

CINDERS

NOVEMBER 2015



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Volume 76

Number 10

Newsletter of the

PHILADELPHIA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

Post Office Box 7302

Philadelphia, PA 19101-7302

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

Papal Visit Draws Accolades but Smaller Crowds, As Many Complain About Heavy Security

REMINDER: Our December, 2015 meeting is on the 2nd Friday of the month, Friday, December 11, 2015

Meeting Notice

FRIDAY, NOVEMBER 20, 2015

Room 121, Randell Hall (access through Main Hall main entrance, 3141 Chestnut Street – just east of 32nd) Drexel University, (three blocks from Amtrak/SEPTA/NJ Transit 30th Street Station (*NOTE: The Chapter's use of 121 Randell Hall for our meetings has been confirmed by Drexel University through December, 2015*). In addition to being easily accessible to all public transportation, there is generally plenty of parking on Chestnut Street right in front of Main Hall – pay at the kiosks.

MEETING START TIME: 7:00 PM

Philadelphia Chapter's meeting on Friday evening, November 20, 2015 will feature longtime Chapter Member Davis Dure, Senior Manager, Simulation at Amtrak, with a program entitled *Using Computer Simulation to Improve Current and Future Operations at Amtrak*. Davis "converted" from cars to trains on the first Earth Day, 1970, while in 7th grade. He grew up in Chestnut Hill, and was introduced to NRHS by the late J. David Engman in 1973.

Dure worked for New Jersey Transit from 1984 to 1992, starting as a "Junior Assistant Schedulemaker" at NJT's Southern Division Bus Operations, moving into a management training program. He left NJT, working for SYSTRA Consulting from 1992 to 2010, and then signed on with Amtrak in 2010 until the present. Davis's program, coupled with his vast experience, promises to provide insight into the thought process for Amtrak's future. Don't miss this informative program on Friday, November 20.

The City of Philadelphia has successfully pulled off perhaps the highest-profile event in its recent history. The two-day visit of Pope Francis over the weekend of September 26-27, climaxed the week-long Catholic World Meeting of Families, garnered the city worldwide attention and admiration. While the expected million-plus visitors did not materialize—estimates of the Sunday throng along the Benjamin Franklin Parkway ranged anywhere from 250,000 to 850,000—the transportation agencies were well prepared and did a commendable job. A large number of those who did come to center city that weekend rode trains to attend the much-anticipated "happenings" on the Parkway. Unfortunately, the heavy-handed security imposed by the Secret Service and other law enforcement organizations left a negative impression with many visitors.

With center city turned into a virtual fortress, there were no serious incidents to mar the weekend. That's not to say that there were no problems. There was much grouching by some attendees that it took hours to pass through the security checkpoints along the Parkway where the Family Festival took place on Saturday and the Pope's Mass was celebrated on Sunday. Some ticketholders who had come long distances for the occasion could not even get through the gates in time to participate in the Mass, in spite of long waits in line. And restaurant owners and other merchants complained that the tight security had cost them a lot of business—"overkill" was a word sometimes used to describe the massive restrictions. In a Monday news conference, Mayor Nutter instead blamed the media for discouraging prospective visitors, but said that the event "was not about numbers" or its "economic impact."

SEPTA, Amtrak, NJ Transit and PATCO all were acknowledged for the good job they did in moving large crowds to and from the papal events. Here's how each of them dealt with the challenge:

SEPTA REGIONAL RAIL. To prepare for the Big Days SEPTA operated an enhanced Saturday schedule on Friday the 25th, with at least six additional morning trains to Jefferson and 30th Street Stations. (Suburban Station was closed Friday through Sunday.) A Saturday schedule also was observed on the following Monday.
(Continued on Page 8)

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

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

CHAPTER OFFICERS (Elected)

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Secretary.....Frank G. Tatnall (610) 688-5623
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Equipment Chair.....David R. McGuire (856) 241-8046
Historical Archivist.....
Membership Chair.....Sheila A. Dorr (610) 642-2830
Program Director.....Harry Garforth (215) 266-3180
Publicity Chair.....
Webmaster.....John P. Almeida (215) 361-3953

2016 ANNUAL MEMBERSHIP DUES: \$18.00 per person, which covers only Philadelphia Chapter dues. (NRHS National membership dues for 2016 expected to be \$50.00 per member, unchanged from 2015). NRHS chapters have been advised to bill their members separately for 2016 Chapter dues, which will be done during October. The donation request for Philadelphia Railfriends will be mailed in early November via separate mailing from November *Cinders*. Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance in the amount of \$18.00 to Post Office Box 7302, Philadelphia, PA 19101-7302. Please include name, valid mailing address, telephone number and E-mail address, as applicable.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. **PLEASE INCLUDE YOUR NEW TELEPHONE NUMBER** and E-mail address so our records are complete.

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

Treasurer Rich Copeland Sidetracked

Chapter Treasurer Rich Copeland was suddenly hospitalized during early October with what has apparently been diagnosed as a very virulent form of pneumonia. He was rushed to Doylestown Hospital where he was placed in intensive care and was on a ventilator for more than a week. The medical staff at Doylestown spent some time attempting to determine exactly what was wrong with Rich so they could prescribe a method of treatment for him.

During his stay at Doylestown, his condition would vary from day to day, with his brain functions finally seemingly stabilized to the point that at the end of October, he was moved to a rehabilitation facility in Langhorne, where he is expected to remain for an as yet undetermined period of time. Late reports indicate he is gaining strength, going through therapy and using a walker to become more mobile.

Get-well cards, notes should be sent to Rich's home:

Mr. Richard D. Copeland

2021 Brook Lane,

Jamison, PA 18929-1351.

In the interim period of time, President Larry Eastwood will be writing checks, making deposits and paying bills until Rich may be able to resume his duties as treasurer; we all keep Rich (and his wife, Elaine) in our thoughts and prayers.

MEETING CANCELLED!!!

PHILADELPHIA CHAPTER, NRHS Board of Directors Meeting Autumn, 2015

Tuesday, November 10, 2015, 7:00 to 8:30 PM

The Philadelphia Chapter, NRHS Board of Directors Meeting scheduled for the above date has been cancelled. There will be a Winter, 2016 Meeting announced in January.

If your *Cinders* Arrives in Bad Condition

If your *Cinders* arrives damaged or with pages missing, contact Editor Larry Eastwood at 215-947-5769 or ayrestower@comcast.net and a replacement copy will promptly be sent to you.

PETER W. URBAITIS II

August 13, 2015

Philadelphia Chapter is saddened to record the passing of Philadelphia Railfriend Peter W. Urbaitis II, of Lansdale, PA on August 13, 2015, at the age of 74. Pete had been affiliated with Philadelphia Chapter since 1992, a total of 23 years. His death followed an accidental fall at Philadelphia International Airport earlier in the summer while working for a limousine service. Pete was often seen on Philadelphia Chapter excursions and at our Chapter meetings.

Pete was a native of Wernersville, Berks County, PA and was a graduate of Reading Central Catholic High School. His college education found him at St. Joseph's University on City Line in Philadelphia. He was recognized as an avid and very generous supporter of St. Joe's and its athletic programs. Among those in attendance at Pete's Memorial Mass in the Chapel of St. Joseph on October 21, was Phil Martelli, veteran basketball coach of the St. Joseph's Hawks. The Mass was celebrated by the Reverend Daniel Joyce, S.J., himself a native of the City of Reading. A large contingent of St. Joe's alumni and athletic supporters were present.

Pete was active in both the Anthracite Railroads Historical Society during the 1980's, and since the 1990's had been a Museum Docent with the Reading Company Technical & Historical Society at the Reading Railroad Heritage Museum in Hamburg, PA. Throughout this period, Peter served as a proofreader for publications of both organizations.

Pete is survived by his sister, Mary Jo Urbaitis and brother, John as well as other close family members. The Chapter extends its sympathy to the Urbaitis family.

Notes from NRHS's Fall, 2015 Conference at Utica, NY in October

The National Railway Historical Society held its Fall, 2015 Conference in Utica, NY the weekend of October 23-25. Business conflicts prevented National Representative Peter Senin from attending, but Chapter Membership Chair Sheila A. Dorr was able to represent Philadelphia Chapter at the conference. What follows is a preliminary summary of the proceedings in Utica.

High on the agenda was a report on RailCamp 2015, which found 24 participants in the eastern venue, based at the University of Delaware in Newark, DE, and 12 participants in the Northwest Camp, based at the University of Puget Sound in Tacoma, WA. Because of the continued popularity and success of RailCamp, founded in 1998, it was recommended that it be continued in 2016. The tentative dates are June 26-July 2 in Delaware and July 31-August 7 in the Northeast. Tuition is expected to be \$1,290 per camper in 2016. Tony White of the Western Connecticut Chapter is the Director of RailCamp East.

Another area of deep concern that was discussed was NRHS membership, and in particular affiliate membership. The Society's By-Laws are not consistent and need to be amended to reflect that National NRHS membership is encouraged, but not required. A motion was placed on the floor to this effect; a committee will be formed and will report back at the Spring, 2016 Conference with a proposal for affiliate membership. Any changes adopted will require chapter officers to be members of NRHS.

Early in November, NRHS is hopeful of mailing out 2016 National dues bills. Dues for 2016 will remain at \$50. There will be options for members to renew, and these are expected to be spelled out in the letter, and while on-line renewals will be the preferred method for renewal, other options will be available. A massive E-mailing will be sent to members whose E-mail address NRHS has. March 31, 2016 will be the deadline for renewals.

Discussion ensued on NRHS Conventions. Walter Zullig, 2015 Rutland Convention chairman, said a total of 610 people participated. A sum of \$2,400 was contributed to the NRHS Fund from those who rode the special car on excursions.

The 2016 Convention will be held in Denver, CO from July 19-24. The Convention hotel, the Holiday Inn-Stapleton, has been sold during October. Varying trips and activities have been scheduled. General Counsel John Fiorilla stated that contact has been made with the Union Pacific Railroad for a potential mainline trip, but there has been no commitment from the UP.

Looking forward, a 2017 convention in Nashville, TN, a 2018 convention, possibly in Orlando, FL, and a 2019 event surrounding the 150th anniversary of the Gold Spike at Promontory, UT is being looked at.

Sites are needed for NRHS Conferences in future years. The Spring, 2016 Conference will be held at Cumberland, MD on April 22-23, 2016.

NRHS Treasurer Bob Bitzer reported that all bills, grants and RailCamp expenses have been paid, and NRHS is in the black. President Al Weber said that he hopes that one *NRHS Bulletin* can be published in 2015 and perhaps two issues in 2016.

Drexel Presenters Need Laptop

In something of a surprise, Philadelphia Chapter has learned that either the Chapter or guest presenters will need to supply a laptop containing PowerPoint for programs, a change, of which we were not informed by the University, took effect in September, 2015.

At our September 18 meeting, we could not project Member Kevin Feeney's program because of a new password requirement for the University's computer. Fortunately, Kevin had his own laptop with him and we were able to attach that to the projector. Drexel's IT personnel did not respond to our request for assistance.

At our October 16 meeting, President Larry Eastwood encountered the same problem with his PowerPoint program on EMD's E unit passenger diesels. Contact was made with Drexel's IT person, and we were informed that we needed a password to access Drexel's mainframe, a change in equipment that took place over the summer months. Rob from Drexel IT patched in a password, and we were able to present the October program.

For the time being, as we approach each month, Chapter personnel will make contact with the presenter to determine what equipment needs to be provided to insure that the program will work. In addition, we will need to check prior to any presentation of either a DVD or VHS program in the future for compatibility with Drexel's system.

STEVEN KALOW

August 9, 2015

We inform you of the passing of Philadelphia Railfriend Steven Kalow, of Glenmont, NY, on August 9, 2015 at the age of 65. Steven had been affiliated with Philadelphia Chapter since 1987.

Kalow was a retired Conrail and CSX locomotive engineer, and was ironically struck by a CSX freight train at the Game Farm Road crossing on the Town of New Scotland, near Albany. The Albany County Sheriff ruled the incident a suicide, saying a note was found in Kalow's home.

CSX made no comment about Kalow's employment history with the railroad following the accident.

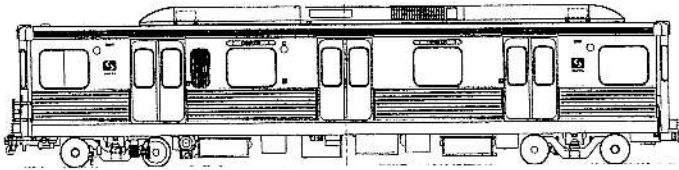
Philadelphia LCL.....

Railroad Author **John P. Stroup** passed away on Monday, October 12 in Springfield, IL, at the age of 73. Stroup had authored five Morning Sun Books on area rails: *Pennsylvania-Reading Seashore Lines in Color, Volumes 1 and 2*; *Trackside Around the Delaware Valley 1960-1983*; *Trackside Around Southeastern Pennsylvania, 1965-1975*; and *Trackside on the PRR Delmarva Lines, 1965-1967*.....Outside our area but of interest to postcard collectors was the passing of **Mary Jayne Rowe** of Covington, VA on October 9 at the age of 82. Rowe operated Mary Jayne's Railroad Specialties, a railroad postcard publisher since May, 1973. She is survived by her husband of 59 years, John Z. Rowe.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



SEPTA TRANSIT

SEPTA reports that it spent \$2.3 million on overtime pay and \$1.6 million on additional materials, equipment and services needed for the Pope Weekend in September. The latter included such items as fences, port-a-potties, barricades and advance planning work. This was far more than what SEPTA had budgeted for the event. Passenger revenues for September were about five percent less than in the same month last year. But SEPTA said that it was glad to help bring thousands of visitors to the papal event and home again.

Close on the heels of Jeffrey Kneuppel's promotion to general manager of SEPTA (see October *Cinders*) came the appointment of Richard G. Burnfield as deputy general manager—the post vacated by Kneuppel. Burnfield has been serving as assistant general manager and treasurer, and will retain his role as chief financial officer. He has had a long and varied 36-year career at SEPTA, including as senior director of budgets and manager of capital budgets. Under his watchful eye SEPTA has enjoyed 16 consecutive years of balanced budgets, some of them in years with uncertain funding support.

The SEPTA board has decided to invest \$18.3 million in environmentally-friendly improvements. These include new LED (light-emitting diode) illumination in many areas and a variety of other capital projects to reduce energy use. SEPTA also will look at building a natural-gas power plant at Midvale garage in Germantown to help supply the needs of that facility and provide some of the off-peak power for Regional Rail lines on the former Reading side.

On Saturday, October 31, SEPTA planned to operate 14 extra trains on the Broad Street Line to handle the sold-out crowd flocking to the biggest college football game here in many years. Undefeated Temple will host the University of Notre Dame at Lincoln Financial Field! Extra trains also will be run on the Market-Frankford Line that morning for ESPN's College GameDay broadcast at Independence Mall.

The split of bus route 23 into two routes, reported here last month, has been postponed to November 29..... SEPTA and the city have installed a transit signal priority (TSP) system along Frankford Avenue north of the Frankford Transportation Center. This electronic system allows Route 66 trackless trolleys to extend the green signal at intersections which

allow them to continue to a passenger stop on the far side of the street. Several stops have been relocated and others eliminated. This is the sixth commercial corridor in the city to have received a TSP system.



SEPTA REGIONAL RAIL

Right on schedule, SEPTA again has deployed its three leaf trains to combat the slippery rails that delay operations in the fall season. The trains will be out every night on the lines that experience the worst problems with fallen leaves, and will probably remain on the prowl until December. The heavy rains on Wednesday, October 28, just made matters worse, and delays continued the next day. SEPTA has converted two of its ex-NJ TRANSIT Comet cab cars for use on the leaf trains, replacing depowered F-units #615 and 622.

The new 9th Street station on the Doylestown Line in Lansdale should be open in mid-November, concurrent with the upcoming timetable reissue. This will relieve some pressure on the main station at Lansdale, which has lost a majority of its parking spaces due to the start of construction on a \$42-million parking garage in the lot behind the station (see October *Cinders*).....SEPTA plans to rebuild the Secane station on the Media-Elwyn line at a cost of \$14 million. This station with its new high-level platforms will complement the recently-upgraded Primos station a mile to the north.....And busy Exton station on the Paoli-Thorndale line will get a new station building, high-level platforms, ramps and stairs, at a cost of \$23.4 million.

SEPTA already has announced a plan to purchase 13 new electric locomotives from Siemens, similar to the ACS-64 units now in service on AMTRAK (see June *Cinders*). But retiring General Manager Joseph M. Casey was quoted in the *Daily News* that in the meantime SEPTA is "trying to borrow the [AEM-7] locomotives that Amtrak is scrapping, which are still better than what we have." This story had been reported earlier but with no official confirmation. Casey also said that SEPTA is moving ahead with the design of new Silverliner VI cars which would replace the existing 40-year-old Silverliner IV's. Presumably, the new cars will be of the multilevel design that SEPTA has been considering.

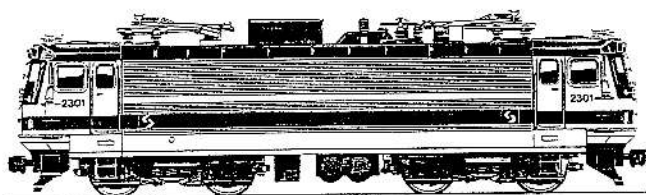
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Regional Rail had a hectic day on Monday, September 28, due to the fact that a Saturday schedule was operated on the day after the Pope's Mass in Philadelphia. A total of 139 trains reported delays (averaging about 19 minutes), with an on-time performance for the day of 73 percent.....A male trespasser was struck and seriously injured by Doylestown express #6576 on Wednesday afternoon, September 30, as he tried to cross the tracks and climb onto a platform at Fern Rock Transportation Center. The train was annulled on the spot with passengers transferred to #450 and to an extra brought out of Roberts yard. Many other trains were delayed. At least eight Trenton trains were held back on the afternoon of Wednesday, September 30, when AMTRAK Acela Express #2168 became disabled near Tacony. Acela passengers were transferred to Amtrak train #94 alongside.

Catenary and signal power issues caused problems on Tuesday, September 29 and Friday, October 2. In the first instance, overhead power was lost around 2:20 PM on all tracks north of the phase break near Temple. Power was restored on most lines within 15 minutes but two trains were disabled, #238 at Miquon and #6439 near Elkins Park—the latter consisting of six Silverliner V's. Passengers on #238 were picked up by following train #3240 and those on #6439 were rescued by #531 on the opposite track. At least 30 other trains were delayed anywhere from ten to 55 minutes. Three days later, the loss of signal power on the entire Media-Elwyn line at 7:40 PM and partial loss of catenary power at the same time caused numerous delays and at least six train annulments. Full power was restored around 11 PMA tree-trimming project on the Doylestown Line is causing midday trains to be bused on weekdays between Colmar station and Doylestown.



Media-Elwyn passengers suffered a double whammy on Tuesday morning, October 27. Push-pull train #D9301 stalled at Wallingford at 7:20 PM when AEM-7 #2304 was unable to move, forcing revenue train #9340 to be annulled. Several other trains were delayed or annulled, a situation made worse when a tractor-trailer broke down at 8:25 on the Union Avenue grade crossing in Lansdowne. Trains #319 and 3226 swapped passengers and crews at Union Avenue and reversed direction. The truck was finally cleared at 9:25 AM and D9301 later moved as an extra back to Philadelphia. Several evening train annulments last month were caused by a shortage of engineers, including one Paoli-Thorndale train which this writer intended to ride on Saturday, October 17. The "alternative service" we employed was the Market-Frankford Line to 69th Street and the Norristown High Speed Line beyond. That same day testing of the Railroad Division's new Positive Train Control (PTC) system caused a number of delays.



After months of dithering, Congress last month approved a three-year extension of the deadline for installation of Positive Train Control. President Obama signed it immediately. If this were not done, AMTRAK would have been forced to discontinue its off-Corridor services in the face of announcements by NORFOLK SOUTHERN and other railroads that they would no longer accept Amtrak trains on their lines after December 31, the previous deadline. Freight railroads already have spent more than \$5 billion on PTC infrastructure but warned that, due to technical and governmental constraints, they could not have the system up and running by the end of this year. A national shutdown of rail freight service was a strong possibility if the PTC extension were not granted. The action was a part of a bill that temporarily delayed the expiration of the Federal highway and transit funding law until November 20. Congress still is wrestling with a long-term surface transportation bill, with disagreements between the Senate and the House to be resolved.

Two-thirds of the 70 new ACS-64 electric locomotives which AMTRAK ordered from Siemens have been delivered, but at least 14 of the old AEM-7's were still on the active roster last month. Built by EMD, the AEM-7's date back to 1978-1988There have been more than 60 personal injury and wrongful death lawsuits filed against AMTRAK after the May 12 derailment of train #188 at Frankford Junction. All of them will be heard by a single Federal judge in Philadelphia, according to a recent report. Amtrak's liability for a single accident is capped by law at \$200 million, which may have to be parceled out between the various claimants.....AMTRAK said last month that it has obtained \$275 million of insurance coverage against catastrophic damage to Amtrak-owned infrastructure if caused by a natural disaster such as a hurricane.

On October 29 AMTRAK ran a high-speed test train with two of NJ TRANSIT's ALP-45DP dual-power locomotives from Philadelphia to Perryville, MD and return. The eight-car train had mixed Amtrak and NJT cars with one locomotive on each endFamed Pennsy GG1 locomotive #4859 last month was returned from storage to its permanent display location in AMTRAK's Harrisburg station. The locomotive plus an ex-PRR cabin car had to be moved out while track, signal and power upgrades were being made in the station area as part of a \$36 million improvement project. The 4859 hauled the first electrically-powered passenger train into Harrisburg on January 15, 1939 and has been on display in the station since 1986 (*Trains*).

After a successful pilot program in Illinois, AMTRAK now will allow small pets to come on board with their owners on longer-distance Regional trains from Boston to Lynchburg, Newport News and Norfolk, VA. The pet and its carrier must weigh 20 pounds or less and be placed beneath the passenger's seat. Reservations are required and there is a \$20 surcharge. The

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PHILADELPHIA EXPRESS

(Continued from Page 5)

policy does not apply to service animals which already are welcome on trains.....New baggage restrictions and fees became effective October 1. Charges apply on excess and oversize carry-on baggage.....AMTRAK has begun using social media to directly contact and offer services to college students as well as to the large "Millennial" group (those born between the early 1980's and early 2000's). Amtrak advertising on social media such as Facebook, Twitter and Instagram has developed a large group of followers.....Acting Federal Railroad Administrator Sarah Feinberg has been confirmed to the post (*Trains*).

The weather caused some tough days for AMTRAK in October. First there was the derailment of train #55 **Vermont** near Northfield, VT, on Monday, October 5, which occurred when P42 #102 smashed into several large rocks which had slid down a hillside onto the NEW ENGLAND CENTRAL mainline. The locomotive and first car fell into a small ravine while the three coaches behind them derailed. The food service car remained on the track. The P42 was eventually hauled away on a flatbed truck and it was several days before regular service resumed north of Springfield, MA. At around the same time the Carolinas were being inundated by record rainfall, which caused tremendous damage in a number of cities, blocked major highways including I-95 and forced freight railroads to suspend or reroute traffic due to track and bridge washouts. Amtrak suspended the **Auto Train**, **Palmetto**, **Carolinian** and **Silver Service** trains for over a week before service could be returned to a semblance of normalcy.



CSX,
NS,
OTHER ROADS

CSX and NORFOLK SOUTHERN had mixed results in the third quarter of the year. CSX reported a record low operating ratio of 68.3 percent and net earnings of \$507 million, in spite of a nine-percent decline in revenues compared with the same period in 2014. Part of that decline is an average ten-percent reduction in the utility coal business. NS meanwhile reported net income of \$452 million with an operating ratio of 69.7 percent. Revenues were down by ten percent compared with the year-ago period, again strongly influenced by the drop in coal traffic. Both railroads saw a three-percent decline in overall volume.

NS is restructuring its Triple Crown RoadRailer service to divert most of this traffic into regular containers. RoadRailers—highway-type trailers which are attached to bogies for movement on the railroad—do not require conventional flatcars but must be moved in dedicated trains. NS will retain RoadRailers only for auto parts traffic between Detroit and Kansas City (*Railway Age*).....NS continues to paint locomotives in one-of-a-kind paint schemes. The latest is ex-Erie Lackawanna SD45-2 #1700 which in September was repainted in full EL livery at the Chattanooga shops. In October it was assigned to local service out of CONRAIL's Oak Island yard in Newark, NJ.....

A man was struck and killed by a CSX train early on Monday, October 19, in Feltonville, near Chester, PA. The man, a 9-1-1 emergency dispatcher, apparently committed suicide.

NJ TRANSIT is apparently the biggest loser in AMTRAK's new system of dividing up costs for use of the Northeast Corridor (see July *Cinders*). According to Bloomberg News, starting with the current fiscal year on October 1, NJT must put up \$199.2 million per year in Corridor maintenance charges. SEPTA, MARC and other transit agencies also will see higher fees.....A ribbon-cutting event on Friday, October 30, marked the opening of the Manayunk Bridge Trail, which will allow bikers and pedestrians to cross the Schuylkill River on the spectacular ex-PRR viaduct connecting Lower Merion Township's Cynwyd Heritage Trail with the Schuylkill River Trail in Manayunk. The City of Philadelphia, the township, SEPTA, PennDOT, Montgomery County and several other organizations cooperated in the planning and fundraising effort.....The U.S. DOT has awarded a \$10.3-million TIGER grant to the City of Philadelphia for restoration of the long-out-of-service ex-PRR swing bridge at Grays Ferry. This will allow extension of the Schuylkill River Trail across the river to Bartram's Garden.

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

2016 Dues Bills Update: National and Chapter Dues Notices during November

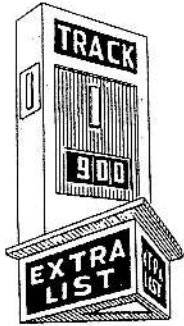
This will provide an update on the mailing of 2016 dues bills for both Philadelphia Chapter, as well as the National Railway Historical Society. Chapter and National dues bills for 2016 will be mailed separately. Between the time this issue of *Cinders* goes to the printer (November 2) and is mailed (November 9), 2016 Philadelphia Chapter dues bills should be mailed November 12.

While both organizations will be soliciting contributions above and beyond our dues, we can tell you that your dues in Philadelphia Chapter cover only the basics to our membership—the printing and mailing of *Cinders* 11 times a year, as well as our meeting room at Drexel University (10 times a year).

Philadelphia Chapter encounters two significant financial obligations each year which rely on members' generosity in making contributions: nearly \$2,500 for our storage site in Willow Grove, and approximately \$3,500 for liability insurance as well as property insurance on former Reading Company EMD FP7 #903. While our financial position is not as precarious as it was during Autumn, 2014, we still need support above and beyond your dues. Please help us as you are able.

Friday, November 20:

Regular monthly meeting of Philadelphia Chapter, NRHS at Room 121, Randell Hall, Drexel University, Philadelphia, 7:00 PM. Enter through front entrance at Main Hall, 3141 Chestnut Street, and proceed down hallway at right of grand staircase to meeting room. Program will feature Chapter Member Davis O. Dure speaking on an Amtrak subject. Details on Page 1, this issue..

**Saturday, November 21:**

Second Annual Railroad Symposium, sponsored by Lehigh Valley Chapter, NRHS at the Northampton Community Center, 1601 Laubach Avenue, Northampton, PA 18067. Program will be **Bethlehem Steel: 20 Years Cold**. See separate article on Page 7, October *Cinders*.

Monday, November 23:

Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM. Program features Fred Ciocciola with a slide program taken on a 1970 trip across the Northern station. The program starts in the Twin Cities, up through the Duluth/Superior area, then west through the Dakotas, Montana and northern Idaho, ending up in the Seattle/Portland and Vancouver area. See Butte, Anaconda & Pacific, Milwaukee Road electrification a chase of the **Empire Builder**, and a cab ride on a Spokane, Portland & Seattle Alco RS3 in Portland, OR. See how much has changed over 45 years.

Saturday, December 5:

The "Bryn Athyn Train Wreck" talk and walk, hosted by the Old York Road Historical Society at the Pennypack Ecological Restoration Trust meeting room, 2955 Edge Hill Road, Huntingdon Valley, PA 19006, beginning at 1:00 PM. Philadelphia Chapter President Larry Eastwood is the presenter of this annual event, commemorating the head-on collision of two Philadelphia & Reading trains on December 5, 1921. Following a one-hour overview, participants will walk and view the wreck site, which is now a part of the Montgomery County Pennypack Trail. Reservations requested, by calling the PERP at 215-657-0830. There is a fee of \$5.00 for those who are not members of PERP.

Tuesday, December 8:

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 begin at 7 PM. Jim Leonard, a director of the East Pennsboro Historical Society will present 40-minute program, "Enola Train Yards in the 20th Century (1905-2005). Yard operations of the PRR, PC, Conrail and Norfolk Southern will be featured. For information, contact Sloan Auchincloss at 717-238-2131, or E-mail to: sloan@auchincloss.com.

Friday, December 11:

Regular monthly meeting of Philadelphia Chapter, NRHS at Room 121, Randell Hall, Drexel University, Philadelphia, 7:00 PM. Enter through front entrance at Main Hall, 3141 Chestnut Street and proceed down hallway at right of grand staircase to meeting room. Program subject unavailable at presstime for November issue of *Cinders*.

Famed Hoosac Tunnel Visited by 2015 Amtrak "Autumn Express"

by R. L. Eastwood, Jr.



On Saturday and Sunday, October 25 and 26, Amtrak once again operated an "Autumn Express" excursion train, this year with a different origin and a highly unusual route. The 2013 and 2014 trips originated at Philadelphia, but the 2015 version found itself originating at Albany/Rensselaer, NY, operating hub for Amtrak's "Empire Service".

The train consisted of Amtrak GE P40 #822 and GE P42 #145, both done up in the "triple-stripe" paint scheme, Amfleet I "sales car" #85999 (all cars in the 11-car train were Amfleet I), Amcoaches #82752, 82782, 82511, 82691, Amcafe #48172, Amcoaches #82783, 82646, 82558, 82802 and Amcafe #48151. From the physical makeup of the train, it appeared that Amtrak used two Empire Service weekday consists.

Both Amcafes were open and serving satisfied passengers all day. Amtrak also had an excellent box lunch from Panera Bread, served in a very colorful zippered and insulated collectible lunch bag. With a capacity of 560 passengers each day, the Saturday trip was nearly sold out and the Sunday trip had a count in the high 400's.

This writer rode the Sunday trip, and Amtrak Train #805-Autumn Express departed Albany-Rensselaer at 8:05 AM, traveling to Schenectady where additional passengers were received. The train then traveled via Canadian Pacific/Norfolk Southern to Mechanicville, NY, entering the former Boston & Maine mainline enroute to Pan Am Railways East Deerfield, MA yard. The train then backed down the connection to the Pan Am Connecticut River Main Line (really rare trackage!), and began to retrace its route back to Albany.

Amtrak's Bruce R. Van Sant, Senior Manager Systems Operations, Amtrak Headquarters, provided narration enroute, and he had done painstaking research, and worked from notes and a slew of downloaded topo maps. He shared some interesting statistics as well. He told riders that the train was 1,076 feet long and weighed 1,808,340 pounds. In addition, he also revealed that each Amfleet I coach has probably traveled 4.6 million miles in a nearly 40-year career, and each of the locomotives have covered some 2.3 million miles. P40 #822 was built by General Electric in 1992, and P42 #145 in 2001.

Amtrak's Chris Jagodzinski, Vice President Operations at Amtrak, who developed the routing and schedule for the trip, as was done in 2013 and 2014 when the trips ran from Philadelphia. Jagodzinski rode the Saturday trip to insure that all the advance work for the 2015 Autumn Express came off as intended, and it did with virtually no exceptions. The Empire Service personnel who performed on-board duties on the train were enthusiastic about the train and those on board.

Amtrak once again operated an excellent excursion, and it can be hoped that this will bode well for future outings.

Papal Visit Draws Accolades but Smaller Crowds;

As many Complain About Heavy Security

(Continued from Page 1)

Amazingly, the actual ridership on both Saturday and Sunday was less than half the number of \$10 "Pope Passes" that previously had been sold, which was 123,295. (Are there really that many souvenir collectors out there?) SEPTA reported that it handled 28,575 Regional Rail passengers on Saturday and 34,371 on Sunday, for a total of 62,946 round-trip riders over the two-day weekend. Most trains had six-car MU consists. It will be recalled that SEPTA originally was preparing to carry up to 175,000 passengers *each day*, and had 328,000 "Pope Passes" available for sale, but Regional Rail still played a key role in moving people.

Traffic was brisk at some of the 18 outlying stations which were designated to receive passengers for the special weekend trains. Paoli may have been the busiest, with 3,534 people boarding trains there for center city on Saturday and 5,062 on Sunday. Trains from the Wilmington and Trenton lines used the Lower Level of 30th Street Station, while Airport, Paoli, Chestnut Hill West and Media trains ran via the Upper Level. Passengers from other lines, plus the Airport, were discharged at Jefferson Station. The Airport Line was the only one to operate all day on Saturday and Sunday, running half-hourly service between the PHL, University City and Jefferson stations.

There were the expected crushes at Jefferson and 30th Street Stations during the late afternoon and evening, as attendees lined up to board outbound trains. But most people said that the boardings were handled well by SEPTA employees, with specially-garbed "ambassadors" on hand at all stations to assist the passengers. Chapter Member Todd Tranausky rode from Woodbourne to Jefferson Station and return on Sunday, reporting that his experience was a good one and that SEPTA personnel at both ends were friendly and helpful. The first outbound trains departed around 5 PM and by 10 PM SEPTA said that almost all Regional Rail riders were on their way home.

SEPTA TRANSIT. The Broad Street Line was by far the busiest of all SEPTA routes during the weekend. Much of this traffic was carried between AT&T station and center city, accommodating the thousands of visitors whose chartered buses were parked at the Sports Complex in South Philadelphia. But overall, transit ridership over the two papal days was well below the numbers anticipated. On Saturday 137,700 passengers used the Broad Street and Market-Frankford trains, slightly less than on a normal Saturday, and on Sunday 161,000 rode those two lines, some 50,000 more than on a usual Sunday.

Retiring General Manager Joseph M. Casey remained at his post through the stressful weekend, leaving office a few days later on October 1. His successor, Deputy General Manager Jeffrey Knueppel, was interviewed several times on television as he personally monitored operations on the subway and train platforms. All bus lines serving center city were suspended or detoured around the secured "traffic box."

AMTRAK cancelled many of its advertised extra trains to and from Philadelphia due to the lower-than-expected number of reservations. (Thus, the thousand copies of a timetable printed for the occasion became strictly collectors' items.) On Saturday extra #1152 did run from Washington with Amtrak equipment and on Sunday extra #1052 operated with MARC bilevel cars hauled by

Amtrak AEM-7 #923. The MARC set returned to Washington as extra #1065. No NJ Transit equipment was leased by Amtrak. On the Keystone line three eastbound and two westbound extras were run between Harrisburg and 30th Street both on Saturday and Sunday, and on Sunday an additional round-trip extra was operated Lancaster-Philadelphia. Two regular Harrisburg trains that normally terminate/originate at 30th Street were extended to/from New York. Amtrak said that it carried about 7,500 visitors to Philadelphia on Saturday and more than 13,500 on Sunday, with many of them handled on regularly scheduled trains.

The six Superliner cars brought in from Chicago to house Amtrak staff were moved from Pittsburgh to Philadelphia on Monday evening, September 21, using P42 diesel #201, which received the cars off train #30. The cars returned west on Tuesday morning the 29th in a special move to Harrisburg behind ACS-64 #647. This was the first and only known time when western Superliners have been hauled by an electric locomotive!

A rather naive question was asked in a column appearing on the *Trains* Newswire: "Why couldn't Amtrak handle the Pope?" The very obvious answer was that moving the Pope and his party by train would have required an overwhelming security effort along the Northeast Corridor and force all other traffic to be seriously delayed. The already tight security at major airports made the Pope's travel by plane a much easier option. Amtrak certainly was not disappointed by the choice of mode!

NJ TRANSIT ran half-hourly non-stop service during the morning hours from Atlantic City to 30th Street Station. Evening trains returned to A.C. as needed. The River Line also operated special service from a limited number of stations to and from the Rand Transportation Center in Camden. Ridership figures have not been released but traffic on the exclusive papal trains was reported as light. Bus service across the Ben Franklin bridge into Philadelphia was suspended during the weekend but resumed once the bridge was reopened at 4 o'clock Monday morning. PATCO cross-honored bus tickets during the service outage.

The River Line resumed regular service between Trenton and the Rand Transportation Center at 5 PM on Sunday. Thirty-minute service was operated until 7 PM when 15-minute service began in order to accommodate return passengers from the papal event. The Atlantic City Line also reverted to weekday schedules on Monday morning.

PATCO restored regular service across the Ben Franklin bridge on Monday morning. Revenues were higher than on a normal weekend but about half of what had been expected. A total of 11,480 passengers rode to and from Philadelphia on Saturday and 14,480 on Sunday, although 75,000 papal passes were available for sale. The Delaware River Port Authority estimated that it suffered a \$1.4-million loss in revenue due to the closing of the bridge to motor traffic over the weekend. However, pedestrians were permitted to cross the span.

Anyone who was in or near Philadelphia on September 26-27, 2015, will long remember the Great Papal Event, and especially the presence of Pope Francis. Even non-Catholics seemed to appreciate his outgoing personality and the worldwide attention he brought to the city. Public transportation played a vital role in moving many thousands of people to and from the center of action on the Benjamin Franklin Parkway, allowing them a rare opportunity to see the Pope in person.

--- Frank Tatnall