



CINDERS



MARCH

2005

IN THIS ISSUE

Philadelphia Chapter News.....	1-2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
ODDS AND ENDS, by Roy L. Hudson.....	8
Extra List.....	9

Volume 66

Number 3

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

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.

Member Renewals Roll In

As of March 1, 2005, 403 of 453 2004 NRHS and Chapter members had renewed for 2005, according to Treasurer Rich Copeland. In addition, one member transferred in from another chapter, and we have gained seven members since October 1, 2004, for a grand total of 411 members on the rolls for this year. During March, NRHS Membership Records will make a "Final Notice" mailing to those members who have not renewed as of March 10, 2005. If you have paid your 2005 dues and you receive a Final Notice, please check with *Cinders* Editor Larry Eastwood at 215-947-5769 to determine your up-to-date status.

Our members have been extremely generous in their financial support of both NRHS and our Chapter, by providing cash donations in addition to their dues. A total of 177 members donated slightly more than \$7,000 to the Chapter, and \$1,090 in general donations and \$865 to the NRHS Heritage Fund as of March 1. Several members took advantage of employer matching gift programs to enhance their donations as well. The Chapter appreciates the support of everyone who was able to contribute.

Notice of Annual Meeting & Election

Notice is hereby given of election of Chapter officers for the year 2005-2006, to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday evening, April 15, 2005, at the Faculty Club, Thomas Jefferson University, 1020 Locust Street, Philadelphia, PA 19107, beginning at 7:30 PM.

Any member in good standing who is interested in service as President, Senior Vice President, Vice President & Treasurer, Secretary or National Director, may be nominated from the floor at the April 15 meeting, or by placing your name in nomination by writing, before April 1, 2005 to: Mr. C. Bruce Irvin, Chairman, Nominating Committee, Philadelphia Chapter, NRHS, 116 Linden Drive, New Holland, PA 17557-9490

MEETING NOTICE:

FRIDAY EVENING, MARCH 18, 2005

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)*

Philadelphia Chapter's Friday evening, March 18, 2005 meeting will feature some vintage 16mm rail films, both European and domestic, from the 1950's and 1960's by noted rail film historian Henry Elsner of Philadelphia. This will be a highly interesting program and one members will not want to miss. Henry appeared at our Chapter a number of years ago, and we're pleased to have him back again.

The evening begins with our usual optional 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, MARCH 15, 2005 to Dinner Chairman Bill Gardiner at 215-632-7016.** The menu for March is Mesclun salad with vegetable chutney, entrée choice of **grilled tuna steak or herb-rubbed pork loin**, garlic mashed potatoes, fresh grilled vegetables and lemon cream layer cake for dessert. **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!** *(Please note that all meetings in the 2004-2005 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall.)*

Mark March 18, 2005 on your calendar and come out and enjoy some vintage movies with Henry Elsner. Looking ahead, our April 15 program will feature *Cinders* Editor Larry Eastwood with a narrated slide program, **Northeast Rail Perspective - 1980**, with a look at Upper New York State, New England and Maritime Canada a quarter century ago.

We still have the May and June programs open at this time, and anyone interested in a program is asked to call Senior Vice President Bill Thomas at 215-545-3198.

**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

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Senior Vice President.....	William Thomas III (215) 545-3198
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Trip.....	R. L. Eastwood, Jr. (215) 947-5769
Webmaster.....	John P. Almcida (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.

2005 Slide Contest Winners Announced

Five entrants were all winners in the Chapter's 2005 Ray Muller Slide Contest, held as the program portion of the February 18, 2005 meeting. The winners were:

STEAM – First Place: John Burke (N&W 2-8-0 #475 at sunset on Strasburg Rail Road; Second Place (tie): Dave Kopena (Blue Mountain & Reading #425 on Maiden Creek bridge); Lee Schultz (Canadian Pacific & Milwaukee Road at Winona, MN during 2004).

DIESEL – First Place: Dave Kopena (Cape May Seashore Lines Budd RDC's on canal bridge); Second Place: Lee Schultz (Great Northern "Hustle Muscle" night diesel photo at St. Paul, MN); Third Place: (Ohio Central FP9's in August, 2004).

HEAVY ELECTRIC – First Place: Larry Eastwood (SEPTA ALP44 #2308 at Ardmore); Second Place: Dave Kopena (SEPTA "Yellowbird" Silverliners at Warminster, PA).

LIGHT ELECTRIC – First Place (tie): Dave Kopena (SEPTA ex-Chicago cars 480-481 passing ex-Frankford El cars 601, 605 on Route 100) and Larry Eastwood (Denver RTD Light Rail at Colfax-Auraria near downtown Denver); Third Place: Lee Schultz (Minneapolis light rail, Minneapolis, 2004).

GENERAL – First Place: John Burke (1931 Cord with NH&I 40 near Wycombe, PA); Second Place: Lee Schultz (Milwaukee Road station – now a Marriott Courtyard Hotel, Minneapolis); Third Place: Larry Eastwood (Mural on "The Ride" at Littleton, CO).

OLDIES – First Place: Ron Oedemann (GG1 hauling dead Reading MU's on Corridor at Cornwells Heights); Second Place: Larry Eastwood (Metro North Budd RDC's at Croton Falls, NY, 1982); Third Place: Dave Kopena (CSX motive power in snow at Grays Ferry, Philadelphia).

The *G. Gerrish Williams Best of Show Award* went to John Burke for his spectacular sunset shot along the Strasburg Rail Road. The prize was donated by Contest Manager Phil Mulligan, who was assisted in the judging by Charles Oettle, Pete Senin and Paul Skvarla. Larry Eastwood projected the slides.

Can You Believe This Old Philadelphia Chapter Fantrip?

Columbia River Chapter, NRHS Member Edward M. Berntsen, from Gig Harbor, WA, submitted to us an announcement of a Philadelphia Chapter fan trip that appeared on Page 8 of the April, 1948 *Official Guide of the Railways*:

The Philadelphia Chapter of the National Railway Historical Society will run a "Railfan Special" on the Reading Railroad to Rutherford, Pa., on Sunday, May 2, 1948. Special train will leave Reading Terminal, Philadelphia, at 9:00 a.m. (D.S.T.), stopping in both directions at North Broad Street Station, returning about 6:30 p.m. The North Penn, Plymouth, Reading and Columbia, Mount Hope and Lebanon Valley Branches will be covered, as well as the Main Line and the entire Cornwall Railroad. Stops for photographs will be made on the Reading and Columbia and the Cornwall.

There will be a one hour stopover at Rutherford, location of one of the Reading's roundhouses, and their largest freight classification yard.

The fare will be \$4.50 including tax (children half fare). Tickets must be purchased by April 28, 1948; the ticket sale will be limited to the capacity of the equipment available. Tickets may be obtained by sending check or money order to National Railway Historical Society, care of Henry Dickinson, Jr., 109 W. Ashland Avenue, Glen Olden, Pa.

We thank Ed for sharing this old listing from *The Official Guide* with us. Henry Dickinson today resides in Maine and is active with the Seashore Trolley Museum.

BASIC RAILCAMP 2005
Send a young adult (age 14 to 18) to Steamtown for a week of fun and learning July 17-23 this year. See Page 10 for additional information on Basic RailCamp 2005.

PHILADELPHIA



FRANK G. TATNALL, JR.

To *Cinders* Readers: This issue of *Cinders* was held until Tuesday morning, March 1 to gather last minute information on the SEPTA funding crisis. Late Monday evening, Frank Tatnall actually rewrote a large portion of his column to provide as much information as possible on the (for now) resolution of transit funding in Pennsylvania. We thank Frank for his efforts in achieving this.

--R. L. Eastwood, Jr., Editor



SEPTA TRANSIT

In late February SEPTA riders again were twisting in the wind, not knowing if their fares would be hiked and their service reduced on March 6. As the posturing between the Governor and Legislature continued in Harrisburg, it became apparent that lawmakers would not approve additional funding in time to avoid the impending service cuts and fare increases. "Certainly, this is not something we can do in the next month," said Senate Republican Leader David J. Brightbill of Lebanon. That reality put the ball back in Governor Rendell's court, who had promised if necessary to transfer—or "flex"—an additional \$85 million in highway funding to the State's transit agencies in order to maintain their present level of fares and service through June 30. Pending approval by the Delaware Valley Regional Planning Commission—which seemed all but certain—this action would give SEPTA nearly enough money to close its existing \$49.2-million budget deficit, but would short various highway projects in the area.

SEPTA's "contingency plan" for fare and service changes faced two other hurdles last month. One was raised at the SEPTA board meeting on February 24 when Philadelphia's two members exercised their veto of the second round of fare increases, set to take effect on March 6. On average, this would boost fares by an additional 13 percent over and above the 25-percent increase approved by the board in December, raising the cash fare to a nationwide high of \$3. The other threat was a lawsuit filed by the City, aimed at killing the fare and service plan in its entirety. After two postponements the suit was scheduled to be heard in Common Pleas Court on February 28.

After absorbing a heavy dose of criticism from Republican lawmakers for his perceived lack of leadership, Governor Rendell last month came up with a specific plan to bail out the State's highways and transit systems. He met with key legislative leaders on February 23 to discuss the plan, which would raise \$562 million over two years through higher taxes and fees. Of that amount, \$355 million would be dedicated to road and bridge repairs, funded by locking in a 3.8-cent-per-gallon increase

in the wholesale oil franchise tax and imposing increases in some motor vehicle fees. The balance of \$207 million would go to transit, funding by a one-third-percent boost in the real estate transfer tax and higher automotive fees. Word out of the meeting was that a few legislators suggested other ways to raise money for transit, such as charging a \$2.50 toll on the Schuylkill Expressway, levying a surcharge at parking garages and increasing transit payments by the affected cities. A spokesman for House Majority Leader Sam Smith of Punxsutawney said he was pleased that "(f)or the first time, Rendell has proposed a statewide transportation plan. There is a consensus by Democrats and Republicans to do a permanent fix." The Governor likewise said that he is willing to consider a long-term solution to mass transit funding, but his proposed \$23.8-billion State budget for the 2005-2006 year contains only a two-percent boost in transit assistance as a "down payment" on future dedicated funding.

On Monday, February 14, the Pennsylvania Transit Coalition organized a major lobbying effort in Harrisburg, seeking immediate action to halt SEPTA's plan for higher fares and less service. More than 2,000 civic, environmental and union activists rallied at the Capitol, some of them buttonholing legislators to demand the reform of mass transit funding. Even Mayor Street was there, making his first trip to Harrisburg in more than a year to meet with legislative leaders. Among those Street talked with was Republican House Speaker John Perzel of Philadelphia, who later said that he thought the Governor's \$562-million proposal could pass the GOP-controlled House. SEPTA operated a special eight-car push-pull train to Harrisburg for transit advocates, powered by AEM-7 #2304 with Chapter Member Vince Jakubowski at the throttle. A delegation of DVARP members was aboard the train, which left Suburban Station at 9:30 AM.

But it was two weeks later, on Monday the 28th, that Governor Rendell stunned just about everyone with news of a Federal funding windfall that should end the current fiscal crisis. At a hastily-arranged appearance in Philadelphia, he announced that \$666 million in additional transportation money had become available to Pennsylvania, of which he intended to use \$412 million to support SEPTA and other State transit agencies not just for the balance of this year but through next year as well. Reports indicate that Uncle Sam released the funds early last month, but Rendell and PennDOT kept it quiet in hopes that the Legislature in the meantime would find a way to give transit a predictable funding base. That did not happen, so the Governor chose this critical moment to reveal a new source of funds—a tactic which infuriated many Republican leaders in Harrisburg. "It's amazing to me how they can find money when they need it," said Representative Rick Geist of Altoona, chairman of the House Transportation Committee. "Why didn't Rendell do this in his budget?"

(Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)

While the Governor's action appeared to remove the threat of immediate fare increases and service cuts, the Delaware Valley Regional Planning Commission still must formally approve the funding transfer and the SEPTA board must rescind its "contingency plan." DVRPC was poised to grant Rendell's request and the SEPTA board most likely will act at its regular March meeting. The money is said to have been somewhat unexpected, the result of Congressional wrangling over the reallocation of highway and transit funds between "donor" states, which contribute more in gas taxes than they receive in benefits from the Federal government, and states such as Pennsylvania which receive more than they contribute. Because the reallocation did not occur, Pennsylvania is still enjoying its appropriations under the old formula.

President Bush's \$2.57-trillion budget proposal for the 2006 fiscal year would give the Department of Transportation a total of \$59.5 billion, a 3.5-percent cut from FY 2005. Some of that represents the President's intention to zero-out AMTRAK (see below). But the Federal Transit Administration's budget would climb by \$134 million to \$8.8 billion, as the White House recommends spending more than \$1.5 billion for up to 26 new or expanded transit projects in cities such as New York, Charlotte (NC) and Phoenix (AZ). No projects in the Philadelphia region were included, and the moribund Schuylkill Valley Metro scheme remains in FTA's "not recommended" category. In addition, the Bush Administration has signaled its support for a \$284-billion six-year highway and transit bill to reauthorize the TEA-21 law, which expired in 2003 but has been extended to the end of May 2005. Of that amount, \$53 billion would be intended for mass transit programs. Last year the President tried to cap the bill at \$256 billion, far less than the figures approved by the House and Senate, so no final action was taken (*Traffic World*).

Lost in all the talk about SEPTA's budget crisis is the fact that its one-year contract extension with Local 234 of the Transport Workers Union expires on March 15. The union, whose leadership has been telling its members that they are entitled to a substantial wage increase, represents some 4,700 employees on the City Transit Division. As *Cinders* went to press, there had been no reaction from the union to the news that SEPTA is in line for a hefty increase in State funding. But, as the *Inquirer* reported, Governor Rendell at his February 28 press conference went out of his way to warn the TWU that a strike at this point would not be well received in Harrisburg. Addressing one of the main issues in the ongoing contract negotiations, which is SEPTA's demand that workers begin paying part of their health care premiums, Rendell said that, "Today in America, there isn't anybody who does not contribute to the cost of their health care"..... Mayor Street made the local news on January 31 when he joined labor leaders and others for a ride on the Broad Street subway from City Hall to Pattison Avenue. Late last year, Street asked top City officials to ride SEPTA at least once a week, and apparently included himself in that policy (see January *Cinders*).

The *Daily News* on February 25 carried a report that SEPTA is paying out far more for diesel fuel than it did a year ago, partly because it delayed signing a fixed-price annual contract last August when it was offered a price of \$1.07 per gallon. Instead, SEPTA officials believed that the cost would drop in the fall as the Bush Administration forced fuel prices lower just before the election. But that didn't happen and prices kept rising, so by the

time SEPTA finally signed the contract on October 28 it was costing \$1.45 per gallon. SEPTA vehicles burn about 15.5 million gallons of fuel each year, meaning that management's procrastination will cost the agency nearly \$6 million more than if it had signed the 12-month contract last September, the *Daily News* said..... SEPTA once again is offering its one-day unlimited Bouquet Pass for \$8, in connection with the Philadelphia Flower Show which will occupy the Pennsylvania Convention Center March 6-13. SEPTA agents also are selling discounted tickets for the show.....DVARP reports that the consulting firm of Abrams-Cherwony & Associates has submitted its management performance audit of SEPTA. In some ways it is a less thorough look at SEPTA than the previous audit completed in 1998 by Phoenix Management Services. PennDOT requires periodic transit agency audits as a condition for receiving state operating grants.

SEPTA has advertised for sale 24 historic rail vehicles still on the property. These include six Broad Street subway cars, seven Market-Frankford cars and 11 trolleys, the latter presumably including all of the remaining PCC's not in active use (Hank Raudenbush).....New timetables were issued for many City Transit routes effective Sunday, January 23. One interesting note: the front cover of the Route 10 subway-surface timetable shows the effective date as "January 23, 2003"!..... SEPTA has installed a new car washing machine at the Elmwood trolley depot.....Brookville Equipment Corp. of Brookville, PA, which last year completed the rebuilding of 18 PCC cars for SEPTA, now has a contract to rebuild 11 cars for SAN FRANCISCO MUNICIPAL RAILWAY. These are the ex-Twin Cities, ex-Newark city subway PCC's recently purchased by Muni (Bill Polk).....The last three stations to be rebuilt on the Frankford el should be completed this year. Work already is complete on the westbound station at Berks, with the eastbound side to be finished in June. Church is to be completed in August and Huntingdon in November. The installation of elevators is included in the work.....The old Route 56 tracks on Erie Avenue are being paved over and the trolley poles removed. The DVARP newsletter states that this action is in violation of SEPTA's decade-old commitment not to destroy any more streetcar infrastructure.



SEPTA REGIONAL RAIL

SEPTA has settled its long legal battle with American Premier Underwriters, successor firm to Penn Central, over the cleanup of the contaminated Paoli rail yard. Pursuant to the agreement, APU has paid SEPTA \$23 million, but \$5 million must be used for the continuing cleanup and about \$9 million to reimburse CONRAIL. It is planned to apply the remaining \$9 million to help fill SEPTA's \$49-million budget gap (see above). The 28-acre site was contaminated with toxic PCB chemicals used for years as a coolant in the transformers of MU railcars, part of the time when Penn Central operated the yard from 1968 to 1976. SEPTA, Conrail and AMTRAK sued APU to recover some of the cost of the Superfund cleanup, but the *Inquirer* reports the case languished for years until revived by SEPTA Chief Counsel Nicholas Staffieri. He and his staff aggressively pursued the claim, which finally resulted in the settlement.

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

At the end of February SEPTA timetable makers were still waiting to see what, if anything, was going to happen on March 6. They had a full set of revisions ready in the event that the 20 percent cut in service needed to help close the funding gap actually would be placed in effect. They had to wait to see if Governor Rendell would ride to the rescue with stopgap funding or if the City won its battle to enjoin SEPTA from making the cuts (see above). In the event of a schedule change, it is unlikely that a full supply of new timetables can be made available to the public by the 6th, so riders may need to rely on posters and a limited number of timetables. Everyone, of course, hopes that additional funding will make the problem moot.....The Railroad Division even has prepared two scenarios for handling the crowds headed for the Flower Show, which also opens on March 6. One is based on the present schedules and the other on the reduced weekday and weekend schedules.

Not surprisingly for midwinter, late January and February produced problems for Regional Rail. On January 26 through 28 the MU car fleet suffered some post-snowstorm problems, when the shop count ballooned causing shortages of anywhere from 25 to 40 cars in normal rush-hour train consists. Equipment failures on the road also accounted for numerous train delays, and ALP-44 locomotive #2308 suffered another breakdown on February 23 when it was unable to leave Frazer yard. But the most serious problem occurred at 2:15 PM on Wednesday, February 16, when catenary power was lost on the #3 outbound main track west of 30th Street Station and in the entire Powelton Avenue storage yard. The outage was caused when the overhead wires fell onto MU's 169-170 in the yard. While personnel were struggling with that problem, the power failed on northbound #5 track between 30th Street and "Arsenal" interlocking on the West Chester Line, after the crew of train 6642 saw a bright flash in the overhead wire just east of 30th Street. The power on southbound track #6 also failed a few minutes later, halting all service to and from Media-Elwyn. To avoid the dead section, several R1 and R2 trains were operated via "Zoo" and the Lower Level of 30th Street. It was 4:50 PM before normal service on all three lines could be resumed.....Two days earlier, in midmorning of the 14th, the wire over #6 track fell on train #6627 near 30th Street Station, knocking out power on that track as far as "Arsenal." At least four R1 and R2 trains were diverted through the Lower Level of 30th Street. Repairs were completed by 3 PM, in time for the evening rush.

During this same period, SEPTA also had its share of delays on AMTRAK rails. On January 31 a broken rail on the #1 eastbound track just west of Malvern station caused numerous delays to R5 passengers, as trains had to operate both ways on westbound #4 track between Paoli and Frazer yard. On February 3, Amtrak train #605 bound for Harrisburg was terminated at Narberth when P42 unit #191 suffered an engine failure, delaying at least ten R5 trains. Then, on February 14 Amtrak train #129 struck and killed a trespasser just south of Wilmington, forcing SEPTA train #9257 to Newark, DE to be terminated at the scene and its passengers transferred to Amtrak #55. Four other R2 trains were delayed. On the 18th, Amtrak #95 killed another trespasser between Sharon Hill and Folcroft stations, causing four R2 trains to be annulled and six others to be delayed. Numerous Amtrak trains were also held while the scene was cleared, and all passengers on #95 had to be transferred to another train

.....SEPTA performed well during the three-to-six-inch snowfall on February 24, but the following morning the catenary fell on an eastbound R5 train after it left Overbrook station, causing delays on that line for the next several hours.

SEPTA will modify its radio system effective April 1, changing its south road channel from 160.35 (AAR 16) to 161.175 (AAR 71). This channel is used on SEPTA lines south and west of center city, principally the Airport, Media-Elwyn and Chestnut Hill West lines. The north road channel used on former Reading lines remains at 161.46 (AAR 90) (Wayne Bode)..... Brush cutting work on the R5 Mainline between Glenside and Ambler caused some weekend schedule adjustments in February, as single-track operation was necessary. The project will continue this month Work on the new high-level platform and shelter on the northbound side of Melrose Park station resumed in February.....Railpace reports that a DelDOT plan to relocate the SEPTA station at Newark, DE, has stirred up some local opposition. The plan is to move the station from its present location at College Avenue to a less convenient location about half a mile north at Chapel Street, adjacent to AMTRAK's "Davis" interlocking. This is the point at which NORFOLK SOUTHERN's ex-Pennsy Delmarva secondary track diverges to the east.



President Bush has finally done something not attempted since the Reagan Administration: propose a Federal budget with no money for AMTRAK. The \$2.57-trillion budget submitted to Congress last month includes zero funding for Amtrak, although it does contain \$360 million for maintaining commuter and freight operations on the Northeast Corridor after Amtrak declares bankruptcy. Secretary of Transportation Norman Mineta then set out on a "bash Amtrak" tour, beginning with stops at Chicago Union Station and the Charlotte (NC) station, at which he called Amtrak a "flawed" experiment. He said that the government had subsidized Amtrak to the tune of \$29 billion over the years, and asking "what do we have to show for it? I just feel that we ought to be better off today after having made that kind of investment." Mineta characterized Amtrak as a dying system which "cannot spend money on new, innovative services because it is spending so much money running trains that nobody rides between cities that nobody wants to travel between." It seemed obvious to observers that it has been a long time since the secretary actually rode an Amtrak train. Rather, he is following the mandate of an Administration that is under pressure to cut discretionary domestic spending in order to reduce the nation's massive deficits, which some would say are the result of recent tax cuts, the Iraq military campaign and the war on terror. For the current fiscal year, Bush budgeted \$900 million for Amtrak, but Congress increased that to \$1.2 billion.

AMTRAK President David Gunn quickly responded to the budget challenge. In a letter to employees, he charged that the Administration has "no plan for Amtrak other than bankruptcy. Obviously, the proposal is irresponsible and a surprising disappointment. It doesn't acknowledge all the hard work you've done over the past two years to run a tighter and better ship. Our costs are under control more than ever before—that's quite an

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)

accomplishment.” Gunn assured his employees that Amtrak “has strong support in Congress and a lot of support across the country.” He pointed out that the Bush proposal “is only the start of a long legislative process, and we are taking it very seriously...it always takes six to nine months to sort out (and) won't have any impact through the 2005 fiscal year.” He pledged himself “to doing everything I can to secure adequate funding for FY '06.”

As might be expected, the effort to zero-out AMTRAK received some strong criticism in Congress, from both the Republican and Democratic sides of the aisle. But Secretary Mineta called the Administration's proposal a “call to action,” apparently referring to a “reform” plan submitted to Congress two years ago which would shift to the states much of the responsibility for supporting intercity passenger rail services. That plan would include a 50-50 Federal match for state investments in rail infrastructure and allow entities other than Amtrak to bid on its operations. “We cannot save intercity passenger rail service by burying our heads in the sand and simply shoveling more money into a system that cannot help but fail,” Mineta intoned at his Charlotte “road show” appearance. Adding a touch of comedy, members of the defunct Amtrak Reform Council again got together in Washington, declaring that they would have another go at implementing the reform plan for Amtrak they first espoused in 2002—but which went nowhere (*Trains*, NARP).

The four-person AMTRAK board has yet to approve a funding request for Fiscal Year 2006, which begins October 1. This failure to act drew criticism from some members of Congress as well as passenger rail advocates such as NARP. In its four-page annual report submitted to Congress last month, Board Chairman David Laney outlined Amtrak's progress over the past few years, and said that a grant request would be submitted “as soon as a planning process permits.” Laney said that the board “agrees that the President's proposed operating budget of ‘zero’ is the right message (but) to effect needed reforms at Amtrak, ‘zero’ is not the right number at this juncture.” All four voting board members are Bush appointees, including Transportation Secretary Mineta (NARP).

AMTRAK has begun a major rebuilding of the deteriorated track on its Harrisburg mainline between Paoli and “Zoo” interlocking in Philadelphia. This will accelerate the completion of the \$145-million program jointly funded with PennDOT, designed to reduce running times over the 104 miles between Harrisburg and Philadelphia to 90 minutes and restore all-electric operation. Of that amount, the State has agreed to contribute \$100 million. Up to now, the work has been concentrated between Harrisburg and Lancaster, and between Parkesburg and Paoli, but the current work will focus on the 24-mile Lancaster-Parkesburg segment and the 18 miles between Paoli and “Zoo.” Use of Amtrak's mechanized Track Laying Machine will require adjusting the schedules of nine eastbound 600-series Keystone Service trains and 12 westbound trains on both weekdays and weekends, effective March 7. In addition, the intertrack fences will be temporarily removed at all stations from Paoli eastward (except for Bryn Mawr and Overbrook which don't have them), in order to facilitate work on the #2 and #3 express tracks. Even though warning signs remain, the removal will enhance photo opportunities at these stations! (New wood ties are being installed in the #1 and #4 local tracks in a separate program partially funded by SEPTA.) The new schedules may be found on

posters and at the Amtrak website (www.amtrak.com), until a new system timetable becomes effective on April 25. Taking both work areas together, Amtrak plans to install 80 track miles of concrete ties, 40 new switches, upgrade the catenary and electrical substations and repair 16 bridges. In addition, a new bi-directional signal system will be installed between Harrisburg and Lancaster.

Most if not all of ten new 1,500-hp GP15D diesel switchers had been delivered to AMTRAK by the end of February. Four of them, 574, 575, 576 and 577, were spotted at Wilmington shop on February 19, and others were seen at Race Street terminal adjacent to 30th Street Station. The low-profile units in the 570-series were built by MotivePower Industries of Boise, IDIn contrast, AMTRAK still rosters three ancient 600-hp EMD SW1 switchers dating from 1947-1950. One of the three, #742, was seen in Washington Terminal last monthAMTRAK also is taking delivery of eight GP38H-3 units for switching and work train service. To be numbered 520-527, the units are being rebuilt by NORFOLK SOUTHERN's Altoona shop from Amtrak's ex-GO TRANSIT GP40TC's built in 1966.....NARP reports that Acela Express trains 2190, 2191, 2203 and 2220 will not operate with first-class cars until at least the end of May. These are assigned trainset #18 which was involved in the October 2004 derailment at New Haven, CT, in which the first-class car received substantial damage. It is currently being repaired.....Trains #40 and 41, the **Three Rivers**, were scheduled to make their last runs between New York and Chicago on March 6. Thereafter they will operate only to and from Pittsburgh.



CSX,
NS
OTHER ROADS

PATCO is holding a series of public meetings in South Jersey to discuss three options for extending the high-speed line into Gloucester County. This subject has long been in the discussion stage, after several communities in the county rejected a proposal ten years ago to build a light rail line along CONRAIL's Vineland secondary track from Camden through Woodbury, Wenonah and Pitman to Glassboro. (That rejection led to the diversion of State funds to the River Line, opened last year between Camden and Trenton.) One of the current options would also follow the Conrail line, but would be elevated rather than at grade. Another would be built in the median of Route 55 and a third would turn southeast along Route 42.

An article in the *Inquirer* last month revealed a proposal to build a light rail line in Columbus Blvd. along the Philadelphia riverfront, extending from a possible connection with PATCO at a reopened Franklin Square station south to the Pier 70 Shopping Plaza, with a possible future extension to the former Philadelphia Naval Base. Expanding PATCO, of course, would require the purchase of some new equipment, in addition to the existing plan to rebuild the current fleet. With ridership down almost 20 percent from a decade ago—partly due to a 50-percent fare increase over the past three years—PATCO has been working to improve its image and its operations. Much trackwork already has been done and there's \$100 million set aside to spruce up its stations, most of which date from the opening of the line in 1969.

(Continued on Page 7)

PHILADELPHIA EXPRESS (Continued from Page 6)

The Washington, DC City Council has followed through on its threat to ban certain hazardous shipments through the District of Columbia (see December 2004 *Cinders*). This prompted CSX to file a complaint with the U.S. Surface Transportation Board against the city ordinance, which in the name of security prohibits such shipments from passing within two miles of the Capitol Building. CSX's Landover Subdivision, a former Pennsylvania Railroad line which skirts the south side of the Federal government complex, handles up to two dozen daily trains, some of which carry the prohibited chemicals. CSX said that the City's action is pre-empted by Federal law governing interstate transportation, and that an outright ban will cause severe operating inefficiencies and simply shift the risk to more circuitous routes. One councilwoman said the action was aimed at eliminating "a grave and immediate danger" in which terrorists might attack tank cars carrying hazardous materials, possibly releasing a toxic cloud which could spread for miles. CSX has voluntarily been rerouting some hazardous shipments, but points out that the movement of vital chemicals such as chlorine used for water purification could be seriously delayed. And there is always the danger that if Washington is successful in its campaign that other cities (such as Philadelphia) might attempt to force such shipments away from their borders as well, creating a major logistical problem (*Trains*, *Weekly Rail Review*).

CSX has reported net income of \$339 million in 2004 on revenues of \$8.02 billion, compared with income of \$246 million on revenues of \$7.44 billion in the previous year. The operating ratio of 87.6 percent in 2004 compared favorably with the 91.2 percent in 2003.....An important operating statistic for railroads is average train speed. For one week in February CSX's average train speed was 19.0 mph, compared with 21.2 mph on NORFOLK SOUTHERN and an industry-best 24.2 on CANADIAN PACIFIC. Another important stat is average terminal dwell time, which gives a clue as to how rapidly cars move through freight yards. For CSX it was 30.7 hours, for NS 25.7 hours and for CP 36.8 hours. The industry's best figure was on BNSF—10.3 hours (*Weekly Rail Review*).....The Federal Railroad Administration has fined CSX a total of \$298,000 for its failure to make prompt repairs to protective devices at three highway grade crossings in New York State. This resulted from an FRA investigation of a February 2004 accident where a CSX train struck an automobile at a crossing in Henrietta, NY, nears Rochester, killing two elderly occupants. A subsequent investigation of 199 crossings in New York led CSX to develop and implement a plan to bring all crossings with improperly functioning protection into compliance (*Railpace*).....The historic former Baltimore & Ohio station at Harpers Ferry, WV, on CSX's Cumberland Subdivision mainline will be restored by its current owner, the National Park Service. The station was built by the B&O in 1894 (*Railpace*).

NORFOLK SOUTHERN's proposal to lease part of its East End carshop in Roanoke, VA, to Freight Car America has fallen apart (see February *Cinders*). Issues with its union employees apparently scotched the deal, which also involved the maintenance of locomotive repair facilities in Roanoke. Currently, NS employs more than 800 workers at its ex-CONRAIL Juniata shop in Altoona, PA, but only 158 at Roanoke (*Railpace*).....CSX still uses several of the increasingly scarce end-cab switchers in Philadelphia, including ex-CONRAIL SW1001's #1122, 1123

and 1127.....CSX has leased one of the Green Goat hybrid switchers from RailPower Technologies for demonstration purposes. The environmentally-friendly 2,000-hp unit uses batteries for power, which are recharged by a small diesel engine (*Trains*).....Three empty cars in a 114-car CSX freight train derailed in the Howard Street tunnel beneath downtown Baltimore on February 23. The incident evoked memories of the 2001 derailment in the tunnel of four cars containing hazardous material, which caused a disastrous fire that impacted the area for several days (see February *Cinders*).....Connective Energy has announced that it will shut down its Beesleys Point generating station near Ocean City, NJ some time in 2007. This will mean a substantial loss of coal and fuel oil traffic to the station, all of which moves via CONRAIL through Pavonia yard in Camden (*Railpace*).

NJ TRANSIT wants to link its Philadelphia-Atlantic City service with its North Jersey commuter system, by running trains between Trenton and the Atlantic City line via AMTRAK. NJT also is considering a transfer station in Pennsauken, NJ, where the Atlantic City Line crosses over the light rail River Line (NARP).....As part of its fare increase proposal for Fiscal Year 2006 (see February *Cinders*), NJT plans to increase River Line fares from a flat \$1.10 to \$1.25, and would do the same on the Newark city subway.....Two notable deaths occurred recently. Well-known trolley restoration expert Edward Blossom, 74, passed away last November, and Walter Kaufman, the stylish train rider from New York known widely as "Walter First Class" because of his insistence on premium accommodations, died in January.....READING, BLUE MOUNTAIN & NORTHERN has appointed Wayne Michel as its new president. Several years ago, Michel was the CONRAIL official in charge of line sales, who among other deals helped arrange the sale of the "Reading Cluster" of upstate branches to the Reading & Northern.

Class 1 railroad employment totaled 158,000 in September 2004, up 2.8 percent from the same month in 2003. The biggest increase was in train and engine service employees, 8.3 percent. Meanwhile, the Association of American Railroads forecasted that the industry would hire more than 80,000 new workers between 2005 and 2010. The AAR said that the hiring upsurge was due to an expected wave of retirements and a significant upturn in rail traffic (*Weekly Rail Review*).....President Bush's proposed budget for Fiscal Year 2006 includes a \$14 million increase in funding for a global positioning system which will allow railroads to use positive train control technology to track the location and speed of trains nationwide (*Railpace*).....A recent report lists approximately 225 railroad museums in North America (*Weekly Rail Review*).....The WESTERN MARYLAND SCENIC RAILROAD has announced that 2005 will be the last year for its runs between Cumberland and Frostburg, MD. A reduction in State funding is responsible for the cutback in service scheduled for next year (*Trains*).....Eyeing the success of Thomas the Tank Engine on various tourist roads—most notably the STRASBURG—a firm known as Rail Events, Inc. is planning to field the "Little Engine That Could" as an attraction for children and adults. Rail Events has contracted with the Strasburg to build a 4-2-4T unpowered replica of the Little Engine based on cartoon drawings, for completion this spring (*Trains*).



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

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

The recent introduction of limited-stop trains on Caltrain between San Francisco and San Jose has seen ridership increase by about 17 percent. Revenue has increased by \$200,000 per month (*Tramways & Urban Transit*).....Almost Horror Stories: A METRA (Chicagoland) commuter at Deerfield, IL became irate with a conductor because the man got grease from the train on his business suit. The conductor asked how the grease stain got there. The annoyed passenger responded "I was climbing under the train to get to the platform in order to board"!! Another time at Wheaton, a man and a woman in a hurry crawled under the train that had just stopped at the station. They were carrying suitcases, smiling and happy knowing they were going to make the train. After being berated by the conductor of the obvious danger, they said "We didn't know you couldn't crawl under the train - we're from Texas!!" (*The Fast Mail*).....Help restore the *Flying Yankee*!! Yankee-themed items such as tee shirts, baseball caps, prints, etc., can be seen at www.flyingyankee.com/collectibles.html and can be ordered by E-mail to info@flyingyankee.com (*Tower Topics*).....The Danbury Railway Museum recently painted ex-Reading coach #2014 for their "Santa Special". This historic car was one of those modernized in 1949 (converted to Class Pbu from Class Pbm #1353) and assigned to the **King Coal**. Class Pbu seated 44 in coach and another 10 in the smoking section (Danbury Railway Museum and Roy L).

Enola Yard, upriver on the west side of the Susquehanna from Harrisburg, just recently turned 100 years old. In the late 1880's, the Northern Central Railroad bought land from a farmer for a siding and station and let the farmer name the depot. He named it after his daughter, Enola Miller. The NC eventually became part of the Pennsylvania Railroad, who established a major classification yard there in 1905. At its peak 2,000 workers had jobs at the giant facility, and during World War II (June 19, 1943) the yard classed and processed 20,661 cars in a 24-hour period - its high water mark. Today, under Norfolk Southern, the yard has been reborn and with something under 400 employees handles about 1,000 cars per day from the 13 trains each that arrive and depart (Harrisburg *Patriot-News*).....On March 4, 1935, the Pennsy signed a long-term contract with Raymond Loewy as Industrial Design Consultant. Loewy worked for the PRR previously on a "job basis" (*PRR Chronology*).....On January 28, 1935, a special train made the first electric run on the PRR between New York and Washington for invited guests, including Secretary of the Interior Harold L. Ickes. GG1 #4800 hauled the train, which hit 102 miles-per-hour near Seabrook, MD, breaking the record of the famed Lindbergh Special of 1927 (*PRR Chronology*).

Lehigh Valley's modern design and last passenger station in Buffalo, NY was torn down in 2004. The facility opened for business on August 11, 1955 and replaced an ancient 1916 depot which itself was demolished in 1960. The new station, however, was doomed from the start as LV passenger train service was on a steep downward slide. The flagship **Black Diamond** came off in 1959 and all passenger service was discontinued in 1961 (*Tower Topics*).....Late last year United Railroad Historical Society's former New Jersey Transit F7 #424 was moved to a "work site" in central New Jersey. The unit will be painted into Reading

Company livery as Reading #284. Also, Central Railroad of New Jersey #17144, a steel underframe wooden box car built in 1916 was moved to Bivalve, NJ for restoration and historic display in honor of the oyster trade that once moved mainly via CNJ to Eastern cities (*NJ Transportation Heritage*).....Reading's first "Autumn Leaf Ramble" over the Catawissa Branch occurred in October, 1936, using G2sa Pacific #178 which had just been rebuilt and semi-streamlined. It got I8sb 2-8-0 helper #1555 west of Tamaqua (Bert Pennypacker).

Union Pacific recently said they would have approximately 20 miles of second main track on the Sunset Line by the end of February. Once the Sunset Route improvements are complete, UP plans to run 44 trains daily on the line, not bad for train watching!! (*Railway Age*).....Fourth Quarter 2004 for the big four freight railroads: Norfolk Southern revenue rose 16 percent to \$1.95 billion. The recent stock price was \$35 per share, paying 44 cents per year. CSX revenue, meanwhile, rose 15% to \$2.17 billion, with recent share price at \$40, and paying 40 cents annually. BNSF revenue rose 20% to \$2.98 billion with a recent per share price of \$48, paying 68 cents yearly. Union Pacific shares were at \$60 per share. Even though UP is struggling, it still pays the best dividend - \$1.20 per share annually (*Wall Street Journal*).....In the long period of litigation that delayed the Penn Central merger, Stuart Saunders and his top officials repeated the \$100 million (of savings) figure so often that they actually seemed to believe that somehow, on merger day, \$100 million would come miraculously floating down to net income (R. Saunders, Jr. - *Main Lines*).....Was there ever less frequent service on a railroad line? In the last two years of its life the Santa Fe's branch between Boise City, OK and Farley, NM had only a mixed train that operated one day per week and that was at night. On Friday night-Saturday morning, Trains #97-98 made the round-trip until the line was taken up in 1942!! (*Railroads of New Mexico* - Myrick).

Railroading in the 21st Century: a practical railroad man (in the 1890's) said that he thought that when the new century began, trains would be sent out without any trainmen at all, just like cars sent over a roller coaster, with no one aboard except the passengers. A compressed air locomotive would be sufficient to run over an entire division and some sort of appliance would be used to stop the train at the end of its run. Tickets would be collected by gatekeepers so conductors wouldn't be needed as the tracks ought to be all fenced in by that time. Engineers and fireman wouldn't be necessary to sit in the cab and ring the bell and toot the whistle. When all these employees can be dispensed with there will be more money in sight to add to the general manager's salary, and the high priced (railroad) association officials can be furnished with mahogany desks inlaid with precious stones, and gold door knobs can be put on their office doors (*Railway World Magazine*, April 24, 1897).

Tennessee's top tourist attraction honoring a dead man with a connection to music is Elvis' "Graceland" in Memphis, correct? Wrong!! According to state figures for 2003, Graceland hosted only 580,000 visitors while Casey Jones Village in Jackson had 750,000 tourists (*Memphis Buff*).....Can You Believe It? At one time, the Central Railroad of New Jersey's "Park Department" was setting out (at stations, etc.) 15,000 plants each year (*Metropolitan Corridors*).....Friends of the East Broad Top RR announced that the Saltito, PA depot is slated for demolition in early 2005. The town asked the EBT to restore or tear down the 123-year-old structure. The entire building has been professionally documented, so a replica could be built, should the need ever arise (*Tower Topics*).



APRIL 8-10, 2005: Spring, 2005 NRHS Board of Directors' Meeting, based at Holiday Inn, Cumberland, MD, hosted by Western Maryland Chapter, NRHS. Events include Potomac Eagle excursion on South Branch Valley RR, Romney, WV, multi-media presentation of local railroading history in ballroom, CSX Cumberland Terminal tour, Western Maryland Scenic RR steam-powered lunch train, and banquet and meetings. For information, contact Tom Biery, National Director, Western Maryland Chapter, NRHS, 402 Sunset Drive, Cumberland, MD 21502-1923. Telephone number is 301-777-1544, and E-mail is biery@biery.net.

THROUGH APRIL 10: Famous Eastern Passenger Trains of the 20th Century exhibit, including the **Black Diamond**, **Broadway Limited** and **Crusader** at the Railroad Museum of Pennsylvania, Strasburg. Regular museum hours and admission charges apply. For additional information, telephone the Museum at 717-687-8628 or website www.rmmuseumpa.org.

MAY 14, 2005: Proposed date for Spring Trolley Day in the University City area from 10 AM to 6 PM, similar to last year. Full details in future issue of *Cinders*.

Steamtown Winter Lecture Series Continues Through March

Steamtown National Historic Site in Scranton, celebrating *Ten Years of Steam, Stories, Partnership and Pride* during 2005, will continue its 2005 Winter Lecture Series during March with noted rail historians and preservationists appearing in the Steamtown Theater. Two programs of note this month are:

Saturday, March 19 – Rail Historian Mike Harting will present **Iron Ore Railroads, Great Lakes Steam Ships and Reading & Blue Mountain Railroad**, a multi-media slide presentation, at 10:00 AM and 1:00 PM.

Saturday, March 26 – Rail Historian Frank Etzel will provide a video presentation of **Trains, Planes, Automobiles and Ships**, also at 10:00 AM and 1:00 PM.

Further down on the calendar, NRHS Vice President and **National Railway Bulletin** Editor Jeff Smith will provide a presentation on the work of the late John J. Bowman, Jr. founding member of NRHS who recently left his immense negative and print collection to the Society. The date of this presentation is Saturday, April 23, but times are not yet confirmed.

Steamtown is open daily from 9:00 AM until 4:00 PM (January 2-April 16) and 9:00 AM to 5:00 PM (April 17-December 31). Normal daily admission charge of \$6.00 is good for 24-hours and includes entrance to the seminars above.

Additional details regarding Steamtown interpretive and educational programs may be obtained by calling 570-340-5200 or (toll-free) 888-693-9391 or by visiting the Steamtown website at www.nps.gov/stea.

Some Irreverent Railroad Nicknames

Over the past century wags have dubbed many railroads with humorous—and often insulting—nicknames based on their initials. Some of these, such as the nickname applied to the Delaware, Lackawanna & Western, became famous (or infamous) in their own time, and no doubt infuriated the roads' officials. Many were conjured up by unhappy passengers or shippers, others by competitors or possibly railfans. While railroads "back in the days" did not have public relations experts, they did have some very savvy advertising people, such as the folks at the DL&W who dreamed up the superb "Phoebe Snow" publicity campaign. They were able to ignore the slur contained in the line's nickname, but some other roads may not have been so fortunate.

Here is a selection of some of the choicer misnomers, a few of them well known even to today's fans. Many of the names are extracted from Botkin and Harlow's *A Treasury of Railroad Folklore*, published in 1953.

Atchison, Topeka & Santa Fe – *Ate Tamales & Spit Fire*
 Bellaire, Zanesville & Cincinnati – *Bent, Zigzag & Crooked*
 Bridgton & Saco River – *Busted & Still Running*
 Carolina & Northwestern – *Can't & Never Will*
 Chicago, Bluffton & Cincinnati – *Corned Beef & Cabbage*
 Delaware, Lackawanna & Western – *Delay, Linger & Wait*
 Georgia Southern & Florida – *Go Slow & Flag*
 Hoosac Tunnel & Wilmington – *Hoot, Toot & Whistle*
 Lake Erie & Western – *Leave Early & Walk*
 Lake Shore & Michigan Southern – *Less Sleep & More Speed*
 Live Oak, Perry & Gulf – *Lean Over, Push & Grunt*
 Maryland & Pennsylvania – *Ma & Pa*
 Minneapolis & St. Louis – *Midnight & Still Later*
 Missouri & North Arkansas – *May Never Arrive*
 Newburgh, Dutchess & Connecticut – *Never Did & Couldn't*
 New York, Susquehanna & Western – *Now You Sit & Wait*
 (New York,) Ontario & Western – *Old & Weary*
 Toronto, Hamilton & Buffalo – *To Hell & Back*
 Waco, Beaumont, Trinity & Sabine – *Wobbly, Bobbly, Turnover & Stop*

Can *Cinders* readers recall any other memorable railroad nicknames?

Keep Your Eyes Open!!

Following is an updated list of police telephone numbers for each of the major railroads in the Philadelphia area. These numbers should be used to report any suspicious sightings, emergencies or other conditions affecting rail operations, including trespassers, vandalism, fires, defective railcars or grade crossing problems.

The 800-numbers are toll-free and may be used systemwide, 24 hours a day. It might be a good idea to carry this list with you if you are traveling near any of these railroads.

AMTRAK	800-331-0008
CSX	800-232-0144
CONRAIL	800-272-0911
NJ TRANSIT (N.J. ONLY)	800-242-0236
NORFOLK SOUTHERN	800-453-2530
SEPTA	215-580-8111

Basic RailCamp 2005 Scheduled for July

For the eighth year, NRHS, in cooperation with Steamtown National Historic Site in Scranton, Pennsylvania will sponsor **Basic RailCamp 2005** during the week of July 17-23, 2005. The weeklong event is limited to 24 young adults between the ages of 14 and 18 years, according to NRHS Senior Vice President Larry Eastwood, who serves as **RailCamp** director.

As the Society ages, it is important to develop a new generation of leaders to continue the rail history preservation movement, and **RailCamp** does that, with seminars, field trips and hands-on exercises. Lodging and meals are provided by the University of Scranton and its catering service, and career, safety and field trip exercises are coordinated through the Canadian Pacific Railway Police Service.

The all-inclusive tuition of \$825.00 covers instruction, lodging and meals for the week. NRHS is again offering a discounted tuition price of \$725.00 for those enrolling by April 1, 2005. In addition, scholarship assistance is available in demonstrated cases from various organizations as well as the Geoffrey W. Gerstung Education Fund, which is administered by NRHS.

A course outline and registration form is available by writing: Basic RailCamp 2004, National Railway Historical Society, P. O. Box 58547, Philadelphia, PA 19102-8547, or visiting website www.nrhs.com. Information may also be obtained from Larry Eastwood at his home, 215-947-5769.



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