its "Santa Express" trains to center city on "Black Friday," November 23, the day after Thanksgiving. Two decorated trains ran on both the Broad Street and Market-Frankford Lines, and one each on Regional Rail. These originated at Elwyn (#9348), Norristown (#2347), Fox Chase (#823) and Link Belt/Lansdale (#523). The passengers converged for the big Santa Claus parade that arrived at Dilworth Park on the west side of City Hall When the timetables change on February 24, 2019, SEPTA plans to launch its new bus Route 49 between Grays Ferry and the Fairmount and Strawberry Mansion neighborhoods.

A recent customer satisfaction survey found that riders, on a scale of one to ten, gave SEPTA an overall rating of 7.3. Regional Rail had a 7.4 but the highest rating was 7.8 for suburban trolley and bus service. City trolley and bus service scored only a 7.2 satisfaction rating. The Broad Street line came in at 7.3 and Market-Frankford at 7.1. The survey also showed that six in ten SEPTA customers are female, 48 percent of riders are African American, 43 percent white, seven percent Hispanic and five percent Asian. (Yes, this adds up to more than 100 percent, evidently the result of rounding.) Forty percent of all riders are in the 18-35 age group.

The statement made here last month that Amazon's new second headquarters (HQ2) probably would not be in Philadelphia proved to be correct. The official announcement was made on November 13 that Amazon would in fact build *two* new East Coast headquarters, one as previously speculated in northern Virginia across the Potomac River from Washington and the other in Long

Island City, Queens, NY. Both of those areas no doubt will be happy to receive the billions of dollars in benefits promised by Amazon and its thousands of new high-paying jobs, but the logistics of serving such a huge enterprise may be challenging. It's no secret that some officials and citizens in Philadelphia are happy that their city will not need to undertake the massive job of locating and dealing with such an overpowering corporate citizen.

SEPTA REGIONAL RAIL



The report in last month's Cinders that #2306 already had made the last revenue run of an AEM-7 evidently was wrong. Reports now indicate that #2306 made a single round-trip to Newark on Tuesday, October 30, hauling expresses #1295 and 9212. This seemed to validate General Manager Jeffrey Kneuppel's prediction of several months ago that the AEM-7's would not be completely replaced by the new ACS-64 locomotives until October. Now a few of the remaining AEM-7's have been reassigned to the maintenance fleet for use on the fall gel trains. It appears that the leaf season this year will last until mid-December, which SEPTA says may be the "new normal." B rumors continue to circulate that the AEM-7's may eventually be leased to NJ TRANSIT.

New printed timetables will be issued for all lines effective December 16. The next schedule change is expected in the spring..... Jack Lauser has been named as chief officer of the Railroad Division. A longtime SEPTA supervisor, he came up through the ranks at RRD..... SEPTA is hiring more assistant conductors to help address personnel shortages, and to speed up service when the "closed door rule" becomes effective on all lines (see October Cinders). Designed to comply with a Federal Railroad Administration order, the rule requires that all traps and doors on Silverliner IV and Bombardier cars be manually closed between stops, which requires more on-board crews especially during rush hours. The plan is to deploy 24 more assistant conductors during the holiday season and to have a total of 44 more of them on the job by spring.

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

A pilot program to expand SEPTA's fare inspection process at center city stations to weekends began on Saturday, November 17. Similar to the procedure on weekdays, during the hours of 10 AM and 6 PM passengers must present a Key Card, pass or ticket to an employee at the fare gates before proceeding to the train platform. This is part of SEPTA's years-long plan to phase in the Key fare collection system on Regional Rail SEPTA has retired its ex-LONG ISLAND, ex-Great Northern FA-1 locomotive #615, moving it to CSX's Woodbourne yard on November 14 for shipment to an unknown buyer. Stripped of diesel engine and traction motors years ago, the locomotive had been used by SEPTA as a cab control car on work trains.

The long-running project to replace all catenary wire on the West Trenton line should be complete by the end of this year. The project will see the replacement of the old Reading Company wire with new two-wire catenary.....Trackwork on the Warminster Line will be suspended for the winter later this month.

Several trees fell into the catenary on AMTRAK's Harrisburg line between Malvern and Frazer during a windstorm late on Friday, November 2. Thorndale-bound train #587 was stranded at Daylesford and eastbound #596 at Malvern without power, but passengers were rescued by bus. Two later SEPTA trains also were annulled. Westbound Amtrak #619 was stranded on track #4 at Paoli, but two diesels shoved the train to Frazer where its ACS-64 regained power. It finally arrived in Harrisburg three hours and 20 minutes late. Power was restored on westbound #4 track during the night but on eastbound #1 not until 4:45 on Saturday afternoon. Shuttle bus service for SEPTA passengers was operated between Thorndale and Malvern for most of the day. The 541 became the first westbound train, leaving 30th Street around 5:45 PM and running through to Thorndale 43 minutes late. During the outage Amtrak trains in both directions could get by on #1 but some with delays of well over an hour.

Slippery rails were a constant annoyance throughout November, with literally hundreds of trains delayed by falling leaves. On one day alone, Friday, November 2, 120 trains reported delays, although mostly minor, and on Friday the 9th slippery rails slowed 117 trains. On Monday the 12th at least 98 delays were attributed to the same problem.....At about 3:35 PM on Saturday the 3rd, signal power was lost on the Media-Elwyn line. Five trains were annulled and 13 others delayed through the afternoon and evening. For a time catenary power also was lost in "Media" interlocking.....Talk about unusual delays! Around 6:25 PM on Saturday, November 17, an errant automobile was found sitting on the tracks at 40th Street in West Philadelphia, within "Zoo" interlocking. Four Malvern trains were delayed as they had to be rerouted around the scene until the auto was towed away.



AMTRAK



Once again AMTRAK has met the challenge of the busiest travel week of the year. More than 750,000 passengers were expected to crowd onto trains nationwide between November 20 and 26—90,000 of them at 30th Street Station. A special 29-page Thanksgiving Holiday timetable was issued online for the Northeast Corridor and 16-page timetables were published for the Keystone and Empire Services. All timetables featured a cover photo of an Empire Service train along the shore of the Hudson River near Bear Mountain, NY.

Many regularly-scheduled Corridor trains had extra cars in their consists during the Thanksgiving rush, supplemented by 30 Northeast Regional Extra trains numbered in the 1100 series and operated with Amtrak equipment. On the heaviest travel day, Sunday the 25th, two Holiday Commuter trains numbered in the 1000's also were run in each direction between New York and Washington, reportedly using MARC equipment. The latter figure was down from eight extras using commuter equipment last year.

A few problems cropped up on the Corridor during the Thanksgiving rush, including signal failures in some locations. An hour-long shutdown of service at North Elizabeth, NJ, occurred late on Wednesday afternoon the 21st when some plastic wrapping became entangled in the catenary wires. Throughout the week trains often ran late simply because of delays in loading and unloading passengers.

AMTRAK posted "the best performance in [its] history" during Fiscal Year 2018, CEO Robert Anderson said last month. He announced an operating loss of \$168 million in the year ended last September 30, an improvement of 13 percent over FY 2017. The loss would have been less than \$100 million, he said, if not for two major accidents, the December 2017 crash of a Cascades train at DuPont, WA, that killed three people, and the February 2018 collision between train 91 Silver Star and a parked CSX freight train at Cayce, SC, which resulted in two fatalities. Amtrak released a statement that showed that capital investment of \$1.46 billion in FY 2018 was the railroad's highest level of spending in recent history, and installation of Positive Train Control (PTC) had been completed on 13,000 miles of its passenger train network. Ridership was at a near record of 31.7 million trips during the year, while revenue increased by 2.2 percent to \$3.38 billion.



CSX,
NS,
OTHER ROADS

NJ TRANSIT added extra service over the Thanksgiving holiday period to meet increased demand. This included some "early getaway" rail and bus service on Wednesday, November 21, for passengers leaving work early, and extra service to Newark Liberty International Airport that same day, which

(Continued on Page 6)

PHILADELPHIA EXPRESS

(Continued from Page 5)

typically is the busiest of the year at the airport's rail station. On Thanksgiving Day NJT added extra trains and buses in the morning and midday hours for those traveling to the Macy's Thanksgiving Parade in New York City. On "Black Friday" enhanced bus service was offered to shopping malls in North Jersey and additional trains were operated on selected lines to and from New York.

Bombardier is likely to win the contracts to build up to 999 bilevel rail cars for NJ TRANSIT, according to a report from the Reuters news agency. Bombardier bid on an initial contract for 113 cars, and apparently has beaten out the Chinese car company CRRC (*Trains*).....NJT has had "overwhelming success" in attracting candidates for its locomotive engineer training program, and will hold additional training classes in an effort to fill the depleted ranks of qualified engineers. The railroad has been actively reaching out to candidates through job fairs, community colleges and other sources. It was not revealed how many of the applicants come from out of state, now that a recent policy change makes them eligible.

NORFOLK SOUTHERN said last month that its version of Precision Scheduled Railroading (PSR) will help it close the gap in operating ratio vis-à-vis its principal competitor CSX (see November *Cinders*). PSR was implemented on CSX in 2017, during the controversial reign of its late CEO E. Hunter Harrison. It was ultimately successful in lowering the road's operating ratio (the ratio of operating income to expenses) and producing higher net income. But it came at the cost of an upheaval in operations and the objections of many customers. NS promises that it will adopt PCR operating principles on a slower schedule and avoid disruptive change as occurred on CSX. During the third quarter of 2018 CSX reported an operating ratio of 58.7 percent versus NS's 65.4 percent (*Trains*).

Cherry Hill is working to increase the use of NJ TRANSIT's station in the community, which averages only 142 boardings on a typical workday according to an article in the November 18 issue of the *Inquirer*. The station has only limited access behind the site of the old Garden State racetrack and now a shopping center, while Cherry Hill's other rail station, PATCO at Woodcrest, averages 3,000 boardings per day with much more frequent service. NJT's Atlantic City Line currently is shut down for installation of Positive Train Control equipment, but the railroad promises that it will reopen in January.

The almost forgotten Fairmount Park Trolley is back in the news, at least on the front page of the Sunday, November 25, edition of the *Inquirer*. The Fairmount Park Conservancy is working on a plan to build a trail on virtually all of the old 4.5-mile right-of-way in the west park area, a route which is badly overgrown but includes iron bridges, an actual tunnel and a carbarn. Opened in 1897 and abandoned in 1946, the line always operated with its original cars, but after World War II its track and equipment were badly deteriorated. And the trolleys had lost the advantage of being the most popular way to get to the old Woodside amusement park.

My best wishes for the holidays to all Chapter members and other readers of *Cinders*. — Frank Tatnall

Surprise November Snowstorm Slows Rail, Air, Highway Travel

(Continued from Page 3)

at the station for two hours because of the track blockage ahead. It finally arrived at 30th Street at 9:23 PM, almost three hours late. Delays also were recorded on the Corridor, including those caused by signal failures between Philadelphia and Trenton.

With all of its current equipment and staffing problems, NJ Transit did not need a disruptive snowstorm. But it got one on Thursday the 15th. Delays and cancellations were rampant all over the State, not only on the rail network but on its bus system as well. A major choke point was the Port Authority Bus Terminal in New York which almost had to be shut down during the storm, stranding thousands of commuters. NJT did attempt to operate regular rail service the next day, with delays, but operations continued to be suspended on the North Jersey Coast Line and the Gladstone branch because of infrastructure damage. NJCL service was cancelled as the result of downed catenary wires in Middletown, where signal lines in the area also were damaged. Repairs were made in time to resume service on Saturday. During the outages all NJT bus, rail and light rail tickets were cross-honored systemwide.

PATCO suffered some problems as well, with icing on the third rail and elsewhere, forcing it to suspend service for a time in the early afternoon. It operated an "ice train" to clear the tracks so that service could be resumed.

All in all, the surprise storm of November 15 gave millions of people a bad sendoff to the winter season—and it wasn't even winter yet!

----- Frank Tatnall

SEPTA Sets AEM-7 Farewell Trip

On rather short notice, SEPTA on Monday, November 26 announced they would operate a short "Farewell to the AEM-7" excursion on Saturday, December 1, 2018 between Paoli and Suburban Station. The trip will operate as follows:

SEPTA AEM-7 Farewell Schedule Saturday, December 1, 2018

Depart Paoli	10:25 AM
Depart Wayne	10:32 AM
Depart Radnor	10:35 AM
Depart Bryn Mawr	10:39 AM
Depart 30 th Street Station	10:53 AM
Arrive Suburban Station	10:58 AM
Shopping/Lunch/Operating Break	
Depart Suburban Station	12:10 PM
Depart 30 th Street Station	12:15 PM
Depart Bryn Mawr	12:24 PM
Depart Radnor	12:28 PM
Depart Wayne	12:31 PM
Arrive Paoli	12:38 PM

During the Suburban Station layover, riders may view the "Western-themed Holiday Decorated Train" on Track 0 at Suburban. Unfortunately, this issue of *Cinders* will not reach members before December 1, but the Chapter will post the information on its website, www.nrhphiladelphia.org.

Amtrak To Sell Additional Retired 2nd Generation Heritage Equipment

Last month, we listed a total of 41 pieces of equipment offered for sale, with a bid closing date of November 14, 2018. Amtrak has issued another Request for Bid Sales Offer for various decommissioned inactive fleet cars. This offering totals 99 pieces of equipment with a bid closing date of January 4, 2019.

Direct inquiries on any piece of equipment should be directed to assetrecovery@amtrak.com. We list here the equipment offered, with some background on heritage, where available.. (*Editor's Note: Heritage information beside each listing has come from various Amtrak heritage publications from private publishers.*)

Heritage Fleet Baggage Cars

1126 ex- Union Pacific 6331 (St. Louis Car)	
1127 ex-AMTK 1022, ex-CNO&TP 3589 (Pullman-Standard)	
1132 ex-AMTK 1071, ex-AT&SF 3450 (ACF)	
1135 ex-AMTK 1116, ex AMTK 1206, ex-NP 208 (P-S)	
1160 ex-AMTK 1103, ex-AT&SF 3653 (Budd)	
1161 ex-AMTK 1106, ex-AT&SF 3656 (Budd)	
1162 ex-AMTK 1109, ex-AT&SF 3659 (Budd)	
1163 ex-AMTK 1104, ex-AT&SF 3654 (Budd)	
1164 ex-AMTK 1264, ex-AT&SF 3676	
1165 ex-AMTK 1266, ex-AT&SF 3677	
1171 ex-AMTK 1262, ex-AT&SF 3454	
1172 ex-AMTK 1271, ex-AT&SF 3455	
1203 Heritage not known	
1204 Heritage not known	
1208 ex-AMTK 1119, ex-NP 222	
1210 ex-AMTK 1120, ex-PC/NYC 9110 (ACF)	
1211 ex-AMTK 1121, ex-PC/NYC 9111 (ACF)	
1212 ex-AMTK 1122, ex-PC/NYC 9118 (ACF)	
1213 ex-AMTK 1123, ex-PC/NYC 9140 (ACF)	
1215 ex-AMTK 1124, ex-PC/NYC 9151 (ACF)	
1221 ex-PC/NYC 9117	
1223 ex-PC/NYC 9126	
1226 ex-AMTK 1130, ex-PC/NYC 9134 (ACF)	
1229 ex-PC/NYC 9142	
1230 ex-PC/NYC 9143	
1234 ex-AMTK 1134, ex-PC/NYC 9155 (ACF)	
1235 ex-PC/NYC 9157	
1236 ex-PC/NYC 9159	
1239 ex-AMTK 1137, ex-PC/NYC 9164 (ACF)	
1241 ex-AMTK 1139, ex-PC/NYC 9170 (ACF)	
1242 ex-AMTK 1140, ex-PC/NYC 9172 (ACF)	
1244 ex-PC/NYC 9177	
1245 ex-PC/NYC 9179	
1246 ex-AMTK 1142, ex-PC/NYC 9180 (ACF)	
1247 ex-PC/NYC 9182	
1248 ex-PC/NYC 9183	
1249 ex-AMTK 1064, ex-PC/NYC 9184 (Budd)	
1250 ex-AMTK 1150, ex-PC/NYC 9187 (ACF)	
1251 ex-AMTK 1162, ex-AT&SF 3674 (ACF)	
1252 ex-AMTK 1166, ex AT&SF 3679 (ACF)	
1255 ex-AMTK 1153, ex-AT&SF 3664 (ACF)	
1257 ex-AMTK 1151, ex-AT&SF 3662 (ACF)	
1258 ex-AMTK 1158, ex-AT&SF 3670 (ACF)	
1261 ex-AMTK 1157, ex-AT&SF 3669 (ACF)	
1264 ex-AMTK 1164, ex-AT&SF 3676 (ACF)	
1265 ex-AMTK 1159, ex-AT&SF 3671 (ACF)	
1267 ex-AMTK 1168, ex-AT&SF 3681 (ACF)	
1269 ex-AMTK 1151, ex-AT&SF 3662 (ACF)	
1272 ex-AMTK 1163, ex-AT&SF 3675 (ACF)	
1855 ex-AMTK 1225, ex-PC/NYC 9130 (ACF)	
1857 ex-AMTK 1209, ex-AMTK 1028	

Heritage Fleet Crew Dorm Cars (All built by Budd)

2500 ex-AMTK 2712, ex-AMTK 2995, ex-AT&SF 1621-Pine Brook
2501 ex-AMTK 2711, ex-AMTK 2991-Beatrice MacDonald, ex-ATSF 1618-Pine Beach
2503 ex-AMTK 2733, ex-AMTK 2996, ex-AT&SF 1632-Pine Hill
2505 ex-AMTK 2611, ex-AMTK 2911, ex-UP 1415-Pacific Forest
2506 ex-AMTK 2728, ex-AMTK 2992-Pine Peak
2507 ex-AMTK 2621, ex-AMTK 2893, ex-UP 1428-Pacific Northwest
2510 ex-AMTK 2624, ex-AMTK 2924, ex-UP 1431-Pacific Patrol
2511 ex-AMTK 2623, ex-AMTK 2923, ex-UP 1430-Pacific Park
2512 ex-AMTK 2723, ex-AMTK 2985, ex-AT&SF 1634-Pine King
2513 ex-AMTK 2641, ex-AMTK 2941, ex-UP 1448-Pacific Waters
2514 ex-AMTK 2717, ex-AMTK 2989, ex-AT&SF 1627-Pine Fern
2515 ex-AMTK 2710, ex-AMTK 2983, ex-AT&SF 1617-Pine Arroyo
2516 ex-AMTK 2613, ex-AMTK 2913, ex-UP 1417-Pacific Gardens
2517 ex-AMTK 2633, ex-AMTK 2933, ex-UP 1440-Pacific Skies
2518 ex-AMTK 2732, ex-AMTK 2987, ex-AT&SF 1643-Pine Shore
2519 ex-AMTK 2720, ex-AMTK 2993, ex-AT&SF 1630-Pine Gorge
2523 ex-AMTK 2725, ex-AMTK 2994, ex-AT&SF 1636-Pine Lodge
2524 ex-AMTK 2606, ex-AMTK 2892, ex-UP 1408-Pacific Command

Heritage Fleet Dining Cars

8502 ex-8053, ex-CB&Q 198-Silver Diner (Budd)
8504 ex-8052, ex-CB&Q 195-Silver Restaurant (Budd)
8507 ex-8049, ex-Northern Pacific 463 (Budd)
8509 ex-8046, ex-Northern Pacific 460 (Budd)
8510 ex-8050, ex-CB&Q 193-Silver Café (Budd)
8511 ex-8333, ex-PC/NYC 4554/454 (Budd)

(Continued on Page 8)

Amtrak to Sell Additional Retired 2nd Generation Heritage Equipment

(Continued from Page 7)

Heritage Fleet Dining Cars (Continued from Page 7)

8512 ex-8335, ex-PC/NYC 4563/463 (Budd)
 8521 ex-8380 (2), ex-Southern 3306 (Pullman-Standard)
 8524 ex-8383, ex-Southern 3309 (P-S)
 8527 ex-8062, ex-Southern Pacific 10212 (Budd)
 8528 ex-8083, ex-SCL/ACL8383, ex-Southern 3309 (P-S)
 8527 ex-8062, ex-Southern Pacific 10212 (Budd)
 8528 ex-8083, ex-SCL/ACL 5953-Greenville (Pullman-Standard)

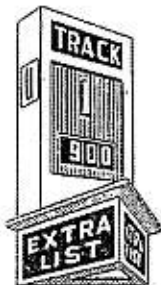
Heritage Fleet Diner-Grille cars

8550 ex-8506, ex-8043, ex-BN/NP 1296 (Budd)
 8551 ex-8500, ex-8051, ex-CB&Q 194-Silver Diner (Budd)
 8552 ex-8508 ex-8047, ex-NP 461 (Budd)
 8553 ex-8516, ex-8331, ex-PC/NYC 4552/452 (Budd)
 8554 ex-8517, ex-8336, ex-PC/NYC 4561/461 (Budd)
 8558 ex-8381 (2), ex-SOU 3307 (Pullman-Standard)
 8559 ex-8526, ex-8060, ex-Southern Pacific 10210 (Budd)

Heritage (ex-Santa Fe) High Level Coach) Budd, 1956, (ex-AMTK 9940, 9952, 9953, 9957, respectively)
 39940 (ex-AT&SF 700), 39952 (ex-AT&SF 712), 39953 (ex-AT&SF 713), 39957 (ex-AT&SF 717)

Refrigeration Express Car ("ExpressTrak")

74003, 74011, 74014, 74022, 74029, 74062, 74095



Saturday, December 8, 2018:

Philadelphia Chapter, Pennsylvania Railroad Technical & Historical Chapter meeting, at Drexel Hill Methodist Church, 600 Burmont Road, Drexel Hill, PA 19026. Business Meeting 1:00 PM; Presentation 1:30 PM. Program will feature Mitchell Dakelman with program entitled *Pennsylvania Railroad Passenger Service*. For additional information, visit website www.philaprrths.com.

Saturday, December 8: Monthly open house at Rockledge Model Railroad Museum, 323 Montgomery Avenue, Rockledge, PA 19046. Hours not posted, and information request should be sent to www.rockledgehrrm.org.

December 8-9, 15-16, 22-24: Santa Claus Special steam train rides (80 minute round trip), on Reading, Blue Mountain & Northern Railroad. Trips will depart Reading & Northern's Reading Outer Station, Route 61 and Bellevue Avenue at 10:30 AM and 1:00 and 3:30 PM. Fare: \$14.00 per adult, \$9.00 child (3-12). To order tickets, telephone 610-562-2102 or visit website www.readingnorthern.com for more information. Trip will operate from R&N Reading Outer Station to Port Clinton and return.

Tuesday, December 11: Regular monthly meeting of Harrisburg Chapter, NRHS, Hoss's Restaurant, 743 Wertzville Road, Enola, PA. Optional dinner at Hoss's, 5 PM, business meeting and program start at 7 PM. Program will feature Chapter Member Steve Runkle on the topic of *Lumbering Railroads in Pennsylvania*.

Thursday, December 13 (SECOND Thursday):

Regular monthly meeting of Philadelphia Chapter, NRHS at SEPTA's Elkins Park Regional Rail station ("Elkins Central" meeting room), 7879 Spring Avenue, Elkins Park, PA 19027, 7:00 PM. Program will feature Chapter Member Kevin Feeney with his always interesting PowerPoint program of the year's rail activities from around the World.

Friday, December 14: Regular monthly meeting of Anthracite Railroads Historical Society, at the ex-Reading Railroad Quakertown railroad station, 15 Front Street, Quakertown, PA 18951. Meeting begins at 7 PM. ARHS's Rich Jahn will screen a slide program assembled by the late ARHS Member Richard Samsel. As a bonus, David Fluck will show his movie footage of the Quakertown & Eastern Railroad.

Thursday, January 17, 2019: Regular monthly meeting of Philadelphia Chapter, NRHS at SEPTA's Elkins Park Regional Rail station ("Elkins Central" meeting room), 7879 Spring Avenue, Elkins Park, PA 19027, 7:00 PM. Program information unknown at presstime.

Saturday, February 2: Super Saturday Streetcar Special XXV on SEPTA in Philadelphia. Trip departs Elmwood Depot at 10 AM. Our annual day-before-the-Super-Bowl trip is officially our 25th Super Saturday Streetcar Special! Five-hour charter departs from Elmwood Depot (at Island and Elmwood Avenues, not far off I-95) for a five-hour charter. Trip will feature the numerous photo stops. Fare: \$55 per ticket, limited to 40 tickets sold. These trips always sell out, so order early. Trip sponsored by Wilmington Chapter, NRHS/Steve Barry. Tickets may be purchased on-line at www.wilmingtonchaptertrips.com.

Saturday and Sunday, February 16 & 17: Greenberg's Toy & Train Show, Chase Center on the Riverfront, 815 Justison Street, Wilmington, DE. Complete details in forthcoming issues of *Cinders*.