



CINDERS

JANUARY 2004



IN THIS ISSUE

Philadelphia Chapter News.....	1
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
Extra List.....	8
ODDS AND ENDS, by Roy L. Hudson.....	9

Volume 65 Newsletter of the Number 1

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

PHILADELPHIA CHAPTER, NRHS WEBSITE: www.trainweb.org/phillynrhs/

MEETING CANCELLATION NOTICE!

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting day, Chapter officers will make a decision on whether to hold the meeting as scheduled. If in doubt, members should telephone 215-947-5769 after 12 Noon on the day of the meeting for a recorded advisory. Thank you.

MEETING NOTICE

FRIDAY EVENING, JANUARY 16, 2004

Faculty Club, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, Philadelphia, PA (three blocks south of
Market East Station)

Dinner at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM
Parking in Wills Eye Hospital garage, 9th Street above Locust
(\$6.00 after 6 PM), Parkway garage, also 9th above Locust
(\$5.75 after 6 PM), or Downtown Garage, Walnut Street east of
10th (\$4.00 after 6 PM) *(Please note that some of the above
parking prices have been adjusted and we will update them for a
future issue of Cinders)*

Our meeting on Friday evening, January 16, 2004 will feature the Chapter's Annual Railroadiana Auction. Registration for the auction will begin at 7:00 PM, with no business meeting conducted. Rules for the 2004 Railroadiana Auction will be found on this page. The auctioneer's gavel will sound at 7:30 PM, and the auction will continue until 9:30 PM, at which time all unsold material will be returned to the sellers. Search through your collection, gather some items for sale and bring a full wallet so you can bid on the items for sale.

The evening begins with our usual sit-down dinner in the Faculty Club, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$20.00 per person. **DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, JANUARY 13, 2004 to Dinner Chairman Bill Gardiner at 215-632-7016.** The menu for January was not available at presstime. You must specify when ordering whether you wish a **MEAT** or **FISH** dinner. Please call Bill Gardiner with your reservation. **NO-shows will be responsible for payment for meals ordered!** Come out, celebrate the New Year with your fellow members and enjoy a nice dinner before the January 16 meeting, then enjoy the Annual Railroadiana Auction.

PHILADELPHIA CHAPTER, NRHS 2004 RAILROADIANA AUCTION RULES

1. Minimum bid on any one lot is \$2; increments in bidding will be in multiples of 50 cents, please.
2. Each seller will be limited to a **MAXIMUM** of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify each lot to be sold. Each item must be listed separately on the registration form. **EVERY EFFORT WILL BE MADE TO ROTATE LOTS, GIVING EQUAL EXPOSURE.**
3. Each **BUYER** will be given a **BIDDER NUMBER**. In an effort to speed the auction, payment on all items will not be made until the **END** of the auction, or until the bidder is finished bidding on lots. Settlement for items sold **SHOULD BE MADE** at the end of the evening, providing sufficient cash is on hand. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders. The Chapter retains 20% of the proceeds from each sales.

HUCKSTERING OF RAILROADIANA ON THE SIDE IN THE AUCTION ROOM IS DISCOURAGED WHILE THE AUCTION IS IN PROGRESS. Bidders are asked to pay attention while bidding and maintain a quick, spirited bidding pace to enable the auction to be completed, if possible.

We urge you to dig through your attics and come up with some material for sale, and fill your wallet so you can also bid! Contribution of lots to the Chapter are always welcome as a means of raising additional funds for the FP7 project.

Get a friend to come along with you, and attend Philadelphia Chapter's Annual Railroadiana Auction on Friday evening, January 16, 2004. Have fun while adding some needed items to your railroadiana collection!

BASIC RAILCAMP 2004

Send a young adult to Steamtown for a week of fun and learning. See complete details on Page 10

PHILADELPHIA CHAPTER, NRHS WEBSITE: www.trainweb.org/phillynrhs/

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

President.....	David Kopena (215) 671-0605
Senior Vice President	William Thomas III (215) 545-3198
Vice President & Treasurer.....	Richard Copeland (215) 343-2765
Secretary.....	Marie K. Eastwood (215) 947-5769
National Director.....	Frank G. Tatnall, Jr. (610) 688-5623
Historian.....	Larry A. DeYoung (610) 293-9098
Editor.....	R. L. Eastwood, Jr. (215) 947-5769

COMMITTEE CHAIRS

Equipment.....	Robert F. Morris (610) 543-8010
Membership.....	Sheila A. Dorr (610) 642-2830
Program.....	William Thomas III (215) 545-3198
Publicity.....	William C. Faltermayer (215) 591-9018
Sales.....	Dave Kopena (215) 671-0605
Trip.....	R. L. Eastwood, Jr. (215) 947-5769
Webmaster.....	John P. Almeida (215) 361-3953

MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Faculty Club, Second Floor, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

ANNUAL MEMBERSHIP DUES: \$35.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Membership Chair, P. O. Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only membership.

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 Membership List is complete. We will notify the NRHS National Headquarters of the change.

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 7302, Philadelphia, PA 19101-7302. If your *Cinders* is received damaged or incomplete, contact the Editor at the address shown below for replacement.

EXCHANGE COPIES should be sent to: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

Winter Blues III Multimedia Show Set for February 21

On Saturday, February 21, 2004, ten presenters are set to provide a multimedia slide show titled "Winter Blues III", sure to whet the appetite of the railfan who is in the middle of a winter freeze.

Lasting from 11 AM to 7 PM (or later?), the Show will be held at the Summit Station Fire Company Social Hall on Pennsylvania Route 183 in Summit Station, PA, near Cressona in the anthracite coal region of Pennsylvania. If there is extreme inclement weather on February 21, the Show will be scheduled for February 28.

Tentative presenters at this year's event are:

- Mike Bednar, *A Band of Brothers*, providing his personal perspective on the Reading & Northern and predecessors (multimedia)
- Gene Collora, *Long Island Freights*, a personal retrospective from a former Long Island Rail Road trainmaster (multimedia)
- Rich Frey, *Video Clips*, showing Rich's travels, between slide presentations
- Robert Hart, Jr., *A Lackawanna Legacy*, classic electric operations radiating from Hoboken (multimedia)
- Mike Harting, *The Iron Ore Roads*, taken all along the Great Lakes (multimedia)
- Bruce Kantner, *Vintage Schuylkill County Action*
- Art Megraw, *Art's Favorite Oldies*
- Mark Perri, *2001-A Steam Odyssey*, covering the rebuilding and operations of Ohio Central 6325 (multimedia)
- Scott Snell, *Land of the Living Skies*, railroads and grain elevators of the Canadian prairies

- Bob Wanner, *Canadian National at Armstrong, Ontario*, a look at CN freights and passenger service in 1955-56.

Tickets for the event are \$25 per person, which includes a family-style buffet dinner with hot roast beef, turkey and all the trimmings, coupled with a cash bar for beer and soda. There will be hot dogs and hamburgers for sale at lunchtime.

To order tickets, send \$25, payable to **Michael Harting** to 2094 Running Deer Drive, Auburn, PA 17922-9362. Include a self-addressed, stamped envelope with your order, which must be placed by February 7, 2004. Phone inquiries may be made to 570-739-1190. Include names of those attending with your order, as name tags are to be prepared for each participant. Order forms will be available at the January 16 meeting.

A downloadable order form may be secured by visiting website www.winterblues.net. There will be 15-minute beverage and smoke breaks between each presentation. Doors of the Fire Hall will open at 10:00 AM.

HELP WANTED: We still need people to assist for an hour or two at the February 14-15, 2004 Greenberg Show at Fort Washington Expo Center. Call Chapter President Dave Kopena at 215-671-0605 if you can help out!

2004 Membership Update

Philadelphia Chapter members have been prompt in sending in renewals this year. As of January 2, more than 340 renewals had been received, or 70 percent of members.

Members are reminded that the February issue of *Cinders* will be the last one mailed to unrenewed members. Please insure that your renewal has been sent in to prevent interruption in Chapter mailings during 2004.

PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

The Railroad Division last month was again in the spotlight for its worsening on-time performance over the past few years. DVARP President Donald Nigro has repeatedly lectured the SEPTA board over its perceived indifference and inaction, while General Manager Faye Moore has accused Nigro of "showboating" on the subject. But last month the *Inquirer* jumped into the fray with a major article in its December 21 editions headlined "SEPTA takes on issue of late trains." The article cited statistics that in the period since late April only 83 percent of SEPTA trains have operated on time ("on time" being defined as no more than six minutes behind schedule at destination). While to date this apparently has not affected ridership levels, there is a fear that continued deterioration of SEPTA service will cause some riders to leave the system.

SEPTA has been tracking the performance of all 843 weekday runs, utilizing its new computerized Railroad Operations Control Center (ROCC). The *Inquirer* reporter was furnished a list of the 62 most chronically tardy trains, out of the 352 trains which are reported late on an average day. The "top two" worst-performing trains were #9555, an R5 "limited" from Temple and center city to Thorndale, and #6642 from 30th Street to Norristown, both turning in a 44-percent OT record. Even #7565, the so-called **Great Valley Flyer** which runs from Suburban Station and 30th Street non-stop to Paoli, has been on schedule only 49 percent of the time. Richard J. Hanratty, SEPTA's chief rail transportation officer, told the newspaper that until the computerized statistics became available the railroad "didn't know how bad it was." Now he has created an "on-time task force," made up of Regional Rail supervisors, to monitor the situation. The group meets daily to study the problem trains and try to find ways to improve their performance.

SEPTA claims that much of its poor on-time record can be blamed on AMTRAK, over whose tracks a great majority of SEPTA trains operate on at least a part of their runs. While this explanation does not excuse the many delays occurring on the "Reading side" of the railroad, there is anecdotal evidence that Amtrak is responsible for too many of the problems encountered by SEPTA trains. Among the causes is the poor maintenance of track and power systems on the mainline to Harrisburg, used by all R5 Bryn Mawr-Paoli-Thorndale trains, as well as Amtrak's failure to trim back trees along the right-of-way which frequently fall onto the catenary wires during windstorms. Even on the relatively well-maintained Northeast Corridor, SEPTA trains often are held for late-running Amtrak trains or occasional power outages.

Here are a few such occurrences noted during the month of December, as logged in SEPTA's daily ROCC report. For example, in one three-day period, December 9-11, the report shows that 50, 43 and 42 percent respectively of all delays on the Regional Rail system occurred on AMTRAK.

- At 6:35 AM on the 4th the catenary wire over track #1 at "Zoo" fell onto train #516 enroute to center city, knocking out power and causing hour-long delays for inbound R5 Thorndale and R6 Cynwyd trains during the morning rush hour. (Cause of the failure was not reported). Lead MU #285 was damaged and nearly a half-mile of catenary had to be restrung, but after Amtrak sectionalized the power trains were rerouted over the #2 track past the scene. Passengers on #516 were transferred to #518 on #2 track while train #7654 from Cynwyd, stranded behind #516, transferred its passengers to train #520. Diesel 60 later moved the disabled three-car train to Overbrook shop
- During the afternoon of the 9th two inbound R7 trains from Trenton were delayed at North Philadelphia station because of switch failures
- The same day R5 train #566 was 15 minutes late after being held for Amtrak trains at Thorndale and Paoli
- On the evening of the 10th R2 train #4664 was held at Wilmington for 12 minutes because of Amtrak traffic
- Also that day R7 train #736 was delayed for 12 minutes at Holmesburg Junction for the same reason
- Train #4664 was delayed for 13 minutes the next day at "Phil" interlocking in Southwest Philadelphia, to allow an Acela Express and another SEPTA train to pass. (The same train, which later turned as #4273, was 14 minutes late departing Norristown due to air brake problems)
- On the 12th Train #566 was held for 24 minutes at Thorndale waiting for Amtrak #40 to pass
- Broken hangers in the catenary at "Zoo" on the afternoon of the 17th caused several mid-afternoon delays for westbound R5 and R6 passengers. At the same time, wire problems at Frazer forced SEPTA to operate several westbound trains on the eastbound #1 track from Paoli, resulting in significant delays. This caused eastbound train #580 to be annulled from Thorndale, due to lack of available equipment
- Loss of signal power on the Corridor on the afternoon of the 18th was caused by a fallen tree at "Phil." Several R2 trains were delayed and three R1 Airport trains annulled
- Also on the 18th, notoriously late-running R5 train #566 (its on-time record of 54 percent places it #12 on the list of poor performers) was 18 minutes late after being held for an Amtrak train crossing over at Bryn Mawr
- On the 21st another signal failure at "Phil" interlocking delayed one R1 Airport and two R2 Wilmington trains for up to ten minutes

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

- On Christmas Eve several R7 trains were held at Trenton station for connections from late-running NJ TRANSIT trains from New York. Numerous other SEPTA trains were delayed that day, some of them waiting for Amtrak trains to clear at Morrisville, North Philadelphia, "Phil," Thorndale, Paoli, "Zoo" and elsewhere.

In November, Regional Rail's on-time record plunged to 81 percent. This is usually the month when SEPTA posts its worst performance, due partly to the annual slippery rail problem, but SEPTA said that because of new leaf-fighting techniques its overall record was five percent better than in November a year ago. Delays attributed to slippery rails actually declined by 33 percent, said Rail Chief Richard Hanratty. At the December 18 SEPTA board meeting, General Manager Moore said that she and AGM Pat Nowakowski had contacted AMTRAK President David Gunn concerning the need to improve track and catenary conditions on the Harrisburg mainline, which they cite as the source of many delays to R5 Paoli-Thorndale trains. DVARP President Donald Nigro again testified at the meeting concerning SEPTA's on-time performance, which he said was the worst of any major rail commuter operation in the U.S. Tom Doricott, a SEPTA engineer representing the Brotherhood of Locomotive Engineers, also blistered SEPTA for running the railroad in a "substandard manner," declaring that in 2003 SEPTA will rack up its worst on-time performance since 1987. He said that SEPTA will eventually have to "answer to its riders" and demanded that an assistant general manager be named to assume full-time responsibility for the Regional Rail system. (Moore responded that she has no intention of taking such action.) Doricott complained that RRD has been "chopped up" and now "everyone has a piece of us," referring to the present management structure in which Regional Rail, the subway-elevated system and light rail lines are overseen by a single manager (Hanratty).

SEPTA last month had another taste of weather-related travel problems, as the months-long succession of storms continued. The twin snowstorms of December 5-6 totaled six to 11 inches in the Philadelphia region, and 1-1/2-inches of rain pelted the area on the 11th. While highway travel was slowed by the snow, SEPTA's trains and buses ran fairly well, helped by the fact that the second and larger storm struck on a Saturday. NJ TRANSIT rail service also came through the period with relatively few problems. AMTRAK's Corridor service, however, suffered long delays on Monday the 8th, partly because of the storm's greater impact on New England. On the following Thursday heavy rain caused severe flooding on many highways, but again SEPTA was spared any major disruptions. Its major trouble spot was at the R3 Trevoise station where water rose over the railhead, causing 15-minute delays. High water was also reported at the Elkins Park and Fulmor stations, but no delays to trains resulted.

SEPTA had a few other problems last month apart from its struggles with AMTRAK. On the afternoon of December 3 a warehouse occupied by Pennock Wholesale Florists in Nicetown erupted in flames, halting service on the nearby R8 Chestnut Hill West line as firefighters stretched hoses across the tracks. Power was shut down for an hour and a half in mid-afternoon while passengers were bused around the scene.....On December 15 West Trenton-bound train #386 was delayed at Melrose Park when the crew had to extinguish a traction-motor fire

on Silverliner II #263. The train was terminated at Jenkintown and several following trains were also delayed.....Train #363 out of West Trenton was delayed on December 16 for a rather unusual reason. The air horn on lead MU #208 became stuck open at Wayne Junction, but no mechanic was available to fix it so the train was ordered to proceed to center city. The horn problem was corrected at Market East Station.....R2 train #9216 was stopped at Churchmans Crossing station in Delaware on December 19 when four-inch flat spots were found on two wheels of MU #269 (the car with "Pennsylvania" on its letterboards). The #2 axle had apparently locked up and the car had to be towed, reportedly with a dolly under the ailing truck.....At 5:16 PM on November 25, in the middle of the rush period, SEPTA suffered a computer failure which disrupted the operation of all interlockings remotely controlled from the headquarters center. Dispatchers were unable to display signals or operate switches systemwide, and train delays were extensive. Some control was restored within 20 minutes, but the system "crashed" again at 6:38 PM. Operations were gradually restored to normal over the next hour.

AMTRAK on November 25 reopened the #1 track on the Northeast Corridor between the "Baldwin" interlocking at Eddystone and "Phil" (see December Cinders). New concrete ties have been installed, raising the speed limit and allowing SEPTA to restore normal weekday R2 service (Les Dean).....DVARP reports that the new Regional Rail schedules which became effective in November allow SEPTA to reduce the number of crew members needed in regular train service by about 60, and some yard assignments were eliminated.....On December 12 SEPTA returned ex-CANADIAN PACIFIC RS18u #1803 to the WEST CHESTER RAILROAD (see December Cinders). The 1958-vintage unit had been leased for work train service.....SEPTA is planning to increase the size of its parking lot at the heavily-used Fort Washington station on the R5 Lansdale-Doylestown line. This will bring the total number of spaces at the station to 585.....SEPTA again ran special reduced service on Christmas Day, issuing the usual green schedule sheets.....In November, the *Inquirer* ran a series of three front-page articles with the theme of "Down Towns." These examined the problems (and progress) in many of the area's older suburban communities, including Pottstown, Bristol, Darby, Coatesville, Yeadon, Ambler, the Conshohockens and Norristown. But very little was said about the role of public transportation in their revival.



SEPTA TRANSIT

After months of suspense, SEPTA received a much-needed Christmas present from Harrisburg. On December 23 Governor Rendell signed a final State budget for 2003-2004 which restores the \$16.1 million in statewide transit funding that had been cut by six percent in his initial budget request last March. Months of negotiations with the Republican-controlled Legislature, much of it over funding for education and the legalization of gambling, finally led to a compromise budget approved by both Houses. The budget package calls for a ten-percent increase in the State income tax, to 3.07 percent, which is expected to produce about \$729 million annually. This new money, along with a \$450-million windfall from the Federal government and various other tax increases, should allow the State to balance its budget. SEPTA will receive the \$11 million in subsidies cut from the first budget, which also generates about \$4 million in local matching funds

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

(although there still remains the matter of an additional \$10 million needed to fully close SEPTA's budget gap in the current fiscal year). Now, at least for the time being, SEPTA can put aside plans to implement any of the service cuts and fare increases proposed last spring to overcome the \$55-million deficit then projected. That gap was partially closed through internal cost-cutting and a one-time infusion of \$15 million from PennDOT.

The downside of the budget agreement is that nothing was done to answer SEPTA's pleas for a long-term funding plan, indexed to inflation. Instead, SEPTA again will be forced to seek a short-term increase in subsidies to meet a looming \$70-million deficit for the next fiscal year, beginning July 1. And to make matters worse, the contract with SEPTA's largest labor organization, Transport Workers Union 234, comes up for renewal this year. The present pact expires on March 15..... Congress in this session will address the reauthorization of TEA-21, the Transportation Equity Act for the 21st Century, which expired last year but has been extended until February 29. The authoritative *Kiplinger Washington Letter* predicts that lawmakers, concerned about the nation's deteriorating infrastructure, will approve an expansion of TEA-21 along the lines of the current House proposal, which calls for spending \$375 billion over six years to build and upgrade highways, bridges and mass transit systems. SEPTA's capital programs will undoubtedly benefit from such increased Federal support.

SEPTA last month took delivery of its second rebuilt PCC-II car for the revived Girard Avenue light rail line. Car #2321 (ex-SEPTA #2738) arrived at Elmwood depot on December 23 from Brookville Equipment, Brookville, PA, joining #2320 which has been on the property since September. Both cars were built by St. Louis for PTC in 1947. The current schedule calls for two more cars to be delivered each month until all 18 have been received. Now that infrastructure work on the West Philadelphia to Port Richmond line has been completed, service should begin later this year assuming that most of the fleet has been delivered and accepted.....For a week in early December Route 11 was bused between Island Avenue and the Darby terminal to allow for CSX trackwork at the Main Street crossing in Darby. As is well known, this is the only place in the U.S. where a surface trolley route crosses a mainline railroad.

SEPTA is offering its 2004 calendar for sale at the Transit Museum Store plus other locations for \$5.50 (plus tax). The all-color calendar contains a separate photo for each month, featuring trolleys, buses, subway-el and Regional Rail trains and PCC-II car #2320.....SEPTA has agreed to purchase 555 more bike racks to be placed on the front of its busesSEPTA last month issued a colorful handout promoting SEPTA service to and from the Mummers Parade, which returned to Broad Street on New Year's Day..... SEPTA has sent out a mass mailing to seniors in the region, reminding them that they can ride free on transit lines at most times of the day, and for \$1 on Regional Rail trains..... SEPTA General Manager Faye Moore has been honored by the Delaware Valley Regional Planning Commission as "Regional Leader of the Year" for 2003 (DVARP).

By this June, SEPTA's staff is due to submit a recommendation to the board concerning the future (if any) of

trackless trolley service in Philadelphia. All five trackless routes—two in South Philadelphia and three based at Frankford depot—are currently being bused.....SEPTA will purchase about 200 new steel poles to replace worn or damaged poles on various routes throughout the City, for "both trackless trolleys and light rail vehicles".....A recent issue of *Metro* described SEPTA's project to install continuous welded rail on the entire ten-mile Broad Street Line and on the Broad-Ridge Spur. Work has been completed between Fern Rock and Girard Avenue and on the spur to 8th & Market, and is now underway on the northbound local track from Walnut-Locust station to Girard. There is a concurrent project to upgrade the signal system in the subway.....The *Inquirer* reports that negotiations with SEPTA for a street-level bus terminal are delaying construction of a new \$8-million parking garage in downtown West ChesterSEPTA police last month arrested a 17-year-old as he was attempting to steal a farebox from a cashier's booth at the 60th Street station of the Market-Frankford Line. The youth, with an adult accomplice who escaped, is suspected in a rash of after-hours farebox burglaries at various stations on the line, which is shut down during the early morning. Police said the suspect was carrying a key which opened the booth.



The New Year arrived without final Congressional action on AMTRAK's appropriation for this fiscal year. In common with funding for many other Federal departments and agencies, the \$1.225 billion intended for Amtrak is part of a giant omnibus appropriations bill which has been approved by the House but will not see action in the Senate until after that body reconvenes on January 20. In the meantime, Amtrak continues to be funded at the 2003 level by means of a "continuing resolution" which extends through January 31.....Several Senators from both parties have introduced the American Railroad Revitalization Investment & Enhancement Act for the 21st Century ("ARRIVE-21"). The bill would establish a non-profit Rail Infrastructure Finance Corp. (RIFCO) authorized to issue \$30 billion in tax credit bonds over six years in order to provide grants to states for capital investments in freight and passenger rail facilities. A 20-percent non-Federal match would be required for each project. RIFCO also could provide grants to AMTRAK. In addition, the bill would authorize about \$1.5 billion a year to meet Amtrak's capital and operating expenses not funded through RIFCO grants. ARRIVE-21 also would require the government to develop a national rail plan and a "50-year Intermodal Blueprint" to promote an efficient transportation system for the U.S. (NARP).

PennDOT and Lancaster County officials announced last month that they will build the long-awaited station at Paradise (Leaman Place) on AMTRAK's Harrisburg mainline. The station will also serve tourist trains of the STRASBURG RAIL ROAD and county buses. It will feature a rather unique parking arrangement: hitching posts for Amish horses and buggies! (NARP).....For the first time since it was rebuilt several years ago as part of a highway project, the freight connecting track west of "Zoo" tower along the Harrisburg line has been occupied by a train. AMTRAK last month parked a welded rail train on this long-unused track, which is no longer connected at the east end. It is accessed only from the west end, at the new interlocking known as "Stiles" near 52nd Street. For many years,

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)

when the Pennsy, Penn Central and CONRAIL used the Harrisburg mainline for freight traffic (a practice which ended nearly 20 years ago), this "Jersey track" allowed trains to operate directly between Harrisburg and Camden around the north side of "Zoo" tower.

A Federal judge ruled last month that the Transport Workers Union and certain other unions may call a one-day strike against AMTRAK (see November *Cinders*). But Amtrak said that it would file an appeal to head off the strike, which the unions promised would not occur until sometime after the holiday period. Several Amtrak unions, including the Transportation Communications Union which represents about half of Amtrak's agreement employees, said that they will not participate in the work stoppage, which they and Amtrak management deem to be counterproductive.....Several hundred employees belonging to the TWU and the Brotherhood of Maintenance of Way Employees walked off their jobs at AMTRAK's Beech Grove (IN) heavy repair shop on December 3, to protest the hiring of outside contractors to do car repair work. A Federal judge soon granted Amtrak a temporary restraining order to end the strike (*Trains*)AMTRAK President David Gunn was in his element last fall, as he traveled around the system aboard the Amfleet office car Beech Grove to check out service, talk with employees and present achievement awards (*Trains*, DVARP).

It was exactly 35 years ago when the Pennsylvania Railroad launched its upscale high-speed service along the Northeast Corridor, which has evolved into AMTRAK's present-day Acela Express. On January 16, 1969, Pennsy's Budd-built Metroliner made its first revenue run from Washington to New York, accompanied by tremendous hoopla (even though many technical bugs had not yet been worked out of the cutting-edge equipment). An *Inquirer* story on the Metroliner experiment was written by then-Transportation Reporter (and still Philadelphia Chapter Member) Ronald DeGraw.....AMTRAK's annual report for Fiscal Year 2003 shows that systemwide on-time performance was only 74 percent, which the highly-touted Acela Expresses at 71 percent failed to achieve. The present-day Metroliners using Amfleet equipment ran 84 percent on time while Northeast trains overall turned in a 78 percent OT performance (DVARP).....AMTRAK has been running full-page ads promoting its Acela service in several national magazines, including *Business Week* and *U.S. News*.....*Trains Magazine* in its January issue ran an interesting article entitled "Late trains running later," on AMTRAK's struggle to keep its long-distance trains on time. Off the Corridor, the article points out, their fate mainly is controlled by the host freight railroads.

The Cira Centre, that 28-story office tower which is to rise just north of 30th Street Station, now appears to be on track for an opening next year. In December the developer, Brandywine Realty Trust, announced the signing of three major tenants, including the Dechert law firm now headquartered in the Bell Atlantic Tower on Arch Street. The Centre will be located in a Keystone Opportunity Zone, which qualifies its tenants for significant State and local tax breaks—a fact which has raised the ire of other landlords in the City whose properties do not enjoy that special status.....Meanwhile, that nine-story parking garage next to the Cira Centre site at 30th Street appears close to completion.....AMTRAK Conductor and Philadelphia Chapter Member Richard Bernhardt has received a commendation from the railroad for his multi-year participation in the annual

NRHS-sponsored RailCamp at Scranton. Rich has shared his knowledge of passenger train operations with the youthful RailCampers.....AMTRAK has postponed its plan to reduce certain fare discounts, including the proposed reduction in the seniors' discount from 15 percent to ten percent (NARP)AMTRAK has continued its suspension of Boston-Washington sleeping car service on the Federal through December and January (NARP).

AMTRAK handled record-breaking ridership over the seven-day Thanksgiving holiday period. The 595,000 passengers who rode Amtrak trains during those seven days made it the busiest week in the railroad's 32-year history. Amtrak figures show that holiday ridership was up nine percent over the previous year and was five percent higher than the previous Thanksgiving record set in 2000. Ticket sales during the holiday period totaled \$30.9 million, and 77 extra trains with 60,000 seats were operated nationwide during that time. On the Northeast Corridor, Amtrak ran its usual assortment of extras, utilizing reassigned coaches as well as trains borrowed from commuter agencies. These included the two push-pull sets furnished by SEPTA (see December *Cinders*), two MARC locomotive-hauled trains, three NJ TRANSIT MU trainsets and a Connecticut DOT train used for Springfield-New Haven shuttle service. Most Corridor trains ran close to the schedules published in the special holiday timetable, but there were some cases of standing-room only (Amtrak, *Railpace*, *Weekly Rail Review*)..... AMTRAK reports that it was the busiest November in its history, with ridership of 2,076,054, up 11.7 percent over November 2002. All 16 long-distance trains posted double-digit gains, showing an overall 32-percent boost in ridership. Surprisingly, one of the biggest gainers was the chronically-late *Sunset Limited*, which handled 50 percent more riders than in November 2002.....Ticket sales through its website are now AMTRAK's single most important sales outlet, making up 30.9 percent of all revenues in November 2003—comparable to the experience of many airlines (NARP).



CSX
NS
OTHER ROADS

The management turnover continues at CSX, as CEO Michael Ward struggles to get the huge system back on track (see December *Cinders*). Following the departure of Chief Operating Officer Alan F. Crown in September, another top officer, Senior Vice President-Service Design Frank E. Pursley, retired December 31 after 37 years with CSX and predecessors. He is succeeded by Alan P. Blumenfeld, former president of CSX Intermodal. Michael Giftos, executive vice president & chief commercial officer, announced that he will retire effective March 31, 2004, to be succeeded by Clarence Gooden, senior vice president of the Merchandise Service Group.

An insightful article on the woes at CSX appeared in the Washington Post on December 16, written by Transportation Reporter Don Phillips. He describes the current downsizing of CSX's management ranks, which included the elimination of 20 vice presidents in a single week. CEO Ward is quoted as saying,

PHILADELPHIA EXPRESS

(Continued from Page 6)

"The smaller, more incremental changes we made over the past 12 months have not been enough to create the dynamic, entrepreneurial culture we need. The slow pace of progress frustrates customers, investors and each of us." Now Ward is bringing a new attitude to the entrenched culture at CSX, Phillips writes, after a long period under former CEO John Snow when the railroad "paid more attention to its finances than to the condition of its track." A major change in attitude is the much greater attention now being paid to track conditions, which has resulted in fewer slow orders and track-caused derailments. A chart in the article compares the average cubic yards of ballast placed per track mile between 1983 and 2002 on four major systems: BURLINGTON NORTHERN & SANTA FE 107, UNION PACIFIC 93, NORFOLK SOUTHERN 87 and CSX only 59 (*Washington Post*, *Weekly Rail Review*).

In an article entitled "Overrated/Underrated," *Trains Magazine* in its January issue rates the true value of several subjects, including railroad presidents. Columnist Fred Frailey calls former CSX CEO John Snow overrated, a "genius" at the art of "fattening his paycheck, perhaps, but not at running CSX." Snow is now secretary of the treasury in the Bush Administration, leaving "CSX in worse shape than when he became its chairman, president and CEO a dozen years earlier." On the other hand, Frailey calls CONRAIL's first chairman, Edward G. Jordan, an unsung hero who "oversaw the rebuilding of Conrail's sunken infrastructure during 1976-1980," while he "relentlessly lobbied Congress to deregulate the railroads or face subsidizing Conrail into infinity." Jordan set the stage, Frailey contends, for the later turnaround of Conrail by his successor, L. Stanley Crane.

Neighbors are angry over the refusal of CSX to allow grade-crossing access to the new Schuylkill River Park in Philadelphia, which lies between the river and CSX tracks near center city. The park, complete with a hiking/biking trail, won't officially open until spring, and it will have only four official grade-separated entrances while long-used crossings at Race and Locust Streets are sealed off. The issue for the railroad, of course, is one of liability for possible accidents.....A CSX crew was arrested last month in West Nyack, NY for blocking a grade crossing with their River Line freight train while they went to breakfast in a nearby deli. When police arrived, they appeared unconcerned about obstructing the only access to a dead-end street with 20 homes (*Trains*).....*Railpace* reports that CSX operated an experimental double-stack container train from North Jersey to Philadelphia on November 21, detouring via NORFOLK SOUTHERN from Woodbourne to Abrams yard and then into South Philadelphia. This detour was necessary to avoid the low clearances on the ex-Reading Trenton Line between Neshaminy and Philadelphia.

NORFOLK SOUTHERN ran some additional intermodal trains over AMTRAK's Northeast Corridor, following the November 1 trip described in the last issue of *Cinders*. Several publications ran photos not only of the November 1 daylight run of train 25A, headed by three ex-CONRAIL GP40-2 units freshly outfitted in the latest NS paint scheme, but also of train 25A on November 13 with AMTRAK P40's #837 and 814 coupled ahead of GP40-2 #3031. This was done to permit a 60-mph train speed on the Corridor, because the NS units are equipped with the Locomotive Speed Limiter device required by Amtrak which restricts them to 50 mph. At least one further test run was made and regular service may start sometime this year.

Following its recent early retirement/buyout program which resulted in 553 non-union employees leaving the company (see December *Cinders*), NS promoted eight senior managers to higher positions effective December 1. The promotions include Tony L. Ingram from vice president-transportation operations to senior vice president-transportation network & mechanical, and Mark D. Manion from vice president-transportation services to senior vice president transportation operations. All eight will be based at corporate headquarters in Norfolk, VA (*Trains*)..... NS has announced that it will spend \$810 million on capital improvements this year, including \$517 million for infrastructure projects and \$258 million for equipment. Of the latter, \$178 million is budgeted to purchase 100 six-axle DC-drive locomotives, upgrade existing units and buy 212 bi-level auto racks. The \$810 million represents an increase from the \$798 million budgeted in 2003.....NS and the Brotherhood of Locomotive Engineers have reached agreement on a new contract, to extend through 2009. The agreement will include wage increases in 2005 and 2007 and incentive pay for weekend and holiday work (NS *Newsbreak*).

NJ TRANSIT operated a "Santa Train" on its yet-to-be-opened light-rail River Line December 3-16, making stops at Trenton, Camden, Palmyra, Burlington, Bordentown and other intermediate points. The Santa car was decorated both inside and out in a holiday theme.....NJT's board has awarded a \$2-million contract amendment to a consulting firm to study the feasibility of restoring commuter train service between West Trenton and Newark. This would undoubtedly require some additional track along CSX's ex-Reading Trenton Line north of West Trenton. Passenger service on the line was discontinued in 1982 (DVARP).....NJT has also approved a contract for up to 1,500 wireless communication devices, which would allow train crew members to connect instantly with dispatchers without relying on their radios. The devices, which have already been tested in a pilot program, also will provide text messaging for updates on operating conditions (*Trains*)..... NJT has leased five ex-AMTRAK F40 locomotives for the Atlantic City Line, releasing GP40's for service in North Jersey (*Railpace*).....NJT's new Secaucus Junction station on the Northeast Corridor in the New Jersey Meadowlands was opened for full service on December 15. The station allows transfers between ten of NJT's 11 rail commuter lines (NARP).

Two of Philadelphia Chapter's most prolific writers have broken into print again. Bill Volkmer authored a piece in the January issue of *Trains* on his days as motive power foreman at the Pennsy's Northumberland (PA) shop, at the time many historic steam locomotives were stored there. And Bert Pennypacker wrote a piece entitled "Taking the Trail Blazer to Chicago," which appeared in the October issue of *Milepost*, the publication of the Friends of the Railroad Museum at Strasburg.....The Hagley Museum is currently displaying a detailed scale model of New York's Penn Station. It may be seen all this year during regular museum hours. For information, telephone 302-658-2400WILMINGTON & WESTERN has launched a campaign to rebuild its railroad, which was devastated by the record-setting flood of September 15, 2003. Repairs will cost an estimated \$6 million, of which \$2 million has been pledged by the Delaware DOT if the line's supporters can raise \$200,000 for the effort. Contributions may be sent to: Historic Red Clay Valley (HRCV), P.O. Box 5787, Wilmington, DE 19808..... Former Delaware Senator William V. Roth, Jr. died December 13

(Continued on Page 8)

THROUGH APRIL 19, 2004:

"Pageant of Locomotives: Photography from North American Railroad Fairs" display at Railroad Museum of Pennsylvania, Strasburg. Included are events from the 1876 Centennial Exhibition in Philadelphia to the 1948-1949 Chicago Railroad Fair. Regular museum hours and admission charges apply. For information, see previous item.

JANUARY 17-18: Schuylkill

Valley Model Railroad Club open house (HO scale), 400 South Main Street (rear entrance), Phoenixville, PA, 1-5 PM. For information, telephone 215-935-1126.

JANUARY 17-18: Great American Train Show at Valley Forge Convention & Exhibition Center, King of Prussia, PA, 11 AM-5 PM both days. Admission: \$7 adults, children under 12 free. For information, telephone 630-834-0652 (website: www.gats.com).

JANUARY 23-25: GATSME Lines Model Railroad Club open house (HO scale) at Prospect & Madison Avenues, Fort Washington, PA, 12 Noon-4 PM (except 7-9 PM on Friday, January 23). For information, telephone 215-646-2033 (Thursday evenings).

JANUARY 30: Railroad Film Night at National Canal Museum, Two Rivers Landing auditorium, 30 Centre Square, Easton, PA, starting at 7:30 PM. Theme will be "Steam railroading in the American Midwest and West," presented by Mitchell Dakelman, director of media services for NRHS. Donation of \$3 for museum members and \$5 for the general public is requested. For information, telephone 610-559-6613.

JANUARY 31: Annual "Super Saturday Streetcar Special" covering several SEPTA trolley lines, sponsored by Wilmington Chapter NRHS. A PCC car will be used (restored PCC-II #2320 if available), leaving Elmwood depot, Elmwood & Island Avenues in Southwest Philadelphia, at 10 AM. Fare: \$35 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860, making checks payable to "Wilmington Chapter NRHS." For information, telephone 973-383-3355 (9 AM-5 PM).

FEBRUARY 14-15: Greenberg's Train, Toy & Hobby Show at Fort Washington Expo Center, Virginia Drive, Fort Washington, PA, 10 AM-4 PM both days. Admission: \$7 adults (good for both days), children 11 and under free. Philadelphia Chapter expects to be represented with a sales and membership table.

FEBRUARY 14-22: "Great American Snowtrain" featuring rides on Amtrak Acela Express, Capitol Limited and Empire Builder. Visits to Mall of America (Minnesota) and Izaak Walton Inn (Montana). Fares start at \$1,400 per person double occupancy (coach). For complete itinerary contact: Mystic Valley Railway Society, P. O. Box 365486, Hyde Park, MA 02136-0009. For information, telephone 617-361-4445 or website www.mysticvalleys.org.

FEBRUARY 21: 40th Anniversary "Vermont Snow Express" sponsored by Massachusetts Bay Railroad Enthusiasts, Inc. Chartered Amtrak special train operates from Boston to Brattleboro and Bellows Falls, VT and return. Optional sidetrips

include Vermont Feast Luncheon at Putney Inn, tour of covered bridges and historic village of Newfane, sleigh rides, or browse in shops and galleries at Brattleboro. Fare: \$79 adults, \$49 children, sidetrips extra. For info, send SASE to: Mass Bay RRE, Box 4245-BV, Andover, MA 01810-0814, or telephone 978-470-2066. E-mail contact: trips@massbayrre.org. MasterCard and VISA accepted for Mass Bay RRE trips.

FEBRUARY 21: Winter Blues III Multimedia Show at Summit Station Fire Hall, PA Route 183, Summit Station, PA. Ten different presenters will provide various subject matter (see separate article elsewhere this issue). Admission: \$25 per person, which includes family style buffet. Hot dogs and hamburgers will be on sale for lunch. Tickets should be ordered from: Michael Harting, 2094 Running Deer Drive, Auburn, PA 17922-9362, enclosing stamped, self-addressed envelope. For additional information, telephone 570-739-1190, or visit website: www.winterblues.net. Also see article elsewhere this issue detailing programs to be shown.

PHILADELPHIA EXPRESS

(Continued from Page 7)

at the age of 82. He was active with fellow Delaware Senator Joseph Biden in promoting passenger rail, and to allow states to spend part of their Federal transportation dollars on railroad projects (which is still forbidden).....Montgomery County's entire 19-mile Perkiomen Trail was opened in November, completing the \$9.7-million project built mostly on the Reading's abandoned Perkiomen branch between Oaks and Green Lane, PA (*Railpace*).

General Electric has announced that it will combine its locomotive business with its aircraft business under a single entity known as GE Transportation. Charlene Begley continues to head the locomotive division, now called GE Rail, which will still be based at Erie, PA (*Weekly Rail Update*).....New Jersey DOT has approved the expenditure of \$600,000 in State funds to upgrade the former PRSL Salem branch between Swedesboro and Salem, now operated under contract by the SOUTHERN RAILROAD OF NEW JERSEY (Jersey Central Chapter)STRASBURG RAIL ROAD's ex-CANADIAN NATIONAL 2-6-0 #89 will retain the historic CN emblem that was applied last October for a special charter trip, at least for this season (*Railfan & Railroad*).....*Railpace* reports that READING, BLUE MOUNTAIN & NORTHERN has completed a new direct connection between its Reading Division at Jim Thorpe and the Lehigh Division at Glen Onoko, PA (see August *Cinders*). The connection involves use of a long-retired Jersey Central bridge leased from the State, which crosses over the Lehigh River and NORFOLK SOUTHERN's ex-Lehigh Valley line. A hiking trail shares the bridge with the new track. No longer will R&N trains headed west through the Lehigh Gorge be forced to travel over NS to Lehighton and reverse direction there. A four-car special train powered by SD50's 5022 and 5033 was operated over the connection on November 20.....MORRISTOWN & ERIE will assign ex-CANADIAN PACIFIC C424 #4231 (former M&E #21) to its OCTORARO operation between Chadds Ford and Nottingham, PA (Carl Perelman).

**OPERATION
LIFESAVER.**

ODDS AND ENDS.....by Roy L. Hudson

(This column will appear from time to time to provide Cinders readers with some hopefully useful information which has been gathered from miscellaneous sources)

Have you seen those neat Union Pacific commercials on television? They run frequently on FOX Cable News. A merchandise freight with "Flag" units rumbles into view in a desert scene, accompanied by a very nice voice-over by Western actor Sam Elliot.....When riding Amtrak out West, the distance between station stops often exceeds 100 miles. Excluding the Auto Train, does the distance of 263 miles between Salt Lake City, UT and Elko, NV hold the record?.....Union Pacific has ordered 175 new SD70M locomotives from General Motors' Electro-Motive Division. It is the largest UP order since it got 1,000 new units from EMD in 1999 (*Weekly Rail Review*).....In case you've forgotten, the World's largest operating steam locomotive is Union Pacific's 4-6-6-4 Challenger #3985, built by Alco in 1943. A total of 105 of this type were built between 1936 and 1943. The 3985's top speed today is about 70 mph (The *Stoker*).

Canadian National and BC Rail (see December *Cinders*) are accepting proposals from third party operators interested in running tourist trains on the former BC Rail lines (*Progressive Railroading*).....On July 2, 2004, VIA Rail Canada's Montreal-Halifax Ocean will be 100 years old and the oldest continuously scheduled regular passenger train in Canada. In 1904, it began service on the old Intercolonial Railway. Amtrak Trains #1 and 2, *Sunset* (1894) hold the record for North America (Tampa Bay Chapter).

Thanks to the late Chapter Member David Cope, Philadelphia Chapter operated a special preview fan trip on August 3, 1941 on one of Philadelphia Suburban Transportation Company's new Brilliners, a month before they entered regular service. It ran over Red Arrow routes to Sharon Hill, Media and Ardmore, but the group transferred to a "40-series" railroad-roof Jewett car to West Chester (NRHS *Bulletin*).....Between 1949 and 1962, 398 RDC cars were produced by Budd Company's Red Lion Plant. Interestingly, the last cars built, RDC-1's, went to Reading Company as their #9151-9162 (builder's number 7001-7012), which operated in eastern Pennsylvania for nearly 20 years. Later, additional second-hand cars were acquired to supplement the 12 new cars; some of you may have ridden SEPTA (PennDOT) 9169, which was originally C&NW 9933, then C&O 9061, finally B&O 9171 before "riding the Reading".

Speaking of the Reading, did you know that RDG had ten steam suburban tank engines? The class Q1 2-6-4T locomotives (#376-385) operated to such exotic destinations as Chestnut Hill (East), Frankford and Norristown. They were built in 1903 with 61" drivers for fast turnaround service and ran until the early 1930's (*Steam Locomotives of the Reading - Wiswesser*).....The Tamaqua "Save Our Station" group is getting another \$150,000 in loans for the final restoration of the classic 1874 Philadelphia & Reading depot (Pottsville *Republican*).....Why did the Reading Company have a farmers market at Reading Terminal? Because the land purchased in 1891 for Reading Terminal was from the Farmers Market Company dating back to William Penn's time, and the P&R built the market house at the rear of the terminal under the terms of the sale (NRHS *Bulletin*, 1943).

By Summer, 2004, Norfolk Southern's Enola yard is expected to again be a "hump" operations capable of classifying some 1,200 cars daily (Harrisburg *Patriot-News*).....The O. Winston Link Museum is set to open this month. Part of the former 1905 station in Roanoke, VA will hold the collection of about 300 prints and all of Link's 2400 negatives. The station was redesigned by Raymond Loewy and modernized in 1947 (NS *Newsbreak*).....Norfolk Southern has applied to the Surface Transportation Board to abandon two miles of line between Montmorenci and Oakwood, SC. You ask, "So what?" Well, the old line was a branch of the historic South Carolina Railroad dating from 1848-52, which was the first railroad to employ steam power (*Best Friend of Charleston*) on a regular basis (Internet).

Metro North Commuter Railroad's New Haven West tower, the last interlocking tower on the railroad, was closed on October 11, 2003 (*Bull Sheef*). Speaking of MCNRR, it is reported that the original fleet of 60 EMD dual-mode FL9 locomotives (built as New Haven 2001-2029 in 1956-57 and 2030-2059 in 1960) is down to six units which serve the Danbury and Waterbury branches of the New Haven Line. The units are all more than 50 years old (*20th Century Railroad Club*).....Interested in transit memorabilia? Try www.mta.nyc.us/nycct/ for New York City Transit Authority's listing of old and antique signs, doors, gauges, fareboxes, tokens, horns, etc., salvaged from New York City subway cars and stations (*Metro Magazine*).....Fifteen retired NJ Transit Newark City Subway PCC cars have been purchased by San Francisco's MUNI for \$15,000 each (Market Street Railway).

The Greyhound Bus Line now runs one of its buses between Harrisburg and Pittsburgh via the "Dream Highway" (Pennsylvania Turnpike) on a schedule of 4 hours, 40 minutes - nine minutes speedier than the fastest Pennsylvania Railroad train running on a 50-mile shorter route! (NRHS *Bulletin*, March-April 1941).....There are persistent rumors from Pennsy sources that says the PRR will electrify from Harrisburg to Pittsburgh and built an eight-mile tunnel below Horseshoe Curve in order to save a 1,000-foot climb and some mileage. It is also widely reported that PRR is building six new 4-6-6-4 S-1 type locomotives at Altoona. (NRHS *Bulletin*, November 1940).....You think the railroads have an image problem? The year 2003 set a milestone for the airline industry, with the super-fast deluxe "Concorde" grounded for good, and "Hooters Air" making its debut (*Travel and Leisure Magazine*).

Eurostar non-stop trains now run between London and Paris in 2 hours, 35 minutes. They have to slow down to 100 mph through the Channel Tunnel! Basically, there are 14 trains each way daily between London (Waterloo) and Paris (Nord). (*Modern Railways - UK*).....We saw an interesting article on Indian Railways, which celebrated its 150th anniversary in 2003. It was referred to as a "bizarre system" introduced by the British in 1924. The railroad is huge, possibly even the World's largest commercial enterprise with 1.5 million employees! Besides these, it also issued licenses to 36,000 porters and 11,000 authorized hawkers. Tens of thousands more, such as shoe shine boys, scavengers, beggars and auto/rickshaw drivers hang around stations to eke out a living. The system has some 63,000 kilometers of routes, 7,700 locomotives and carries 14 million passengers per day - the equivalent of moving all of India more than four times each year! (*The Economist*).



Historic Trolley Acquired by Rockhill

Rockhill Trolley Museum has acquired and received former SEPTA tower car D-39, which was the oldest electric railway vehicle in service until going to Rockhill's museum site at Rockhill Furnace, PA in southern Huntingdon County adjacent to the East Broad Top Railroad.

The D-39 was originally built in 1908 for Philadelphia Rapid Transit as an ash car to remove ashes from PRT power plants. It later served as a freight car, trash car and eventually a tower car to assist on overhead line maintenance on subway-surface and Media/Sharon Hill light rail lines.

The car will be preserved indoors at Rockhill as it awaits restoration. Prior to that process beginning, Rockhill must raise funds to pay for acquisition and relocation of the D-39. Acquisition costs along are in excess of \$4,000.

Tax-deductible donations may be sent to Railways to Yesterday, Inc., P. O. Box 1601, Allentown, PA 18105-1601. For additional information, readers may visit Rockhill Trolley Museum's website at www.rockhilltrolley.org.

**"Rails to the Northstar"
2004 NRHS CONVENTION
Minneapolis, MN
June 29-July 4, 2004**

Basic RailCamp 2004 Dates Set

The seventh annual RailCamp will again be held at Steamtown National Historic Site in Scranton, PA from July 18-24, 2004, according to information released by NRHS in late December. There will be one session this year, limited to 24 young adults between the ages of 14 and 18 years.

Designed to foster development of future leaders for the rail history preservation and restoration movement, the weeklong event includes seminars, field trips and hands-on exercises for participants. NRHS and the National Park Service jointly sponsor RailCamp, with assistance from the University of Scranton and Canadian Pacific Railway.

The all-inclusive fee of \$750.00 covers instruction, lodging and meals for the full week. NRHS is offering a discounted tuition price of \$650.00 for those enrolling by March 1, 2004. Where warranted, tuition assistance is available from the Geoffrey W. Gerstung Education Fund as well as several NRHS chapters.

If there are individuals known to the Chapter who are interested in attending **Basic RailCamp 2004**, a folder is available by writing: Basic RailCamp 2004, National Railway Historical Society, P. O. Box 58547, Philadelphia, PA 19102-8547, or visiting website www.railcamp.com. Anyone seeking further details are asked to contact **Cinders** Editor Larry Eastwood, who, in addition to his duties as NRHS Senior Vice President, serves as Director of RailCamp.

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

FIRST CLASS MAIL
U. S. Postage
PAID
Permit Number 12
Huntingdon Valley, PA
19006



FIRST CLASS MAIL

PAUL G. MOORE
1957 INVERNESS DR
SCOTCH PLAINS NJ 07076-2636

