



CINDERS



June 1981

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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

Amtrak Is 10 Years Old!

"The Dawn of a New Decade" is the theme for Amtrak's tenth anniversary celebration, and the lead-off event was a huge "Family Days" equipment display May 1-3 in Washington Union Station.



The first two days were intended primarily for special guests, politicians, railroad officials and employees, but on Sunday the 3rd the general public was invited to inspect the vast array of locomotives and cars. Over 35,000 persons jammed the station on that day, and Amtrak counted a total of 45,926 visitors for the three-day celebration.

The equipment occupied the platform area on Tracks 7 through 13, while inside the new section of the station were numerous displays and booths set up by Amtrak, the Association of American Railroads, NRHS and other groups. Prizes, balloons, timetables, badges, tenth anniversary decals and other free material were available in profusion, and many items of railroaddiana were on sale.

Special dedication ceremonies were held both on Friday and Saturday afternoons, with former Amtrak Presidents Roger Lewis and Paul Reistrup in attendance the first day in addition to the incumbent, Alan S. Boyd.

Amtrak brought a nine-car train of LRC (Light-Rapid-Comfortable) equipment from New Haven to Washington and operated passenger-carrying excursions with the LRC to Odenton, MD and return. The train unfortunately broke down on the first Saturday trip and Amfleet equipment was substituted, but on Sunday the LRC ran four jam-packed trips without a hitch. *(Continued on Page 13)*

Tuscan Red GG1 Leads NRHS Special

Shades of the Pennsylvania Railroad!

GG1 #4877, gleaming in fresh tuscan red paint, was the star of the show when Lancaster and Philadelphia Chapters operated their "Farewell to the GG1's" excursion on Saturday, June 6. Owned by NJ Transit, the 42-year-old locomotive was transformed from Penn Central black to PRR red by Conrail forces at NJT's Raritan (NJ) shop less than a week before the trip. Amtrak then readied the 4877 for service at its Wilmington maintenance facility. Sister #4876 operated as the second unit throughout the trip.

The repainting was faithful in all details, including gold pinstripes, red PRR keystones and Claw Clarendon-style "PENNSYLVANIA" lettering. Chapter Member Mike Burshtin of NJ Transit was instrumental in getting the job done in record time, and Jersey Central Chapter helped pay for the special formulation of duPont Imron paint.

The 15-car Amfleet train, which operated over a triangular route from Harrisburg to Philadelphia to Perryville, MD, then back to Harrisburg and Philadelphia, carried more than 1,000 passengers.

A full report on the trip will be published in the July-August issue of Cinders.

GG1 #4877 is to be rededicated at a special ceremony June 13 at South Amboy, NJ, then haul regular NJ Transit commuter train #3360 to Penn Station, New York. The newly-famous locomotive is expected to continue in South Amboy-New York commuter service for the next several months, pending retirement of all remaining GG1's later this year.



The *Silver Meteor* continues to receive additional "Heritage" equipment as Beech Grove continues to release them. The third set went HEP on May 4, and from April 25 to May 24, a lounge, two sleepers, a coach, two baggage cars and a diner were released to beef up the Florida equipment pool. Included are "1981" program diner 8526 and baggage cars 1126 to 1128.

Topeka is still in business, apparently, since it received three more high-level coaches and two more high-level lounges to rebuild. The hi-level picture looks like this: of the 61 coaches, it looks like three will not be rebuilt as HEP cars — these are prototype cars 9900-9901 and wreck-damaged 9922. All cars numbered between 39902 and 39938 (except vacant 39924 and the damaged 9922) have dormitory sections and are designed as "transition" cars to connect Superliner cars with conventional cars. Of the 35 cars, the only two not yet in service are 39937-38, which are being rebuilt from 9951 and 9955. The 23 hi-level coaches (39940-39964 except 39951 and 39955) stand this way at May 24: 17 are in service, with one due in June, two in July and three, just ordered in, not due until late August at best. Of six hi-level lounge cars, 39970-39971 are in service, one each is due in June and July and two others just ordered in, due later. Four of the hi-level diners are at Topeka, but it's unclear if they're being worked on (diners are not in as short supply as the lounge cars). Diners 9983 and 9984, in any event, are stored at Beech Grove.

Superliner deliveries since our last issue were ten sleepers about May 5, leaving 12 sleepers to go. It's hoped these will all be available by June 12, when summer consists take effect. No doubt, everyone at Amtrak and Pullman Standard will take a deep breath and have a drink or two. It seems like we've been following this program year after year, as indeed we have.

The Amtrak Alco RS-3 (106) pictured in *Trains* with an EMD V-12 power plant apparently was an unsuccessful experiment, since the unit is currently shown as stored.

The F40PH fleet includes #260, 280 and 281 at Beech Grove under repair and sister 274 at Morrison-Knudsen for similar work. P30CH overhauls continue at Beech Grove, with units 700, 703 and 712 noted recently. On the electric side, AEM-7 #922 was received in May and 908 is at Wilmington for repair of derailment damage. In addition, the 900 has been returned from testing at Pueblo and is back in revenue service.

You doubtless have heard many times over that Amtrak's final four GG1's were taken out of service on May 1 and May 2, with storage in Wilmington by May 5. An occasional move to Wilmington shops is still possible with an NJ Transit unit, but Amtrak has forbidden their use on regular trains at other times.

Now, it's HEP-equipped E60's which are considered surplus and hence these units can be found on work trains, as protection power at locations like Baltimore, and switching Penn Station. With only six "steam" E60's, and one (950) still recuperating at Wilmington shops, it's obvious that the two units needed for the *Silver Star* and the three for the "steam" clockers means a non-compatible unit must be substituted at times on a "clocker" (only the *Silver Star*, with its diners, must have steam in the summer). I've seen AEM-7's on clockers, pulling steam coaches, and E60 HEP units are common.

The Amtrak Track-Laying System is working this summer below Baltimore, mostly relaying existing welded rail atop new concrete ties. In August, it's scheduled to visit North Jersey to lay welded rail between Hudson and the west portal of the North River tunnels. With one of two tracks likely to be out of service up to two months, it's easy to forecast colossal delays in rush hours, at least. (Or, perhaps, they plan to cut some rush-hour trains at Newark).

Grading seems to be under way near MP 117 west of Odenton, MD for a curve realignment. A new yard seems to be under construction in the same area east of the main line. Numerous Corridor interlockings are to be rebuilt this season with prefabricated track panels you may see lying about the locations.

Although concrete ties have certain advantages, they combine with flat Amwheels to create a very noisy ride. My observation is that the new ties create a more rigid track structure, which does not absorb vibrations well.

With the GG1's in honorable retirement, only the SDP40F remains as an Amtrak "steam" unit. (Well, perhaps one FL9 may yet have a boiler, too) At any rate, 11 units will be retained for the *Silver Star* this summer, consisting of 619, 627, 629, 631-632, 634, 636, 639-640, 644 and 649. Another ten SDP's, out of Los Angeles, may be stored by the time you read this, replaced by first deliveries of the latest order of new F40PHR's (361-363 arrived in April).

(Continued on Page 3)

ON THE SCENE (Continued from Page 2)

The Reno Fun Train expired on April 24, but a May 2 fantrip was operated from Oakland to Sacramento for the opening of the new museum. For the record, it seems this was the last Amtrak train to carry domes — coaches 9478, 9479, 9457 and 9485 (which had been Fun Train regulars). Full dome 9363 was on the SP-operated trip down from Portland for railroad guests and may have returned to Portland after the Oakland trip. In any event, all five domes have been ordered to Los Angeles for storage.

However, domes 9466 and 9470 (dome coaches) reportedly will be leased this summer to the Alaska, along with diners, steam generator cars to fill in while their own cars are being rebuilt for HEP service.

Amtrak offered 118 cars for sale in June, perhaps 20 percent of the vast fleet choking storage lots. Los Angeles, Seattle, Oakland, St. Louis, Detroit, Topeka, Cincinnati, New Orleans, Indianapolis, Beech Grove, Buffalo, Syracuse, Boston, Michigan City, Washington, New York, Hialeah, New Haven and St. Petersburg all have some stored cars.

Heritage fleet cafeteria-lounge cars have been promised for the Boston-Albany service, replacing Amcafes on the *Lake Shore's* Boston section.

Neglected to mention that 11 coaches and a lounge car from the Reno Fun Train have been reassigned to the *Silver Star* and several have been noted in service.

Elsewhere, rebuilt F7's in commuter service now include at least 7181, 7183 and 7184 out of Washington and PAT's 6690-6691 in Pittsburgh. The latter are in an attractive livery of brown, cream and orange. The Maryland units are, fittingly, ex-B&O, while the Pittsburgh units came from the late Wellsville, Addison & Galton, but were built for the SP and WP originally.

Long Island Rail Road has rebuilt its former B&O sleeper-observation. Now renamed *Morris Park*, after their home shops (where did they get that idea, I wonder?), it's assigned to the Friday-only *Peconic Bay Express*, properly pointed, to Greenport. The other 11 Long Island parlors are rebuilds from m. u. motor coaches and in peak season, all will be needed Fridays, as follows: Train 12 (3:43 pm Jamaica), 2; Train 14 (4:34 pm), 5; Train 16 (4:50 pm), 1; Train 18 (6:13 pm), 2; Train 20 (7:10 pm), 1. Nine parlors are needed on the return Sunday evenings, with trains 4013 and 4019 each carrying three, and 4011, 4021 and 4023 assigned one each.

Newark's City Subway route still has 24 PCC's (1-28 except 3, 8, 18 and 27) and schedules 16 in the peak hours. I believe all 24 surviving cars are operational. All are in the "bicentennial" scheme and seem to be in fine shape, but the trackage needs much work. Nine different murals, some repeated, but all unique to one of the four subway stations, are an unusual aspect of the decor. Perhaps the most impressive is the one seen least often, because it's at the east end of Penn Station in Newark, whereas everyone loads on the west end. It is a montage of a 1930's vintage Public Service trolley and the canal boats which plied the old Morris Canal, on whose right-of-way the line is built. Service, incidentally, began to Broad Street on May 26, 1935 and was extended to Penn Station on June 20, 1937. Although the other end was Heller Parkway station, a short extension opened to Franklin Avenue in 1940. Until 1952, cars ran out onto the surface, and the PCC's came in December of 1953 and January, 1954 from Minneapolis-St. Paul.

Even though Washington Terminal is to be taken over by Amtrak in June, two of its classic RS-1's have recently been given a fresh coat of WT blue paint. Units 44 and 59 are good photo candidates, and perhaps Amtrak will temper Washington Terminal's traditional hostility to photographers.

CHAPTER DINNER TRIP SET FOR JULY 17

Philadelphia Chapter's 1981 dinner trip will feature a return visit to the Towne House in Media, Pennsylvania, site of the 1973 dinner outing, on Friday, July 17, 1981.

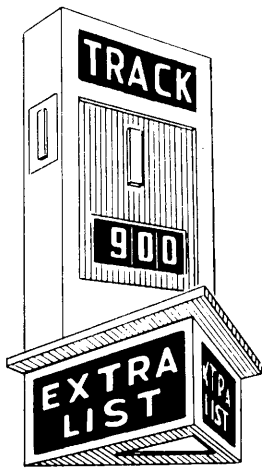
Member Bill Wagner, who so capably handles these fine affairs each year, advises that the cost of the meal will be \$12.00 this year. The menu will include:

Fruit cup
 Boneless breast of capon or Broiled Filet of Flounder
 Potato; vegetable; salad
 Spaghetti
 Rolls, butter
 Beverage
 Parfait

Reservations and remittances, payable to WILLIAM C. WAGNER, should be sent to Bill at 271 Norfolk Road, Warminster, PA 18974 so they reach him ON OR BEFORE Friday, July 10, 1981.

Dinner is scheduled for 7 PM, so we suggest you choose your transportation to Media in time to not miss dinner. Members may want to ride the E1 to 69th Street, then the Media trolley on the outbound trip, then taking Conrail's Media Local on the return trip to Philadelphia.

Train schedules are not published at this time due to possible frequency changes. Please consult your local timetable; further schedule will be available at the June 19 meeting.



JUNE 20-21, 1981: Edaville Railroad 12th Annual Railfan's Weekend. Two-foot-gauge freight, passenger and mixed trains, both steam or diesel-powered, plus rail collectors' flea market. Two-day ticket good on all trains: \$12 adults, \$6 children. Information from: Edaville Railroad, Route 58, South Carver, MA 02366 (phone 617-866-4526).

JUNE 20-21: Piedmont Limited excursions via Southern Railway from Alexandria to Charlottesville, VA and return, using ex-CP 4-6-2. Leave Alexandria 8 AM, return 7:45 PM. Fares: adults \$26, children, \$23, first class \$50. Order tickets from: Steam Train, P. O. Box 456, Laurel, MD 20810.

JUNE 21: "Great Locomotive Chase" at Pine Creek Railroad, Allaire State Park near Farmingdale, NJ, reenacting famed Civil War raid. Time: Noon to 4 PM. Sponsored by New Jersey Museum of Transportation and Shore Historical Re-Enactment Association. Pine Creek Railroad narrow gauge trains will maintain regular half-hourly operating schedule between 11AM and 5 PM, at fare of 75¢. Rain date: July 19.

JUNE 27: "Photographer's Special" via Southern Railway from Alexandria to Front Royal, VA and return, using ex-CP 4-6-2. Leave Alexandria 8 AM, return 7:15 PM. Train will perform numerous photo runbys and use a shortened consist. Sponsored by Washington and Potomac Chapters, NRHS and Chesapeake Division, RRE. Fares: adults \$26, children \$23. Order tickets from: Steam Train, P. O. Box 456, Laurel, MD 20810.

JUNE 28: Valley Limited via Southern Railway from Alexandria to Harrisonburg, VA and return, using green-and-gold FP7 diesel locomotives. Leave Alexandria 7 AM, return 9 PM. Fares: adults \$30, children \$27, first class \$75. Sponsored by Washington and Potomac Chapters, NRHS and Chesapeake Division, RRE. Order tickets from: Steam Train, P. O. Box 456, Laurel, MD 20810.

JULY 3-5: Annual Convention of Electric Railroaders' Association in Philadelphia. Events include July 3 trip on SEPTA's Norristown high-speed line with 160-series car, leaving 69th Street Terminal 10:30 AM, followed by shop tour; July 4 all-day excursion on SEPTA City Division leaving Woodland Depot 9 AM with Kawasaki LRV and other cars to be used; July 4 banquet at Holiday Inn, 1305 Walnut Street, 8 PM, followed by moonlight Bullet car trip on Norristown line; July 5 tour on SEPTA Media and Sharon Hill lines leaving 69th Street Terminal 10:30 AM with Kawasaki #100 and possibly center-door car #73, followed by afternoon trip with 80-series car. Package price of \$65 for all events. Norristown line trips \$7.50 each, shop tour \$5, City Division tour \$17, Media-Sharon Hill trip \$14.50. Additional \$3 per person will be charged for tickets purchased on day of trip. Information and reservations may be obtained from: Electric Railroaders' Association, c/o William J. Madden, 28-53 Utopia Parkway, Flushing, NY 11358.

JULY 17: Philadelphia Chapter's annual summer dinner, held this year at Towne House Restaurant, 117 South Avenue, Media, PA. Sit-down dinner to be served at 7 PM. Price: \$12 per person. See notice elsewhere in this issue for reservation details.

JULY 18-19, AUGUST 1-2: "Summer Fun Excursions" on Lackawaxen & Stourbridge Railroad from Honesdale to Lackawaxen, PA and return, using RS-3 diesel locomotive. Leave Honesdale 9 AM and 2 PM each day. Fare: \$8.50. Contact: Wayne County Chamber of Commerce, 865 Main Street, Honesdale, PA 18431 (phone 717-253-1960).

JULY 25: Steam special on Black River & Western, using 2-8-0 #60, sponsored by Hawk Mountain Chapter, NRHS. Leave Ringoes, NJ 11 AM, return about 5 PM. Fare: \$10. Order tickets from: Hawk Mountain Chapter, NRHS, P. O. Box 372, Allentown, PA 18105.

AUGUST 5-20: "Yukon Rails" tour from Chicago to Alaska and return, sponsored by Overland Chapter, NRHS. Includes transportation via Amtrak, cruise ship between Vancouver, B.C., Skagway and Juneau, AK, and ride on scenic White Pass & Yukon narrow gauge. Various fare plans offered, starting at \$2,398 (double occupancy). Information from: Richard M. Billings, Tri-State Tours, Inc., 901 East Kimberly, Davenport, IA 52807 (telephone 319-386-8770).

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.

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.

SEPTEMBER 3-7: "Derby Rails 1981," NRHS national convention at Louisville, KY, featuring Southern's rebuilt ex-Chesapeake & Ohio 2-8-4 #2716. 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.

Tourist Lines Steam Up for '81 Season

The time has arrived for vacation and weekend trips to the country. As a handy guide for Chapter members who wish to include a steam train in their itineraries, Cinders presents its annual survey of tourist-hauling railroads in the Tri-State area.

The listings below include the latest available information on train schedules, round-trip fares, locomotive rosters and power most likely to be in passenger service this season (designated *). Unless otherwise indicated, schedules apply through the end of October. Distances shown are one-way mileages over the normal route.

BLACK RIVER & WESTERN RAILROAD, RINGOES, NJ (Phone 201-782-6622)

Schedule: Saturdays, Sundays and Holidays (through November): Leave Ringoes for Flemington 10:45 AM, 12:15, 1:45, 3:15, 4:45 PM. Leave Flemington for Ringoes 11:30 AM, 1:00, 2:30, 4:00, 5:30 PM.
Tuesdays through Fridays (July and August): Leave Ringoes for Flemington 12:30, 1:30, 2:30, 3:30 PM.
Leave Flemington for Ringoes 1:00, 2:00, 3:00, 4:00 PM.
Sundays (July through October): Leave Ringoes for Lambertville 12:15, 1:45, 3:15, 4:45 PM. Leave Lambertville for Ringoes 1:00, 2:30, 4:00, 5:30 PM.

Fares: Adults \$3.00, children (5-12) \$1.50, children (3-4) 50¢.

Distance: Ringoes-Flemington 5 miles, Ringoes-Lambertville 7 miles.

EAST BROAD TOP RAILROAD, ROCKHILL FURNACE (ORBISONIA), PA (Phone 814-447-3011)

Schedule: Saturdays, Sundays and Holidays (June, September, October): Hourly 11:00 AM to 4:00 PM
Daily (July and August): Hourly 11:00 AM to 4:00 PM

Fares: Adults \$4.50, children (5-12) \$2.25.

Distance: Orbisonia-Colgate Grove 4 miles.

Added Attraction: Shade Gap Electric Railway operates vintage trolley cars 11:00 AM to 5:00 PM Saturdays, Sundays and Holidays, connecting with EBT trains at Orbisonia.

GETTYSBURG RAILROAD, GETTYSBURG, PA (Phone 717-334-6932)

Schedule: Saturdays and Sundays: Leave Gettysburg for Biglerville 1:00 and 3:00 PM
Special runs: Leave Gettysburg for Mt. Holly Springs June 14, July 5, August 15, September 26, October 3, 11 and 17 at 10:00 AM.
Mixed trains leave Gettysburg for Mt. Holly Springs Fridays only at 9:00 AM.

Fares: To Biglerville, adults \$3.00, children (under 12) \$1.75.
To Mt. Holly Springs, adults \$8.00, children (under 12) \$5.00.

Distance: Gettysburg-Biglerville 8 miles, Gettysburg-Mt. Holly Springs 24 miles.

MORRIS COUNTY CENTRAL RAILROAD, NEWFOUNDLAND, NJ (Phone 201-697-8446)

This line will not operate during the 1981 season.

NEW HOPE STEAM RAILWAY, NEW HOPE, PA (Phone 215-862-2707)

Schedule: Sundays and Holidays: Leave New Hope for Lahaska 1:15, 2:45, 4:30 PM.

Fares: Adults \$4.00, children (under 12) \$2.00.

Distance: New Hope-Lahaska 4 miles.

PINE CREEK RAILROAD, FARMINGDALE, NJ (Phone 201-938-5524)

Schedule: Saturdays, Sundays and Holidays: Leave every 30 minutes 12 Noon to 5:00 PM.
Weekdays (July and August): Leave every 30 minutes 12 Noon to 5:00 PM (diesel-powered trains).

Fares: Adults and children 75¢, in addition to park entrance fee.

Distance: 1-mile loop track in Allaire State Park.

RAIL TOURS, INC., JIM THORPE, PA (Phone 717-325-4606)

Schedule: Sundays and Holidays (July through Labor Day and during October): Leave every 30 minutes 12 Noon to 5:00 PM.

Fares: Adults \$1.00, children (5-12) 50¢.

Distance: 1 mile

STRASBURG RAIL ROAD, STRASBURG, PA (Phone 717-687-7522)

Schedule: May 23 through June 26: Leave Strasburg for Leaman Place weekdays hourly 11:00 AM to 4:00 PM, Saturdays hourly 11:00 AM to 5:00 PM, Sundays hourly 12 Noon to 5:00 PM.

June 27 through September 7: Weekdays, Saturdays and Holidays hourly 10:00 AM to 5:00 PM and 7:00 PM, Sundays 12 Noon to 5:00 PM and 7:00 PM, with additional trains on the half-hour as needed.

September 8 through November 1: Weekdays hourly 12 Noon to 3:00 PM, Saturdays hourly 11:00 AM to 4:00 PM, Sundays hourly 12 Noon to 4:00 PM.

November 7 through December 13: Saturdays, Sundays and Friday after Thanksgiving hourly 12 noon to 3:00 PM.

Fares: Adults \$3.00, children (2-11) \$1.50.

Distance: Strasburg-Leaman Place 4 miles.

Added Attraction: Railroad Museum of Pennsylvania, Strasburg. Admission: \$1.50 adults, over 65 \$1.00, children (under 12) free.

WANAMAKER, KEMPTON & SOUTHERN RAILROAD, KEMPTON, PA (Phone 215-756-6469)

Schedule: Sundays and June 20, July 3 and September 5, 7 and 12: Leave Kempton for Wanamaker hourly 1:00 to 5:00 PM.

Saturdays (July and August), hourly 1:00 to 5:00 PM.

Gasoline-powered car "Berkys" also operates hourly 1:00 to 5:00 PM Saturdays in June, weekdays in July and August, Saturdays September 19 through October 31 and first three Sundays in November.

Fares: Adults, \$2.25, children (under 12) \$1.25

Distance: Kempton-Wanamaker 3 miles.

WILMINGTON & WESTERN RAILROAD, MARSHALLTON, DE (Phone 302-998-1930)

Schedule: Sundays and Holidays: Leave Greenbank Station (Marshallton) for Mt. Cuba 12:30, 2:00 and 3:30 PM. Fall foliage special Greenbank-Hockessin October 24.

Motor car 4662 operates Greenbank-Mt. Cuba last Saturday of each month.

Special runs on ex-Reading Wilmington & Northern branch as announced.

Fares: Greenbank-Mt. Cuba, adults \$3.00, children (5-12) \$1.75.

Distance: Greenbank-Mt. Cuba 4 miles, Greenbank-Hockessin 9 miles

LOCOMOTIVE ROSTERS OF AREA TOURIST AND SHORTLINE RAILROADS

May 1, 1981

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<i>BLACK RIVER & WESTERN RAILROAD, RINGOES, NJ (c)</i>						
1	0-4-0	15-ton	G-Elec	Mack	1935	Crucible Steel 1
50	0-4-0		D-Mech	Davenport	1942	Kingston Trap Rock (Note 1)
57	B-B	RS-1	D-Elec	Alco	1948	Washington Terminal 57
*60	2-8-0		Steam	Alco	1937	Great Western 60
204	B-B	RS-1	D-Elec	Alco	1947	DEVCO 204
211	B-B	RS-1	D-Elec	Alco	1951	DEVCO 211
1554	B-B	RS-3	D-Elec	Alco	1953	Central of New Jersey 1554
*4666	Railcar	660	D-Elec	Brill	1930	Pennsylvania 4666

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>EAST BROAD TOP RAILROAD, ROCKHILL FURNACE, PA (3-foot gauge)</u>						
M-1	Railcar		G-Elec	EBT/Brill	1926	
M-4	0-4-0	JCD	D-Mech	Plymouth	1947	Warner Company
*12	2-8-2		Steam	BLW	1911	
14	2-8-2		Steam	BLW	1912	
*15	2-8-2		Steam	BLW	1914	
16	2-8-2		Steam	BLW	1916	
*17	2-8-2		Steam	BLW	1918	
18	2-8-2		Steam	BLW	1920	
<u>GETTYSBURG RAILROAD, GETTYSBURG, PA (c)</u>						
*38	2-8-0		Steam	BLW	1927	Huntingdon & Broad Top Mountain 38
55-56	B-B	RS-3	D-Elec	Alco	1955	Long Island 1555-1556
70	B-B	RS-36	D-Elec	Alco	1962	Norfolk & Western 2870
*76	2-8-0		Steam	BLW	1920	Mississippian 76
407	B-B	S-12	D-Elec	BLH	1953	Monongahela 407
<u>MARYLAND & PENNSYLVANIA RAILROAD, YORK, PA (c)</u>						
81	B-B	NW2	D-Elec	EMD	1946	
82	B-B	SW9	D-Elec	EMD	1951	
83	B-B	SC	D-Elec	EMD	1936	Steelton & Highspire 23
84	B-B	SW9	D-Elec	EMD	1952	Pittsburgh & Lake Erie 8952
85	B-B	NW2	D-Elec	EMD	1941	Reading 92
86	B-B	GP7	D-Elec	EMD	1953	Reading 621
<u>MARYLAND MIDLAND RAILWAY, WALKERSVILLE, MD (c)</u>						
102	B-B	65-ton	D-Elec	Whitcomb	1944	East Washington 102
1559	B-B	RS-3	D-Elec	Alco	1955	Long Island 1559
<u>MARYLAND & DELAWARE RAILROAD, FEDERALSBURG, MD (c)</u>						
20	B-B	RS-1	D-Elec	Alco	1951	Rutland 400
21	B-B	RS-1	D-Elec	Alco	1954	Soo Line 350
22	B-B	RS-1	D-Elec	Alco	1943	Atlanta & St. Andrews Bay 905
23	B-B	RS-1	D-Elec	Alco	1954	Soo Line 351
<u>MIDDLETOWN & HUMMELSTOWN RAILROAD, MIDDLETOWN, PA (c)</u>						
1	B-B	65-ton	D-Elec	GE	1941	U. S. Army 7272
<u>MORRIS COUNTY CENTRAL RAILROAD, NEWFOUNDLAND, NJ</u>						
10	Railbus		G-Mech	White	1918	Morristown & Erie 10
18	0-4-0	JLB	D-Mech	Plymouth	1938	Drew Chemical
25	0-4-0	20-GM-24	G-Mech	Whitcomb	1942	New York, Susquehanna & Western 150
385	2-8-0		Steam	BLW	1907	Virginia Blue Ridge 6
453	4-6-0		Steam	Montreal	1912	Canadian Pacific 453
4039	0-6-0		Steam	Alco	1942	Virginia Blue Ridge 5
<u>NEW HOPE & IVYLAND RAILROAD, NEW HOPE, PA (c)</u>						
*9	0-6-0		Steam	Alco	1942	Virginia Blue Ridge 9
*40	2-8-0		Steam	BLW	1925	Cliffside 40
100-101	B-B	DS4-4-1000	D-Elec	BLW	1947	Copper Range 100-101
302	B-B	DS4-4-1000	D-Elec	BLW	1949	Penn Central 8281 (Note 2)
390	B-B	45-ton	D-Elec	GE	1942	U. S. Army (Note 2)
*395	B-B	VO-660	D-Elec	BLW	1945	Warner Company 11
400	B-B	44-ton	D-Elec	GE	1947	Hoboken Shore 700
1533	4-6-0		Steam	Montreal	1911	Canadian National 1533
8311	B-B	S-12	D-Elec	BLH	1952	Penn Central 8311
<u>OCTORARO RAILWAY, KENNETT SQUARE, PA (c)</u>						
3	B-B	S-2	D-Elec	Alco	1948	Baltimore & Ohio 9063
4	B-B	S-2	D-Elec	Alco	1944	Baltimore & Ohio 9034
9	B-B	65-ton	D-Elec	GE	1941	Black River & Western 7079
<u>PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD, BETHLEHEM, PA (c)</u>						
11	B-B	S1ug	-	BLW	-	
12-13	B-B	S1ug	-	EMD	-	
21	B-B	NW2	D-Elec	EMD	1941	
22-25	B-B	NW2	D-Elec	EMD	1946	
26	B-B	NW2	D-Elec	EMD	1949	Bangor & Aroostook 20
27	B-B	NW2	D-Elec	EMD	1947	Cornwall 101
28	B-B	NW2	D-Elec	EMD	1949	Bangor & Aroostook 21
31-34	B-B	SW7	D-Elec	EMD	1950	
35-37	B-B	SW9	D-Elec	EMD	1951	
38	B-B	SW9	D-Elec	EMD	1952	

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD (Continued from Page 7)</u>						
39	B-B	SW1200	D-Elec	EMD	1956	
40-43	B-B	SW1200	D-Elec	EMD	1957	
44	B-B	SW7	D-Elec	EMD	1950	Cornwall 120
50	B-B	SW900	D-Elec	EMD	1936	Patapsco & Back Rivers 110
51-52	B-B	SW900	D-Elec	EMD	1937	
<u>PINE CREEK RAILROAD, FARMINGDALE, NJ (3-foot gauge)</u>						
1	0-4-0		D-Mech	Plymouth	1942	Haws Refractories
*2	0-4-0	25-ton	D-Elec	GE	1942	U. S. Army
*3L	4-4-0T		Steam	Stephenson	1887	Cavan & Leitrim 3L (Ireland)
5	0-4-0		D-Mech	Plymouth	1923	Not Known
6	2-8-0		Steam	BLW	1912	Quincy Mining 6
*9	2-truck-Shay		Steam	Lima	1927	Ely Thomas Lumber 6
*26	2-6-2		Steam	BLW	1925	Surry, Sussex & Southampton 26
40	0-4-0		D-Elec	Whitcomb	1940	Midvale-Heppenstall 40
<u>RAIL TOURS, INC., JIM THORPE, PA</u>						
10	B-B	44-ton	D-Elec	GE	1946	Coudersport & Port Allegany D-1
972	4-6-0	D10	Steam	Montreal	1912	Canadian Pacific 972
<u>STEELTON & HIGHSPIRE RAILROAD, STEELTON, PA (c)</u>						
60	B-B	S-2	D-Elec	Alco	1948	Richmond, Fredericksburg & Potomac 67
62	B-B	Slug	-	Alco	-	Richmond, Fredericksburg & Potomac 61
63-65	B-B	S-2	D-Elec	Alco	1948	Richmond, Fredericksburg & Potomac 63, 65, 64
66	B-B	S-4	D-Elec	Alco	1951	Lehigh Valley 166
67	B-B	Slug	-	Alco	-	Lehigh Valley 167
68-69	B-B	S-2	D-Elec	Alco	1948	Richmond, Fredericksburg & Potomac 58, 69
70	B-B	SW9	D-Elec	EMD	1952	Conemaugh & Black Lick 119
71-72	B-B	SW7	D-Elec	EMD	1950	Conemaugh & Black Lick 117, 106
<u>STRASBURG RAIL ROAD, STRASBURG, PA (c)</u>						
1	0-4-0	HL	G-Mech	Plymouth	1926	
4	0-4-0		Steam	BLW	1903	Colorado Fuel & Iron 4
21	Railbus	AC	G-Mech	Mack	1921	Buffalo Creek & Gauley A
*31	0-6-0		Steam	BLW	1908	Canadian National 7312
33	B-B	44-ton	D-Elec	GE	1948	Pennsylvania 9331
89	2-6-0		Steam	Canadian	1910	Canadian National 89
*90	2-10-0		Steam	BLW	1924	Great Western 90
*1223	4-4-0	D16sb	Steam	Juniata	1905	Pennsylvania 1223 (Note 3)
<u>UPPER MERION & PLYMOUTH RAILROAD, WEST CONSHOHOCKEN, PA (c)</u>						
19	B-B	SW1	D-Elec	EMD	1942	Philadelphia, Bethlehem & New England 19
1002	B-B	NW2	D-Elec	EMD	1947	Texas & Pacific 1002
<u>WANAMAKER, KEMPTON & SOUTHERN RAILROAD, KEMPTON, PA</u>						
2	0-4-0T		Steam	Porter	1920	Colorado Fuel & Iron 2
20	0-4-0		G-Mech	Whitcomb	1932	Not Known
*65	0-6-0T		Steam	Porter	1931	Safe Harbor 65
478	B-B		D-Elec	Mack	1939	Mack Trucks 3 (Note 4)
<u>WILMINGTON & WESTERN RAILROAD, MARSHALLTON, DE</u>						
1	0-4-0	JLB	G-Mech	Plymouth	1943	American Car & Foundry
3	0-6-0T		Steam	Vulcan	1943	U. S. Navy
14	2-8-0		Steam	Alco	1918	Buffalo Creek & Gauley 14
37	2-8-2T		Steam	Alco	1924	Pacific Lumber 37
58	0-6-0		Steam	BLW	1907	Virginia Blue Ridge 4
92	2-6-0		Steam	Canadian	1910	Canadian National 92
*98	4-4-0		Steam	Alco	1909	Mississippi Central 98
113	0-6-0		Steam	Alco	1923	Central of New Jersey 113 (Note 5)
425	4-6-2		Steam	BLW	1928	Gulf, Mobile & Northern 425
2839	4-6-4		Steam	Montreal	1937	Canadian Pacific 2839 (Note 6)
*4662	Railcar		D-Elec	Pullman/Brill	1928	Pennsylvania 4662
6894	0-6-0		Steam	Cooke	1912	New York Central 6894 (Note 7)

NOTES:

- 1 - Leased from Trap Rock Industries
- 2 - Leased out for industrial use
- 3 - Leased from Commonwealth of Pennsylvania
- 4 - Former electric locomotive
- 5 - Stored at Locust Summit, PA
- 6 - Owned by Royal Hudson Locomotive Company
- 7 - Stored at Hagerstown, MD

ABBREVIATIONS

- (c) - Common carrier * - In passenger service 1981
 G-Elec - Gas-electric G-Mech - Gas-mechanical
 D-Elec - Diesel-electric D-Mech - Diesel-mechanical
 Alco - American Locomotive Company
 BLH - Baldwin-Lima-Hamilton Corp.
 BLW - Baldwin Locomotive Works
 EMD - Electro-Motive Division, General Motors Corp.
 GE - General Electric Company

SOUTHERN RAILWAY ANNOUNCES EXCURSION SCHEDULE FOR LATE SUMMER AND FALL

Recently, following publication of the Guide to Mainline Steam in May Cinders, we learned that Southern 2-8-2 #4501 suffered damage to its flue sheet and has been sent to the Birmingham (AL) shops for repairs. It is expected to be sidelined for the rest of this season. However, Southern has arranged to lease one of Alleghany Central Railroad's two ex-Canadian Pacific 4-6-2's, #1238 or 1286, for use on certain Washington-area trips, replacing 4501. Southern FP7 diesels will substitute on other trips.

1981 SOUTHERN RAILWAY EXCURSION SCHEDULE (Second Edition)

Date	Power	Origin, Destination and Sponsor
Sat., Aug. 1	FP7's	Richmond to Keysville, VA and return (Old Dominion-NRHS)
Sun., Aug. 2	FP7's	Same as August 1
Sun., Aug. 9	FP7's	Raleigh to Chocowinity, NC and return (East Carolina-NRHS)
Sat., Aug. 15	FP7's	Winston-Salem to Asheville, NC and return (Winston-Salem-NRHS)
Tue., Sep. 1	FP7's	Alexandria, VA to Oakdale, TN, one-way via SOU-N&W-SOU (Roanoke-NRHS)
Wed., Sep. 2	2716	Oakdale, TN to Louisville, KY one-way (Roanoke-NRHS) (through cars Alexandria to Louisville for Derby Rails 1981 NRHS Convention)
Sat., Sep. 5	2716	Louisville, KY to Nashville, TN and return via L&N (Derby Rails Convention Special)
Mon., Sep. 7	2716	Louisville, KY to Huntingburg, IN and return (Derby Rails Convention Special)
Sat., Sep. 12	2716	Huntingburg, IN to Harrodsburg, KY and return (Mayor's Committee)
Sun., Sep. 13	2716	Same as September 12
Sat., Sep. 19	2716	Lexington, KY to Chattanooga, TN one-way (Bluegrass Railroad Museum)
Sun., Sep. 20	2716	Chattanooga, TN to Lexington, KY one-way (Bluegrass Railroad Museum)
Sat., Sep. 26	2716	Cincinnati, OH to Danville, KY and return (Cincinnati Railroad Club)
Sun., Sep. 27	2716	Same as September 26
Sat., Oct. 3	2716	Knoxville, TN to Asheville, NC and return (Old Smoky-NRHS)
Sun., Oct. 4	2716	Same as October 3
Sat., Oct. 10	2716	Asheville, NC to Bulls Gap, TN and return (Asheville Civitan)
Sun., Oct. 11	2716	Same as October 10
Sat., Oct. 17	2716	Chattanooga to Crossville, TN and return (Tennessee Valley Railway Museum)
Sun., Oct. 18	2716	Same as October 17
Sat., Oct. 24	2716	Same as October 17
Sun., Oct. 25	2716	Same as October 17
Sat., Oct. 31	2716	Atlanta to Toccoa, GA and return (Atlanta-NRHS)
Sun., Nov. 1	2716	Same as October 31
Sat., Nov. 7	2716	Same as October 31
Sun., Nov. 8	2716	Same as October 31
Sat., Nov. 14	2716	Birmingham to Opelika, AL and return (Heart of Dixie-NRHS)
Sun., Nov. 15	2716	Same as November 14

Southern reports that it operated 50 round-trip steam excursions in 1980 and carried 58,385 revenue passengers. (-from NRHS News)

CONRAIL FREIGHT SCHEDULES UPDATED

The following changes should be made in the freight train schedules for Conrail's Eastern Region, as published in the May issue of Cinders:

Train GPEN leaves Morrisville *1545, passes Thorndale 1815, passes Columbia 1945, arrives Enola 2200 (except Sunday and Monday).

Train GPPI leaves Allentown *0935, leaves Reading 1245, leaves Rutherford *1715, passes Harrisburg 1830 (daily).

Train JCPI leaves Morrisville *0140, passes Thorndale 0330, passes Columbia 0500, arrives Harrisburg *0600 (except Monday).

Train PIBE leaves Harrisburg *1215, passes Rutherford 1330, arrives Reading 1615, arrives Allentown *2015, arrives Bethlehem (Saucon) 2230 (daily).

Train PICA leaves Enola *1115, passes Columbia 1345, passes Thorndale 1615, passes Zoo 1825, arrives Frankford Junction 1845, arrives Camden 2015 (daily).

Train PIPY leaves Enola *0500, passes Columbia 0700, passes Perryville 0930, arrives Baltimore 1130, arrives Potomac Yard 1530 (daily).

Train RUPY leaves Rutherford 1130, leaves Abrams 2000, arrives Belmont *2105, leaves Belmont 2205, passes Zoo 2220, arrives Edge Moor 2315, passes Perryville 0200, passes Baltimore 0315, arrives Potomac Yard 0545 (daily).

Train SEEN leaves Morrisville *1400, passes Thorndale 1620, passes Columbia 1830, arrives Enola 2120 (daily). Note: SEEN leaves Morrisville 6 hours later Mondays only.

Train TV-12M should be shown as operating via Main Line (through Lancaster). No change in schedule.

Train TV-62 is removed from the schedule. It has been rerouted via the former Erie line through Buffalo and Binghamton, NY.

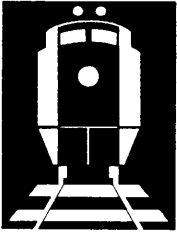
(*)- Indicates crew change.

PHILADELPHIA



FRANK G. TATNALL, JR.

Service cutbacks on SEPTA's 13 commuter rail lines have been proposed for this summer and fall, and will include elimination of all remaining RDC operations. Four public hearings are scheduled for June 22-26, with the Philadelphia hearing set for the Holiday Inn, 1800 Market Street, at 6 PM June 25. Generally speaking, service would be reduced to about a 20-minute headway during rush hours and 60 minutes in off-peak periods, which combined with planned labor savings will trim \$37 million from the rail system's 1981-82 budget of \$131 million. This would bring expenses in line with the \$94 million which SEPTA has agreed to pay CONRAIL to run the system.



SEPTA last month announced that it wants to farm out its diesel-operated Newtown passenger line to a private contractor, but at the planned bid opening on June 1 no bids were submitted. It was understood that the only firm seriously interested was the Boston & Maine Corp., which operates the Boston-area commuter system for MBTA.....Meanwhile, SEPTA has decided to invest about \$700,000 in track and bridge repairs on the 15-mile Newtown line and will suspend all rail service for two months beginning July 1 while the work is in progress. Buses will be substituted between Bethayres station and Newtown. It's doubtful, however, that rail operations will actually resume in September unless an independent operator has been found and labor problems resolved.

On May 31 SEPTA instituted "shuttle" RDC service between Norristown and Reading/Pottsville and between Lansdale and Bethlehem with all passengers required to transfer from and to electric trains. The new schedules provide only two trains between Pottsville and Norristown and four additional trains Reading-Norristown. On the Bethlehem branch there are four round trips Lansdale-Bethlehem (three on Sunday). This arrangement will last only to the end of June, at which time PennDOT has promised to come up with \$4 million a year to continue partial service on both lines. SEPTA, however, will be completely out of the picture—the State will contract directly with CONRAIL for whatever service remains and use its own RDC's as well as others leased from SEPTA.

SEPTA's fleet of ancient MP54 commuter cars is living on borrowed time. Within a few weeks all will be out of service except for the 17 refurbished red, white and blue cars, plus #415 and 447 still in tuscan red. By August, however, even they may be gone if proposed service cutbacks are implemented. The 18 MP54's leased from NJ TRANSIT will be returned.....SEPTA has sold 33 old Reading "green" MU cars to a restaurant operator in Wilkes-Barre. Eighteen of them left Wayne Junction on Sunday, June 7 in a special train pulled by two CONRAIL GP9's, though two were set out with hotboxes along the Bethlehem branch.....SEPTA is leasing four Chestnut Hill area commuter stations to a local civic group, the Chestnut Hill Community Association, for maintenance and improvement. They are Chestnut Hill-East and West, Highland and Wyndmoor. St. Martins and Gravers are already leased to other community groups.

Weekend RDC service between Lindenwold and Ocean City/Cape May is to resume on Saturday, June 13 and continue through Sunday, September 13. The two-car trains leave Lindenwold at the traditional 10 AM and return at 8:25 PM. If expected cutbacks in South Jersey rail service actually materialize this could be the last summer for this service, though its demise has been frequently predicted in the past.....Atlantic City-Lindenwold Trains 104 and 131 will be discontinued effective June 29, leaving two daily round trips on the once-busy route.On May 6 two trains collided during the morning rush hour in Reading Terminal. There were no injuries but Silverliner #9011 and red-white-blue #9106 are out of service for repairs.


SEPTA held public hearings this month on its proposal to boost transit fares from 65 to 70 cents, increase transfers by a nickel and end all school fare discounts. Surprisingly little opposition was expressed at the sparsely-attended meetings, in marked contrast to a year ago when SEPTA raised fares from 50 to 65 cents. SEPTA's Fiscal 1982 budget for the year beginning July 1 calls for total expenditures of \$384.6 million, up from the current year's budget of \$350 million.....Red Arrow Division drivers voted to end their 46-day strike and returned to work on May 18. Media-Sharon Hill trolleys, however, did not resume for another three days and ridership has continued below the pre-strike level of 30,000 daily passengers.

SEPTA in late May took delivery of its first production-line Kawasaki trolley, #9001, which was partially assembled at Boeing Vertol's Eddystone plant. The order includes 138 more cars for the City and Red Arrow Divisions, in addition to prototypes 100 and 9000 already in service.....The Sunday Inquirer's Today Magazine ran a lengthy article in its May 17 edition on the efficiency of Japanese workers who are building the SEPTA cars.....SEPTA hosted a three-day rapid transit conference sponsored by the American Public Transit Association June 9-11 at the Sheraton Hotel. Several tours of area transit facilities were conducted on the 11th for 800 delegates from across the U.S. Included were visits to 69th Street and Fern Rock shops, the new Elmwood depot in Southwest Philadelphia, a "walking tour" of the center city rail tunnel and inspection of PATCO's Lindenwold shop. A principal speaker was Arthur E. Teele, Jr., administrator of UMTA, who is charged with carrying out the Reagan Administration's announced policy of cutting back Federal aid to U. S. transit properties.....SEPTA has produced a 44-page "Walk and Ride Guide to Philadelphia," aimed at visitors who use the transit system. It is to be distributed to the public by next month.



PHILADELPHIA EXPRESS *(Continued from Page 10)*


Norristown Bullet cars #208 and 209 have been rebuilt and repainted in SEPTA's current red, white and blue paint scheme, just in time for the APTA meeting. Both cars are expected to operate in shuttle service between Villanova and Ardmore Avenue during the U. S. Open Golf Tournament at Merion Golf Club June 18-21. They will carry spectators back and forth from the Villanova College parking lot adjacent to SEPTA's line..... SEPTA has contracted with Nimco Bus Division of Newark, NJ to rebuild between 100 and 250 derelict General Motors buses, at a cost of about \$51,000 per bus. Three of the first five buses, however, broke down within days of their return to service last month, and SEPTA officials are said to suspect sabotage.....SEPTA line car D-39 was to be delivered this spring by Dushore Car Company of Tipton, PA. Designed for use in the trolley subway, the car was rebuilt from T-17, a 75-year-old Broad Street subway work car.....Thirteen passengers were injured when a crowded Market Street el train crashed into a parked train at 69th Street Terminal at 5:39 PM on May 7.....The Hollywood film "Blow Out," starring John Travolta and filmed largely in Philadelphia, is due to be released July 24. Featuring several scenes in subway and railroad stations, the movie has been delayed because some original film shot last winter was stolen. Several scenes around City Hall had to be reshot on June 7 as center city bus routes were detoured.

 AMTRAK's fate still hangs in the balance as the Reagan Administration and Congress try to decide on how much money to give the railroad in Fiscal Year 1982 beginning October 1. Amtrak originally requested \$970 million in operating and capital subsidies but later scaled that back to \$853 million. Administration budgeteers countered with \$613 million, a figure which Amtrak President Alan Boyd said would force him to halt virtually all trains outside of the Northeast Corridor. The Senate Commerce Committee supported the Administration but the House Commerce Committee later approved \$725 million, which Boyd said would preserve about 85 percent of the present system. A final decision will probably not come until late this summer.

On June 1 AMTRAK announced that it would cut its Washington headquarters staff of 1,400 by a full 25 percent and eliminate many frills such as Amtrak News, the employee magazine.....In a move to generate additional revenue Amtrak has revealed an ambitious diversification program to help remove the need for Federal funding of capital projects after 1985— such ventures as the previously-announced \$40 million commercial development over the tracks at 30th Street Station and a new fiber-optics communications system along its Northeast Corridor right-of-way. Amtrak owns 632 miles of railroad, 2,000 acres of adjacent land and 91 stations and terminals. In addition, Amtrak plans to cut its costs to the point where it will cover all of its direct operating expenses such as wages, fuel and supplies by 1985.

AMTRAK has withdrawn the last of its famed GG1's from service. The final revenue run occurred on Friday, May 1, coincidentally the corporation's tenth anniversary, when #4915 brought Clocker Train 225 into 30th Street Station from New York. The last Amtrak GG1 to operate was #4924, which hauled a shop train consisting of NJ TRANSIT GG1 #4881 and Metroliner #825 from New York to Wilmington where 4924 was immediately placed in storage.Meanwhile, 11 of NJT's 13 GG1's continue in active service between South Amboy, NJ and New York, pending their retirement later this year (#4874 and 4878 are already out of service).....Tuscan red #4877 and sister 4876 returned to New York on conventional Train 222 Sunday, June 7, following their stint on the "Farewell to GG1's" special the previous day.....In spite of statements that the June 6 special would be the final mainline run for the G's, three days later AMTRAK dispatched NJT #4884 and an F40 diesel to haul the five-hour-late Broadway Limited to Philadelphia. The road diesels had to be turned at Harrisburg to take Train 41 west and no other power was available to bring in Train 40.

AMTRAK ran a full-color ad in Time Magazine's May 25 issue, aimed at the business traveler. "Think of this as the window office you always wanted," declared the copy below a picture of a businessman relaxing on board a train.....AMTRAK's "emerging corridor" study was finally released in April. Among its conclusions: the Atlantic City-Philadelphia route was ranked eighth nationally in growth potential and Philadelphia-Harrisburg was in tenth position (Los Angeles-San Diego was #1) (Harrisburg Rail Review).....The Environmental Protection Agency has announced a new process for neutralizing polychlorinated biphenyls (PCB's), the dangerous, now-banned chemical used as an insulating agent in locomotive transformers.

 Like AMTRAK, CONRAIL's future is the subject of a heated debate in Washington these spring days. The Reagan Administration, supported by the Senate Commerce Committee, is still pushing its plan to dissolve Conrail through "controlled transfer" of its lines to profitable railroads. But the House Commerce Subcommittee headed by Democratic Representative James Florio of New Jersey has approved a bill introduced by New York Republicans Gary Lee and Norman F. Lent, which would appropriate \$375 million in additional Federal aid for Conrail during the years 1982-1984 and allow the ailing carrier two more years in which to become profitable. In common with the Reagan proposal, the House bill would replace the so-called "Title V" labor protective provisions with separation allowances, transfer Conrail commuter operations to local authorities or to Amtrak, and require reductions in the size of the system as well as \$200 million in annual concessions from labor.....However, word of a compromise between the two sides was widespread in early June, and the fate of the big railroad may soon become clearer.....CONRAIL's major labor organizations have agreed to defer about \$229 million in future pay increases, fulfilling a key element in the railroad's plan for survival.

CONRAIL has reported a loss of \$65.9 million in this year's first quarter, the smallest first-quarter loss in its five-year history. The improvement came despite a 6.6-percent decline in carloadings. Cost-cutting efforts, however, have been extremely effective, resulting in elimination of 6,058 jobs over the past year and closure of unneeded facilities.....Legislation has been introduced in Congress to settle the \$160-million

PHILADELPHIA EXPRESS (Continued from Page 11)

dispute between AMTRAK, CONRAIL and the commuter authorities over allocation of Northeast Corridor expenses. The Interstate Commerce Commission would be empowered to prescribe a settlement.....Donald N. Nelson, a former Jersey Central operating official, has been named general manager of CONRAIL's Philadelphia-based Eastern Region, succeeding J. Grant Robins.

CONRAIL last month dropped its opposition to the NORFOLK & WESTERN-SOUTHERN RAILWAY merger, in return for certain divisional concessions.....CONRAIL has won the prestigious "Golden Freight Car Award" from Modern Railroads Magazine for its development of petroleum unit train service. This was the second year in a row that CR won the marketing award in competition with the nation's railroads.....The newly-revived PHILADELPHIA BELT LINE RAILROAD announced a plan last month under which it will begin operations with its own locomotives and crews on July 1.....Rogers E. M. Whitaker, a New Yorker Magazine editor known far and wide as the legendary E. M. Frimbo, died May 11 in New York at the age of 82. The "World's Greatest Railroad Buff" traveled 2,748,636.81 miles by rail throughout the world, and kept meticulous records to prove it.

Ex-CONRAIL GG1 #4800 will go into the STRASBURG RAIL ROAD shops in mid-summer for restoration to its former Pennsy paint scheme.....After approving a new 40-month contract, most of the nation's 160,000 striking coal miners returned to work June 8 after a 72-day strike which severely impacted U. S. railroad traffic.....CONRAIL last year received \$49 million in U. S. Mail revenue, 35 percent of the national total.... The Ringling Bros. "Blue Unit" circus train passed through Philadelphia via CHESSIE and CONRAIL on April 28 enroute from Baltimore to Binghamton, NY.....UPPER MERION & PLYMOUTH NW2 #1009 has been transferred to the WISCONSIN & SOUTHERN RAILROAD, Horicon, WI, which like the UM&P is owned by Funding Systems, Inc. (Short Line)



FUNDING SOUGHT FOR GGI 4913

Through the cooperative efforts of the Horseshoe Curve Chapter, NRHS and the Railroader's Memorial Museum, GGI #4913 is now enshrined at the Railroader's Memorial Museum in Altoona, Pa. This appropriate resting spot is within sight of where # 4913 was built.

The Lovers of GGI #4913 consist of NRHS members, museum members, railroad employees and friends who want to share their love for # 4913 with all people. An estimated \$10,000 is needed to professionally sandblast the existing black Amtrak paint scheme, repair body dents, and restore the # 4913 to PRR tuscan red with five gold pinstripes.

A rededication date has been set for August 29, 1981. All lovers of 4913 are cordially invited to attend. Contributions should be sent to: Lovers of GGI # 4913, P. O. Box 1941, Altoona, PA 16603.

READING 50TH ANNIVERSARY TRIP POSTPONED

Philadelphia Chapter has been forced to postpone its July 26 MU car trip commemorating the 50th anniversary of Reading electrification in Philadelphia. This action was necessary because of the unexpectedly high price quoted by SEPTA and a serious delay in furnishing the quotation.

The Chapter is currently negotiating with SEPTA to reschedule the trip for a date in early fall, if a set of the original Reading "green" cars is still available. A further announcement will be made as to whether or not the trip will be operated.

DERBY RAILS 1981

SEPT. 3-7



AMTRAK MARKS 10TH BIRTHDAY *(Continued from Page 1)*

Following is a complete listing of all rail equipment on display at Union Station (shown in south-to-north order):

Track 7: Amtrak N68401 track geometry car; Washington Terminal TC650 high rail truck; Amtrak N10411 track tamper.

Track 8: Erie 400 privately-owned heavyweight business car; Amtrak 10090, 10091 baggage display cars; Amtrak 10002, 10001 Amtech instruction cars; Budd SPV-2000 self-propelled diesel passenger car.

Track 9: Amtrak 4935 restored GG1 electric locomotive; Chessie 904087 caboose; RF&P 2085 50-ft. boxcar; Conrail 1981 General Electric B23-7 diesel locomotive; Maryland DOT 9801 refurbished RDC-1; M-DOT 7184 F9PH diesel locomotive (ex-B&O F7 4472).

Track 10: Amtrak 355 F40PH diesel locomotive; Amtrak Superliner cars 32052 (sleeper), 38018 (diner), 33002 (lounge-cafe), 34018 (coach); Amtrak 39914 Hi-level coach dormitory.

Track 11: Amtrak 918 AEM-7 electric locomotive; Amtrak 5480 steam-heated coach; Amtrak 889 refurbished MetroClub car; Washington Terminal 59 Alco RS-1 diesel locomotive.

Track 12: Amtrak 161 Turboliner power car; Amtrak 190 Turboliner coach; Amtrak 28302 Amdinette; Amtrak 4017 rebuilt "Heritage" coach; Amtrak 3121 "Heritage" lounge; Amtrak 2456 "Heritage" sleeper Willow Grove.

Track 13: Amtrak 39 Bombardier-built LRC locomotive; Amtrak LRC coaches 40, 48, 49, 41, 45 cafe, coaches 43, 47, 42, 46, Amtrak 38 LRC locomotive.

Members of Lancaster and Jersey Central Chapters, NRHS were assigned to GG1 4935, which was equipped with a platform and steps so that the public could peer inside the cab. Senior Vice President Nelson Bowers and George Hart, director of the Railroad Museum of Pennsylvania, were on hand for long periods of time to answer questions about the 4935, which had been cleaned and retouched at Amtrak's Wilmington shops before being brought to Washington. Jersey Central Member Homer Hill prepared a special booklet on the famed GG1 which was offered to visitors free of charge. In addition, Lancaster Chapter Member Ken Murry had his impressive display of 4935 memorabilia set up on the platform alongside the locomotive.

In all, the event was a tasteful and fitting way for Amtrak to celebrate its first decade of service, at a time when new pressures to cut back the system are being exerted in the White House and halls of Congress. President Boyd, however, appeared confident during the ceremonies, inviting his listeners back for Amtrak's 20th anniversary.

* * * * *

Amtrak has announced a tenth anniversary commemorative gift offer:

(1) A full-color 16 x 16-inch lithographic print depicting Amtrak's official tenth anniversary design. Each print is individually numbered and suitable for framing. Price: \$10 each, including shipping and handling. (Item #10-1).

(2) A commemorative coin 1-1/2-inch in diameter with antique silver finish. The coin has the tenth anniversary design engraved on the front and the inscription "May 1, 1971-May 1, 1981" engraved on the back. Price: \$5 each, including shipping and handling. (Item #10-2).

Both items may be ordered from: Amtrak Catalog, P. O. Box 6464, Chicago, IL 60677, making checks or money orders payable to "Amtrak Catalog." Allow four to six weeks for delivery.

1981 Tenth Anniversary



ADDITIONS TO RAILROAD RADIO FREQUENCY GUIDE

The following radio frequencies should be added to the listings published in January and May Cinders:

Oregon, California & Eastern - 160.86 MHz
 Ringling Bros. and Barnum & Bailey Circus Trains - 151.625 MHz

(Information on Ringling Bros. courtesy of Baltimore & Ohio Railroad Historical Society)

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

CHAPTER OFFICERS:

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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.

Our Meeting:

Our June, 1981 program will feature a narrated slide talk by member Bill Vigrass on contemporary rapid transit, traction and railroading in Argentina and Brazil. In 1980, Bill made two trips to South America for transit consulting work and extensively covered the rail systems in Sao Paulo and Rio de Janeiro, Brazil, plus Buenos Aires and other cities in Argentina.

The program will include scenes of new rapid transit lines under construction, older systems being extended and ex-U.S. traction veterans still soldiering on. The local railroad scene will be explored as well, offering a fascinating blend of European, U.S., Japanese and locally-built equipment.

Our meeting date is Friday evening, June 19 at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. Meeting begins at 7:30 PM. Dinner, BY ADVANCE RESERVATION ONLY, will be served in the Club Dining Room at 6:00 PM (\$7.50 per person). Reservations, MANDATORY, PLEASE, MUST BE MADE ON OR BEFORE TUESDAY, JUNE 16, 1981 to Vice-President Tatnall at 215-828-0706.

We urge you to mark this date on your calendar and come out and enjoy Bill's always-excellent program, as we close out our meeting year.

Our usual summer dinner trip will be held on Friday, July 17, 1981. Full details are contained on Page 3 of this issue.

PHILADELPHIA CHAPTER
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