



CINDERS

April 1981



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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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Philadelphia, Pa. 19101

Strike Disrupts SEPTA But City Manages to Cope

Operations on SEPTA's City Transit Division ground to a halt at 12:01 AM March 15, as 4,900 members of the Transport Workers Union struck the system when their two-year contract expired. Picket lines appeared at SEPTA's 11 bus, trolley and high-speed line depots, halting all 110 routes, but the immediate effects of the strike were minimal because Day One fell on a Sunday. It was the 16th transit strike in Philadelphia's history.

Monday morning, however, brought a change in tactics from previous strikes, as members of TWU Local 234 began picketing Red Arrow Division's Victory Avenue bus garage and the commuter railroad stations at Penn Center and Reading Terminal. Until court orders were obtained later in the morning, Red Arrow operations were completely shut down and bottlenecks developed at Suburban Station when car inspectors belonging to another TWU local refused to cross the picket lines. Court orders limiting picketing were quickly obtained and by afternoon normal operations had been resumed on Red Arrow and the rail lines.

Another near-shutdown on Red Arrow occurred Wednesday morning when drivers, who are represented by a different union, refused to cross "informational" picket lines set up by Local 234. After SEPTA suspended some 300 drivers and mechanics the Red Arrow employees voted to return to work and operations resumed. Then, on Thursday morning pickets ringed Frontier Division's bus garage in West Norriton Township, closing down SEPTA's smallest division until a court injunction was obtained a few hours later. Frontier serves about 4,500 daily riders on five routes radiating out of Norristown.

SEPTA continued to operate single "pilot" trains on both the Market-Frankford and Broad Street lines, until vandals wrecked a relay shack near Fern Rock on Friday.

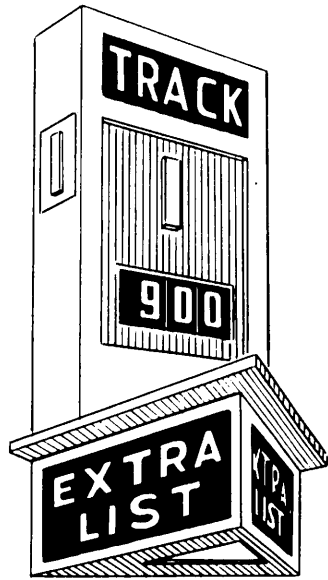
Negotiations between the two sides resumed on Wednesday but broke off again Thursday, after which some 600 strikers and their supporters marched on City Hall to vent their frustrations. Though Mayor Green rejected their demand that he become personally involved in settling the strike, the workers and their leader, Local 234 President Dominic DiClerico, were greeted warmly by City Council President Joseph Coleman and DiClerico was allowed to address the gathering from Council's marble podium.

Friday morning developed into one of the most chaotic rush hours since the strike began as TWU pickets swooped down on virtually every Conrail terminal in the area, including Suburban Station, Reading Terminal, Paoli, Media, Chestnut Hill and Norristown. Annulments and delays of commuter trains were rampant and many rail commuters were forced to add their automobiles to the already crowded highways leading to Center City. By mid-morning service had returned to near normal on the six former Penn Central lines out of Penn Center, but Reading lines were virtually shut down at 10:30 AM when engineers and trainmen walked off the job following a bomb threat at Reading Terminal and alleged threats of physical violence. A Common Pleas Court judge issued an order at 2 PM banning all picketing at Conrail locations until a hearing the following Monday morning, and afternoon train service returned to normal. The same judge had issued a similar order four days earlier but then modified it to allow so-called "informational" picketing at Conrail locations (meaning that strikers must remain outside the facilities and must be at least 15 feet apart).

To cope with added ridership during the strike, Conrail added extra cars to some of its trains and even ran additional trains on some lines, including turns to Fernwood and Secane on the Media line, to Bryn Mawr and Overbrook on the Paoli line, and Holmesburg on the Trenton line. Additional stops within the City were also made by many trains. On the Trenton line, Trains 505 and 507 were equipped with GG1 locomotives hauling borrowed Amtrak coaches. Five different G's were used during the first week, Amtrak #4924, 4925, NJ Transit #4877,

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NOTE: El Simon's column, ON THE SCENE, does not appear in this issue. ON THE SCENE will be a double-length column in the May, 1981 issue, bringing you up to date on all passenger-train happenings.



MARCH 28-29, 1981: Skyline Limited, Alexandria to Front Royal, VA and return each day via Southern Railway, using two FP7 diesel locomotives, sponsored by Washington, DC and Potomac Chapters, NRHS and Chesapeake Division, RRE. Dome first-class service available. Leave Alexandria 8 AM, return 6 PM. Coach fare: \$25 adults, \$22 children. All first-class seats, \$50. Order tickets from: Skyline Limited, P. O. Box 456, Laurel, MD 20810.

MARCH 29: Wilmington Chapter, NRHS will sponsor trip over SEPTA's former Red Arrow Lines, using Brill 1931 80-series car, covering both Sharon Hill and Media lines. Trip departs 69th Street Terminal 1 PM, returns about 4:30 PM. Fare: \$7 adults and \$5.50 children under 12. Tickets from: Wilmington Chapter, NRHS, P. O. Box 1261, Wilmington, DE 19899.

MARCH 29: Train Bazaar '81, show/sale of model trains and railroadiana at Mother Seton High School, Clark, NJ (Garden State Parkway Exit 135), sponsored by Jersey Central Chapter, NRHS, P. O. Box 700, Clark, NJ 07066. Hours 10 AM to 3 PM. Admission: \$2 adults, children under 12 free, maximum \$5 per family. All 130 display tables have been sold out.

APRIL 3: International Right of Way Association will hold its April meeting at the Franklin Plaza Hotel, 16th & Vine Streets, Philadelphia. Guest speakers will be David L. Gunn, General Manager, SEPTA, and Alan S. Boyd, President, AMTRAK. Morning and afternoon sessions, plus luncheon (choice of meat or seafood entree), \$12 per person. Reservations must be made, accompanied by payment by

Tuesday, March 31, 1981 to: Joseph L. Keeley, CONRAIL, 1528 Walnut Street, Room 901, Philadelphia, PA 19102. Telephone: 215-893-6361.

APRIL 4: Anthracite Railroads Historical Society membership meeting at George Washington Motor Lodge, 1350 MacArthur Boulevard, Whitehall, PA, off Route 22 north of Allentown. Registration begins 9:30 AM. Photo displays, slide contest, banquet, film lecture on Lackawanna Railroad by Thomas T. Taber. Registration fee: \$18. Address: ARHS Convention, c/o Peter Urbaitis, 842 Woodlawn Drive, Lansdale, PA 19446.

APRIL 5: Special trip over Octoraro Railway from Chadds Ford to Oxford, PA and return, using ex-PRR railcar #4662 now owned by Wilmington & Western Railroad. Leave Chadds Ford 9 AM, return about 4 PM. Fare: \$20 per person. For tickets and information write: Lancaster Chapter, NRHS, c/o Tom Shay, 109 New Dorwart Street, Lancaster, PA 17603, making checks payable to "Lancaster Chapter, NRHS."

APRIL 11-MAY 2: Steam railway tour of South Africa and Zimbabwe, sponsored by Philadelphia Chapter, NRHS. Approximate cost: \$2925 per person, including all transportation and lodging. Reservations are closed.

APRIL 24-26: East Penn Traction Club model trolley meet at Fiesta Motor Lodge, Willow Grove, PA, at Pennsylvania Turnpike Exit 27. Admission: \$7 at door. Information from: Carl Hulbert, Registrar, 307 Hill Avenue, Langhorne, PA 19047 (telephone 215-757-8826).

APRIL 25: "Farewell to the S-Motor" excursion on Conrail Harlem and Hudson lines, using 75-year-old S2 electric locomotive #4715 just prior to its retirement. Newly-acquired E10B locomotive (ex-Niagara Junction) will also be used on part of the trip. Special train leaves Grand Central Terminal, New York, at 9 AM, returns about 5:30 PM. One of Long Island Rail Road's former Phoebe Snow tavern-observation cars will be in the consist. Coach tickets \$25, parlor tickets \$45. Order from: Electric Railroaders' Association, c/o J. B. Erlitz, 90-31 Whitney Avenue, Elmhurst, New York 11373, enclosing self-addressed, stamped envelope.

MAY 2: Massachusetts Bay Railroad Enthusiasts announce Spring Shoreline excursion, Boston-Springfield-New Haven-Boston, with stopover provided at Valley Railroad or Mystic Seaport Museum. Special Amfleet train leaves South Station, Boston 8:15 AM, returns 7:30 PM. Adult fares: \$34.95, children under 12 \$17.95, trips to Valley Railroad and Mystic Seaport Museum optional. Flyer for SSAE from: Trip Committee, Mass. Bay RRE, Inc., P. O. Box 136, Ward Hill, MA 01830.

MAY 2-10: "Railfair 1981" at Sacramento, CA, beginning with grand opening of California State Railroad Museum at 10:30 AM May 2. Operating locomotives will include: Southern Pacific 4-8-4 #4449 in "Daylight" colors, Union Pacific 4-8-4 #8444 and 4-6-6-4 #3985, Tom Thumb replica from B&O Museum, Best Friend of Charleston replica from Southern Railway, John Bull from Smithsonian Institution, Santa Fe's "Little Buttercup", Western Pacific F7 diesel #913 and many others. SP 4449 will haul passenger special from Portland, OR to Sacramento April 25-26 and UP engines will doublehead from Cheyenne, WY to Sacramento April 25-May 1. For information on Railfair pageant write: Railfair Sacramento 1981, 930 Front Street, Sacramento, CA 95814, enclosing self-addressed, stamped envelope. For information on 4449 trip write: Pacific Northwest Chapter, NRHS, Room 1, Union Station, Portland, OR 97209, enclosing SSAE.

MAY 8-10, 15-17: Cass Railfan Weekends at Cass, WV, featuring first revenue runs of rebuilt ex-Western Maryland Shay #6, acquired last year from B&O Museum. Two-day rail tickets \$30. For tickets and information, write: Cass Scenic Railroad, Railfan Weekend 1981, Box 75, Cass, WV 24927

MAY 16: Long Island Rail Road all-parlor car special to Greenport, NY, sponsored by Electric Railroaders' Association, using one of eight remaining Alco C420's and ex-Milwaukee F-unit cab control unit. Lunch stop at Greenport. Trip leaves Track 5, Jamaica Station, 8:35 AM (New York connection leaves Penn Station 8:09 AM),

(Continued on Page 3)

EXTRA LIST (Continued from Page 2)

and photo opportunities will be available. Fare: \$30. Order tickets from: Electric Railroader's Association, c/o W. J. Madden, 28-53 Utopia Parkway, Flushing, NY 11358, enclosing self-addressed, stamped envelope.

MAY 30-31: Aroostook Flyer diesel-powered excursion on Bangor & Aroostook Railroad, Bangor to Madawaska, ME and return via Fort Kent and St. Francis branch. Leave Northern Maine Junction, Bangor, 7 AM May 30 (via bus to Oakfield), return 4:30 PM May 31. Fare: \$110, including transportation, overnight accommodations at Edmundston, NB and two box lunches. Train capacity is limited to 175 persons. Jointly sponsored by Boston Chapter, NRHS and 470 Railroad Club, RRE. For tickets and information, write: Eric Robison, 470 Railroad Club, 391 Cottage Road, South Portland, ME 04106.

MAY 31: Excursion over 18-mile U. S. Navy railroad from Earle to Leonardo, NJ and return, using two of ten Baldwin diesels maintained at Earle Ammunition Depot. Inspection and photography of base locomotive facilities will be permitted. For information, send stamped self-addressed envelope to sponsor: Jersey Central Chapter, NRHS, P. O. Box 700, Clark, NJ 07066.

JUNE 6: Amtrak "Farewell to GGI's" excursion featuring doubleheaded GGI electric locomotives, sponsored by Lancaster and Philadelphia Chapters, NRHS. Leave Harrisburg 8:05 AM, Lancaster 9:25 AM, Paoli 10:25 AM, Philadelphia (30th Street) 11:20 AM, traveling to Harrisburg via Perryville, MD and Conrail Port Road branch along Susquehanna River. Train returns to Paoli 5:23 PM, Philadelphia 6 PM. Fare: \$32 adults or children. Order tickets from: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia PA 19101, making checks payable to "Lancaster Chapter, NRHS" and enclosing stamped, self-addressed envelope.

JULY 26: Special 50th Anniversary train covering all of original Reading electrified lines, sponsored by Philadelphia Chapter, NRHS. This train, using 1931 "green" MU cars will mark half a century of electrified operation on Reading's suburban Philadelphia lines. Details forthcoming in Cinders and through direct mailing to all members.

AUGUST 8-30: "The Peoples Train 2", return visit to Peoples Republic of China, sponsored by Philadelphia Chapter, NRHS. This is a sequel to the Chapter's highly-successful 1980 tour, which was the first U.S.-sponsored trip to China specifically designed for rail enthusiasts. Approximate cost per person: \$2,875 including air fare from Seattle. Reservations and information may be obtained from: Philadelphia NRHS International Tours, c/o Glen Roc Travel, 194 Scotch Road, Trenton, NJ 08628.

AUGUST 8: Return visit of Greenberg's Great Train Show at Philadelphia Civic Center, 34th Street below Spruce, 12 Noon to 5 PM. Admission: \$2.50 (children free when accompanied by an adult). Tables: \$15. Sponsored by Greenberg's Great Train Show, 729 Oklahoma Road, Sykesville, MD 21784.

SEPTEMBER 3-7: "Derby Rails 1981," NRHS national convention at Louisville, KY, featuring both Southern's rebuilt ex-Chesapeake & Ohio 2-8-4 #2716 and Chessie's ex-C&O 4-8-4 #614. Events include trips on Louisville & Nashville, Southern, Illinois Central Gulf and French Lick, West Baden & Southern tourist railroad, tours of Kentucky Railway Museum and cruise on steamer Belle of Louisville. Convention headquarters will be at the new Galt House Hotel. A complete brochure and ticket form will be distributed to all members. In addition, Roanoke Chapter plans to operate a special train from Alexandria, VA to Louisville and return via Southern, Norfolk & Western and Chessie, with #2716 to be used part of the way. Official convention address: William F. Mayer, Assistant National Secretary, 4027 Busath Avenue, Louisville, KY 40218. For information on special train write: Roanoke Chapter, NRHS, P. O. Box 13222, Roanoke, VA 24032.

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. Parlor and observation-lounge fare: \$60. Tickets and information from: Baltimore Chapter, NRHS, P. O. Box 600, Lutherville, MD 21093.

RAILWAY PASSENGER CAR DIRECTORY IS OFFERED

A new edition of Railway Passenger Car Annual will be ready for mailing about April 1, according to RPC Publications, the book's publisher. Volume 5, 1980-81 of this authoritative directory of all U. S. and Canadian revenue passenger cars contains 164 pages, measures 6" x 9" in softcover and contains numerous photographs. It sells for \$8.50 per copy postpaid.

The book lists in numerical order all railroad, Amtrak and authority-owned passenger cars in active service during 1980. It also contains a complete listing of rapid transit and street railway cars, with several pages devoted to a roster of SEPTA rail equipment. Each listing shows prior owners (if any), names, numbers, builder and date, as well as disposition of cars retired since 1978 and cars set aside by Amtrak for conversion to the Heritage Fleet.

A companion publication already available is the Private Passenger Car Annual, Volume 1, 1980, which is probably the most complete directory now on the market of privately-owned, tourist line and museum passenger equipment. This book, which was compiled by Philadelphia Chapter Member David L. Briggs, contains 158 pages in softcover and sells for \$8.00 postpaid.

Both books may be ordered from: RPC Publications, P. O. Box 296, Godfrey, IL 62035.

Odds & Ends.... BY F. G. TATNALL, JR.

Even before the transit strike began on March 15 (see separate story on page 1), SEPTA management was talking about another fare increase. Now Mayor Green, in one of his rare public statements on the subject, has said that the 16-percent wage boost offered SEPTA workers would require a ten-cent rise in transit fares.....
..A much worse fate is in store for SEPTA riders if President Reagan carries out his plan to eliminate Federal operating subsidies for mass transit. Loss of this funding, which will bring \$48 million to SEPTA this year, would force an immediate 40-cent increase in subway, bus and trolley fares, SEPTA Chairman David Girard-diCarlo warned last month. In addition, he said that service cuts and a new transit tax will be necessary to the survival of public transit in the Philadelphia area, if the cut-off of Federal money actually takes place.



In Washington, meanwhile, Administration officials led by Transportation Secretary Drew Lewis reaffirmed their intention to proceed with the cuts. In speaking of Federal support for rail commuter service, FRA Administrator Robert Blanchette told a House committee that he saw no justification for such funding, and that if state and local governments want to keep traffic off the Schuylkill Expressway they "will have to get their act together" and find enough money for SEPTA.....On that note, the Pennsylvania Tax Commission has unanimously approved and sent to Governor Thornburgh a report calling for a regional income tax surcharge of 0.2 percent to support SEPTA, which would be levied on residents of the five-county Philadelphia area. This plan differs from previous suggestions for a one-percent sales tax within the five-county region, to be used as a funding source for SEPTA.

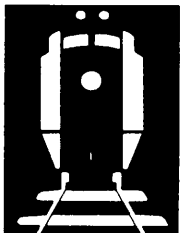
A March 14 fantrip on SEPTA proved to be something of a disaster when both featured cars, new Kawasaki-built #9000 and 1940-vintage silver PCC #2054, broke down enroute from Woodland depot to Luzerne with over a hundred tractionites on board. Other cars, including an ex-Toronto red PCC, were substituted.....We hear that the first ten of 139 new SEPTA trolleys are ready for shipment from Japan to Boeing Vertol in Eddystone, where final assembly will be performed.....A judge in Brooklyn last month sentenced two 15-year-old graffiti artists to 15 days in jail. "Get caught splashing your Technicolor trash on our subways and stations and I'll send you to Rikers Island (prison) until your spray cans dry up," warned Judge Jerome Becker of Criminal Court to the graffiti vandals who have been defacing New York's subways, buses and transit structures in recent years.

DOT Secretary Drew Lewis said last month that he would ask Congress to repeal the current law requiring cities to make their transit systems fully accessible to the handicapped. Unless repealed, Section 504 of the handicapped persons act could cost SEPTA as much as \$800 million for station and equipment modifications..... A late-winter snowstorm dumped up to eight inches on the Philadelphia area March 6, but caused few delays on SEPTA rail and bus routes.

As many as 98 percent of the calls placed on SEPTA's new yellow emergency telephones are false alarms, according to a recent press report. The phones, which have been installed in subway stations, are part of a stepped-up drive to increase security on the transit system. In addition, SEPTA is installing TV monitors in stations, adding flashing lights to its vehicles, planning a two-way radio communications system and training 60 officers for its new internal security force to supplement the Police Department's transit unit..... The Guardian Angels, a volunteer youth group which patrols the New York City transit system, announced last month that it was recruiting members to perform the same function in Philadelphia.

The very existence of SEPTA is threatened by the uncertainties of local, state and Federal funding, the Authority said in a report given to its board of directors last month. "The region will soon face the moment of truth concerning its commitment not only to a first-class public transit system but to any system at all," said Chairman David Girard-diCarlo and General Manager David L. Gunn, as quoted in the Inquirer. Service cuts, fare increases and a one-percent regional sales tax are among the needs spelled out in the report, especially with the Federal government planning to end its operating assistance to SEPTA (see above).

With respect to its recent performance, SEPTA made the following points in the report: (1) The average SEPTA vehicle traveled farther between breakdowns in 1980 than in 1979, but the record was still worse than industry average. The addition last year of 298 new buses and a stepped-up maintenance program contributed to this improvement, but in December more than 1,000 buses were late leaving the depots or never got out on their runs due to mechanical problems. (2) Traction motors on 40 percent of SEPTA's Broad Street subway cars were rebuilt last year, but still only about 60 of 108 cars needed for peak periods are in operation. (3) Rebuilding programs for the Market-Frankford cars, also in "desperate" condition, will take another eight years to complete. (4) At least \$1 billion will be needed over the next decade just to maintain the commuter rail system at its present level of efficiency. (5) The commuter system's operating deficit may rise to as much as \$20 million in the fiscal year beginning July 1, 1981.




SEPTA has taken no action on its threatened cutback of rail service to Bethlehem, Reading and Pottsville. Reports have been heard, however, that PennDOT and the county governments have come up with a plan to fund operation of the two lines through June 30 of this year. If true, it's possible that some long-range plan may be worked out to preserve at least some commuter service on the routes.....There will be no general reissue of SEPTA commuter train timetables for this spring's time change, but some of last October's issues have been revised slightly in a "second edition".....FRA rules have been changed to permit a 90-day inspection period for rail commuter cars, in place of the old monthly inspection requirement.....Ex-Reading MU combine #307 has been moved to Powelton Avenue yard near 30th Street, reportedly to be converted into an instruction car. MU combine #300 is already there and being used as an upholstery shop for the suburban fleet.

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ODDS AND ENDS (Continued from Page 4)

City planners have decided against decorating the new Market Street East station with a large mural of railroad scenes. NRHS had been invited to participate in the original mural project.....A quantity of toxic PCB insulating fluid spilled from the transformer of Silverliner IV #9013 March 9 at Wayne Junction electric shop, as the car was being moved from one track to another. The area had to be roped off while rails, ties and ballast were replaced.....NJ TRANSIT last month announced that it will increase rail commuter fares by 50 percent on July 1, as declining revenues and subsidies fail to offset huge cost increases. An estimated 71,000 daily riders will be affected, as well as 255,000 bus passengers whose fares will go up by a like amount on June 27..... Uncle Sam has approved an additional \$46.2 million to help complete the 9.4-mile Airport High Speed Line.

Hard decisions must soon be made on the future of CONRAIL. The "Final System Plan II" reports due to be submitted to Congress on April 1 by DOT, U.S. Railway Association and Conrail itself will propose solutions to the "Conrail problem." Business Week, in its March 30 issue, ticks off the "package of tough measures" which Conrail's Chairman L. Stanley Crane will present in the April 1 report: (1) reduce the work force handling freight traffic by 10,000, or about 15 percent; (2) gain substantial concessions in wages, benefits and work rules from labor unions, totaling about \$200 million a year; (3) abandon some 3,100 miles of lightly-used lines, out of a system total of 18,000 route miles; (4) get out of the passenger business, which would cut another 11,000 workers from the payroll and save Conrail \$50 to \$100 million annually; (5) place the cost of protecting displaced employees on the Federal government instead of Conrail.


 "The Administration proposes to give CONRAIL \$285 million this year and \$150 million more in 1982 — but no more," Business Week reports. "We have to get the Federal government out of the railroad business," says FRA Administrator Blanchette. "The Administration is not going to throw public money on a losing venture." And Crane acknowledges that "Conrail will have to operate without a continuing Federal subsidy," but he told a House subcommittee on March 19 that the funding cutoff proposed by President Reagan would force Conrail to halt service within a year. In that case, Crane added, the government must begin action quickly to liquidate the road or split it up through "controlled transfer" to other railroads.

While the railroad may be able to show an operating profit as early as 1982, it will require at least \$450 million a year for capital improvements. Crane said that even with all the hoped-for savings, which would amount to nearly \$2 billion over the next five years, Conrail will still need additional financing from the government. Meanwhile, DOT Secretary Lewis told another House panel that "there's no question that Conrail...has to exist," and a solution to the carrier's problems must be found by the end of this year.

As part of its cost-cutting efforts, CONRAIL is planning to retire long stretches of track of its Harrisburg-Chicago main line, according to press reports. These include one of four tracks between Altoona and Conpitt Junction west of Johnstown, and just west of Enola yard near Harrisburg.....CONRAIL is saving up to \$13,000 a day in AMTRAK trackage charges by diverting all freight traffic, including piggyback trains, off the main line between Parkesburg and Middletown, PA. As reported in the Harrisburg Patriot, freight trains now use Conrail's "low grade" line between "Park" and "Roy" via Columbia, a distance of 56.4 miles compared with 50.6 miles via Amtrak's line through Lancaster.....CONRAIL expects to report a 1980 loss of about \$243.7 million versus \$220 million in 1979.

Consolidation Coal Company of Pittsburgh has leased 3,500 acres of coal lands near Tamaqua for what could be the largest anthracite mine in history. A consortium of utilities is considering the construction of a huge power plant near the site, but some of the coal could move via CONRAIL to Philadelphia or Baltimore for export.....CONRAIL will publish a new System Diagram Map on April 1 showing which lines it plans to abandon or study for abandonment.....Former Conrail GGI #4800, now at the Railroad Museum in Strasburg, will be moved to the nearby STRASBURG RAIL ROAD shops this month or next for sandblasting, and eventual repainting into the Pennsylvania Railroad pinstripe design.

AMTRAK, like CONRAIL, is under fire from the Administration's budget cutters. Amtrak is asking for a \$970 million appropriation in Fiscal Year 1982 beginning this October 1, including \$716 million for operations and \$254 million for capital improvements such as new cars already on order. President Reagan's budget office, however, is proposing to cut this to \$613 million with further reductions in following years.....In addition, the Administration plans to eliminate about \$350 million of the \$2.5-billion already authorized for the Northeast Corridor Improvement Project.

 DOT Secretary Drew Lewis last month told reporters that AMTRAK's subsidies should be slashed because its operations are "an economic disaster" and the energy efficiency of passenger trains is a "myth." Alan S. Boyd, president of Amtrak, responded before a Congressional subcommittee that the threatened cuts would put an end to Amtrak service virtually everywhere but in the Northeast Corridor, and force the layoff of 20,000 employees.

The Administration will demand that passengers begin paying at least 50 percent of AMTRAK's operating costs by next year, up from 41 percent now. This would result in fare increases of 13 to 20 percent along the Northeast Corridor, according to Secretary Lewis, and much more on some other routes.

Also proposed for discontinuance is the Federal branch line subsidy program, under which about 720 miles of light-density freight trackage is operated by a variety of shortline railroads and by certain large carriers such as CONRAIL. Many of the lines would be abandoned if the funding is stopped at the end of this fiscal yearVIRGINIA & MARYLAND RAILROAD's carfloat Captain Richardson, loaded with 20 freight cars and a locomotive, sank March 13 in Chesapeake Bay near Cape Charles, VA. The trans-bay carfloat service, which operates between

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ODDS AND ENDS *(Continued from Page 5)*

Cape Charles and Little Creek, near Norfolk, is embargoed until further notice.....AUTO-TRAIN has offered its 1914-vintage business car #1 for sale.

Member Larry Steingarten presented a program on Philadelphia Chapter's 1980 trip to China at the annual dinner of West Jersey Chapter March 23.....Federal Railroad Administration's track geometry car T-10, a specially-equipped Budd SPV-2000, was testing on CONRAIL's New York branch in mid-March, near the Red Lion plant.AMTRAK ran an inspection train March 12 from Pittsburgh to Washington over the CHESIE's main line through Cumberland, MD. The Washington section of the Broadway Limited is to be rerouted over this line instead of running via Philadelphia.

AMTRAK's prototype AEM-7 electric #900 has begun its second 100,000 miles of high-speed testing at the DOT Transportation Test Center near Pueblo, CO. The locomotive is pulling eight cars around the 14-mile test track on a 16-hour-per-day schedule (Modern Railroads).....Forbes Magazine reports that foreign bus builders, such as M.A.N. of West Germany, are trying to break into the U.S. bus market now dominated by General Motors and Grumman Corp. M.A.N. is building a \$9-million production plant at Cleveland, NC and Neoplan U.S.A., a builder partly owned by German interests, is putting up a bus plant at Lamar, CO.....Greenberg's Great Train Show drew over 15,000 people during its two-day stand at the Civic Center in February. It will move into larger quarters for next December's show.

STRIKE DISRUPTS SEPTA BUT CITY MANAGES TO COPE *(Continued from Page 1)*

4878 and 4881, with the following consists: Train 505 - coaches 5630, 5666, 5675, 5644, 5670, 5660, 5480, 5624, 5678, 5667; Train 507 - coaches 6025, 6061, 6021, 5652, 6070, 5457, 6022, 6026, 5640, 6012. At the end of the week, however, one train was withdrawn and replaced with MU's, after it was found that the added equipment was not needed. Unlike past strikes, the GG1-hauled trains did not operate into Suburban Station but terminated instead at the lower level of 30th Street. They returned as extras, leaving 30th Street at 4:35 and 5:30 PM.

On the Reading side, one train on the West Trenton line was operated with MP54 MU cars borrowed from Penn Center service. Trains 537 and 554 were assigned MP54's #426, 430, 448, 446, 428, 413 and 444 (with pantographs up), hauled by black Conrail GP35 diesels #2256 and 2250. All the cars are SEPTA red, white and blue repaints except for 430 and 428 which are still in green (two other cars, #424 and 457, were sent to West Trenton but were shopped and not used). The diesel train was sent back to the Penn Central side on Thursday, however, because sufficient Reading MU's became available, and the MP54's went to Paoli for trains 316 and 345.

The famed push-pull train made a reappearance on Reading Trains 4 and 7, making additional stops at East Falls, Manayunk and Conshohocken. All six steam cars were in the train, which was hauled by ex-Reading FP7 diesel #4372 on the east end and #4371 on the west end, except that Conrail GP30 #2241 substituted for the latter unit on certain days.

In general, rush-hour trains were crowded but not to the extent sometimes seen in past SEPTA strikes. Higher fares and service disruptions undoubtedly contributed to the decline in rail patronage as compared with that experienced during the 44-day strike in 1977.

The only public transportation lines in the area which functioned normally during the entire first week of the strike were PATCO and the NJ Transit buses from New Jersey. PATCO was able to handle some local passengers between its 8th & Market and 16th & Locust stations, but NJT buses are forbidden to carry riders within Philadelphia.

Negotiations between SEPTA and the union, which were suspended indefinitely on March 19, seem deadlocked on one key issue: part-time employees. SEPTA insists on the right to hire up to five percent part-timers for use during rush-hours and the union just as adamantly refuses. It is the sort of issue that both sides will have difficulty in compromising. Two other thorny questions, SEPTA's demand that the no-layoff clause be eliminated and the union's insistence that the newly-instituted program of written tests for mechanics be cancelled, apparently were resolved or compromised during the talks, but no details have been made public. The offer of a 16 percent increase in wages spread over two years, which was placed on the table by SEPTA hours before the strike deadline, is apparently acceptable to the union. Wages are "no problem," according to Local 234 President DiClerico. Workers currently are paid an average of \$8.13 an hour, less than on many other major transit properties.

At this writing the strike is grinding on with no settlement in sight. Further inconvenience for SEPTA's 400,000 daily City Division riders and 60,000 commuter rail passengers seems assured.

CHAPTER PUBLICATION SALES EXCELLENT AT GREENBERG SHOW

Philadelphia Chapter sold \$268 in books, jewelry and other railroiana during the two-day run of Greenberg's Great Train Show February 21-22 at the Civic Center. The Chapter's booth was manned at various times by President Larry Eastwood, Vice Presidents Frank Tatnall and Doug Watts, Secretary Marie Eastwood and Member Dick Tilghman.

Several NRHS chapters, as well as other railfan-oriented groups, were represented at the huge show and sale, which emphasizes model trains and equipment. It will return for a one-day stand next August 8 at the Civic Center.

"Farewell to GG1's" Trip to Operate June 6

Two Amtrak GG1 locomotives will power a special "farewell" train on Saturday, June 6 between Harrisburg and Philadelphia, sponsored by the Lancaster and Philadelphia Chapters, NRHS.

Designed as a salute to these classic electric locomotives, now nearing the end of their active careers, the 14-car Amtrak special will follow a triangular route which includes a 50-mile run along the scenic Susquehanna River from Perryville, MD to Harrisburg, PA. Amtrak plans to retire its last 12 active GG1's during 1981, possibly as early as June, leaving only 12 New Jersey-owned G's in service out of the 139 units built for the Pennsylvania Railroad between 1934 and 1943.

The schedule of the special train is as follows:

Leave Harrisburg	8:05 AM
Leave Lancaster	9:25 AM (photo runby)
Leave Paoli	10:25 AM
Leave Philadelphia(30th St)	11:20 AM
Pass Perryville	12:25 PM
Arrive Harrisburg	2:40 PM
Leave Harrisburg	3:20 PM
Arrive Lancaster	3:55 PM (photo runby)
Arrive Paoli	5:23 PM
Arrive Philadelphia(30th St)	6:00 PM

Reserved seat tickets are priced at \$32 per person, and may be obtained from:

Philadelphia Chapter, NRHS
P. O. Box 7302
Philadelphia, PA 19101

OR

Lancaster Chapter, NRHS
342 West Fritz Avenue
Quarryville, PA 17566

Checks should be made payable to "Lancaster Chapter, NRHS" and a stamped, self-addressed envelope enclosed. Passengers should indicate where they wish to board the train and seats will be assigned accordingly. Philadelphia area riders may board either at Paoli or at 30th Street Station. The train will consist of 11 Amcoaches and two Amcafe cars, with space allotted for Philadelphia and Paoli passengers. Light refreshments will be available aboard the train.

Space is limited and Chapter members are urged to reserve their seats early for this memorable trip. Join NRHS in what may well be the last special train to be pulled by Amtrak GG1's and the last electric-powered passenger train to journey along Conrail's "Port Road" branch hugging the Susquehanna River.

Further information will be available at the April 10 meeting of Philadelphia Chapter.

WHAT'S HAPPENING IN THE PASSENGER CAR BUILDING BUSINESS?

The announced withdrawal of Pullman Standard from the railroad passenger car business at the completion of the current Amtrak Superliner order leaves only one domestic car builder, Budd Company of Philadelphia. Consequently several foreign builders, spurred mostly by the "Buy America" provisions in the law, have expressed an interest in setting up manufacturing facilities in this country. In addition, other builders have arranged to have cars assembled in this country.

Kawasaki Industries and Thrall Car have announced a joint venture feasibility study, specifically to look at the takeover of the Pullman plant at Hammond, IN. Japanese-based Kawasaki is currently building light rail and subway cars for Philadelphia while Thrall builds freight cars. In this joint venture Thrall would be responsible for building and marketing the cars while Kawasaki would provide technology and research experience. According to Railway Age, Amtrak President Alan Boyd has expressed concern about the closing of Hammond while an Amtrak spokesman has said, "We are convinced that there will be enough passenger car business over the next ten years to keep a second car builder busy." The 141 Philadelphia trolley cars will be assembled by Boeing Vertol in Eddystone, PA.

Bombardier of Montreal has received two orders from New Jersey Transit for cars to run on the ex-CNJ Raritan Valley line. The first order was for 57 non-powered cars, 13 of which will be cab control for push-pull operation. The second contract is for 60 additional cars. The total value of the two contracts is an estimated \$93.5 million. The cars will be manufactured at Bombardier's Quebec plant and assembled at a new plant to be built at Barre, VT. This plant may also build Bombardier's LRC (Light-Rapid-Comfortable) cars.

Sumitomo Company of America has announced that it will assemble cars for the Chicago, South Shore & South Bend at General Electric's Horne11 (NY) Service Shop. Cleveland's new Shaker Heights cars built by Breda of Italy will be assembled by the GE Service Shop in Cleveland.

Meanwhile, Budd will commence delivery of 150 Amfleet-style cars to Amtrak by mid-1981.

Consequently, the 1980's could be a very interesting car building decade as foreign interests attempt to gain a share of the U.S. market by setting up manufacturing facilities in this country.

-from The Green Block (Rochester Chapter, NRHS)

4935 to Strasburg Museum; Six Other G's Saved

Amtrak GG1 #4935 has been purchased by Russell L. Wilcox of Baltimore, in the name of the Friends of the GG1 Committee, for presentation to the Railroad Museum of Pennsylvania, Strasburg, PA. The famed electric locomotive, which was restored to its original Pennsylvania Railroad paint scheme in 1977, will join original PRR GG1 #4800, acquired by NRHS last year from Conrail.

Purchase of the 4935 took place March 20 during a meeting held at Amtrak's Wilmington shops, where the locomotive is stored. At the same meeting, several other museum groups completed purchase arrangements for other retired GG1's, all for the standard sale price of \$5,000 each. These units are:

- #4890 - to B&O Railroad Museum, Baltimore, MD
- #4906 (ex-4903) - to National Museum of Transport, St. Louis, MO
- #4916 (ex-4918) - to Smithsonian Institution, Washington, DC
- #4917 (ex-4919) - to Roanoke Transportation Museum, Roanoke, VA
- #4926 (ex-4933) - to Central New York Chapter, NRHS, Syracuse, NY
- #4939 (ex-4927) - to Illinois Railway Museum, Union, IL

Last fall, #4913 was sold to the Horseshoe Curve Chapter, NRHS, for display at the Railroaders Memorial Museum, Altoona, PA. Ten additional GG1's are still available for purchase.

The 4935 was removed from active service on October 10, 1980, after Amtrak discovered that the locomotive would require about \$80,000 in repairs to keep it in operation. It had been restored to its original appearance following a fund-raising drive conducted by the NRHS-supported Friends of the GG1 Committee and was rededicated at a ceremony held in Washington Union Station on May 15, 1977.

Amtrak has announced that all of its remaining GG1's will be retired by the end of 1981, and that it is likely that the last G's will be removed from revenue service by this summer. The 139-unit fleet was constructed between 1934 and 1943. To commemorate the retirement of these famed locomotives, Philadelphia and Lancaster Chapters will sponsor a "Farewell to the Amtrak GG1's" excursion on June 6, 1981 (see article elsewhere in this issue).

At present fewer than a dozen Amtrak G's are still in active service on the Northeast Corridor and 12 more operated by NJ Transit in North Jersey commuter service will probably make their last runs by the end of this year. One NJT locomotive, #4874, is already out of service at Wilmington and Amtrak has notified the commuter authority that Wilmington shops will no longer be able to provide repair facilities for the remaining G's after December 31, 1981. It appears that the end of the GG1 era is at hand, making it imperative that as many as possible of these great locomotives be preserved in museums for future generations to admire.

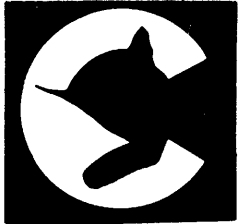
1981 SOUTHERN STEAM SCHEDULE (First Edition)

DATE	POWER	ORIGIN, DESTINATION AND SPONSOR
Sat., March 28	FP7's	Alexandria to Front Royal, VA and return (Washington and Potomac Chapters, NRHS and Chesapeake Division, RRE)
Sun., March 29	FP7's	Same as March 28
Sat., April 4	FP7's	Birmingham, AL to Chattanooga, TN and return (Heart of Dixie Chapter, NRHS)
Sun., April 5	FP7's	Same as April 4
Sat., April 11	4501	Atlanta, GA to Chattanooga, TN and return (Atlanta Chapter, NRHS)
Sun., April 12	4501	Same as April 11
Sat., April 25	4501	Chattanooga, TN to Atlanta, GA and return (Tennessee Valley Railroad Museum)
Sun., April 26	4501	Same as April 25
Wed., April 29	4501	Chattanooga, TN to Sheffield, AL [one-way]
Thu., April 30	4501	Sheffield, AL to Memphis, TN [one way] (North Alabama Chapter, NRHS)
Sat., May 2	4501	Memphis, TN to Corinth, MS and return (Sentimental Journey)
Sun., May 3	4501	Same as May 2
Thu., May 7	4501	Memphis, TN to Sheffield, AL [one way]
Fri., May 8	4501	Sheffield, AL to Huntsville, AL [one-way] (North Alabama Chapter, NRHS)
Sat., May 9	4501	Huntsville, AL to Chattanooga, TN and return (North Alabama Chapter, NRHS)
Mon., May 11	4501	Huntsville, AL to Chattanooga, TN [one way] (North Alabama Chapter, NRHS)
Sat., May 16	4501	Knoxville, TN to Middlesboro, KY and return (Old Smoky Chapter, NRHS)
Sun., May 17	4501	Same as May 16
Sat., May 23	4501	Charlotte to Asheville, NC and return (Piedmont Carolinas Chapter, NRHS)
Sun., May 24	4501	Charlotte to Greensboro, NC [one way] (Piedmont Carolinas Chapter, NRHS)
Sat., May 30	4501	Greensboro to ? and return (Greensboro Chapter, NRHS)
Sun., May 31	4501	Greensboro, NC to Charlottesville, VA [one way] (Greensboro and Old Dominion Chapters, NRHS)
Sat., June 13	4501	Alexandria to Front Royal, VA and return (Washington and Potomac Chapters, NRHS and Chesapeake Division, RRE)
Sun., June 14	4501	Same as June 13
Sat., June 20	4501	Alexandria to Charlottesville, VA and return (Washington and Potomac Chapters, NRHS and Chesapeake Division, RRE)
Sun., June 21	4501	Same as June 20
Sat., June 28	FP7's	Alexandria to Harrisonburg, VA and return (Washington and Potomac Chapters, NRHS and Chesapeake Division, RRE)
Sun., June 29	FP7's	Same as June 28

(-from NRHS NEWS)

1981 SCHEDULE

Chessie System



SAFETY EXPRESS

PROMOTING "OPERATION LIFESAVER"

- TOUR**
- 1 Sat. April 25 —St. Louis-Flora—Round Trip
 - 2 Fri. May 1 —St. Louis-Washington, Ind.—1 Way
 - 3 Sat. May 2 —Washington, Ind.-North Vernon—Round Trip
 - 4 Sun. May 3 —Washington-Cincinnati—1 Way
 - 5 Sat. May 9 —Cincinnati-Lima—Round Trip
 - 6 Sun. May 10 —Cincinnati-Louisville—Round Trip by way of North Vernon (return via L&N)
 - 7 Sat. May 16 —Columbus-Russell—Round Trip
 - 8 Sun. May 17 —Columbus-Russell—Round Trip
 - 9 Sat. May 30 —Detroit-Clio—Round Trip
 - 10 Sun. May 31 —Detroit-Grand Ledge—Round Trip
 - 11 Sat. June 6 —Detroit-Grand Rapids—1 Way
 - 12 Sun. June 7 —Grand Rapids-St. Joseph—Round Trip
 - 13 Sat. June 13 —Grand Rapids-Plymouth—Round Trip
 - 14 Sun. June 14 —Grand Rapids-Chicago—1 Way
 - 15 Sat. June 20 —Chicago-Garrett—Round Trip
 - 16 Sun. June 21 —Chicago-Hartford—Round Trip
 - 17 Sat. June 27 —Akron-Pittsburgh—Round Trip
 - 18 Sun. June 28 —Akron-Pittsburgh—1 Way
 - 19 Sat. July 11 —Pittsburgh-Meyersdale—Round Trip
 - 20 Sun. July 12 —Pittsburgh-Somerset—Round Trip No operations July 13-September 11
 - 21 Sat. Sept. 12 —Cumberland-Terra-Alta—Round Trip (limited capacity)
 - 22 Sun. Sept. 13 —Cumberland-Somerset—Round Trip
 - 23 Sat. Sept. 19 —Cumberland-Brunswick—1 Way
 - 24 Sun. Sept. 20 —Silver Spring-Phila.—Round Trip
 - 25 Sat. Sept. 26 —Baltimore-Harpers Ferry-Martinsburg (via Old Main Line)—Round Trip
 - 26 Sun. Sept. 27 —Baltimore-Harpers Ferry-Martinsburg (via Silver Spring)—Round Trip
 - 27 Sat. Oct. 3 —Baltimore-Harpers Ferry-Martinsburg (via Old Main Line return via Silver Spring)—Round Trip
 - 28 Sun. Oct. 4 —Baltimore-Richmond—1 Way
 - 29 Sat. Oct. 10 —Richmond-Balcony Falls—Round Trip
 - 30 Sun. Oct. 11 —Richmond-Balcony Falls—Round Trip

- 31 Fri. Oct. 16 —Newport News-Richmond Railroad Centennial and Yorktown Bicentennial Celebrations—Round Trip
- 32 Sat. Oct. 24 —Huntington-Hinton—Round Trip
- 33 Sun. Oct. 25 —Huntington-Hinton—Round Trip
- 34 Sat. Oct. 31 —Huntington-Hinton—Round Trip
- 35 Sun. Nov. 1 —Huntington-Hinton—Round Trip

FARES

ACCOMMODATIONS	Round Trip *	Ferry Move **
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ADULT	\$33	\$20
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Complimentary Buffet & Beverages		
PARLOR CAR	\$60	\$40
Complimentary Buffet & Beverages		
OBSERVATION LOUNGE	\$60	\$40
Complimentary Buffet & Beverages		

* Fare between all points.
 ** Reduced fares between intermediate points.
 Group rates available on all trips.
 Children under 5 years of age who do not occupy a seat ride free.

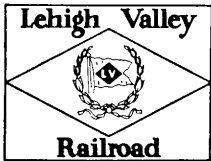
For general information, write to:
SAFETY EXPRESS
 Box CJ
 2 North Charles Street
 Baltimore, Maryland 21201

SEPTA COMMUTER RAIL EQUIPMENT SUMMARY (Corrected to March 15, 1981)

	CARS OWNED	CARS USABLE	CARS UNUSABLE
<u>Penn Center Station Service</u>			
Silverliner I	5	5	0
Silverliner II	37	35	2
Silverliner III	20	18	2
Silverliner IV	130	127	3
MP54	46	33	13
Total	238	218	20
<u>Reading Terminal Service</u>			
Silverliner II	17	17	0
Silverliner IV	101	100	1
Blueliner	38	35	3
Green	11	11	0
RDC	19	19	0
Coach	6	6	0
Total	192	188	4
GRAND TOTAL	430	406	24

SOURCE: Conrail-Philadelphia Division

Our Meeting:



Our April meeting will be a member participation night on the LEHIGH VALLEY RAILROAD. Members will be able to show their slides, photos and any other LVRR memorabilia you feel your fellow members would enjoy seeing. We will have available a conventional as well as a Carousel projector for your use. Those wishing to project their Lehigh Valley slides are asked to sign a register at the front table before the meeting in order that the program can be coordinated.

Our meeting date is Friday evening, April 10, 1981 (PLEASE NOTE THIS IS THE SECOND FRIDAY RATHER THAN THE THIRD FRIDAY), and all members and guests are encouraged to have dinner in the Engineers' Club dining room (BY ADVANCE RESERVATION, PLEASE) beginning at 6 PM. The sit-down meal is \$7.50 per person, and reservations MUST BE MADE ON OR BEFORE TUESDAY, APRIL 7, 1981, to Vice President Tatnall at 215-828-0706, or to P. O. Box 289, Plymouth Meeting, PA 19462. The program portion of our meeting begins at 7:30 PM in the Conference Room, and the Officers' meeting will be in the first floor meeting room at 7:00 PM.

We urge you to dig in your collection, find some goodies from the "Route of the Black Diamond", and bring a friend with you to LEHIGH VALLEY NIGHT on Friday, April 10.

John Rex and Bill Donnelly, our "storekeepers", will have a number of new titles available for sale at the April 10 meeting. We've got on order new titles from Quadrant Press, including THE PUTNAM DIVISION, by Fred Kramer and Daniel Gallo (\$8.95), as well as Carstens' Publications new title, LEHIGH & NEW ENGLAND, by Ed Crist and John Krause (\$9.95).

In addition, copies of the ATLANTIC CITY RAILROAD book (\$22.95) are still available, as well as Crusader Press' PENNSYLVANIA-READING SEASHORE LINES (\$13.95) and Jersey Central Chapter's 50TH ANNIVERSARY OF LACKAWANNA ELECTRIFICATION (\$5.00). Add these items to your library at our next meeting.

NOTICE OF ANNUAL ELECTIONS

You are hereby notified that election of officers for Philadelphia Chapter, NRHS, will take place at our regular monthly meeting, Friday, April 10, 1981, beginning at 7:30 PM. Nominations for the positions of president, 1st vice president, 2nd vice president, secretary, treasurer and director will be taken from the floor. Officers will be elected by a majority of the members present at the April 10 meeting.

MARIE K. EASTWOOD, Secretary

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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