



CINDERS

FEBRUARY 2018



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Volume 79

Number 2

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

Chapter Website: www.nrhsphiladelphia.org

'Bomb Cyclone' Snarls Transportation

January Snow, Cold Wave Slam East Coast

The bitter cold that gripped the northeastern U.S. in late December and early January brought misery to millions of people. But the worst part of the 12-day freeze turned out to be the vicious nor'easter that roared up from the Deep South soon after New Year's Day, its western edge striking the Delaware Valley on the morning of Thursday, January 4. Meteorologists called it a "bomb cyclone," meaning that its air pressure "exploded" by dropping unusually fast, then increasing in intensity as it raced northward along the coast. Cities in Florida, Georgia and South Carolina had to contend with their heaviest snowfalls in more than 30 years, even before the storm struck the Mid-Atlantic states and New England.

The Philadelphia area escaped an epic battering from the storm, the center of which stayed out to sea, but the combination of four to five inches of snow on Thursday and nine consecutive days of below-freezing temperatures caused plenty of aggravation here. Especially to those who needed to travel. As expected, conditions were worse toward the Jersey Shore, the National Weather Service measuring 4.1 inches at Philadelphia International Airport but 12.7 inches at the Atlantic City airport and 17 inches at Cape May Court House! New York was hit hard as were Boston and other New England cities where the snow and cold had a severe impact. Sections of Boston also experienced considerable flooding due to historically high tides.

Philadelphia, though not in the direct path of the storm, suffered through several days of transportation disruptions as the departing nor'easter yielded to a huge dome of frigid air from Canada. Here is a day-by-day log of travel conditions in the area during and after the storm:

Thursday, January 4. In anticipation of the snow emergency, schools in the city and many suburbs were closed and many public buildings and businesses either were shut down or closed early. SEPTA tried to cope with the storm, but on Regional Rail nearly 400 trains ran late and on-time performance for the day sank to 48 percent. Around 9:30 AM a woman was killed when the automobile she was riding in apparently skidded down an ice-covered hill on Red Lion Road in Huntingdon Valley, crashing through the railroad crossing gates and into the side of West

(Continued on Page 8)

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 a recorded advisory. Thank you.

Meeting Notice

THURSDAY, FEBRUARY 15, 2018

SEPTA Elkins Park Regional Rail Station, Elkins Central Meeting Venue, 7879 Spring Avenue, Elkins Park, PA 19027. See Page 8 of our May, 2017 issue for complete details on the meeting location and amenities for our new location, as well as transportation schedules, which have not changed from our last meeting. **DANGER! DO NOT ATTEMPT TO ACCESS OUR MEETING ROOM FROM THE DOOR ON THE INBOUND PLATFORM TO PHILADELPHIA! YOU WILL TRIGGER POLICE & FIRE ALARMS!! WALK AROUND TO THE SPRING AVENUE ENTRANCE TO THE BUILDING.**

MEETING START TIME: 7:00 PM

Our February 15, 2018 meeting will feature Chapter President/Editor Larry Eastwood, who has created another PowerPoint program. It is entitled *A Sampling of Railroad Postcard Advertising in the Modern/Streamlined Era*. It will show postcards issued by the railroads to promote their freight and passenger services, with emphasis on the streamlined lightweight equipment introduced beginning in the late 1930's.

Looking forward, our March 15, 2018 meeting will feature Chapter Member Dale W. Woodland with another in his seemingly-endless series of PowerPoint programs. The subject will be chosen from Dale's menu and announced at the February 15 meeting and in the March issue of *Cinders*.

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

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

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

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2018 ANNUAL MEMBERSHIP DUES: Effective September 1, 2017, \$20.00 per person, which covers Philadelphia Chapter dues through December 31, 2018. (NRHS National membership dues for 2018 are \$50.00, billed directly by NRHS – expected to be mailed about November 15, 2017). NRHS chapters bill their members separately for Chapter dues, and these were mailed between October 12 and 20, 2017. The donation requests for Philadelphia Railfriends were mailed during October via separate mailing from *Cinders*. Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance 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. Remittance should be made payable to Philadelphia Chapter, NRHS.

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 ANY 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.

Seven Members Receive NRHS Pins

Seven Philadelphia Chapter members will be awarded NRHS pins and certificates during 2018, with one member receiving a 50-year pin and six their 25-year pins. Those being awarded this year are:

50-Year Pin and Certificate

Albert J. Pfeiffer, Jr., Hot Springs Village, AR

25-Year Pins and Certificates

Joseph V. D'Alessandro, Lafayette Hill, PA

Edward J. Feathers, Glenolden, PA

Joseph A. Kantanick, Norristown, PA

Michael Nagurny, Harrisburg, PA

Matthew Nawn, Hanover, PA

Dale W. Woodland, Souderton, PA

The pins were delivered to Chapter President Larry Eastwood during January, by NRHS Membership Awards Director Joseph C. Maloney, Jr. Pins and certificates will be mailed to each member by the beginning of February.

Once again this year, the recipients are located all around the United States. The Chapter congratulates each award recipient named above, and thanks them for their longtime support.

2018 NRHS Convention

August 7-11, 2018

Ramada Inn

(former Holiday Inn)

CUMBERLAND, MD

Philadelphia LCL.....

The rail history community lost two more luminaries over the past month. **David G. Flinn**, died on December 23, 2017 at the age of 80. Dave was a native of Baltimore, MD, and grew up in Connecticut. An Air Force veteran, Dave was a graduate of Cornell University in Ithaca, NY. Dave and his wife, Mary Ann, settled on a farm in Lansing, NY in 1966. Starlane Farms was home to Clydesdale horses, and his wife was active in showing horses for more than 40 years. He served, of course, on the boards of the Cornell Railroad Historical Society as well as NRHS, he was a senior National Representative. Dave was a licensed pilot, and operated a ham radio and electronics store on Cayuga Street in Ithaca,.....**Ira Schreiber**, also age 80, passed away in Aurora, CO on January 9, 2018. Ira was born in Carbondale, PA, and spent a good deal with his childhood in Haddon Heights, NJ, where he developed a passion for the Pennsylvania-Reading Seashore Lines. He served in the Air Force in the 1950's, mostly at Denver's Lowry Air Force Base. He was in Lincoln, NE for about three decades, returning to Denver in the 1990's, working in the bus industry. He was always an active passenger train advocate. He is survived by his wife, Corrine Schreiber and a whole host of family members.

Northeast Phila. History Network Commemorates Pioneer Aviator

The Northeast Philadelphia History Network will commemorate the first licensed African-American Aviator, Emory Conrad Malick with a lecture at their normal meeting, Wednesday, February 7, 2018 at 7 PM at the Pennepack Baptist Church, 8732 Krewstown Road, Philadelphia, PA 19115. The program will be given by Mary Groce, Malick's great-niece. Malick received his international pilot's license in 1912 and in the late 1920's reportedly partnered with Ernie Buehl to establish the "Flying Dutchman" airport off Haldeman Avenue in the Somerton section of the City.

The program is also in anticipation of the centennial of the first scheduled US Airmail Delivery which took place on May 15, 1918 at Bustleton Field (today's Red Lion Road and Roosevelt Boulevard). That celebration will take place Saturday, May 19, 2018.

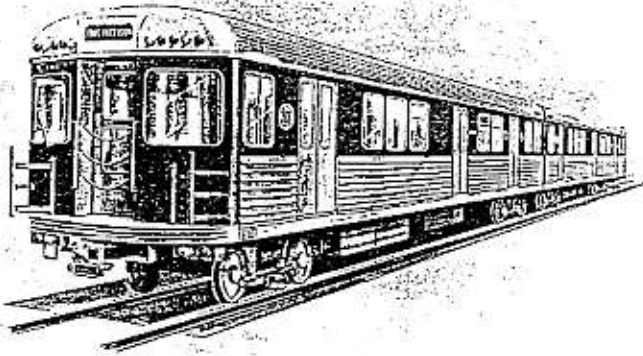
The NEPHN is a non-member group featuring a wide variety of monthly lectures covering the wide history of the Greater Northeast. A number of Philadelphia Chapter members have attended their very interesting events.

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA TRANSIT



The Delaware Valley Regional Planning Commission released a report last month on the need for SEPTA to replace its aging trolley fleet. The report complements SEPTA's own long-range Trolley Infrastructure & System Modernization plan which would replace the present 141 Kawasaki light rail vehicles built in 1980-81 and 18 PCC's dating from 1947 but rebuilt in 2003-2004 (see February 2017 *Cinders*). SEPTA's capital program also includes an array of improvements to tracks, bridges, power supply and boarding zones needed to operate a fleet of 80-foot-long low-floor articulated cars, which will be designed to handle increased ridership, speed up service and accommodate handicapped patrons.

The SEPTA plan is estimated to cost about \$713 million starting in 2023 but the DVARP study predicts that the overhaul will cost in the \$1-billion range. All of SEPTA's trolley lines—the five leading to the center city tunnel, the Girard Avenue line and the two suburban lines operating out of 69th Street Transportation Center—will receive the new equipment. SEPTA's 68 miles of track comprise the largest trolley network in the U.S., according to an *Inquirer* story on the modernization plan.

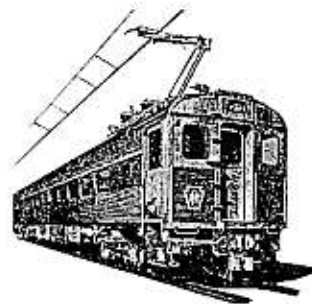
On January 22 SEPTA began phasing out the sale of tokens at all cashier booths, to be followed this month by removal of the remaining vending machines (see January *Cinders*). By the end of March it's likely that tokens will no longer be available except at the 200-plus independent retailers who now sell them. This is another step in the long-running transition to the SEPTA Key fare collection system but, until further notice, tokens will still be accepted for the payment of fares.....On January 24 SEPTA held an open house to discuss the development of its capital budget for Fiscal Year 2019 beginning this July 1.

Many of the 69,500 fans who jammed Lincoln Financial Field on Sunday, January 21, for the NFC Championship Game between the Eagles and Minnesota Vikings rode the Broad Street subway to get there. Extra Sports Express trains helped move the crowds and a discounted \$4 round-trip pass on the subway to and from AT&T station was offered. After the Eagles' blowout victory hordes of giddy fans flocked onto Broad Street,

celebrating the team's upcoming journey to the Super Bowl on February 4. An estimated 10,000 more jammed Broad Street near City Hall, but were generally peaceful and presented few problems for the police. PATCO ran service every 20 minutes on Sunday afternoon instead of the usual 30-minute headway, and Regional Rail trains operated close to schedule. But if the Eagles win the Super Bowl, SEPTA will need to prepare for a victory parade that at least rivals the parade that followed the Phillies' World Series victory a decade ago. Many will recall the travel problems during that 2008 event.

The Eagles' football game was actually the second half of a very busy weekend, perhaps the busiest since the Pope's visit in 2015. Saturday's Women's March on Philadelphia brought as many as 50,000 people to the Benjamin Franklin Parkway. Regional Rail struggled to handle the crowds as extra cars were added to some trains and a few extra trains were pressed into service. On-time performance was 78 percent.

The annual Philadelphia Flower Show—always a huge draw for the public—is set for March 3-11 at the Pennsylvania Convention Center. This year the theme is "Wonders of Water," and as usual SEPTA will be offering discounted admission ticketsIn December SEPTA placed two new elevators in service at the Market-Frankford Line 40th Street station, providing direct access between street level and the train platforms. The elevators, which cost \$9.2-million, allow handicapped passengers to utilize the subway, as well as the general public and trolley riders who are periodically diverted there..... Philadelphia is among 20 cities still in the competition to land Amazon's new second headquarters (see September, October *Cinders*), with its promised 50,000 new jobs. Some 267 cities had submitted proposals to the Seattle colossus.



SEPTA REGIONAL RAIL

SEPTA's first new ACS-64 electric locomotive, #901, arrived from Siemens on December 14, and after several weeks of shop tests it was expected to make its first road test before the end of January. It is not known when the next locomotive in the 15-unit order will be delivered.....All Regional Rail timetables were reissued effective January 14, with numerous schedule changes on most routes. Many of the changes involve

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PHILADELPHIA EXPRESS

(Continued from Page 3)

earlier departures, often based on performance data retrieved from the new GPS train location system. This information also is fed to an app that can be downloaded on mobile devices (see December *Cinders*). Some of the schedule changes are significant on lines operating in AMTRAK territory, especially Paoli-Thorndale and Trenton.

But the information from the new real-time GPS system has not always been correctly passed on to the public through SEPTA's mobile app. An article in the January 13 edition of the *Inquirer* reports that riders have experienced confusion, with trains disappearing from the display then reappearing, and information on the app sometimes not matching announcements in the stations. According to a SEPTA spokesman, extreme weather conditions such as those in recent weeks often lead to sudden changes in a train's performance, which produce wrong information on the app. A professor of computer science at Drexel University said that the SEPTA app is being fed a lot of information from a lot of sources, and knowing how to prioritize that data on a mobile app is a challenge. "The way that the information is organized," she said, "doesn't really make sense from my point of view as a rider." SEPTA officials are looking at ways to make the app more accurate and informative.....SEPTA announced a public meeting for January 25 at Cheyney to discuss the results of a feasibility study to restore rail service over the 9.4 miles between Wawa and West Chester. Regular commuter service on the line ended in 1986 (*Trains*).

AMTRAK Keystone train #646 struck and killed a male trespasser at Wynnewood station around 10:40 AM on Wednesday, January 10. Police shut down the railroad for a time and SEPTA was forced to suspend all Paoli-Thorndale service for almost an hour. After that eastbound trains ran #3 track, making no local stops between Bryn Mawr and Overbrook. Normal SEPTA service was not restored until almost 3 PM after five trains had been annulled and several others delayed. Amtrak #646 was held for an hour and the following eastbound #648 was delayed for 34 minutes. Another instance of a catenary power failure on all four tracks in the center city tunnel occurred early on Tuesday morning, January 9, but unlike previous failures this one was corrected within a few minutes. Still, 28 trains were delayed between six and 30 minutes. The cold weather last month took a toll on the already unreliable grade crossing protection along several SEPTA lines. Instances of gates stuck in the down position were frequently reported.



AMTRAK reissued its online system timetable last month, with a cover photo of P42 locomotive #96 rushing the Maple Leaf through a snowstorm. It's uncertain how much longer Amtrak will continue to issue these system timetables, the last printed timetable having come out two years ago..... Ken Hylander has been named as AMTRAK's new executive vice

president & chief safety officer. He comes over from Delta Air Lines where he served as chief safety officer under CEO Richard Anderson, who is now President & CEO of Amtrak. After three fatal accidents in the past three years, the effort to improve the railroad's safety culture seems to have achieved an even higher priority with Amtrak management.....Train #640 from Harrisburg had to be stopped at Coatesville early on Thursday, January 18, after the crew discovered a 5-1/2-inch flat spot on a wheel of the second coach. The train was terminated and the 120 passengers transferred to following train #642, which was delayed for 38 minutes.

AMTRAK began the second phase of its infrastructure renewal program at New York Penn Station on Friday, January 5. It will run through May 28, with much of the work being carried out on weekends (see December *Cinders*). However, some weekday track closures will be necessary, and the first day proved problematic with several delays reported. These included one Amtrak train becoming disabled in a North River tunnel, causing delays of 45 minutes or more for other trains. While this phase of the project will not require the massive schedule cutbacks that last summer's program did, Amtrak has announced one train cancellation and several other schedule changes, while NJ TRANSIT and LONG ISLAND RAIL ROAD have also made service changes.....The January 15 issue of *Bloomberg Business Week* carried a feature article entitled "Problem: America's crummiest transit center could get worse." The writer starts by saying, "Think Penn Station is bad? Let's go into the crumbling tunnels that lie beneath [the Hudson River]."



**CSX, NS,
OTHER ROADS**

More than a month after his unexpected death, the influence of CSX's late CEO E. Hunter Harrison still is omnipresent on the railroad. New CEO James M. Foote pledged his commitment to Harrison's now-famous Precision Scheduled Railroading strategy, highlighting that commitment by ordering the recently-closed hump at Tilford yard in Atlanta bulldozed out of existence. "There is no turning back," he said, calling Harrison "a true legend." CSX's new executive vice president of operations, Edmond L. Harris, agreed that "the table has been set." He said that CSX will continue to follow Harrison's plan, which includes running fewer trains, storing unneeded locomotives and cars, eliminating humps and creating a more fluid operation.

Harrison's accelerated rollout of his strategy last year caused many service problems and customer complaints, but CSX's net income in the fourth quarter soared by 25 percent to \$573 million. As might be expected, the operating ratio declined from 67 percent a year ago to 64.8 percent. Cost-cutting and operating improvements were responsible, since revenue ton-miles sank by ten percent during the quarter, merchandise traffic was down by five percent and coal was flat—but intermodal was up by one percent due to strong growth in international traffic. Capital

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PHILADELPHIA EXPRESS

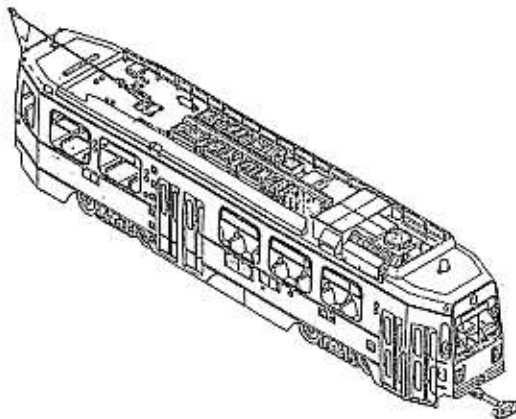
(Continued from Page 4)

spending was also slashed, mainly by eliminating the purchase of new locomotives and cars since a sizeable part of the present fleet is now stored (*Trains*).

Trains further reported last month that CSX may consider selling or leasing up to 8,000 miles of its 21,000-mile network, in order to cut costs and increase profitability. (CSX later said that the mainline through Pittsburgh to Baltimore had been removed from the list.) The initiative sounds similar to one that cropped up in the latter days of the original CONRAIL, when it was proposed that the railroad shed many of its lines and pare down to a "Big X" core network. That proposal was dropped before the railroad was sold to CSX and NORFOLK SOUTHERN.

With new Governor Phil Murphy taking office in January, big changes may be coming to NJ TRANSIT. Murphy has been quoted as calling NJT a "national disgrace" and promised a big shakeup in its management (see January *Cinders*). As a start, the media reported last month that both Executive Director Steven Santoro and General Manager-Rail Robert Lavell were on the way out the door. On January 22 Governor Murphy ordered a full-scale audit of the railroad, saying that "I have made it clear that we will not accept business as usual at NJ Transit".....NJT reported last fall that it was far behind in its effort to install Positive Train Control before the government-imposed deadline of December 2018. Only 25 of 440 locomotives had been equipped with PTC and none of its lines were yet in compliance.

MARC began testing its new 4,400-hp Charger diesel locomotives last month. On Wednesday, January 17, engines #80 and 81 led a three-car train of bilevel cars up the Northeast Corridor from Baltimore to Philadelphia, returning the next day. MARC has ordered eight of the SC-44 locomotives from Siemens for \$58 million.....After three years of rebuilding, NEW HOPE & IVYLAND 2-8-0 #40 returned to excursion service in November. The 1925 Baldwin has been NH&I's showpiece locomotive since 1962 (*Railfan & Railroad*).....The Port of Philadelphia is looking for a big increase in international traffic this year. New container cranes, warehouses and rebuilt berths to handle larger ships are among the projects. Some of the new traffic will be produce and vehicles, but CSX and NS also expect to benefit from an increase in container business. The State, which owns 16 piers and terminals on the Delaware River, has pledged \$300 million for port improvements.



SEPTA Celebrates 125th Anniversary Of Electric Streetcar Service

SEPTA commemorated 125 years of electric streetcar service in Philadelphia with a ceremony at the Elmwood District depot in Southwest Philadelphia on Friday, December 15, 2017. Joining in the festivities were Scott Sauer, Assistant General Manager of Operations, Kim Scott Heinle, Assistant FM of Customer Service & Advocacy, members of the SEPTA Citizens Advisory Council and Youth Advocacy Council, and a whole host of trolley and transit enthusiasts. SEPTA unveiled Kawasaki LRV #9043, specially wrapped to resemble an 1892 streetcar. The 9043 will operate in SEPTA Routes 11, 13, 34 and 36 over the next year.

Streetcars, pulled by horses have been on local streets since 1858, but it was on that December day in 1892 that the first electric trolley operated on the Catharine-Bainbridge Line in South Philadelphia. SEPTA says its Route 11 is the oldest trolley line in the City still operating over a considerable portion of its original route. Horsecar service began on December 24, 1858 from 32nd Street & Woodland Avenue to 9th & Main Streets in Darby, Delaware County. The line was electrified on May 29, 1894 and was extended to Front & Chestnut Streets on August 17, 1896.

Route 11 began service in the Subway-Surface tunnel from West Philadelphia to Center City (15th Street Station) on December 15, 1906. The tunnel was extended to 13th Street in June, 1908. Today, Route 11 operates out of Elmwood Depot, from 13th & Market Streets in Center City to Darby Transportation Center on Main Street between 9th and 10th in Darby. A total of five routes (10, 11, 13, 34 and 36) operate in the Subway-Surface tunnel.

-Information Courtesy SEPTA Media Relations

Friends of Philadelphia Trolleys & Electric City Trolley Museum Set a First-Ever Photo Charter

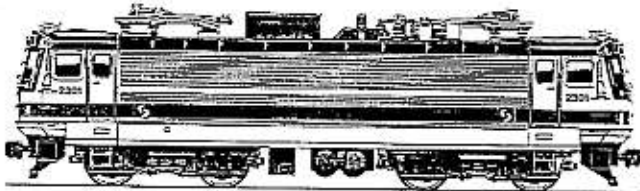
The Friends of Philadelphia Trolleys and Scranton's Electric City Trolley Museum have announced a first-ever photo charter on Saturday, April 28, 2018 from 9:00 AM to 4:00 PM. The event will begin at the Electric City Museum trolley barn, located at 235 Montage Mountain Road in Moosic, PA, which is adjacent to the PNC Field, home of the Scranton/Wilkes-Barre RailRiders, the Triple-A affiliate of the New York Yankees. Use the PNC Field exit off Interstate 81 and follow signs to the stadium (readily visible from I-81).

First on the agenda will be a safety orientation and shop tour of the ECTM facility. At 9:30 AM, the first part of the trip, using former Philadelphia Suburban Transportation Company Brill car #80 will depart for downtown Scranton and return at 12:00 Noon for a lunch stop. At 1:00 PM, with former Philadelphia Suburban Transportation Company Strafford car #164 from Moosic to the ECTM in Scranton for a one-hour self-guided tour of the Museum. There will be photo stops along the line in the morning and in the afternoon.

Fare for the entire day is \$40.00 person, and tickets should be ordered from: Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843. Please make check or money order payable to FPT, Inc. All proceeds will go to ECTM for upkeep and restoration of the Philadelphia trolleys in their collection.

SEPTA AEM-7/ALP44 Push-Pull Assignments as of January 14

With the delivery of SEPTA's first Siemens ACS-64 electric locomotive, #901 during December, testing and placement in service of the prototype, plus delivery of the subsequent locomotives will mean the era of the AEM-7/ALP44 fleet will be coming to an end. With that in mind, *Cinders* will attempt to keep our readers up-to-date on trains the veterans are assigned to over the next year. Please be mindful of sunrise and sunset times when setting photographic locations.



A couple of reassignments of push-pull equipment took place with the January 14, 2018 schedule change. With some Amtrak construction work going on around the Trenton, NJ station, there are presently no push-pull assignments to and from that point. Present train assignments are as follows:

Morning Rush Hour	End Points	Depart	Arrive
Train 1502	MAL-SUB	4:25 AM	5:06 AM
Train 1295	SUB-NWK	5:26 AM	6:26 AM
Train 9212	NWK-tu	6:46 AM	8:09 AM
Train 9526 *(GVF)	THN-TU	6:50 AM	7:57 AM
Train 9538	THN-TU	7:36 AM	8:56 AM
Train D9301	ROB-ELW	6:23 AM	7:17 AM
Train 9340	ELW-TU	7:38 AM	8:37 AM
Train 6321	WTN-30 TH	6:54 AM	8:11 AM
Train 6325	WTN-30 TH	7:22 AM	8:40 AM

Afternoon Rush Hour

Train 9559	TU-PAO	4:54 PM	5:52 PM
Train 9561 *(GVF)	TU-THN	4:56 PM	6:09 PM
Train 1565	SUB-THN	5:34 PM	6:54 PM
Train 9251	TU-NWK	4:55 PM	6:25 PM
Train 9254	NWK-TU	6:52 PM	8:11 PM
Train 6374	30 TH -WTN	4:42 PM	6:01 PM
Train 6378	30 TH -WTN	5:13 PM	6:34 PM

Trains 1295, D9301, 6321 and 6325 run locomotive-forward in the AM, Trains 9559, 9561, 1565 and 9251 run locomotive forward in the PM.

Station Codes

BMR – Bryn Mawr
 ELW – Elwyn
 MAL – Malvern
 NWK – Newark, DE
 PAO – Paoli
 ROB – Roberts Yard
 SUB – Suburban Station
 THN – Thorndale
 TU – Temple University
 WTN – West Trenton

Notes

"D" indicates deadhead move (Train D9301)

*(GVF) – *Great Valley Flyer* – These trains operate non-stop between Paoli and 30th Street in either direction.

Train assignments are subject to change due to operating reasons.

—Our thanks to Rich Werner, Jr. and Frank Lancaster for their help.

If your *Cinders* Arrives in Damaged Condition

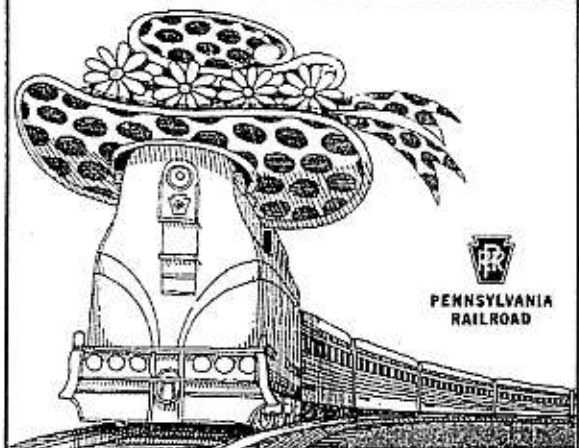
If your *Cinders* arrives damaged or with pages missing, contact Editor Larry Eastwood at 215-947-5769 or avrestower@comcast.net and a replacement copy will promptly be sent to you. The incidence of damage has been greatly reduced through the use of envelopes for mailing each issue, although there is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

Window Closing on 2018 Dues Renewal

This is a reminder to Philadelphia Chapter and Philadelphia Chapter-only members that the deadline for membership renewals for the year 2018 is coming to a close. A very large number of our members have renewed for 2018, and many of those individuals have been very generous in donating funds above and beyond their dues to assist in the operation of our Chapter. Chapter dues are \$20.00 per member. For those who have not renewed, the March issue of *Cinders* will be the last one you will receive if you are not paid up.

A number of members have told us they have not received a 2018 dues bill from NRHS. The Society did send out a letter and the renewal notice was printed on the back of this letter. If you do not recall seeing this notice, kindly contact President Larry Eastwood, who will get in touch with National NRHS for you. National dues are \$50.00 per member.

SMART TRAVEL BARGAIN!



Ladies Day Special to New York
 Exciting day... in Manhattan...
 and fun every mile of the way.
 Food service aboard.
 Every Wednesday and Thursday

ROUND TRIP ONLY
\$4.50
 FROM PHILADELPHIA

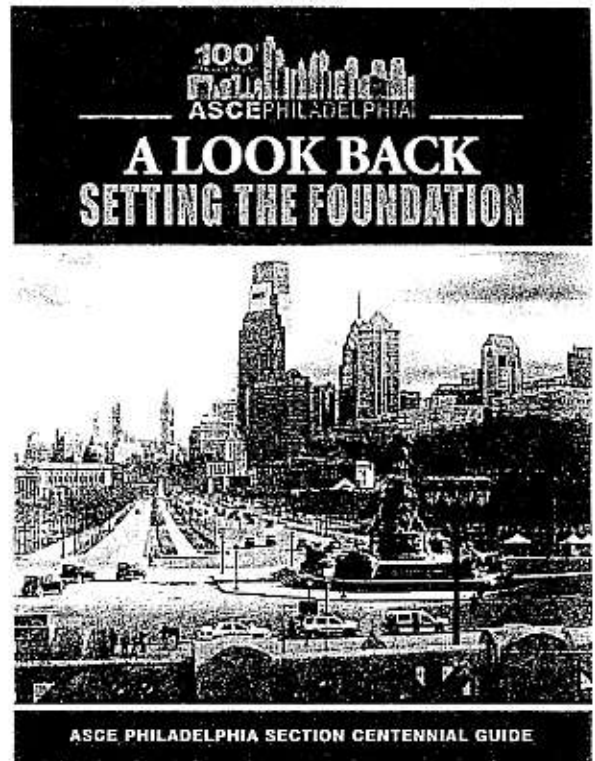
Philadelphia ASCE Chapter Issues Philadelphia Centennial Book

To memorialize the 100th anniversary of the Philadelphia Section of the American Society of Civil Engineers (ASCE) in 2012-13 and cite the many local landmarks, facilities and efforts that have been brought "to life" by its members over that time, it has created a keepsake commemorative Centennial Book.

Copies are available through the Section's website, www.asce-philly.org. Payment may be made via PayPal or check payable to ASCE Philadelphia Section. Online orders will be processed monthly with anticipated arrival dates in mid-month.

The book price is \$30 for Section members and book sponsors, \$40 for others, which includes shipping.

The book has many informative articles and interesting pictures of what civil engineers have done in the Philadelphia area over the past 100 years. While this includes railroads and transit facilities, local bridges, highways and buildings are also featured. The Chapter thanks Member Bob Wright for this information.



Saturday, February 10, 2018: Meeting of Philadelphia Chapter, Pennsylvania Railroad Technical & Historical Society, Drexel Hill Methodist Church, 600 Burmont Road, Drexel Hill, PA 19026. Doors open at 10:30 AM, Modeler's meeting at 11:00 AM, Dining Car at 11:30 AM, Business Meeting 1:00 PM, Presentation 1:30 PM. Program will be *Duffy's Cut*, by Dr. William Watson of Immaculata University, on the famous location along the PRR main line near Malvern.

Tuesday, February 13: 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 *Railpace* Editor and Publisher Tom Nemeth, illustrated talk entitled *Penn Central in the Northeast*.

Thursday, February 15: 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 President/Editor Larry Eastwood with a PowerPoint presentation entitled *A Sampling of Railroad Postcard Advertising in the Modern/Streamlined Era*.

Saturday/Sunday, February 17-18: Greenberg's Great Train & Toy Show, Chase Center on the Riverfront, 815 Justison Street, Wilmington, DE 19801. Hours: 10 AM to 4 PM both days. Adult admission is \$10 Saturday or \$9 Sunday. On-site ticket sales cash only! Children 11 and under admitted free and do not need a ticket. Standard Greenberg Show itinerary.

Monday, February 26: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 625 Station Avenue, Haddon Heights, NJ, 7:30 PM. Program will be

West Jersey/Philadelphia Chapter Member Russ Jackson with a video program on electric traction lines in the Philadelphia area. The theme will be City and Red Arrow transit operations in the winter from various sources, most of which have not been previously screened. Sweeper cars will be conspicuous.

Sunday, March 4: Jersey Central Chapter NRHS Train Show & Sale at Mother Seton Regional High School, Clark, NJ (Garden State Parkway, Exit 135). Show runs from 9 AM to 4 PM. Admission: Adult \$5, family \$8. For more information and/or dealer table sales, contact Mitchell Dakelman at dakelmanm@aol.com.

Saturday, March 10: Railroad Show & Collectors Market, sponsored by Harrisburg Chapter, NRHS, will take place at I. W. Abel Union Hall (Steelworkers Union), 200 Gibson Street, Steelton, PA, from 9 AM to 3 PM. Donation at the door, \$5.00, with free admission for youngsters under age 12. Chapter Member Kerry Jury will give an illustrated talk on Northeastern railroads during the 1970's at 11 AM.

Thursday, March 15: Regular monthly meeting of Philadelphia Chapter, NRHS. Presentation will be by Chapter Member Dale W. Woodland, subject to yet be selected.

Wichita Chapter Now A Fallen Flag

At its meeting on Friday, December 15, the members of Wichita (KS) Chapter, NRHS voted to disband the Chapter. The Chapter cited a number of factors, including an aging and thus declining membership with no new or younger members. Other causes stem from the desire of leadership wanting to step aside, and the health issues that come with advancing age.

Wichita Chapter had 63 years of existence, and the development is sad, but not unexpected. The disbanding was to become effective on December 31, 2017.

'Bomb Cyclone' Snarls Transportation

January Snow, Cold Wave Slam East Coast

(Continued from Page 1)

Trenton train #6301. Passengers on 6301 had to endure without heat or power for some time, finally being rescued by train #6300 about 11:15. Ten trains on the West Trenton line were annulled before the crossing was cleared and regular service restored at 1:30 PM.

Navigating city streets often was hazardous, affecting SEPTA trolley service and most bus routes, which were slowed and in some cases detoured. Several buses were stuck on the Ridge Avenue hill in Manayunk until they were freed by a city plow truck. The Norristown High Speed Line ran only local service, with no Bryn Mawr or Hughes Park trains.

Amtrak on Thursday operated a "modified" (read reduced) schedule between New York and Boston, and delays were frequent between New York and Washington. Some services south of Washington were cancelled, including the Newport News trains, the **Auto Train**, **Palmetto** and the Silver Service. NJ Transit attempted to operate regular weekday service but many delays were reported systemwide. Tickets were cross-honored between modes. NJT said that it pre-positioned personnel and equipment in order to be better prepared to handle the morning rush. PATCO operated a modified snow schedule all day.

Highway travel on the Interstates and other main roads was often difficult, and many local neighborhoods were virtually isolated until plow crews could finally get to them. Traffic accidents and stalled vehicles impeded traffic throughout the day even though plowing and salting operations were in full force. A slew of water main breaks around the area due to the cold caused many street blockages. Thousands of flights throughout the country were cancelled or delayed and at Philadelphia International 225 incoming and departing flights were cancelled.

Friday, January 5. Despite the sun's reappearance, temperatures fell sharply as the strong polar front moved in from the west. The mercury never rose higher than 17 degrees during the day while high winds caused blowing and drifting snow, making all travel difficult. Schools and many municipal offices remained closed. On Regional Rail SEPTA placed its severe storm program into effect, under which trains operate on a Saturday schedule—about 75 percent of normal—with some additional service on the Wilmington-Newark line. The Cynwyd line was bused. General Manager Jeffrey Knueppel warned of "dangerous conditions," and weather-related problems did cause widespread train delays during the day, including a 2-1/2-hour shutdown of Paoli-Thorndale service and a severe systemwide disruption that evening. Manpower shortages, a catenary power loss between 30th Street and Suburban Stations, frozen switches and disabled equipment all contributed to the disruption. Standing-room-only crowding was reported on many rush-hour trains.

SEPTA transit services operated with problems and delays similar to those experienced on Thursday. Market-Frankford Line rush-hour expresses were converted into local trains making all stops. Amtrak operated a modified schedule over the entire Northeast Corridor Washington-New York-Boston for its Acela Express and Northeast Regional services. Several trains running south of Washington, including the **Auto Train**,

were cancelled on Friday. NJ Transit ran service on all of its rail lines but with up to 30-minute delays systemwide. Cross-honoring of tickets remained in force. PATCO continued to operate on a special snow schedule. At least 45 flights were cancelled at International Airport and many more were delayed.

Saturday, January 6. With less traffic, travel conditions improved on Saturday, even though the deep freeze got deeper. The high temperature on Saturday was just 15 degrees and the low was a frigid 7. Transit services struggled to get back to normal. SEPTA Regional Rail saw more than 130 trains delayed, resulting in an on-time performance of only 73 percent. More than half of the delays were attributed to switch failures or Amtrak dispatching.

Amtrak restored regular schedules on the Corridor, although delays were reported. Full service south of Washington also was resumed. NJ Transit riders experienced many delays as the agency attempted to operate a full Saturday schedule.

Sunday, January 7. On this day, with extreme cold still in command, a major problem for Regional Rail was disabled trains. About 90 of the 441 trains were reported late and seven were annulled, for an on-time performance of 78 percent. Amtrak also suffered delays resulting from weather conditions. The high temperature for the day in Philadelphia was 14 and the low a bone-chilling 4 degrees.

Monday, January 8. Not until Monday afternoon would the mercury finally rebound to 32 degrees, after 11 of the previous 12 days had recorded high temperatures below that mark. On its first weekday after the storm crisis, SEPTA tried to get all of its services back in stride. But Regional Rail still was having problems with almost 190 trains reported late, plus four annulments. Again, the major problem areas were reported to be Amtrak dispatching and equipment issues, with on-time performance at the 75-percent level.

Over the rest of the week Regional Rail improved its on-time percentage, reaching the mid- to high 80's, as warmer weather moved in. The transit side mostly recovered to pre-storm service levels. On Friday the 12th Philadelphians actually were enjoying a "balmy" 64 degrees, but the below-freezing temperatures quickly returned over the weekend. The following weekend of the 20th and 21st saw another upswing as the mercury reached into the 50's. The Eagles played their Sunday night championship game in dry and relatively pleasant 40-degree weather. But this unsettled winter is far from over, meaning that more snow, more cold weather and more transportation troubles cannot be ruled out.

--Frank Tatnall

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