



CINDERS

SUMMER 1981



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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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Philadelphia, Pa. 19101



"Farewell to GG1's" Trip Is a Major Success

Saturday, June 6, 1981 dawned warm and hazy as a 16-car Amtrak train deadheaded west from Philadelphia to Harrisburg behind NJ Transit GG1's 4876 and 4877. This was to be the Philadelphia and Lancaster Chapter's long-awaited "Farewell to the GG1's" special, marking the 48th and final year of service for these famed Pennsy electric locomotives.

At Lancaster members of the NRHS trip committee swarmed aboard the train to make it ready for receiving passengers, and the special proceeded to Harrisburg where the trip was officially scheduled to begin at 8:05 AM. Difficulties with the baggage car required that it be left behind in Harrisburg, after the Amtrak food service crew transferred its supplies into the Amcafe cars spotted near the front and rear of the train. The consist was thus reduced to 15 cars--13 Amcoaches and the two Amcafes--hailed by freshly-painted red #4877 now on the point with 4876 in austere black as the second unit. A brand-new Amtrak F40PH diesel, #363, tagged along behind the G's to supply head-end electric power for the train.

As described in the June issue of *Cinders*, #4877 was clearly the star of the show--all the more so because of her surprise appearance on the train. The 42-year-old locomotive had been expertly painted in Tuscan red with five gold pinstripes and traditional "PENNSYLVANIA" lettering less than a week earlier. Conrail forces did the job on May 31 at NJT's Raritan (NJ) shop and #4877 was rushed to Wilmington for final testing and repairs by Amtrak. The locomotive was then reunited with retired sister #4935 for a picture-taking session the day before the trip, both units posing in their authentic Pennsylvania Railroad dress on the same track.

After leaving Harrisburg with 130 passengers, the special picked up 487 more people at Lancaster, and a high-speed photo runby was executed. The train then sped east to Paoli and Philadelphia where the balance of the ticketholders were waiting. In spite of some confusion at 30th Street Station caused by Amtrak's failure to post signs or otherwise assist the throng of customers, everyone managed to get on board in time for the scheduled 11:20 AM departure. A total of 1,029 revenue passengers were now on the train, the "sold-out" sign having been posted nearly three weeks before.

After passing the lines of stored GG1's at Wilmington shop, the special reached Perryville, MD where it entered the wye leading to Conrail's scenic, freight-only Port Road branch along the shore of the Susquehanna River. Slow orders and a brief power interruption on the 40-mile Port Road resulted in unanticipated delays as spectators appeared beside the tracks even at remote points along the branch. Many lineside photographers were also spotted and one enterprising individual was even seen racing the train in a motorboat!

The train arrived at Harrisburg's dilapidated Amtrak station nearly an hour late, but passengers were allowed off the train to photograph the GG1's as the F40 was used to turn the train on the "Cumberland Valley" wye just east of the station. The G's, however, could not use the wye tracks, so that #4877 had to be run around the 4876 in order to remain in the lead for the final leg of the trip to Philadelphia. Just before departure a brief rededication ceremony was held at the east end of the platform, with Chapter Member Lynn Johannessen breaking a bottle of Pennsylvania Champagne over the pilot of #4877.

Finally, everyone was reboarded and the train pulled out of Harrisburg about one hour and 15 minutes behind schedule. The weather had remained hot and hazy but the air conditioning worked well in all cars and the few complaints heard mostly concerned malfunctioning toilets in certain of the Amcoaches. A more serious problem was caused by the fact that the public address system was inoperative in all but five cars, leading to difficulties in crowd control and impairing the trip commentary by Lancaster Member Fred Abendschein.

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The "Heritage" program continues to see cars released by Beech Grove and Topeka shops, but the end is now in sight for the latter Santa Fe facility. On August 30, the contract with Amtrak will be terminated and thereafter all major repairs will be performed at Amtrak's own Beech Grove Facility near Indianapolis. Topeka received a reprieve of sorts when Amtrak elected to rebuild many of the former Santa Fe hi-level cars to head-end power types; this work has been Topeka's principal output for the last fifteen months. The end of activity at Topeka will come after four additional transition coach-dormitories are rebuilt from hi-level coaches and a high-level lounge is completed. For the record, the transition cars are the former 9951, 9955, 9941 and 9943 and they will become 39922, 39924, 39937 and 39938, although the exact number ties are not yet known. The lounge will be numbered 39975. Hi-level cars not to be rebuilt, under present plans, are prototype coaches 9900-9901, wreck-damaged 9922 (1st), and 9947 (which just got to Topeka too late), lounge cars 9973-9974 and diners 9980-85. These twelve cars will be stored at Beech Grove for the time being. Two Amcoaches at Topeka for repairs will also probably be sent to Beech Grove. Topeka has been an Amtrak contract shop since the beginning and maintained the old Santa Fe pride in the cars it outshopped.

Woodcrest Shops of the ICG is performing a specialized assignment to rebuild the 12 former C&NW gallery cars and the first of four control cars has been completed. Car 9621 is the former 9611 and the remaining three conversions will become 9622-9624, once they're identified and overhauled. First assignment for the control cars is the recently-extended route of the *Illini*, which now operates via the N&W and terminates at Decatur, IL.

An additional 195 stored cars have been approved for retirement and sale. As of early July, the list had not been made public but was expected soon. Although the number of cars seems high, it should be remembered that another 300 or so cars will still remain in storage and soon new Amfleet II cars will render more existing cars surplus.

A review of Amtrak consists for the summer indicates that the western trains are running their booked consists, with an occasional extra coach or sleeper noted. The trains are shorter, of course, due to the Superliners having greater capacity than the standard cars they replaced. The *Broadway Limited* and *Lake Shore Limited* however, are suffering from capacity limitations, which means many people are being turned away. The marketing department apparently does not wish to run Amcoaches for overflow travel, even though an Amdinette is regularly inserted in the middle of the *Silver Meteor*.

By now, most of you have heard of the cutbacks in Amtrak's dining car service. Details are sketchy, but I understand three trains succumbed without publicity first; these were the *Desert Wind*, *Inter-American* and *Montrealer* - all regarded as marginal operations by Amtrak. Then, however, on June 15, the *Broadway Limited*, *Crescent*, *San Francisco Zephyr* and *Southwest Limited* (of all trains!) were downgraded. A partial conversion of the prestige trains was undertaken, as I understand it, because Amtrak wanted to avoid hiring up to 300 summer employees and, further, the caterer was unable to gear up for a full conversion in a tight time frame. Those who have tried the service have various reactions - but slow service (due to a limited waiter force) seems to cancel out whatever speed is gained by using pre-prepared meals. It is my belief that true dining car service is still offered on the *Sunset*, *Empire Builder*, *Coast Starlight*, *Lake Shore Limited* and the two Florida trains, but presumably these will be downgraded as more pre-prepared food becomes available.

By July 5, EMD had delivered AEM-7's through 927 and F40's through 379. They traditionally go on a two-week vacation in July, and then the last 11 F40's will be completed. There's really no hurry, since these are intended to replace SDP40F's on the *Silver Star* and delivery of new Amfleet II cars is still several months off.

The Beech Grove production of "Heritage" cars continues, with nine cars released between June 16 and July 3: four "Congressional" coaches, two baggage cars, a baggage-dormitory, lounge and diner. Coaches assigned to "Clocker" service, either the rebuilt "Congo" cars or the existing "steam" cars running out their last miles, are configured with seats facing the center of the car, so that seats are not turned at either end. So far, "Congo" coaches for Clocker service are being outshopped in numerical order, excepting 7615, which was rebuilt from car 1596, which had been at Beech Grove before the other cars arrived there last spring.

Turbo-Trains out of Chicago are limited to two sets on the Milwaukee line, and reports claim push-pull cars will go on that line to replace them. High fuel costs and the desire to close Brighton Park shops has apparently doomed these earlier French units.

Reports have suggested that the Amfleet II cars will be placed on the *Broadway Limited* and the two Florida trains, plus the *Night Owl* and *Palmetto*. The Heritage coaches off the *Silver Meteor* and *Broadway Limited*, some 60 in all, will go to overnight trains now using Amfleet equipment, like the *Montrealer* and *Panama Limited*.

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ON THE SCENE *(Continued from Page 2)*

The only "Clockers" to use the "Congo" cars now being rebuilt at Beech Grove will be trains 254-221 and 204-225, with 10 cars each and seven spare cars.

Schedule changes effective August 1, 1981 were primarily designed to "fine tune" times to cope with anticipated delays due to trackwork. Many trains are therefore up to 10 minutes slower, but the basic pattern remains unchanged.

NJ Transit expects its F40PH's to arrive at the end of 1981, well before the new Bombardier-built coaches arrive in strength. Recently, NJT borrowed an Amtrak F40 to test clearances on all possible routes, including those out of Hoboken. It seems likely that the new units will see some early use out of Hoboken, spelling the U34CH's, which are in tight supply and (from appearances) in need of attention. Two prototype coaches are due in December, with the remaining 115 due throughout 1982.

I had a chance to ride PennDOT's "Parkway Express" out of Pittsburgh in ex-*Shasta Daylight* coach 4841 - consist is down to five coaches and a lounge flanked by Conrail U36B's at each end. Train wasn't at all crowded and will doubtless come off when highway construction is completed. Also in Pittsburgh, PAT has two PCC's in its shops for a major rebuilding program. Cars will be numbered in the 4000 series and will complement LRV's to be ordered.

Effective July 1, service was "temporarily bused" on the Newtown line of SEPTA, with connections at Bethayres to all stations north except George School. Later, service was cut to Bryn Athyn and Huntingdon Valley because of a 10-ton limit on the Fetters Mill Road bridge at Bryn Athyn, with the SEPTA buses used weighing in at 12 tons. The bargain fare is 25¢ for the entire route, which is cheaper than the fare of 36¢ between Huntingdon Valley and Newtown shown in a tariff dated June 10, 1918! Three RDC's have been placed in storage at Newtown, under guard. These cars are the 9151 and 9152 (the only excitation-equipped cars allowed to operate singly), and 9163 (the oldest - ex-Lehigh Valley #40).

HAVEN FOR ALCOS ON DELMARVA PENINSULA

Since their founding in 1977, the Maryland & Delaware and Virginia & Maryland Railroads have been building a remarkable all-Alco roster, which has now reached a total of 17 units. Collectively known as the "Delmarva Route" with headquarters at Salisbury, MD, M&D and V&M operate 213 miles of former Penn Central track-age along the Eastern Shore of Delaware, Maryland and Virginia.

The M&D consists of three disconnected lines interchanging with Conrail's Delmarva branch in the State of Delaware. These segments extend from Townsend, DE to Chestertown and Centreville, MD (55 miles), from Clayton, DE to Denton and Easton, MD (53 miles) and from Seaford, DE to Preston and Cambridge, MD (38 miles). V&M operates a 64-mile mainline from its Conrail connection at Pocomoke City, MD to Cape Charles, VA, as well as a carfloat service across Chesapeake Bay to Little Creek, VA near Norfolk, where connection is made with several other railroads. M&D-V&M have expressed interest in taking over additional track on the Eastern Shore.

The main locomotive shop for both roads is located at Federalsburg, MD on the Cambridge line, though V&M also operates a shop facility at Little Creek. M&D is based in the former PC station at Federalsburg while V&M headquarters are at Cape Charles. Each railroad has its own superintendent but President J. Anthony Hannold and several other officers serve in dual roles for both companies. The two lines reported an operating profit of \$115,000 for the year 1980 on revenues of \$3.3 million, the first time they had been in the black since the startup of operations four years ago.

Road trains usually run six days a week from Cape Charles to Pocomoke and return, though most of the distance is covered after dark. Five-day-a-week service is provided on the Cambridge line, with at least thrice-weekly service operated on the other two branches. Two C420's are normally assigned to the V&M and one RS1 to each of the M&D lines. When not in service the RS1's can be found at Massey, MD, where the Chestertown and Centreville branches converge, at Clayton and at Federalsburg.

A number of locomotives are stored at Federalsburg prior to being renumbered and rebuilt. Ex-Conrail C420 #2074, now #54, has recently been repainted in Delmarva Route colors and is expected to be in operation this summer. At last report, a total of eight locomotives were in service on both railroads.

Philadelphia Chapter members will recall that the Chapter sponsored a passenger excursion on the M&D in November 1979 from Federalsburg to Cambridge and return, using RS1 #22 and two 1890-vintage wooden cars owned by President Hannold. A similar excursion was operated by the Wilmington Chapter in the spring of 1980 but few other railfan groups have visited this very interesting shortline.

Cinders herewith publishes, we believe for the first time anywhere, a complete roster of the 100-percent Alco Delmarva Route.

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DELMARVA ROUTE LOCOMOTIVE ROSTER

Maryland & Delaware Railroad
Virginia & Maryland Railroad

July 1, 1981

ROAD #	BUILDER'S MODEL	DATE BUILT	HORSEPOWER	LOCATION	FORMER ROAD AND #	NOTES
*10	S4	12/53	1000	Little Creek	MILW 816	
15	T6	3/58	1000	-	CR 9849 (PRR 8429)	1, 2
17	T6	3/58	1000	Cape Charles	CR 9844 (PRR 8424)	3
19	T6	3/58	1000	Federalburg	CR 9846 (PRR 8426)	3
*20	RS1	10/51	1000	Federalburg	SCP 4 (RUT 400)	
*21	RS1	12/54	1000	Clayton	S00 350	
*22	RS1	4/43	1000	Federalburg	SCP 1 (ASAB 905)	4
*23	RS1	12/54	1000	Massey	S00 351	
25	RS1	12/54	1000	Federalburg	Peavey (S00) 352	
40	RS32	6/62	2000	Federalburg	CR 2035 (NYC 8035)	
42	RS32	6/61	2000	Federalburg	CR 2031 (NYC 8031)	
50	C420	8/66	2000	Federalburg	LN 1312	
52	C420	3/66	2000	Federalburg	CR 2073 (LHR 23)	
*54	C420	3/66	2000	Federalburg	CR 2074 (LHR 24)	
*200	C420	12/63	2000	Cape Charles	LI 200	
*202	C420	7/64	2000	Cape Charles	LI 221	
*203	C420	3/64	2000	Little Creek	LI 210	5
204	C420	4/64	2000	-	LI 213	6

* - Repainted red by Delmarva Route

All units are B-B wheel arrangement built by American Locomotive Company, Schenectady, NY
Even-numbered units have MU capability while odd-numbered units do not.
The following units are in active service: 10, 17, 20-23, 200, 202

NOTES:

- 1 - Repainted and leased as #100 to North Country Railroad, Ogdensburg, NY, 1980
- 2 - Leased to Avtex Fibers, Front Royal, VA, 1981
- 3 - Painted Conrail blue
- 4 - Oldest RS1 in active service in U.S.
- 5 - Damaged by water in sinking of carfloat, Cape Charles, March 1981
- 6 - Sold to Morrison-Knudsen Company, 1980

RAILROAD ABBREVIATIONS:

ASAB - Atlanta & St. Andrews Bay Railway	NYC - New York Central Railroad
CR - Consolidated Rail Corp.	PRR - Pennsylvania Railroad
LHR - Lehigh & Hudson River Railway	RUT - Rutland Railway
LI - Long Island Rail Road	SCP - South Carolina Ports
LN - Louisville & Nashville Railroad	S00 - Soo Line Railroad
MILW - Milwaukee Road	

SOURCES: *Delmarva Route*
Extra 2200 South Magazine

AMTRAK OFFERS 10TH ANNIVERSARY MAGAZINE

On Track, a 32-page color publication, has been issued by Amtrak as part of the railroad's tenth anniversary celebration. This collector's item may be obtained for \$1.25 plus 75¢ postage for each copy by writing: Amtrak On Track Magazine, Corporate Communications Department, 400 North Capitol Street, NW, Washington, DC 20001, making checks payable to Amtrak. The first 2,000 persons to order will also receive a copy of Amtrak's 1980 annual report.

"TRAIN TRIPS" TOURGUIDE NOW AVAILABLE

A 270-page rail travel guide entitled *Train Trips* is now available for \$7.95 per copy, plus \$1.25 shipping (total \$9.20), from: East Woods Press, 820 East Boulevard, Charlotte, NC 28203. Written by William G. Scheller, the book describes 12 Amtrak routes, offers advice on what to see in many on-line cities and serves as a general guide on "exploring America by rail," which is the book's subtitle.

PHILADELPHIA EXPRESS



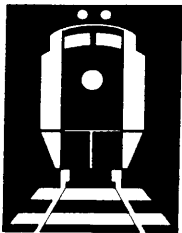
FRANK G. TATNALL, JR.

Much has happened on the local rail scene since the last issue of Cinders, so much that it's difficult to cover all of it in a single issue. However, let's see what we can squeeze in.

At the moment, the biggest imponderable is the future of SEPTA's regional rail system. On June 26 CONRAIL began posting notices that it will discontinue operation of all 13 commuter lines in Philadelphia and four suburban counties, effective on August 30. Conrail estimates that it will cost \$99.1 million in fares and subsidies to provide the reduced level of service programmed for the 1981-1982 fiscal year which began July 1, but SEPTA warns that it will pay no more than \$93 million. To live within the smaller budget SEPTA insists that Conrail reduce its labor costs by \$11.3 million through work rule changes and wage cuts, while Conrail contends that it can come up with only \$6.5 million in savings under a wage freeze recently negotiated with its major unions.

Overlaying this dispute is Conrail's request that the Federal government release it from responsibility for operating commuter service in the New York, New Jersey and Philadelphia areas, as part of the railroad's last-ditch effort to become profitable. In the past, Conrail has pointed to a cash drain of as much as \$1 million a month in its passenger operations, in spite of legal requirements that contracting agencies such as SEPTA assume all costs of running the service.

Both Conrail and SEPTA are figuring that \$46.8 million in revenues will be generated this year by commuter operations, meaning that Conrail is seeking a subsidy of \$52.3 million, slightly less than the \$53 million received from SEPTA during the last fiscal year. Conrail also wants SEPTA to pay for any unforeseen costs which result from severe storms or other emergencies.



SEPTA is now saying that it will gear up its own commuter operating organization, but this cannot be put into place until at least January 1, 1982 on the former Reading lines and even later on the ex-Penn Central lines. In the meantime SEPTA is pushing for a six-month interim contract with Conrail, though the railroad continues to demand full funding for whatever period is decided upon. All the while, the August 30 shutdown date looms ever closer.

During the summer SEPTA finally eliminated all of its remaining RDC services. The last trains to Reading and Pottsville, as well as to Bethlehem, ran on June 30, after which shuttle train service was inaugurated for a brief period between Norristown and Pottstown and between Lansdale and Quakertown--the limits of SEPTA's five-county operating region. Following approval by the SEPTA board on July 22, the Pottstown and Quakertown shuttles were terminated after the last runs on July 26 and the Crusader and Wall Street made their final trips from Reading Terminal to Newark and return on July 31. NJ Transit, however, took up some of the slack by establishing a new West Trenton-Newark service using a GP7 locomotive, coach and push-pull control car. The train leaves West Trenton at 7:09 AM and returns at 6:33 PM, connecting with SEPTA service.

Fox Chase-Newtown service also ended on June 30 but SEPTA vows to restore the RDC's sometime in September after completion of track and bridge repairs on the 15-mile single-track line. A 25¢ shuttle bus now runs between Newtown and Bethayres stations, making connections with West Trenton trains, but appears to have little ridership. After failing to find a qualified operator to run the Newtown branch, SEPTA has decided to take a fling at running the line with its own employees, perhaps as a test of its ability to take over the entire commuter system. Four RDC's are being held aside for this purpose, #9151, 9152 and 9163 at Newtown and #9169 at Fern Rock subway shop--which apparently will serve as maintenance base for the Newtown fleet. As for the other 15 now-idle RDC's, nine are stored at Wayne Junction and six at Reading.

With the diesel routes all but gone, SEPTA is pushing ahead with its plan to cut electrified commuter service by 30 percent as a means of saving \$38.7 million a year in operating expenses. Substantial cuts were made on the Paoli line and all lines out of Reading Terminal effective August 2, with off-peak trains taking the biggest whack. Following perfunctory hearings on July 28-30, SEPTA is now ready to chop schedules on Media-West Chester, Chestnut Hill West and Ivy Ridge, to become effective September 6. (Wilmington service was cut back last March 1.) In addition, all stops would be eliminated at 49th Street, Angora, Williamson School, Wawa, Darlington, Locksley, Baldwin and Frankford stations. Except for the Paoli line, most commuter routes will have no better than hourly service during the day and some rush hour trains are being combined or eliminated.

Another notable event occurred on the morning of June 17, when SEPTA's ancient MP54-E6 MU cars made their final revenue runs after nearly 70 years of service. Consists of the last three trains were: #908 from Wilmington - Cars 421, 429, 452, 431, 415, 433, 440, 416; #318 from Paoli - Cars 448, 446, 443, 444, 447, 449; #322 from Paoli - Cars 427, 413, 411, 435, 453. MP54's 415 and 447 survived in Pennsy Tuscan red paint until their final day of service! All of the old cars were immediately moved to Wilmington's West yard for storage and set aside for retirement. However, 18 green MP54's owned by the State of New Jersey--ten at Wilmington and eight at Wayne Junction--are to be moved dead to Mahwah, NJ for storage and ultimate retirement. Thus ends the long history of these notable cars, which in their original incarnation as steam coaches were among the first steel passenger cars built for any U.S. railroad.

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PHILADELPHIA EXPRESS *(Continued from Page 5)*

Also up for sale are SEPTA's six ex-Reading coaches used on the famed push-pull train, which saw its last service during the transit strike in March and April of this year. FP7A diesel locomotives 4371 and 4372 which hauled the push-pull have been moved to Wayne Junction as protection power, but the third of the trio, #4373, was retired on July 29.....Four Reading Silverliner IV's, #185-186-187-188, were transferred to Suburban Station in late June for Media line service, helping take up the slack from the departed MP54's..... The new stations at Narberth, Roslyn and Fox Chase are nearing completion, while the station at Claymont, DE was engulfed by a mysterious fire on July 25.

Reports persist that NJ TRANSIT will end its subsidy of CONRAIL's RDC service to Atlantic City, Ocean City and Cape May later this year, with the entire line to be leased to a new unsubsidized operator, the "Atlantic City Railway." Out of the surviving Seashore fleet of ten RDC's, six have now been rehabilitated at Reading shop: 5180(ex-M-402), 5185 (ex-M-408), 5186 (ex-M-409), 5187 (ex-M-410), 5188 (ex-M-411) and 5189 (ex-M-413). The latter car has not yet been released from the shop.....New Jersey Transportation Commissioner Louis J. Gambaccini has announced that he will resign his job next month to return to the Port Authority of New York & New Jersey. Prior to joining NJ DOT three years ago, Gambaccini headed the Port Authority Trans-Hudson line.

Lukewarm efforts are being made to revive passenger service to Bethlehem, Reading and Pottsville. After SEPTA decided late last year to drop the runs PennDOT tried to get another transit authority to assume the service, bolstered by a \$2.6-million operating grant from the State and \$600,000 from the Federal government. However, the Berks Area Reading Transit Authority (BARTA) turned down the proposal in June and last month the Lehigh & Northampton Transportation Authority (LANTA) also declined to get involved. Then a dark horse appeared when Hanover Township near Allentown created the "Eastern Pennsylvania Regional Transportation Authority" (EPRTA) to serve as a conduit for State and Federal funding of the service. Presumably, CONRAIL would be hired to run the trains, although little has been heard of the scheme in recent weeks.

Work continues on restoration of the ex-Reading Gravers station on SEPTA's Chestnut Hill East line. The Chestnut Hill Historical Society is sponsoring the ambitious project, which will replace the entire front portion of the station designed by famed Architect Frank Furness.....Each weekend SEPTA has been parking about 30 of its 1931-vintage ex-Reading MU cars in a long line near Spring Garden station in downtown Philadelphia. After the August 2 service cutbacks, however, only about 20 of the old cars are still required..... Long delays were caused to Warminster, Lansdale and West Trenton trains during the evening rush hour June 16, when hot weather caused sagging wires and at least two trains lost their pantographs near Glenside and Elkins Park.....Those 33 old "green" MU cars sold to a restaurant operator in Wilkes-Barre (see June Cinders), will be converted to motel units, according to Member Neil Weinberg. The former Jersey Central station in Wilkes-Barre, now the Station Restaurant, forms the center of the proposed complex.

SEPTA raised its base transit fare from 65¢ to 70¢ effective July 5 and transfers were increased from 10¢ to 15¢, but a Common Pleas Court judge ordered a rollback of the new 50¢ student fare to 30¢ pending a later hearing.....The SEPTA board has also approved an operating budget of \$384.6 million for the fiscal year which began July 1, nearly \$35 million higher than a year ago.....The Reagan Administration has revoked a Federal rule which requires that all new transit vehicles be equipped for handicapped persons and that passenger systems be made accessible to the handicapped by the year 2009. A Congressional study has estimated that full compliance with so-called "Regulation 504" would cost the nation's transit systems about \$5.8 billion.

Some of the 14 new Kawasaki trolleys received for SEPTA's subway-surface lines were placed in revenue service early in August. Cars 9000-9012 and 9014 are on the property but further deliveries of the 141-car order have been halted until a defect in an alternator device can be corrected. The alternator supplies secondary power for lights, air conditioning and other controls.....More serious problems with SEPTA's fleet of 110 new trackless trolleys has caused the Authority to "give up on" the vehicles and plan legal action against the manufacturer, AMC General. Only 98 had been delivered, most of which were out of service for various electrical malfunctions, and the ones still operating were promptly taken off the streets. The \$13.9-million order was intended to provide new equipment for SEPTA's five trackless routes in North and South Philadelphia, but these routes are now primarily operated with motor buses.....SEPTA formally fired local Transport Workers Union President Dominic DiClerico and 14 other union officials for blocking buses at Frankford depot, in a dispute over driver assignments on trackless trolley routes.

Route 23 will return to trolley operation over its entire route on September 7.....SEPTA has placed its long-idle Liberty Liners on sale.....SEPTA bullets and "Strafford" cars carried large numbers of extra riders from and to the U.S. Open golf tournament at Merion Golf Club in Ardmore. Special cars with "U. S. Open" signs shuttled back and forth between Ardmore Avenue and the parking field at Villanova during the June 18-21 event.....Dedication of a "Hello Dolly Trolley" by Broadway Star Carol Channing was planned for Chestnut Hill loop on August 8, as part of a three-day festival sponsored by the Chestnut Hill Development Group. The trolley is a PCC just released from SEPTA's "general overhaul" program, but bad weather forced postponement of the August 8 ceremony to the following week.

SEPTA's new Elmwood Transportation Center at Island and Elmwood Avenues is due to open this fall. Construction of the shop building and storage yard is virtually complete, as is track and wire work. Elmwood will be home base for subway-surface routes 11, 13, 34 and 36, including the new fleet of 112 Kawasaki trolleys, allowing the present site of ancient Woodland depot to be cleared for a new repair facility.....SEPTA will receive 450 new buses in the next three years under a \$160-million State-Federal program to acquire 1,000 vehicles for Pennsylvania transit systems. SEPTA is to get 155 buses next year, 150 in 1983 and 145 in 1984, although

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PHILADELPHIA EXPRESS *(Continued from Page 6)*

press reports indicate that SEPTA management is cool to the entire idea. The problem apparently is that the state bus-pool program will restrict SEPTA's input on specifications, but an aide to Governor Thornburgh is quoted as saying that "SEPTA should not look a gift horse in the mouth".....The Broad Street subway was shut down south of Girard Avenue for several hours on August 8 because of flooding. Over four inches of rain fell on the city that morning, the biggest storm in eight years.....The rehab of 11th Street subway station is proceeding as part of the center city commuter tunnel project. Gone, temporarily at least, is most of the native art which led SEPTA managers to describe the station as the "graffiti capital of the world".....Air car #2601 was recently spotted in a fresh coat of orange, white and blue paint, the first we've seen in some time.

The Reagan Administration seemingly has lost its fight to bobtail AMTRAK into a corridor operation.



House and Senate budget conferees last month agreed on a fiscal 1982 funding package of \$735 million for Amtrak, plus forgiveness of \$82 million in interest payments to the Federal government. The Administration originally proposed only \$613 million while Amtrak was asking for \$853 million, but the compromise figure will guarantee operation of at least 85 percent of the current system, says Amtrak President Alan Boyd. Strong support from the public, the media and members of Congress helped carry the day for Amtrak.

AMTRAK reactivated six of its stored GG1's on June 12 in an attempt to stabilize power surges which were causing the AEM-7's to "trip out". G's #4895, 4905, 4912, 4921, 4924 and 4934 were sent to Washington Union Station but did not operate in revenue service. They were all returned to Wilmington by June 18 as the power problem subsided.....Correcting the list in April Cinders, retired GG1 #4916 will go to the B&O Museum in Baltimore rather than to the Smithsonian in Washington. The 4890, originally slated for the B&O Museum, is not as well suited for the latter-day Pennsy paint scheme which the Baltimore people have in mind (Baltimore Chapter).....Frank D. Abate has been appointed to the newly-created position of vice president-operations and maintenance for AMTRAK. The former VP of operations, Robert Herman, has been shifted to the presidency of WASHINGTON TERMINAL COMPANY.

AMTRAK has launched a massive track renewal program on its mainline in New Jersey. Already the #3 track between Trenton's "Millham" tower and Princeton Junction has been relaid with concrete ties, the first major use of such ties in the Philadelphia area.....Six Metroliners have been tried out on dry runs between New York and Harrisburg, prior to their entering service on Trains 42-43 Valley Forge sometime this fall. Meanwhile, Amtrak has returned 18 Jersey Arrows to NJ TRANSIT, #544-545 and 586-601.....AMTRAK is still using two sets of steam coaches on Philadelphia-New York Clockers 202, 204, 223 and 225. Occasionally, an NJ TRANSIT GG1 may be seen shuttling from and to Wilmington shop.....The first Alco RS3 to be repainted in AMTRAK's red-white-blue wide-stripe paint is re-engined #106, spotted July 30 in Boston.....Last month all five AMTRAK E8's based at New Haven, #495-499, were active, with #498 seen hauling two experimental LRC coaches on New Haven-Boston trains 153-154.....The Federal government has discontinued the following AMTRAK projects: electrification between New Haven and Boston, upgrading of the Northeast Corridor signal system and rebuilding of some Corridor bridges. However, CTC will be installed between Washington and Wilmington (Washington, DC Chapter).

CONRAIL has received a new lease on life from Senate and House conferees in Washington, who rejected the Reagan Administration's plan for a quick sell-off of CR lines. Instead, the lawmakers last month agreed to provide the troubled railroad with \$262 million in new funding and set June 1, 1983 as the earliest date for a piecemeal sale to other bidders. If, however, Conrail is able to meet certain profitability standards, it can be sold only as a single entity until June 1, 1984. Should that effort be unsuccessful the road may then be offered for sale to its employees, or be sold in pieces if its Federal banker, the U. S. Railway Association, agrees.

The compromise bill also authorizes \$270 million in labor protection funding while eliminating the so-called "Title V" payments to which many former employees are now entitled. In addition, the proposal allows transfer of Conrail's commuter operations to AMTRAK or local authorities by January 1, 1983, and authorizes \$50 million to aid in the transition. The provisions covering Conrail and Amtrak (see above) are almost certain to become law because they are part of the larger 1981 budget reconciliation bill which President Reagan has said he will sign. In any event, there is agreement among all parties—including Conrail management—that the government should get out of the rail freight business and return Conrail to the private sector. Until now, however, there has been no consensus on how to do it.

In a strong effort to reduce costs, CONRAIL has taken several significant actions in recent weeks:



(1) Abolished the Atlantic Region based in Newark, NJ, merging its operations with the Eastern Region at Philadelphia; (2) Consolidated the Western Region, Chicago, with the Northern Region at Detroit; (3) Closed the Collinwood Diesel Shop at Cleveland and the DeWitt Diesel Terminal at Syracuse, while shutting down Juniata Shops' locomotive overhaul section in Altoona and the Beech Grove Car Repair Shop near Indianapolis for an indefinite period, eliminating 900 jobs at an annual saving of over \$4 million; (4) Merged the Fort Wayne Division, Fort Wayne, IN, with neighboring divisions; (5) Begun a program to reduce staff jobs in various locations, including Philadelphia headquarters. Earlier this year, Conrail had closed the Scranton and Rutherford Diesel Shops in Pennsylvania and a track shop at Reading.

CONRAIL has reported net income of \$13.8 million for the second quarter of 1981, compared with a loss of \$48.3 million in the year-ago period. It is only the second time in its five-year history that CR has achieved a quarterly profit, and it came in spite of a 10.4 percent decline in carloadings (mostly the result of the long

(Continued on Page 8)

PHILADELPHIA EXPRESS *(Continued from Page 7)*

coal miners' strike) as compared with the second quarter of 1980. Chairman L. Stanley Crane said the figures "reflect our efforts to reduce costs while maintaining reliable, customer-oriented service to our shippers." Conrail employment during the period averaged about 71,300 versus 81,800 in the second quarter of last year.

CONRAIL wants to abandon 51 line segments totaling 270 miles which have been out of service for at least one year, and has asked the Interstate Commerce Commission for an exemption from normal abandonment proceedings. In this area the lines include the Pottstown secondary track between Stowe and Birdsboro, PA (4.7 miles); the Phoenixville branch between Pennhurst and Parkerford, PA (3 miles); the Chester Creek track between Chester and Upland, PA (0.5 mile); the 60th Street track near "Brill" Tower, Philadelphia (1.2 miles); the Frankford industrial track in Philadelphia (1.7 miles); the Cardington track at Millbourne Mills, PA (2.3 miles) and the ex-Jersey Central Southern branch between Woodmansie and Winslow Junction, NJ (25.2 miles). These are among 110 "Category III" lines on Conrail's current System Diagram Map, for which abandonment will be sought before September 1, 1981.

CONRAIL is equipping many of its GP40-2 locomotives with a fuel-saving device known as "Select-a-Power," which allows an engineman to place trailing diesel units on idle when not needed.....In a Trains Magazine interview (July issue) CONRAIL Chairman L. Stanley Crane says that the railroad should get rid of its electrification. "We ought to be off of the Corridor anyway," he declared. "It costs us 34¢ a car-mile to run on the Corridor versus the typical track-rights fee of 14¢".....The 46-car Strates Shows carnival train passed through Philadelphia July 20 via CONRAIL, enroute from Mount Vernon, NY to the Delaware State Fair at Harrington.CONRAIL and the United Transportation Union will merge 41 separate bargaining agreements into one this fall, covering 19,000 trainmen and other employees.....Former CONRAIL Chairman Edward Jordan has resigned under pressure from his post as dean of Cornell University's Business School.

Excelsior Truck Leasing Company, a wholly-owned subsidiary of CONRAIL, has been sold for \$23 million to a company formed by ETL's president, Herbert S. McDonald.....CONRAIL has petitioned the ICC to deregulate boxcar traffic, as was done earlier this year on piggyback shipments.....The ICC on July 24 decided to allow CONRAIL to proceed with cancellation of many tariff routes between the East and other parts of the U.S. The action is part of Conrail's effort to reduce costs by concentrating traffic flows over heavily-used junctions.Rebuilding of CONRAIL's Pier 124 in Philadelphia is proceeding as part of a \$22.6-million effort funded by the State to increase the pier's coal handling capacity to ten million tons a year.....CONRAIL is also negotiating for sale of the ex-Reading coal pier at Port Richmond in Northeast Philadelphia, according to press reports, and construction of a new privately-financed export coal terminal has begun at Broadway Terminal in Camden, to be served by CONRAIL.....Farmers Export Company, a large grain cooperative which leased CONRAIL's grain elevator at Port Richmond, has gone out of business here. Its two ex-Frisco GP7's, #580 and 584, are stored at the elevator.

Philadelphia Chapter's "Farewell to the GG1's" special on June 6 received photo coverage in the September issues of Railfan & Railroad (page 60) and Trains (page 2). Both feature scenes of Tuscan red #4877 leading the 15-car train out of Philadelphia.....Famed Peter Witt trolley #8534 was trucked from SEPTA's Woodland Depot to its owner, the Buckingham Valley Trolley Association, Buckingham, PA, on July 29. The car had been idle for over a year after several charter runs on SEPTA.....NEW HOPE & IVYLAND locomotives are popping up in odd places. Baldwin DS4-4-1000's #100 and 101 are on a CONRAIL siding at Langhorne, PA and GE 44-tonner #400 has been borrowed by Diaz Construction, the contractor repairing SEPTA's Newtown branch.....Le Train Bleu, a sumptuous French restaurant with a railroad theme, has opened in the new Bloomingdale's department store at King of Prussia Mall.

PATCO will increase its fares by an average of 26.3 percent effective August 30, the same date that the Port Authority raises auto tolls by 25 percent on its four bridges. One-way fares between Philadelphia and Lindenwold will go from \$1.15 to \$1.45.....Wilmington & Western ran its 4-4-0 #98 on the OCTORARO RAILWAY July 4 and 5 between Kennett Square and Avondale, PA.....Reading Company will receive \$185 million from the Federal government for its properties conveyed to CONRAIL in 1976.....Fred J. Kroll, 45, president of the Brotherhood of Railway and Airline Clerks and a former Philadelphian, died July 30 of leukemia.

"Blow Out," the John Travolta movie featuring numerous scenes in Philadelphia rail terminals, had its world premiere July 23 at the Regency Theater downtown.....Another notable rail anniversary occurs this year: September 18 marks the 75th anniversary of West Jersey & Seashore electric passenger service between Camden and Atlantic City.....STRASBURG's ex-Pennsy 4-4-0 #1223 suffered a broken crankpin in June, but was returned to service in early August.....It now appears that GG1 #4800 will not be restored to its PRR paint scheme until sometime next year.....George Hart's Ten-Wheeler #972 is still under repair at Strasburg shop, but is expected to be released in time for a series of special trips in October at Clearfield, PA.....GETTYSBURG RAILROAD has gotten an ex-CANADIAN NATIONAL Mikado formerly displayed at Ashland, PA (Wayne Laepple).

UPDATE IN RAILROAD RADIO FREQUENCY GUIDE

The following changes and additions should be noted in connection with the radio listings published in recent issues of Cinders:

Burlington Northern (Frisco Region)	- 161.16
Detroit & Toledo Shore Line	- 160.92

Trains Magazine has scheduled an article on railroad radio listening in its November 1981 issue. Some of the radio frequency information to be used has been furnished by Cinders.

FAREWELL TO GG1'S TRIP IS A MAJOR SUCCESS *(Continued from Page 1)*

Another 60-mph runby was staged at Lancaster station as photographers packed both platforms, and a fast run befitting the GG1's brought the train into 30th Street Station 45 minutes off the advertised 6 PM arrival. A total of 338 revenue miles had been covered in the triangular route from Harrisburg to Philadelphia to Perryville to Harrisburg and back to Philadelphia.

Artistically and financially the trip was a huge success. It was the reward for months of effort on the part of many people within and outside of NRHS. Philadelphia Chapter members worked hard in selling 310 tickets and processing many additional orders and inquiries, as well as compiling a 12-page slick-paper booklet for distribution to passengers and a one-page handout describing the 4877 project.

The following persons deserve special recognition in this major undertaking:

Nelson W. Bowers, NRHS Senior Vice President who served as principal coordinator with Amtrak both before and during the trip;
 Larry Eastwood, Chapter president and trip co-chairman;
 Mike Burshtin, Chapter member and NJ Transit executive who spearheaded the 4877 effort;
 Members John Rex and Bill White, who sold \$608 worth of souvenirs and railroadians to benefit the Chapter, plus \$200 worth of GG1 #4800 posters for Friends of GG1 4800;
 Car hosts Robin Dickerson, Marie Eastwood, Lynn Johannessen, Ed Mayover, El Simon, Larry Steingarten, Doug Watts, and Washington, DC Chapter Member Wes Vernon.

In addition, many persons on NJ Transit, Conrail and Amtrak went out of their way in preparing for and running the trip. Jersey Central Chapter, NRHS contributed the funds for purchase of the duPont Imron paint used in the remarkable transformation of GG1 #4877, and Homer Hill of Jersey Central Chapter lent his well-known expertise in printing of the trip booklet.

CHAPTER SETS TRIP FOR "BULLET" CARS' 50TH ANNIVERSARY

The 50th anniversary of SEPTA's legendary "bullet" cars will be observed on Sunday, November 15, 1981, when Philadelphia Chapter, NRHS operates a commemorative trip on the Norristown high-speed line.

Plans call for the use of bullets 208 and 209, both of which have been repainted in the new red, white and blue SEPTA colors. In addition, the interior of #208 has been completely refurbished as part of its rebuilding after a collision several years ago. If possible, the cars will be MU'ed as a two-car train for their 50th anniversary outing.

Built by the J. G. Brill Company of Philadelphia in 1931 for the Philadelphia & Western Railway, the bullet cars introduced a new look to the rail transit industry. Featuring aluminum bodies, #200-209 were the first lightweight, streamlined electric cars in America. They entered revenue service between 69th Street Terminal and Norristown on November 15, 1931 and are still in daily operation a half-century later. At present, SEPTA has no firm plans for new cars to replace the seemingly ageless bullets.

As part of the same all-day outing on SEPTA's Red Arrow Division, Philadelphia Chapter will also cover the Media and Sharon Hill broad gauge lines, using historic center-door car #73 built in 1926 and a Brill "80" car dating from 1932.

The morning trip to Media-Sharon Hill will leave 69th Street at 9:30 AM, returning about 12:30 PM. After a lunch break, the special bullet car trip to Norristown will depart 69th Street at 1:30 PM and return at 4:30. Many photo stops and runbys will be included on both trips and a special commemorative souvenir presented to each passenger.

Ticket price for the all-day event will be \$12 per person, and seats will obviously be limited. A flyer will be mailed to all Chapter members, who are urged to get their orders in early to avoid disappointment.

The address for ticket orders and information: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101. Checks and money orders should be made payable to the Chapter.

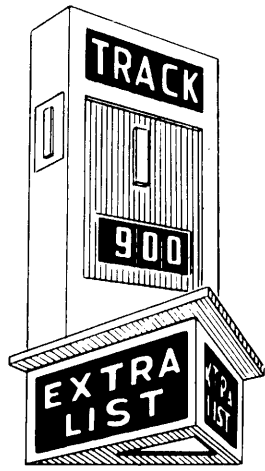
CHAPTER CANCELS READING "GREEN CAR" TRIP

Philadelphia Chapter has cancelled its proposed "green car" MU excursion, scheduled for July 26, to commemorate the 50th anniversary of Reading Company electrification in the Philadelphia area. Chapter officers reluctantly announced the cancellation after SEPTA refused to reduce the price quoted for running the trip, which included a newly-instituted "service charge" of \$500 for commuter rail excursions.



50 YEARS OF READING ELECTRIFICATION: JULY 26, 1931 - JULY 26, 1981





AUGUST 16, 1981: SEPTA Red Arrow "80" car excursion to Media and Sharon Hill, with side trip to 69th Street yard, sponsored by Buckingham Valley Trolley Association. Leave 69th Street Terminal 1 PM, return 5 PM. Fare: \$10. For reservations contact: George Metz, 130 Springton Lake Road, Media, PA 19063 (Tel: 215-565-0528)

AUGUST 16, 1981: Lehigh Valley Chapter, NRHS will operate Red Arrow Division tour beginning 9:30 AM using Brill "80" car. Second half of tour will begin at 1:30 PM with new Kawasaki car #100. Ticket price \$10, day of trip (if available), \$12. Order from: Lehigh Valley Chapter, NRHS, c/o Doug Peters, 3025 Ithaca St., Allentown, PA 18103.

AUGUST 30: Railroadiana and Model Railroad Show to benefit Buffalo Railway Park, sponsored by Western New York Railway Historical Society, at Buffalo's New Marriott Inn, 1340 Millersport Highway, at the junction of Routes 263 and I-290, Buffalo, NY. Admission: \$1.50 adults, children under 12, 50¢, family maximum, \$3.00. Show is open from 10 AM to 5 PM.

SEPTEMBER 3-7: "Derby Rails 1981", NRHS national convention at Louisville, KY featuring Chessie 4-8-4 #614 or Southern FP7 diesels. Convention headquarters will be at Galt House Hotel. Complete trip and ticket information has been mailed to all members. For convention information, write: William F. Mayer, Assistant National Secretary, 4027 Busath Avenue, Louisville, KY 40218. For hotel reservations, write: Galt House, 4th Street at River, Louisville, KY 40202. ROANOKE CHAPTER'S BLUE GRASS LIMITED SPECIAL TRAIN FROM ALEXANDRIA, VA TO LOUISVILLE AND RETURN HAS BEEN CANCELLED.

SEPTEMBER 20: Chessie's Safety Express featuring 4-8-4 #614 will operate from Silver Spring, MD to Philadelphia and return via Chessie System. Coach fares: \$33 adult, \$25 children (under 12). Parlor and observation-lounge fare: \$60. Tickets and information from: Baltimore Chapter, NRHS, P. O. Box 600, Lutherville, MD 21093. Checks should be made payable to "Safety Express" and stamped, self-addressed envelope enclosed.

SEPTEMBER 27: Lehigh Valley Chapter, NRHS will present its Railroadiana and Model Railroad Show and Sale, 10 AM to 4 PM, at Dieruff Senior High School, Irving Street, Allentown, PA. Admission: \$1.75 per person or \$3 maximum per family. Tables may still be available, at \$12, from: Paul A. Kuehner, P. O. Box 300, Laury's Station, PA 18059, or call 215-799-2530.

OCTOBER 3: Mass. Bay RRE will operate excursion on Boston & Maine from Boston to North Adams, MA and Mechanicville, NY. Info from: Mass. Bay RRE, Trip Committee, P. O. Box 136, Ward Hill, MA 01830.

OCTOBER 10: East Coast bourse and railroadiana show, sponsored by National Association of Timetable Collectors, at George Washington Motor Inn, Pennsylvania Turnpike Exit 28, Trevese, PA, 9 AM to 3 PM. Admission: \$1 adult, 50¢ children (under 12). Tables may be reserved for \$15 (NAOTC members) and \$25 (non-members). For information, contact: Thomas Coval, 21 East Robin Road, Holland, PA 18966 (phone 215-357-4570).

OCTOBER 18: SEPTA Red Arrow tour to Norristown, Media and Sharon Hill, sponsored by New Hope Chapter, NRHS. Leave 69th Street Terminal 9 AM, return 5 PM. Fare: \$12. For reservations, contact: Richard C. Roden, 910 West Cobbs Creek Parkway, Yeadon, PA 19050. Checks should be made payable to "New Hope Chapter, NRHS" and stamped, self-addressed envelope enclosed.

NOVEMBER 15: Special SEPTA Red Arrow trip commemorating 50th anniversary of Bullet cars on Norristown high-speed line, sponsored by Philadelphia Chapter, NRHS, operated together with trip on Media and Sharon Hill broad-gauge lines in morning. Trip, using "80" series car and center-door car #73, will leave 69th Street Terminal 9:30 AM. Second half of trip will leave 69th Street Terminal 1:30 PM, honoring 50th anniversary of inception of bullet car service, using repainted cars 208 and 209. Trip souvenir provided. Fare: \$12. Tickets should be ordered from: Philadelphia Chapter, NRHS, Box 7302, Philadelphia, PA 19101. See article elsewhere this issue.

DECEMBER 5-6: Greenberg's Great Train Show at Philadelphia Convention Center, 34th Street below Spruce. Details from: Greenberg's Great Train Show, 729 Oklahoma Road, Sykesville, MD 21784.

PHILADELPHIA CHAPTER, NRHS, INC.
Post Office Box 7302, Philadelphia, PA 19101

CHAPTER OFFICERS:

President.....R. L. Eastwood, Jr.
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Second Vice President.....Douglas W. Watts
Secretary.....Marie K. Eastwood
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Membership Chairman.....Samuel L. James

MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Engineers' Club, 1317 Spruce Street, Philadelphia, PA. Dinner at Club, 6 PM. No meetings July or August.

Annual membership dues: \$15.00 per person, which includes Chapter and National dues. Chapter only dues \$7.50 per person per year. Dues payments should be sent to the Treasurer at: 1401 Riverton Rd., Cinnaminson, NJ 08077.

Address changes should be sent to the President at: P. O. Box 41, Huntingdon Valley, PA 19006.

CINDERS is published monthly except August by Philadelphia Chapter, NRHS, Inc. Correspondence regarding Cinders should be addressed to the President at P. O. Box 41, Huntingdon Valley, PA 19006. EXCHANGE COPIES SHOULD BE SENT TO: William P. MacIver, Jr., Exchange Editor, 150 North Bethlehem Pike, Apt. D-11, Ambler, PA 19002.