



CINDERS

OCTOBER 2015



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Volume 76

Number 9

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

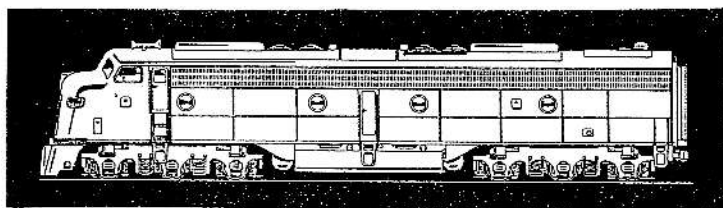
Frantic Countdown to Pope Weekend

Meeting Notice

FRIDAY, OCTOBER 16, 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



GENERAL MOTORS
LOCOMOTIVES

Philadelphia Chapter's meeting on Friday evening, October 16, 2015 will feature Editor Larry Eastwood with another in a series of PowerPoint presentations, "E" *Stands for Excellence – A Journey Around the United States on EMD E-Unit-powered Passenger Trains*. This program has been assembled both from slides taken by Larry as well as those in his collection of slides. Climb on board and enjoy the ride behind these classic locomotives.

Our November 20, 2015 meeting will feature Chapter Member Davis Dure, a longtime Amtrak employee, with a program dealing with "America's Railroad" Mark your calendars now.

Up to a million visitors were expected to pack center city Philadelphia when Pope Francis came to town over the weekend of September 26-27. Although *Cinders* readers will not receive this report until after the fact, below is a summary of the final preparations being made by transportation agencies to handle the anticipated throngs. Nearly everyone was bent on seeing the Pontiff during his appearance at the Festival of Families on Saturday along the Benjamin Franklin Parkway, and when he returns to celebrate the closing Mass on Sunday.



The number of expected attendees declined somewhat from the original estimate of 1.5 to two million, apparently after reports of stringent security measures appeared in the media. But city officials responded with a major public relations effort to counteract the reports, and hotel reservations enjoyed a strong rebound. The U.S. Secret Service, which was in overall charge of the event, denied that it was making life difficult for everyone—especially residents and merchants—inside the center city "traffic box" security area—informally renamed the "Francis Festival Grounds." At least a dozen other agencies—Federal, state and local—also were involved in planning for the Catholic World Meeting of Families which was to be in town from Tuesday through Sunday. Strict parking regulations were enforced and the entry of private vehicles banned. Everyone was warned well ahead of time that their cars would be towed if not moved by a deadline on the previous Sunday or Monday. As detailed in the last issue of *Cinders*, several highways in the area around center city, including I-76 and I-676, were to be closed to all traffic except emergency vehicles and placarded charter buses.

SEPTA REGIONAL RAIL. By mid-September SEPTA had sold far fewer \$10 passes for the weekend than what it had anticipated. In June the agency designated 18 suburban rail stations as the only places where trains would accept passengers

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

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

CHAPTER OFFICERS (Elected)

President.....R. L. Eastwood, Jr. (215) 947-5769
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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.

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.

2016 Philadelphia Chapter Dues Bills Expected to be Mailed mid-October

As outlined in September *Cinders*, NRHS chapters have been advised to send separate dues bills to members for calendar year 2016. There has been no information as of October 1 from NRHS as to their plans to send 2016 National dues bills to members holding National membership.

Accordingly, Chapter President Larry Eastwood has been assembling material to send 2016 Philadelphia Chapter dues bills to each member somewhere in mid-October. The 2015 dues bills were mailed with *Cinders*; however, that will change for the 2016 renewals, which will be made as a separate mailing.

As information, members' dues cover the basic cost of printing and mailing of *Cinders* and our meeting room at Drexel University. However, the Chapter relies on contributions from members to cover costs such as our storage site in Willow Grove and insurance policies covering liability, as well as property insurance on former Reading FP7 #903.

PHILADELPHIA CHAPTER, NRHS Board of Directors Meeting Autumn, 2015

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

Special Instructions for This Meeting: Please gather at the World War II Memorial statue on the 29th Street side of 30th Street Station at 6:45 PM. We will then be escorted to the meeting room. If you plan to attend, kindly call President Larry Eastwood at 215-947-5769 so we will have a list of attendees. Latecomers will not be able to access the meeting room.

Members of Philadelphia Chapter are welcome and encouraged to attend

Chapter NEEDS Volunteers

Over the summer months, Philadelphia Chapter has incurred several personnel vacancies which it needs to fill during the coming months. Those positions are as follows:

Chapter Secretary – Frank Tatnall has expressed the need to relinquish his duties as Chapter Secretary, in order to curtail activities. This position consists mostly of recording the minutes of the Chapter's board of directors and membership meetings. These meetings are tape-recorded, and it becomes a relatively easy function to transcribe them into printed form.

Publicity Chair – The Chapter is seeking a Publicity Chair, to replace William C. Faltermayer, who has stepped down from his duties. This individual should ideally be an energetic person who can act on an independent basis, creating and maintaining an active file of media contacts, both in and outside of the rail history fraternity, to make the general public aware of our meetings and other activities that arise from time to time.

Historical Archives Custodian – This position replaces that of the Chapter Historian, which had been held by Larry A. DeYoung. It consists of the physical maintenance of the Chapter's 10-foot x 10-foot storage site, which is close to SEPTA's Willow Grove Regional Rail station. The duties also include filing of the Chapter's historical folders, which include newsletters, photos, brochures, tickets, etc., produced over the nearly 80 years of Philadelphia Chapter's existence. The individual applying for this position needs to be a relatively agile person, capable of lifting as much as 70 pound photocopy boxes. This person would be responsible for coordinating work parties from additional volunteers to receive and sort through collections donated to the Chapter from various resources.

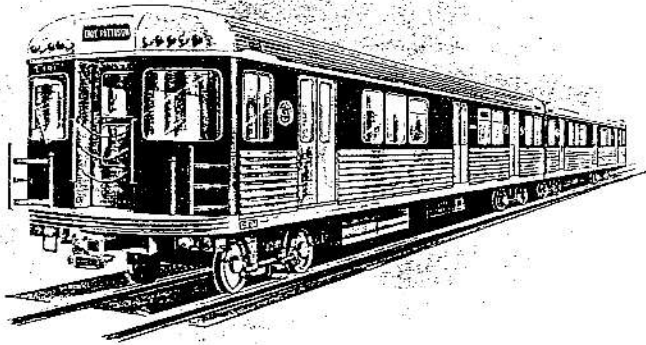
Anyone interested in one of these three positions is asked to contact President Larry Eastwood at 215-947-5769 or by E-mail to ayrestower@comcast.net for complete details

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA TRANSIT



SEPTA REGIONAL RAIL

Construction of a new parking garage at Lansdale station was set to begin on October 5, taking away almost 400 parking spaces in the present lot. With only 170 spaces remaining, SEPTA warned passengers that they probably would need to go to Pennbrook or North Wales stations to find a place to park. The new station at 9th Street, on the Doylestown Line less than a mile north of the main station in Lansdale, should open in November, but it's not clear when the parking lot at 9th Street will be available. When timetables are reissued on or about November 15, 9th Street will be shown as a stop.

SEPTA has backtracked somewhat on its vow to have Positive Train Control in service by the end of this year. It hopes to have its new PTC system ready by the government-mandated deadline of December 31, but would prefer that the date be extended. That's the same position taken by all of the nation's major railroads in lobbying Congress for an extension (see June *Cinders*). SEPTA still needs to install PTC equipment on some locomotives and track segments, as well as to train personnel, but if pressed it could meet the yearend date. The entire PTC project will cost SEPTA around \$328 million, said Deputy General Manager Jeffrey Knueppel.

Bus Route 23—the longest in the city—will be split into two routes effective November 22 (see June *Cinders*). The northern section from Chestnut Hill to center city will remain as Route 23, but the southern section to Broad & Oregon will become new Route 45. This is an experiment to see whether splitting the service will improve the notoriously poor on-time performance of Route 23.....Trolley service on suburban trolley Routes 101 and 102 was restored effective September 7, replacing the shuttle buses in service since May. Construction work on the new West Terminal at 69th Street had progressed sufficiently by Labor Day to allow rails and wires to be installed. Work on the structure continues, however, with bus operations expected to return this month.

SEPTA has installed new "Key" digital turnstiles at 130 of the planned 452 locations. All but 20 subway and elevated stations now have the new card readers, but they will not be in full operation until the Key fare collection system goes online—a date not yet announced by SEPTA. A total of 1,865 buses, trolleys and Norristown High Speed Line cars will also get the new contactless card readers.

SEPTA finally began operations August 27 on its new separated track between Woodbourne and West Trenton. CSX had begun running over its single track between the same points the previous Saturday. The slightly revised SEPTA schedules are reflected in the new timetable effective September 6. (One needed correction is to show outbound morning train #6322 stopping at Bethayres (Editor Eastwood's station), which was omitted in the timetable.) The changeover to separated track has not been entirely smooth with delays reported almost on a daily basis. One of these delays was caused by a damaged pantograph on a train in West Trenton yard on Monday the 7th.

A serious overhead wire problem on Wednesday, September 16, caused a long list of delays and annulments around the system. Train #220 from Wilmington pulled down the catenary in "Walnut" interlocking, just north of University City station, at 6:50 that morning, with normal operations not restored until around 2 PM. SEPTA suspended service for a time on the Airport, Wilmington-Newark and Media-Elwyn lines, then a few Wilmington trains were operated via the Lower Level of 30th Street

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PHILADELPHIA EXPRESS

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Station and reversed to the Upper Level. A couple of trains already enroute from Elwyn discharged their passengers at 49th Street station so they could complete their journeys on Route 13 trolleys. The wire train was back out at "Walnut" in late evening to finish the repair work. The previous Friday morning the 11th, AMTRAK reported a catenary outage in the area of "Zoo," which delayed at least 20 SEPTA trains.

The "Made in America" concerts in center city on the weekend of September 5-6 caused numerous delays, mainly due to overcrowded trains. The on-time record for Saturday was a very unusual 61 percent. Later in the week heavy rains—officially measured at 3.3 inches in Philadelphia—and flash flooding slowed transportation on the night of Thursday the 10th. Regional Rail service was slowed on several lines, reducing on-time performance for the day to 64 percent. Train #424 bound for Warminster on Tuesday afternoon, September 1, struck a trespasser just north of Jenkintown. The individual, who was walking along the track while wearing a headset, was not seriously injured. Two trains were annulled and four others delayed.

AMTRAK



While scaled down from previous years, AMTRAK Train Day at 30th Street Station on Saturday, September 19, still had a large equipment display. Here is a rundown of the equipment:

Track 2 (north to south): ACS-64 "Veterans" locomotive #642, HEP unit #406, display train cars 10020 **Pacific Bend** (crew car), 10093, 10094, 10095, 85999 (store car), 25086 Amcoach, 28016 ("diner lite" car), 62013 Viewliner I sleeper, 61027 (new baggage car), 10004 **American View** theater car, A16503 (track geometry).

Track 1 (north to south): Acela power car 2023 and train, power car 2025 on opposite end, SEPTA 2305 AEM-7, 2507 (coach), 2403 (cab car), NJ TRANSIT 7054 (multilevel coach), 4534 "Veterans" ALP-45DP, 4641 "Veterans" ALP-46A.

AMTRAK has launched a new nationwide brand campaign called "500 Destinations: Infinite Stories." The idea is to highlight the "enjoyable experience of rail travel," Amtrak said, and will be seen in print and on TV and social media. It is Amtrak's first nationwide campaign for its long-distance services in 15 yearsAMTRAK will make some time

changes to its Keystone service effective October 5, including a new train #644 departing Harrisburg at 6 AM for Philadelphia and New York. Train #600 is rescheduled to leave Harrisburg at 6:45 and go through to New York. Westbound train #609 will now originate in New York rather than Philadelphia. PennDOT also reportedly is looking into the feasibility of a second Philadelphia-Pittsburgh train to supplement the existing **Pennsylvanian**. The agency also is seeking public comment on its proposed State Rail Plan.

If Congress fails to avert a shutdown of the Federal government on October 1, AMTRAK will not be immediately affected. But in the longer-term it's uncertain how this might play out.....AMTRAK has begun scrapping its old Heritage baggage cars as new cars come on line. Some private car owners would like to buy a few of the cars or parts thereof, but AAPRCO, the car owner's association, complains that its members have been unable to purchase old cars or parts.

AMTRAK and its passengers had to deal with four trespasser fatalities in the area over the past few weeks. At 5:10 PM on Wednesday, August 26, train 97 **Silver Meteor** struck a male trespasser south of Norwood station. By 6 PM tracks #3 and 4 were reopened at restricted speed, but many Amtrak and SEPTA trains were delayed. A dozen Wilmington-Newark trains had to be annulled. Then around 3:30 PM on Thursday, September 10, northbound train #186 hit another man near Croydon, resulting in more Amtrak delays and the suspension of SEPTA service to and from Trenton. Four trains were annulled. A few days later, on Monday morning, September 14, Acela #2103 hit an 18-year-old female at Prospect Park. An hour later track #1 was open for operation but again numerous Amtrak and SEPTA trains were delayed. SEPTA was forced to annul five Wilmington-Newark trains. Finally, a man was struck and killed in Newport, DE, early on Sunday, September 20, evidently by southbound train #169.



CSX,
NS,
OTHER ROADS

In a surprise announcement, CSX said last month that President and Chief Operating Officer Oscar Munoz had resigned to become CEO of United Airlines' parent company. Executive VP Clarence Gooden was named president of CSX to oversee operations, sales and marketing, while other officers will assume new roles. Munoz now heads an airline much troubled by recent revelations of allegedly illegal dealings with the chairman of the Port Authority of New York & New Jersey. United's former president and CEO was forced to resign.....CSX has changed the boundary between its Philadelphia and Trenton Subdivisions. The Baltimore Division "BE" dispatcher now controls the track between South Philadelphia and "CP Nice," near Wayne Junction, which had been dispatched by the Albany Division. This includes the ex-Pennsy High Line and some one-time Reading trackage.

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PHILADELPHIA EXPRESS

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NORFOLK SOUTHERN on September 18 formally assumed ownership of the ex-Delaware & Hudson Railway between Schenectady, NY, and Sunbury, PA. CANADIAN PACIFIC sold the 282.6-mile line for \$217 million (see June *Cinders*)NS has named President & CEO James A. Squires to the additional post of chairman effective October 1. Former Chairman & CEO Charles ("Wick") Moorman now has fully retired, but not before NS named its vastly-expanded Bellevue, (OH) classification yard for Mr. Moorman.

NJ TRANSIT still is in negotiations with its Rail Labor Coalition, after a Presidential Emergency Board issued its recommendations for a settlement of the dispute. The unions representing 4,000 rail workers had threatened a strike in June until President Obama appointed the PEB, which staved off any immediate work stoppage.....Atlantic City rail service was interrupted for several hours on the morning of Monday, September 14, when the Beach Thoroughfare bridge just north of the Atlantic City station became stuck in the open position*Railpace* reports that NJ TRANSIT has sold several of its almost 40-year-old Arrow III MU cars for scrap. The remainder will continue in service on the Northeast Corridor and Princeton Dinky until new single-level MU cars can be acquired.

PATCO issued a new timetable effective September 5, which restores normal service between Mondays and Thursdays. Reduced schedules will continue from Thursday midday through Sunday until later in October, as part of PATCO's \$103-million project to rebuild its infrastructure on the Ben Franklin bridgeA private equity firm in California has acquired Regional Rail LLC, which operates 114 miles of shortlines in Delaware and eastern Pennsylvania, most under the name of EAST PENN RAILROAD (*Trains*).....Correcting an error in last month's column, the eight new Sprinter locomotives that MARC plans to purchase from Siemens will be diesel units, not electrics. MARC intends to end the use of electric locomotives on the Northeast Corridor, getting rid of its present fleet of AEM-7 and HHP-8 units. The agency already owns 32 other diesels (*Trains*).

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

National Railway Historical Society Announces 2015 Preservation Grants

At the 2015 NRHS Convention held in Rutland, VT during June, the Society announced the names of recipients of the 2015 Railway Heritage Preservation Grant Awards. Given the Society's fragile financial condition, it was refreshing to learn that NRHS members had contributed enough funds to finance \$13,000 in awards for this year. Award recipients included:

Old Dominion Chapter, NRHS (Richmond, VA) -- \$1,000, to install adequate lighting to properly display various Chapter-owned artifacts, drawings and equipment at the Richmond Railroad Museum.

Mid-Continent Railroad Museum (North Freedom, WI) -- \$1,000 for the exterior renovation of the East Jordan & Southern combination car 2, built in 1864.

Rural Retreat Depot Foundation (Rural Retreat, VA) -- \$1,500, to create museum/event space by rehab/restoring entry doors and windows on the historic Norfolk & Western Rural Retreat depot, retaining the 1949 configuration and style.

New England Electric Railway Historical Society (Kennebunkport, ME) -- \$2,000, to restore the exterior of the 1912 Portland-Lewiston interurban #14, *Narcissus*.

National Railroad Museum (Green Bay, WI) -- to help restore former Chicago, Burlington & Quincy dynamometer car #30 to operational status.

Rutland Region Chamber of Commerce (Rutland, VT) -- \$1,500 to support the construction of a necessary and required shelter of historic 1913 Rutland #551 passenger car.

Historical Society of Windham County (Newfane, VT) -- \$1,500 for the restoration of the 1880 Newfane railroad station, for the purpose of creating a Museum of the West River Railroad.

Alexander Chapter, NRHS (Hickory, NC) -- \$1,000 to purchase the final necessary materials (wood, steel, engine parts, bearings) to restore a narrow gauge maintenance-of-way gang car that was built and used on the East Tennessee & Western North Carolina Railroad.

Maine Narrow Gauge Museum (Portland, ME) -- \$2,000, to restore an original caboose/waycar #557 -- a 24-foot long caboose built in 1913 by the Maine Central Railroad's Waterville shops for the two-foot gauge Sandy River & Rangleley Lakes Railroad.

Philadelphia LCL.....

Through our friends at the Reading Company Technical & Historical Society, we have been informed of the rather sudden passing of Philadelphia Railfriend **Peter W. Urbaitis, II** of Lansdale, PA on August 13, 2015, as the result of an accident at Philadelphia International Airport. Arrangements for a memorial service for Pete had not been announced at presstime.....Those Chapter members are modelers may wish to know of the passing of **Edward F. Styant**, 92, of Gloucester City, NJ on July 30, 2015. Ed was affiliated for years with Sattler's Train Shop in Westmont.

Lackawanna & Wyoming Valley NRHS Sets 6th Annual Sentimental Journey Slideshow

Lackawanna & Wyoming Valley Chapter, NRHS has announced its 6th Annual Sentimental Journey Slideshow, to be held this year on Saturday, November 7, 2015. Six different presenters have signed up for programs of interest to those who follow northeastern Pennsylvania railroad heritage.

Once again, the event will be held at the Mountain Top Hose Company, 1 Lehigh Street, Mountain Top, PA 18707. The doors will open at 9:00 AM for social hour with coffee and donuts, and the slide shows begin at 10:00 AM and run until 5:00 PM.

Presenters include:

Olev Taramae – *Amtrak Past to Present*

Bill Ellis – *Local Variety*

David Pauer – *Lehigh Line 70's and 80's*

Jim Kilcullen – *Action on "The Action Road"*

Mike Bischak – *NEPA and Southern Tier Variety*

Joe White & Ed Philbin – *West Pittston and Exeter*

Ticket price is \$25.00 per person and includes all-day refreshments (coffee, tea, soda), donuts, lunch (pizza, wings, Stromboli and salad), cake-dessert and door prize entries. Food will be provided by Tony's Pizza of Pittston.

Forward reservation payment, payable to L&WV Chapter, NRHS, to Ginny Albany, 74 East 5th Avenue, Apt. B304, Collegeville, PA 19426-2331. If you need additional information, please contact Ed Philbin at 570-954-7981 (edlvrr@gmail.com) or Tony Verbyla, Jr., at 570-760-4344.

Philadelphia Chapter urges our members to participate in this event, while supporting L&WV Chapter and its many programs of rail history preservation.

"Great Dome" Back on Amtrak's Adirondack for Autumn, 2015

Amtrak's **Adirondack** will once again in 2015 feature full-length dome car #10031-*Ocean View* operating between Albany-Rensselaer and Montreal, beginning on Thursday, September 24.

The popular car, with seating open to all passengers on the train, will travel northbound on Train #69 on Thursday, Saturday and Monday, returning southbound on Train #68 Friday, Sunday and Tuesday. The car gets a layoff day on Wednesday for servicing. The last day of operation will be on southbound Train #68 on Tuesday, November 3. Riding the **Adirondack** during the peak fall color season, with spectacular views of Lake Champlain in upstate New York, is one of the nicest Amtrak rides in the East.

East Penn Traction Club Issues 2016 Traction Calendar

East Penn Traction Club has announced its 2016 calendar, featuring a full-color cover photo and 13 high quality black-and-white photos of nearby trolley lines. This calendar is great for trolley fans or anyone interested in nostalgic photos of a bygone car.

The price is \$10.00 each for non-EPTC members. Postage and handling for one calendar is \$2.00, \$3.00 for two. Postage and handling for three to five calendars is \$5.00 for Priority Mail shipping (U. S. only). Pennsylvania residents please add 6% State Sales Tax.

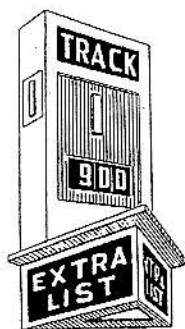
For East Penn members, price is \$9.00 for one, \$8.00 each for up to five, \$6.00 each for six or more. Postage and handling are same as shown above, as is Pennsylvania 6% Sales Tax.

Calendars may be ordered on the East Penn Traction Club website (payment via PayPal), or to order by mail send remittance payable to East Penn Traction Club to:

East Penn Traction Club
c/o Charles Long
227 Locust Road
Fort Washington, PA 19034-1425



(—from Reading Railway System Form 8 dated July 14, 1955)



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

Tuesday, October 13: Regular meeting of Harrisburg Chapter, NRHS at Hoss's Restaurant, 743 Wertzville Road, Enola, PA. Business meeting and program begin at 7 PM, with optional meal available as early as 5 PM. Featured speaker will be Dr. Frank R. Scheer with program on *Harrisburg & Winchester Railway Post Office*. Scheer is a retired contracting officer for the U. S. Postal Service, and is Curator of the Railway Mail Service Library, based in the former N&W depot at Boyce, VA.

Friday, October 16: 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 R. L. Eastwood, Jr., with a PowerPoint program "*E*" *Stands for Excellence - A Journey Around the United States on EMD E-unit Passenger Trains*.

Monday, October 26: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM. Program presenter will be David Berg with a 35mm slide program entitled "1963 Journey to Yesterday", covering the Chicago, Burlington & Quincy (90+ mph across Illinois & Iowa with #5629), UP (Cheyenne, Laramie & Sherman Hill with #8444 before its number was returned to #844), the Rio Grande narrow gauge when it was still a real operating railroad, plus other interesting stuff!

Thursday, November 5: Cherry Hill (NJ) Historical Society will present *A Historical Trip on Cherry Hill's Forgotten Railroad: the Philadelphia, Marlton & Medford Railroad*. Program starts at 7:00 PM at the Cherry Hill Public Library, Conference Center, 1100 Kings Highway North, Cherry Hill, NJ. Program is open to the public. For additional information, telephone 856-488-7886 or go to CHHC@CIITownship.com.

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 in November *Cinders*.

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 this page.

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 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.

Bethlehem Steel Symposium Set By Lehigh Valley Chapter, NRHS

The Railroad Historians of the Lehigh Valley and Lehigh Valley Chapter, NRHS will present their Second Annual Railroad Symposium on Saturday, November 21, 2015. The event will be held at the Northampton Community Center, 1601 Laubach Avenue, Northampton, PA 18067.

The theme for the 2015 event is going to be *Bethlehem Steel: 20 Years Cold*. Three presenters have been announced for the program: Richard Jahn, Donald Young and Mitch Dakelman, with the potential of additional speakers.

All-inclusive price is \$45.00 per person, which includes registration, continental breakfast, refreshments and Noon banquet, and the event is open to everyone. Ample free parking is available. The agenda for the Symposium is: 8:00 AM to 9:00 AM, Registration; 8:00 AM to 4:00 PM, display tables and vendor area open; 8:30 AM, RHLV/NRHS business meeting. Vendor tables are available at \$10.00 each, and vendors must also pay registration fee. To register, send remittance to: Lehigh Valley Chapter, NRHS, c/o Kermit Geary, Jr., 1266 Riverview Drive, Walnutport, PA 18088-9113. For additional information, call 610-428-7629 or E-mail KGJR1554@EARTHLINK.NET.

Need A Reading Conductor Uniform??

Do you want or need a Reading Railroad conductor or trainman uniform.

Longtime Reading conductor George Ether, Sr. has a couple of uniforms that he would like to place in the hands of someone. George was in individual who was short in stature.

For details, you are asked to contact George Ether, Sr. at 8712 Alicia Street, Philadelphia, PA 19115-4103. His telephone number is 215-698-9395.

Frantic Countdown To Pope Weekend

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traveling to Philadelphia for the papal events. All trains were to terminate at either the 30th Street, Jefferson or University City stations, as Suburban Station was to be closed for the three-day period. A map was printed on the website showing the walking distances to Logan Square from those stations, as well as from the five center city transit stations open during the weekend.

While SEPTA believed it could handle up to 175,000 passengers each day on Regional Rail, as of September 17 only 51,000 passes had been sold for Saturday and 62,000 for Sunday. (Normal weekday ridership on Regional Rail is about 65,000.) This convinced SEPTA to begin promoting the tickets and downplaying the "long walks" to the Parkway that Mayor Nutter had earlier emphasized. The tag line "Nothing gets you closer to the Pope" was used in some advertising. The numbers did rise after the sale of passes at the outlying stations was extended through Friday the 25th. SEPTA said that it would operate half-hourly service during the mornings from the 18 outlying stations.

The two busiest suburban locations for the papal weekend were expected to be Radnor and Paoli on the Paoli-Thorndale line, where local police and other agencies were enlisted to help manage traffic around the stations. SEPTA signed up some 700 employee volunteers to serve as "ambassadors" at the various open stations on Regional Rail and transit lines. Other employees were assigned to deal with any station, equipment or power problems that might arise. "External" off-site parking was arranged at several RRD stations. The Airport Line was singled out as the only route to operate all day in both directions over the weekend, serving the Airport, Eastwick, University City and Jefferson stations. Parking would be available in the Airport lots and tickets could be purchased there. (Papal passes would be required for trains leaving the Airport between 5:30 and 8 AM.)

Friday and Monday also presented a problem due to the need to reposition crews and equipment before and after the weekend. As a result a Saturday schedule—with a few added trains—was to be operated on Friday and Monday using mostly six-car trains. Suburban Station would be closed to the public effective at 10 PM on Thursday the 24th, to reopen on Monday.

SEPTA TRANSIT. The biggest change in crowd planning was the addition of 11 open stations on the Market-Frankford and Broad Street Lines. Five high-speed stations were made accessible within the center city secure area—2nd Street, 8th Street, 30th Street, Spring Garden and Walnut-Locust. The Broad Street subway is a high-capacity line, capable of handling 10,000 passengers an hour. Huge crowds were expected to descend on AT&T station at Pattison Avenue because at least 500 charter buses would park at the sports complex on Saturday and 1,100 in Sunday. All of these passengers would ride the subway to get to center city and SEPTA was gearing up to handle them. (Regular BSS riders also could use the recently-added Snyder Avenue station 1.2 miles to the north.)

Special schedules were set up for the Norristown High Speed Line and trolley Routes 101 and 102, feeding into 69th Street Transportation Center, with just a handful of stations accepting passengers. Three-day passes were sold for these services, but the response was well below capacity. Trolley routes 11, 13, 34 and 36 would make all regular stops and terminate at 30th Street, while Route 10 would be suspended and Route 15 bused.

SEPTA also established a special temporary website, www.septa.org/papalvisitphilly, which replaced the usual SEPTA website over the weekend. It was designed to provide real-time service information to the public. In another change SEPTA CCT paratransit vehicles would be permitted to enter the no-drive security zone in center city. But all regular-route bus lines operating to or through center city were diverted away from the secure area or suspended. On Friday and Monday, regular weekday service was scheduled to run on the subway-elevated, bus and trolley systems.

AMTRAK announced that several extra trains—using NJ Transit or MARC equipment—were added to the weekend schedule as reservation-only trains. On Saturday two specials were to originate in Washington and four in New York, both making intermediate stops at places such as Newark, DE, and Hamilton, NJ, enroute to 30th Street Station. The outbound extras all were announced as leaving 30th Street after 9 PM. On Sunday one train from Washington would run in the morning and four from New York. On the Keystone line, three extra round-trips were scheduled from Harrisburg on both Saturday and Sunday, stopping only at Lancaster and Exton. Another round-trip special would run Sunday from Lancaster and return. Amtrak said that only 1,000 copies of the special weekend timetables, featuring the World Meeting of Families logo, were actually printed, but the schedules were available online. It was reported that some of the extra trains would not operate due to less-than-expected demand.

Amtrak also brought in five Superliner sleepers and a diner from Chicago to house employees at Penn Coach yard during the weekend. The cars moved as an extra train from Pittsburgh to Philadelphia on Monday, September 21, behind P42 #801. They were to return west on Tuesday the 29th.

NJ TRANSIT already had announced special weekend service on the Atlantic City rail line to Philadelphia and on River Line light rail to Camden. Bus service would be operated along those routes to handle regular non-papal riders. Hourly trains were scheduled to run nonstop mornings and in the early afternoon from Atlantic City to 30th Street. NJT also planned to run special train service to and from Penn Station, New York, for the Pope's visit in that city on Thursday and Friday the 24th and 25th.

PATCO said that its previously-announced service to the 9th-10th-Locust station in Philadelphia would be operated. But sale of special tickets was lower than estimated and some day-of-sale tickets were to be made available at the four designated New Jersey stations—Lindenwold, Woodcrest, Ferry Avenue and Broadway Camden.

A more modest dress rehearsal for the papal event took place on the weekend of September 5-6, when the 4th annual "Made in America" concerts were held on the Parkway. Crowds of around 70,000 on Saturday and 64,000 on Sunday were handled with few problems. Many SEPTA trains were fully loaded and there were numerous service delays (Saturday's on-time performance was only 61 percent), but nothing happened to cause serious concerns. The Mayor pronounced the event a success.

The November issue of *Cinders* will contain a post-event report on the Big Weekend.

----Frank Tatnall