CINDERS

SEPTEMBER 2015

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Newsletter of the
PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.
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IN THIS ISSUE

Pope Francis' Philadelphia Visit / Joseph Casey Retirement.....1
September Meeting Notice / Robert F. Morris.....2
Philadelphia Chapter and NRHS News Items.....3
PHILADELPHIA EXPRESS, by Frank Tatnall.....4
Extra List.....8

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

Will Pope Weekend Strangle City?

Mass Transit Can Shine as Best Travel Option

As the much-anticipated weekend of the Pope's visit to Philadelphia fast approaches, some observers are bemoaning the stringent security plan which will be imposed on the city from Friday, September 25 through Sunday the 27th. Pope Francis will make several public and private appearances during that time, climaxed by a huge outdoor Mass on the Benjamin Franklin Parkway beginning at 4 PM Sunday.

WORLD MEETING OF FAMILIES
2015 Philadelphia

The U.S. Department of Homeland Security has designated the weekend as a National Special Security Event. This means that extraordinary measures may be taken to safeguard not only the Pope but also the vast throngs expected to attend the Saturday Festival of Families and the Sunday Mass. The Secret Service is charged with overall supervision of the security program.

City officials and those at the sponsoring World Meeting of Families conference have said that from one million to 1.5 million people may be expected to descend on center city, but a few local journalists and security experts outside the government are questioning this dire prediction. Will it turn out to be a crisis that wasn't? Will the iron-fisted rules laid down by the Secret Service, police and other agencies prove to be unnecessarily burdensome, and will they have the effect of scaring away many potential visitors?

In several public statements, Mayor Nutter urged Philadelphians to consider this event as a blessing rather than a curse. "Criticism, critique of the plans and ideas is one thing, but I am secondarily appealing to our collective civic pride that we really need to be excited about this. We should be happy we got

(Continued on Page 7)

SEPTA General Manager Casey To Retire on September 30

In a release dated August 19, SEPTA announced that General Manager Joseph M. Casey would retire from the Authority on September 30, 2015. Casey, 59, had served in that position since 2008, and his SEPTA career spanned 34 years. Casey has lived in Pennsylvania all his life, is a Certified Public Accountant, holding a Bachelor of Arts degree in accounting from Drexel University, and has taken advanced business courses at Widener University.

Casey's transportation career began with Consolidated Rail Corporation; he joined SEPTA in 1982. Over that period of time, he served six years as the Authority's Chief Financial Officer and Treasurer and had held senior management positions in Internal Audit and Finance. During his time as SEPTA's Senior Budget Director and Chief Financial Officer, Casey was successful in establishing balanced operating budgets, while containing overall budget in the face of skyrocketing healthcare and fuel costs.

Early in his GM tenure, Casey created a dedicate Customer Service and Advocacy Division, and focused SEPTA on "Four C's": Cleanliness, Convenience, Courtesy and Communication. Indeed, he is quoted as saying "During my time as GM, I committed our organization to improve the customer experience – and I can say with confidence that these efforts will only grow stronger moving forward."

Of even greater importance to SEPTA's well-being, he has been known for his untiring efforts to find a dedicated, long-term funding source for mass transportation in Pennsylvania. In January 2014, Act 89 was passed by the Legislature, which has provided new funding for transportation infrastructure improvements and renewal, many of which already showing results in not only improving operating reliability, but enhancing the rider experience as well. (Continued on Page 3)

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

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Meeting Notice

FRIDAY, SEPTEMBER 18, 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: If meeting is in a different room, there will be a notice on the right hand side of the grand staircase)* (Easily accessible to all public transportation; at our recent meetings, there has been plenty of parking on Chestnut Street immediately in front of Main Hall – pay at the kiosks)

MEETING START TIME: 7:00 PM

Philadelphia Chapter will begin its meeting program year on Friday evening, September 18, 2015 with a PowerPoint potpourri on a host of rail subjects. Chapter Member Kevin Feeney will be the presenter, and he tells us his program will include views from Germany, Dubai, Minnesota and Portland, OR. His past programs have been quite entertaining; this one should be an equal.

Special Notice Regarding Our Drexel Meeting Site

For September, 2015, we hope and expect to again meet in Room 121 Randell Hall, which is accessed from the Main Hall, whose physical address is 3141 Chestnut Street, just east of 32nd Street Walk. Walk to the right of the Great Court steps down the hallway until you reach Room 121, the first classroom on the left hand side. For those with difficulty navigating the front steps of the Main Hall, use the side entrance on the 32nd Street Walk (without steps). We have submitted our schedule for September-December, 2015 to Drexel; hopefully we will be able to arrange a consistent meeting location on the Drexel campus. If there is a change, notice will be posted on the door at 121 Randell Hall and at the bottom of the great staircase on the right hand side.

2015 ANNUAL MEMBERSHIP DUES: $18.00 per person, which covers only Philadelphia Chapter dues. NRHS National membership dues for 2015 $50.00 per member (unchanged from 2014). For those members unable to pay on-line, see special instructions on Page 1, January 2015 *Cinders* for remitting 2015 National dues. For those who do not have internet capability, Philadelphia Chapter has provided arrangement for 2015 National dues payment. NRHS chapters were instructed to bill their members separately for 2015 Chapter dues, which was done with October *Cinders*. The donation request for Philadelphia Railfriends was 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.

ROBERT F. MORRIS

August 16, 2015

The Officers of Philadelphia Chapter, NRHS, with deep sadness, inform our members and friends of the passing of former Chapter Mechanical Chairman Robert F. Morris, of Springfield, PA on Sunday, August 16, 2015. Bob, who was 82, had experienced declining health for a period of about a year, and was in a care facility in Paoli at the end of his life. Bob had been member of Philadelphia Chapter for 27 years.

Bob was born in Collingdale, PA, grew up in Folsom, and learned the printing trade at Dobbins Technical High School in Philadelphia. In 1952, he joined the Air Force and was stationed at Scott AFB in Belleville, IL. He met his wife (and Chapter Member) Helen there, and they spent 58 years of marriage together. He worked as an offset pressman at Boeing Vertol in Ridley Park for 34 years, retiring in 1995.

As ex-Reading FP7 #903 was restored, Bob became quite active in that effort, which saw the unit restored to operating condition. Helen was often by his side while the 903 was being worked on at Pocopson, PA, along with Lancaster Chapter's #902. More than a decade after operation, the units were placed on static display at Steamtown National Historic Site in Scranton, PA, immediately behind former Reading T-1 4-8-4 #2124 of Iron Horse Ramble fame. Studies to restore the units to operating condition once again are underway in 2015.

A lifelong Lutheran, he was a member of the original St. John Lutheran Church on Wharton Street in South Philadelphia, which later relocated to Springfield, Delaware County. Bob served in many positions at St John, including Deacon, trustee, printer and all-around utility man.

Bob's loving wife, Helen survives, along with his daughters, Diane and Susan Morris. His son, Stephen, pre-deceased him. Services were conducted on Thursday morning, August 20 at St. John Lutheran Church in Springfield, close by the Scenic Road stop on SEPTA's Route 101 trolley. The Chapter's officers and members extend our profound sympathy to Helen, with deepest gratitude from having shared such a devoted and talented man with us.

SEPTA GM to Retire (Continued from Page 1)

Plans are advancing for new rail equipment which will replace well-worn vehicles as well as providing additional capacity to handle ridership growth. Items being advanced are replacements for the aging AEM-7 electric locomotives and double-deck coaches on Regional Rail, and new light rail vehicles for the City and Suburban routes now patrolled by the Kawasaki LRV's.

Facilities improvements abound as well, with the SEPTA being one of only two commuter rail properties in the United States who will meet the deadline for Positive Train Control (PTC) installation this year. Two major infrastructure improvements are nearing completion this Fall, as well: the separation of CSX and SEPTA trackage on the outer end of SEPTA's West Trenton Line and completion of the large project to renew Wayne Junction station in North Philadelphia. Also advancing are major substation renewal on the former Reading system as well as the rebuilding of parts of 69th Street Terminal in Upper Darby.

Who will be SEPTA's next General Manager? The SEPTA Board is expected to appoint that individual during September. Deputy General Manager Jeffrey D. Knueppel, a professional engineer who has been overseeing some of SEPTA's major infrastructure improvements, is believed to be a leading candidate, with the SEPTA Board looking for continuity in managing the Authority.

While Casey is retiring, you wouldn't really know it! His last challenge as GM will be overseeing SEPTA's efforts to handle the crowds for Pope Francis' visit to Philadelphia the weekend of September 26-27 (see elsewhere this issue). He'll be transportation chairman for the Democratic National Committee's Convention to be held in Philadelphia in 2016. He will also remain on the SEPTA rolls as a consultant through next March.

Joe and his wife, Carol, became acquainted with Philadelphia Chapter when we all met at our 75th Anniversary Banquet in Philadelphia in March, 2011. They plan to do some traveling as time permits. He and his wife have also been active in Bereaved Parents of the USA, a self-help support group The Caseys had lost their son, Sean in a fatal motorcycle accident in 2010.

Philadelphia Chapter extends our sincere best wishes to Joe Casey in his retirement. This organization has appreciated the cordial relationship we have experienced during his tenure as General Manager, as well as his interest in our historical efforts.

--R. L. Eastwood, Jr.

2015 Chapter Dinner Successful

Philadelphia Chapter's 2015 annual Bill Wagner Summer Dinner was held this year on Friday, August 21 at Café LaFontana in Hatboro, along SEPTA's Warminster Line. A total of 17 people attended, enjoying good food and company. In speaking with one of the owners, it was learned that the restaurant will close in a couple of months for a complete makeover, with one new owner apparently coming on board. The Chapter thanks Member Les Dean for arranging the event once again this year. Les has made these arrangements for quite a number of years.

Amtrak Train Day September 19 at 30th Street; Chapter Requests Table

Amtrak has announced that Amtrak Train Day 2015 in Philadelphia will be held on Saturday, September 19 at 30th Street Station, from 11 AM to 4 PM. This event will take place just one week before the visit of Pope Francis, making 30th Street a busy place over a two- week period. Amtrak is providing individual local dates this year, a change from prior years.

Philadelphia Chapter has requested a table at this year's event, to provide newsletters and meeting information to those attending, in an effort to publicize our Chapter, but as of late August had not received a response from Amtrak. Chapter National Representative Peter Senin has offered to coordinate the table, and those wishing to assist should contact him directly at psenin@burlingtonsafety.com or by telephone to 609-458-2090.

NRHS Database in State of Flux; Separate Dues Bills Expected for 2016

The staff of the National Railway Historical Society have worked feverishly over this summer trying to rescue and update the NRHS National Database, following the dismissal of Fernley & Fernley, the Philadelphia firm who NRHS membership records in a shambles. During August, Philadelphia Chapter received a computer printout which will require a considerable accuracy check by our local officers. NRHS officers will meet in September to outline National 2016 dues renewal plans.

Because of this, it is expected that NRHS chapters will be required to send bills to and collect dues from members separate from the National dues bills, following the procedure set forth last year for the 2015 renewal process. More details should be available for October ***Cinders***. Philadelphia Chapter will be proceeding with the presumption that our local dues bills will be mailed early in October this year.

Frank C. Kozempel Passes Away; Longtime West Jersey Member

Veteran West Jersey Chapter, NRHS Member Frank C. Kozempel, of Cinnaminson, NJ, passed away at his home on July 28, 2015, at the age of 86. Frank had been a member of West Jersey for 40 years. For a time period, he also held an Additional Chapter membership in Philadelphia Chapter.

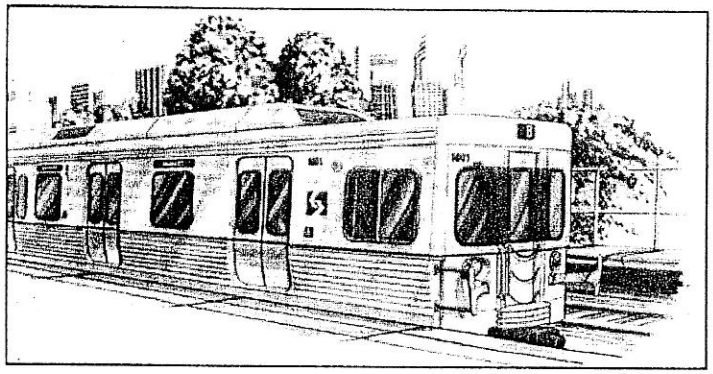
Frank was the consummate rail historian; his expertly detailed rail history vignettes regularly appeared in ***West Jersey Rails Quarterly***, the Chapter's slick-paper quarterly journal. His photographic talents were evident, too, as each article was well-illustrated. Prior to his passing, Frank insured his photo legacy by placing his slide collection in the hands of a rail publisher.

Frank was an Air Force veteran, and was employed by IBM for 35 years. He was a member of Bethany Lutheran Church in Palmyra, having served on the church council there. Services were held on Friday, July 31 at Snover/Givnish Funeral Home in Cinnaminson. He is survived by his daughter, Marie Ferraro, of Delaware and son Rollin, of Maple Shade. His wife, Kathleen, predeceased him.

PHILADELPHIA EXPRESS

FRANK G. TATNALL, JR.

SEPTA TRANSIT



SEPTA plans to acquire a fleet of new trolleys as part of its long-range modernization strategy. Replacing the reliable 35-year-old Kawasaki cars will be a big job, though, because the new cars must be articulated with more seating, low floors and capable of boarding passengers with disabilities. The overhead on city lines also will be rebuilt to handle pantographs. But don't look for the new cars until at least 2020. Also on the shopping list will be 525 new diesel hybrid buses to be acquired over the next five years .....The trolley tunnel "blitz" wrapped up on Sunday, August 16, and cars resumed their normal route to 13th Street station.....Construction of the new West Terminal at 69th Street will be far enough along to allow trolleys to return on Routes 101 and 102, effective with the September 6 timetable change.....Trolleys also should return to Route 15 Girard Avenue on that date.....The new SEPTA transit and street map has been posted in stations since June but as of mid-August copies still were not available at the Transit Museum Store.

Nothing much has been heard during the summer months about the long-awaited debut of SEPTA Key, the new electronic fare collection system. DVARP reports that there have been some unexpected snags in rolling out the sophisticated Key system.....SEPTA's headquarters building at 1234 Market Street again has earned an "Energy Star" certification from the Environmental Protection Agency for its reduced power consumption.....In June SEPTA officials dedicated the reconstructed $1.7-million bus loop at 23rd & Venango Streets, which serves six routes.

SEPTA ridership totaled 330.1 million trips in Fiscal Year 2015 which ended June 30. This was slightly below FY 2014 but still was the 5th highest in the last 25 years. Regional Rail, however, recorded a new all-time high of 37.4 million trips, a 2.1-percent increase over the previous year. Total operating revenues for FY 2015 were $334.5 million, which with subsidies of $517.5 million produced a balanced budget for the 16th consecutive year .....The SEPTA board at it May meeting set new rules for advertising on SEPTA vehicles and property, prohibiting ads for the sale of tobacco, firearms and those that contain "insulting, degrading or offensive" material or political views. Advertisers also would be made liable for any legal costs incurred from an ad. This action resulted from an uproar over a series of anti-Islamic ads which were displayed on 84 SEPTA buses earlier this year. A Federal judge had ordered that they be accepted since SEPTA appeared to be discriminating against one religious view.

SEPTA REGIONAL RAIL

Friday, September 11, will recall a milestone in the history of electric railroading in America. It will be the 100th anniversary of the beginning of electrified service on the Pennsylvania Railroad's iconic "Paoli Local" route, which set the wheels in motion for a vast expansion of the PRR's catenary network. At 5:55 AM on Saturday, September 11, 1915, a three-car train of MP54 multiple-unit cars departed Paoli station for Philadelphia's Broad Street Station, the first evidence of a massive effort to electrify more than 2,700 miles of track between New York, Philadelphia, Washington, Harrisburg and hundreds of places in between. While some of this mileage has since been de-electrified, important passenger routes today such as AMTRAK's Northeast Corridor and parts of SEPTA's commuter network owe their existence to the Pennsy's vision for the future. As some older residents may recall, famed Haverford-born Writer Christopher Morley immortalized the Paoli service in an elegy which included this memorable line: "Nothing was so holy as the Local to Paoli." Amtrak now is well advanced on its project to replace the century-old catenary poles and structures between Philadelphia and Paoli.

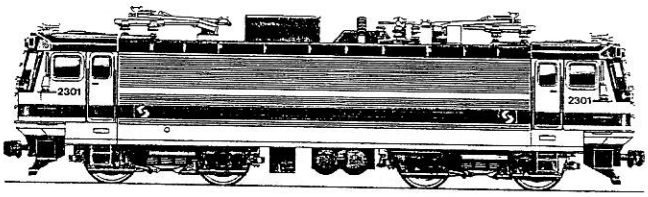
Work is nearing completion on the $40-million track separation project on the West Trenton line east of Woodbourne. Catenary wire has been strung over SEPTA's newly-built #1 track between Woodbourne and Yardley, but the existing wire will be removed from the former #2 track which will become an exclusive freight track for CSX trains. The new electrified track on the north side of the old Reading right-of-way is laid with concrete ties—a first on SEPTA. The actual separation of passenger and freight

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

train operation is expected to begin on Tuesday, August 25, but CSX will assume full control of its single track the previous Saturday. In order to complete the final work on the project, bus shuttles will continue to operate on weekends between Woodbourne and West Trenton until early October. The just completed SEPTA interlocking at Yardley, where the newly electrified track will join the old main, is named "Iron." The outbound platforms at Yardley and West Trenton will no longer be used—all trains will use the former inbound platforms.



Meanwhile, testing of the new Positive Train Control (PTC) system on the West Trenton line continues between Jenkintown and Woodbourne, causing some train delays due to midday single-tracking. SEPTA expects to have its entire Regional Rail system under PTC operation in December, thus becoming one of the few railroads nationwide to be in compliance with Federal law that mandates completion of the control system by yearend.

On many days during July and August Regional Rail was plagued by 90-plus temperatures, forcing the imposition of speed restrictions under Operating Rule F-S1. Another problem was frequent car shortages, caused in part by equipment being taken out of service for installation of PTC equipment. Occasionally two or three of SEPTA's aging electric locomotives were out of service at the same time, which meant that a push-pull set could not be used. Reliability will improve when the new Siemens electrics are delivered starting in 2018 (see July *Cinders*)..... BL15 diesel switcher #50 was enroute back to SEPTA last month from a rebuild shop in Greenville, SC. It has been converted into a genset unit similar to locomotive #70.....SEPTA announced in June that its wire train crews had completed the installation of new catenary wire over 150 miles of track, a project that took 15 years and cost about $50 million. Much of the old wire dated to the original Reading electrification in the early 1930's.

A tree fell on SEPTA catenary near West Trenton station around 6 PM on Tuesday, July 28, and train #374 ran into it. Numerous train delays resulted as the power outage halted service between Yardley and West Trenton. Shuttle bus service was instituted and later extended to Woodbourne so power on the line could be shut down, allowing crews to remove the tree and repair the catenary. Full power was restored just after 11 PM .....A male trespasser was struck and killed by a SEPTA wire train near Trevose station just after 1 AM on Monday, August 17. The incident was ruled a suicide..... A long list of trains were stranded or delayed on the afternoon of Thursday, July 30, when a catenary wire fell at "16th Street Junction," knocking out power on #2 track between the phase break near Temple U station and Wayne Junction. Repairs were made in time to minimize delays during the rush hour.

AMTRAK

A long series of train delays in late July due to electrical problems and breakdowns in the Hudson River tunnels has focused attention on the critical need to build new rail tunnels into Manhattan. An effort was made to arrange a meeting between New Jersey Governor Christie and New York Governor Cuomo, but Cuomo declined. He was, in fact, quoted as saying that most of the money would need to come from the Federal government and that he did not see the odds as "particularly bright" for any action in the immediate future. "I know we need the tunnel...but we need the money," he said. U.S. Transportation Secretary Anthony Foxx did meet with Governor Christie and New Jersey's two Senators on August 18, who agreed to work together to help advance the so-called Gateway Project to drill two new rail tunnels under the river. The officials said that one of their goals was to obtain "substantial" Federal funding to help pay the estimated $20-billion cost of project. Earlier the Senators had proposed a new partnership dubbed the "Gateway Development Corp." which would bring together AMTRAK, the Port Authority of New York & New Jersey, the two adjacent states, New York City and NJ TRANSIT. The partnership would be designed to access a variety of resources including Federal and state money as well as private capital, and to issue debt. With no immediate prospect of replacing the 105-year-old ex-Pennsy tunnels under the Hudson, Amtrak has warned that delays like those seen recently—or worse—will become even more common (NARP, *Trains*).

AMTRAK Train Day is set for Saturday, September 19, at 30th Street Station, from 11 AM to 3 PM. It will not be quite as big an event as in recent years, but the Amtrak Exhibit Train will be open to the public and there will be several special attractions such as the Chuggington Kids Depot and an exhibit called the Amtrak Experience, a dynamic display of train travel. It is planned that one or both commemorative Veterans locomotives, P42 #42 and ACS-64 #642 will be on display as well. Philadelphia Chapter hopes to have a table at Train Day.

AMTRAK has a new catenary inspection car, #10005, which replaces car 10002 the **Corridor Clipper**. The rebuilt coach features the latest technology for catenary inspection, including a variety of cameras, lasers and other specialized gear (*Railpace*).....AMTRAK eastbound #164 pulled down the wire on track #2 at "Grundy" interlocking near Bristol on Saturday afternoon, August 15. Several Amtrak and SEPTA Trenton line trains were delayed .....An unoccupied automobile ran off a road and slid down a 40-foot embankment near Rheems in Lancaster County around 3 PM on Sunday, August 2, blocking one of AMTRAK's mainline tracks to Harrisburg. Before the car could be towed away, three eastbound trains, #672, 674 and 612, suffered delays of nearly two hours.

Four trespassers were killed this summer by AMTRAK trains in the Philadelphia area. Around 7 PM on Wednesday, May 27, a 20-year-old woman was struck by train #656 just east of Devon station, as crowds of people flocked to the nearby Devon

(Continued on Page 6)

PHILADELPHIA EXPRESS

(Continued from Page 5)

Horse Show. Her death was ruled a suicide. Several other Amtrak trains were delayed and four SEPTA trains annulled. The Amtrak passengers were transferred to a following train. At 10:40 AM on Saturday, August 1, a 27-year-old man was hit by train #663 at Levittown station, his death also ruled a suicide. Corridor service was suspended east of Croydon and several Amtrak and SEPTA trains were delayed. One of them, SEPTA #9714, was held at Trenton, then stopped to pick up passengers from the Amtrak train at Levittown. On Saturday the 8th around 8:40 AM a man was struck and killed by eastbound train #660 at Thorndale. More delays ensued and SEPTA service to and from Thorndale station was suspended west of Malvern until 11:30 AM. Four days later, at 11 PM on Wednesday the 12th, northbound train #198 hit a trespasser near Glenolden station. Several other trains were delayed while SEPTA #279, the last train to Marcus Hook, and its return train #9266, were annulled. Passengers were bused. Finally, around 6:20 AM on Wednesday, the 19th, the crew of the first westbound Harrisburg train, #601, reported a man's body lying beside the #4 track west of Thorndale. It was not clear whether he had been struck by a train. There were some delays to westbound Amtrak trains as police worked the scene, but SEPTA's Thorndale service was only slightly affected.

CSX, NS, OTHER ROADS

NORFOLK SOUTHERN'S newly-released SD60E #911, sporting a special paint scheme honoring emergency responders, was a no-show at the Railroad Museum of Pennsylvania's NS Days in June. Electrical problems apparently sent the 911 to Juniata shop but now it is hoped the unit will appear at the museum for the Friends annual meeting day on September 26.....NS will install inward-facing cameras in the cabs of at least 150 of its locomotives, following a recommendation of the National Transportation Safety Board .....NS did not have a particularly good second quarter this year. Railway operating revenues were $2.7 billion, 11 percent lower compared with the same quarter of 2014, and net income of $433 million was down 23 percent from the year-ago period. Total volume decreased by two percent, with gains in intermodal and merchandise traffic offset by losses in coal.

CSX meanwhile suffered a six-percent decline in revenues, which was more than offset by a nine-percent reduction in costs. Again, lower volumes of coal traffic were a major contributor to the reduced traffic levels. But quarterly operating income exceeded $1 billion for the first time and net income of $553 million was better than the $529 million reported in the second quarter of 2014. As the new track separation goes into effect between Woodbourne and West Trenton (see above), CSX has placed in service two new interlockings: "CP-TL" at Woodbourne and "CP-Summit" east of the former "Trent" interlocking in West Trenton. They will be at either end of a new five-mile single-track operation.....A man was somehow pinned under a CSX locomotive near Welsh Road in Bustleton around 2:30 AM on Wednesday, July 29, and doctors had to amputate his left leg at the scene. A contractor's crane was brought in to lift the locomotive so the man could be freed.

CSX has decided to recognize some of its predecessor railroads by placing logos on the cabs of a few repainted locomotives. The first to emerge from the Waycross (GA) paint shop was AC44CW #256, which bears a small Seaboard Coast Line emblem below the engineer's cab. This of course pales in comparison with NS's large-scale program to repaint entire locomotives in the paint schemes of predecessor railroads (*Trains*).....Earlier this summer CSX replaced two steel spans on the High Line just west of 30th Street Station, and installed two new concrete piers. This is part of a program to repair the High line structure, which was opened by the PRR in 1903.

The NJ TRANSIT board in July approved an average nine-percent fare increase for its rail and bus services effective October 1, the first increase in five years. This was announced just before the massive service delays mentioned above .....At almost the same time members of the NJT Rail Labor Coalition voted to strike over the issue of wages, but President Obama headed off the work stoppage for 120 days by appointing a Presidential Emergency Board to look into the dispute.....NJT has decided to spend more than $7 million on the installation of inward and outward-facing cameras and video recorders on all locomotives, cab and MU cars. Outward-facing cameras already are in service on 133 electric locomotives and multilevel cab cars (*Trains*).....Four NJT passenger conductors were arrested in July for allegedly reselling stolen train tickets at steep discounts.

A six-car train of recently-rebuilt PATCO cars broke down near the abandoned Franklin Square station during the evening rush on Wednesday, July 8. All service was suspended for 20 minutes until the stalled train could be moved. The cause was said to be a pinched wire, and all 12 of the rebuilt cars were removed from service until the problem could be corrected .....PATCO issued a new timetable on July 5 which reflects the reduced service in effect during round-the-clock single-track operation on the Ben Franklin bridge through Labor Day. By using only the south track, PATCO said it will be able to complete its $103-million rehab project on the bridge by the end of December instead of next April..... PATCO has announced that it will undertake a $13-million replacement project on the elevated mainline through Westmont, NJ, to include rail and structural supports. General Manager John Rink said the work will be done at night and on weekends over a 2-1/2-year period and would not disrupt regular service as the Ben Franklin bridge project has.

Steamtown has been forced to trip-lease power from DELAWARE-LACKAWANNA for scheduled excursions because its workhorse ex-Nickel Plate GP9 #514 was in the shop for major repairs (*Railpace*).....The Railroad Museum of Pennsylvania expects to break ground this fall on its new roundhouse at Strasburg. In July the museum received an overhauled and freshly painted RTTX intermodal flatcar, #150643, donated by the TTX Company.....MARC is planning to spend $58 million for eight new Siemens-built Sprinter electric locomotives to replace the four HHP-8 and six AEM-7 units still in service. AMTRAK has retired all of its unreliable HHP-8's and is in the process of phasing out the remaining AEM-7's as new ACS-64 Sprinter electrics are delivered (*Trains*).

Pope Weekend (Continued from Page 1)

picked for a once-in-a-lifetime moment…This is a moment for us to shine…" He especially reached out to center city residents, assuring them city services will continue and asking their patience.

As revealed last month, the 4.7-square-mile "green zone," which private vehicles will not be allowed to enter, encompasses all of center city and a part of West Philadelphia. This "traffic box" is located within the following perimeter: On the north, river to river via Girard Avenue, Ridge Avenue and Spring Garden Street; on the south along South Street, on the east Columbus Blvd. (except that I-95 will remain open); and on the west the Schuylkill River to University Avenue, then via University Avenue, 38th Street, Powelton Avenue and back to the Schuylkill River. The Schuylkill Expressway (I-76) will be closed between City Avenue and the Walt Whitman bridge, the Vine Expressway (I-676) will be closed in its entirety and the Ben Franklin bridge closed to vehicle traffic but open to pedestrians. A portion of City Avenue bordering Lower Merion Township also will be shut down.

Within the green zone there will be additional, tighter perimeters, with fences around the Parkway and Independence Hall areas requiring that visitors pass through magnetometers. Then a somewhat wider perimeter inside of which no cars or trucks other than emergency vehicles will be permitted on the streets, either moving or parked. The Philadelphia school system announced that it will close on Thursday and Friday and the universities in center city also will shut down on Friday. There was considerable uncertainly on the part of business and shop owners as to how they would manage to operate under such extreme travel restrictions, but Mayor Nutter assured them that the city will find a way for them to receive supplies and remain open to serve the crowds over the papal weekend.

The only public transit stations to be open inside the green zone during the weekend will be: SEPTA Regional Rail 30th Street, Jefferson, University City; Broad Street subway Spring Garden and Walnut-Locust; Market-Frankford Line 30th Street and 2nd Street; trolley lines 30th Street; Amtrak 30th Street; PATCO 9th-10th-Locust. Mayor Nutter has said repeatedly that anyone intending to see the Pope must be prepared to walk long distances, and this obviously includes those using public transportation who will disembark at stations within the zone.

As of late August, here's how the various rail and transit systems intend to operate over the Big Weekend:

SEPTA REGIONAL RAIL trains will run on 11 of the 13 lines, but will take passengers only at 18 pre-selected locations in the suburbs: Paoli and Radnor on the Paoli-Thorndale line, Norristown TC on the Manayunk-Norristown Line, Pennbrook and Fort Washington on the Lansdale-Doylestown line, Levittown, Croydon/Cornwells Heights on the Trenton line, Woodbourne on the West Trenton line, Media and Primos on the Media-Elwyn line, Wilmington and Marcus Hook on the Wilmington-Newark line, two Airport terminals and Eastwick station on the Airport Line, and Chestnut Hill West, Fox Chase and Warminster on their respective lines. SEPTA said it had very definite logistical reasons for selecting these stations. All trains operating on Saturday and Sunday will originate/terminate at either 30th Street, Jefferson or University City Stations. Wilmington and Trenton line trains will be platformed on the Lower Level of 30th Street Station. All available push-pull sets will be in service over the weekend.

On July 20, SEPTA tried to sell the allotted 350,000 one-day "Pope Passes" via its website, but overwhelming demand caused the site to crash. So SEPTA regrouped and put the $10 passes up for sale in a one-day lottery on Monday, August 3. About 100,000 passes went unsold in the lottery so they were offered for direct sale at the Suburban Station and Jefferson Station ticket offices and at outlying stations on Friday, August 21.

SEPTA reportedly will operate Regional Rail on a Saturday schedule all day Friday the 25th, with regular tickets and passes accepted. Suburban Station will be closed during that period. A similar plan may be used on Monday the 28th, due to the need to reposition equipment after the late operations on Sunday night. At this writing no official announcement had been made.

SEPTA TRANSIT. A one-day lottery was held on Wednesday, August 12, to sell three-day $10 passes for papal weekend travel on the Norristown High Speed Line and suburban trolley routes 101 and 102. Again, passengers will be accepted only at a limited number of stations: Gulph Mills and Villanova on the NHSL, Springfield Mall and Leamy Avenue on Route 101, and North Street and Clifton-Aldan on the 102. Riders will transfer to the Market-Frankford Line for a free trip to 30th Street, where everyone must leave the train and start walking.

There will be no special papal passes required to ride the subway, elevated or city trolley lines but stops will be limited. Passengers may board Market-Frankford trains at 69th Street or 52nd Street and be discharged only at 30th Street subway station. On the Frankford side, trains will pick up passengers only at Frankford Transportation Center and Girard Avenue, and discharge them at the 2nd Street subway station. All bus routes serving center city will be rerouted or cut back at the green zone perimeter. Subway-surface trolleys on Routes 11, 13, 34 and 36 also will carry the public only as far as 30th Street station.

During the pre-weekend period from late Thursday evening to late Friday evening, subway lines will operate normally except that the 15th Street and City Hall stations will be closed. Trolley lines also will run on a normal schedule through the center city tunnel, with all stations open except 15th Street.

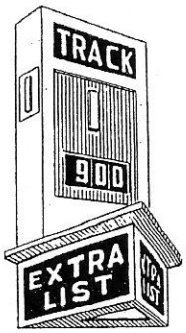
AMTRAK has leased four ten-car sets of NJ Transit multilevel equipment, four sets of Atlantic City equipment and two MARC trains to operate Pope weekend extras out of New York and Washington. Additional Keystone trains also will be provided on the Harrisburg line. Special timetables have been issued for both Northeast Corridor and Keystone services on that weekend. All regular NEC trains will run, some with extra cars. Many special preparations are being made to handle the crowds at 30th Street Station, and standby locomotives will be pre-positioned at various locations on the NEC to rescue any disabled trains.

NJ TRANSIT will run special express trains from Atlantic City to 30th Street Station about every half-hour on Saturday and Sunday mornings, returning at night. Light rail trains on the River Line will stop at only seven stations, then terminate at the Walter Rand Center in Camden. Special tickets are required. All bus routes that normally operate into Philadelphia also will terminate at the Rand Center.

PATCO trains will run about every 16 minutes in the morning but only from Lindenwold, Ashland, Woodcrest, Ferry Avenue and Broadway stations, terminating only at the 9th-10th & Locust station in Philadelphia. Reverse service will run at night.

(Continued on Page 8)

***(NOTE:** Due to the many news items in this issue, this Extra List is abbreviated; events and activities which may be included in national and regional publications are covered in that media.*



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.

Saturday-Monday, September 5-7: Steamtown Railfest 2015 at Steamtown National Historic Site, Scranton, PA. All of the normal exhibit features, and this year Nickel Plate Berkshire #765 will be visiting, with numerous excursion opportunities anticipated. For complete details, see July ***Cinders*** or visit Steamtown website, www.nps.gov/stea.

Friday-Sunday, September 11-13: Anthracite Railroads Historical Society 40th Anniversary Convention, to be headquartered at Hilton Scranton & Conference Center, 100 Adams Avenue, Scranton, PA 18503. Events include night photo session, seminars, banquet (Rob McGonigal of *Classic Trains* Magazine is speaker) and Nicholson Bridge 100th Anniversary Celebration Excursion with ARHS F3 units. For complete information, send stamped, self-addressed envelope to: ARHS, Attn: 2015 Convention, P. O. Box 519, Lansdale, PA 19446-0519.

Friday, September 18: Regular monthly meeting of Philadelphia Chapter, NRHS in Room 121, Randell Hall, Drexel University, 7:00 PM. (Enter through Main Hall entrance, at 3141 Chestnut Street. Program will be presented by Member Kevin Feeney, with one of his colorful PowerPoint slide potpourri presentations, to include Germany, Dubai, Minnesota and Portland, OR

Saturday, September 19: ***Amtrak Train Day*** will be held at Amtrak's 30th Street Station, Philadelphia, 11 AM to 3 PM. Amtrak's excellent Exhibit Train will be on hand to tour, always an excellent opportunity. Philadelphia Chapter hopes to have a display table to publicize our Chapter and its events.

Monday, September 28: Regular monthly meeting of West Jersey Chapter, NRHS, Haddon Heights Borough Hall, 7th & Station Avenues, Haddon Heights, NJ, 7:30 PM. Program will feature John Kilbride with a "The Empire Funnel", a photo review of the railroads around Albany, NY, including Amtrak!

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!

Pope Weekend (Continued from Page 7)

CHARTER BUSES with advance permits will be given special limited access to I-76 and I-476, and allowed to park at the sports complex in South Philadelphia. From there passengers may board SEPTA's Broad Street Line for express service to center city. Other buses will be parked in Camden, but this will require passengers to walk more than two miles over the Ben Franklin bridge to reach center city. Officials expect some 10,000 chartered buses to bring as many as 400,000 people to the papal events.

This "Pope Weekend" is expected to be a memorable one, not only for the huge crowds but for the logistical challenges facing the organizers, the city and the several transportation agencies. In addition, many suburban communities expect their own traffic headaches. Officials in these suburbs are marshaling their forces to help control the increased traffic, especially around railroad stations where those bound for the papal events will be trying to get to their trains. The advice to them is "don't expect to park--either walk or get dropped off."

--- *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**

Classic Trains Article Marks PRR Paoli Electrification Centennial

Philadelphia Chapter members and friends who may not be subscribers will want to secure a copy of the Fall, 2015 issue of Kalmbach Publishing's ***Classic Trains*** Magazine, which went on sale on August 25.

Written by our own Frank Tatnall, the issue contains a 12-page, profusely illustrated cover article entitled *100 Years Under Wire – PRR's Main Line West of Philadelphia*. Frank has drawn on his more than 50 years of railroad photography to show all the interesting facets of the Main Line's electrified heritage.

It was September, 1915, when electric trains began operating between Philadelphia and Paoli. No commemoration of the 100 years has been scheduled, likely because of the visit of the Pope this month is commanding Amtrak's attention.

Classic Trains sells for $7.99 per copy, and the issue should be available at hobby locations and newsstands where Kalmbach publications are sold. Glenside, PA native Robert S. McGonigal, a Philadelphia Chapter member, is the Editor of the magazine. This copy will be a collector's item each local rail historian will want to have. We congratulate Frank on yet another rail history gem in ***Classic Trains*** with his byline.