

CINDERS

March 1981



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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

Our Meeting:



The March, 1981 meeting of Philadelphia Chapter, NRHS will feature LONG ISLAND RAIL ROAD NIGHT, a narrated slide program present by Mr. Herb George of Dover, NJ. Through the medium of Herb's camera we will relive the great transitional years of the 1940's, 1950's and 1960's when diesels replaced steam, new M-1's replaced vintage MU's and historic branch lines disappeared.



This most knowledgeable Long Island historian will share some great memories and scenes from America's Number One commuter railroad with our group. As usual, our meeting is held on Friday evening, March 20, 1981, at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia.

All members and guests are encouraged to have dinner in the Engineers' Club dining room (BY ADVANCE RESERVATION, PLEASE) beginning at 6PM. The sit-down meal is \$7.50 per person, and reservations MUST BE MADE ON OR BEFORE TUESDAY, MARCH 17, 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 TV Lounge at 7 PM.

Members, please note: The date for the April meeting will be Friday, April 10, 1981, in place of the usual April 17. Deadline for the April issue of Cinders will be Friday evening, March 20, 1981.

1981 Slide Contest Winners

The 1981 Slide Contest of Philadelphia Chapter was the program portion of the February 20 meeting. A total of 13 contestants entered this year's contest, up from 11 last year, but still below the 15 entrants in 1979 and 21 in 1978. The category winners were as follows:

STEAM

- 1 - Phil Mulligan (Australian train on bridge from Chapter trip in 1980)
- 2 - Steve Salamon (Chessie Steam Special [2101] at tunnel on B&O Old Main Line)
- 3 - Ray Muller (Steamtown doubleheader)

DIESEL

- 1 - Steve Salamon (Western Maryland units exiting tunnel portal)
- 2 - Ray Muller (Budd RDC's in snow at Norristown, PA)
- 3 - Larry Eastwood (CP Rail E8 on Atlantic at St. John, N.B.)

MAINLINE ELECTRIC

- 1 - Gerry Williams (South Shore Line night shot)
- 2 - Steve Salamon (GG1 4935 on bridge)
- 3 - Doug Watts (GG1 in snow)

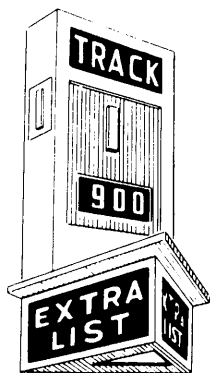
TRANSIT/RAPID TRANSIT/INTERURBAN

- 1 - Ray Muller (SEPTA snow plow in action on Norristown Line)
- 2 - Larry Eastwood (Toronto LRV/PCC night shot at Woodbine Loop)
- 3 - Steve Salamon (Yakima Valley freight train)

GENERAL

- 1 - Gerry Williams (Interior of Cincinnati Union Terminal)
- 2 - Steve Salamon (Interior of Anacostia tower)
- 3 - Tom Weldon (Union Pacific station, Salt Lake City, UT)

(Continued on Page 10)



MARCH 14, 1981: Excursion over lines of SEPTA City Transit Division, using Kawasaki-built trolley #9000 and 1940-vintage PCC #2054, sponsored by Metropolitan Philadelphia Railway Association. Leave Woodland Depot, 50th & Greenway, at 11 AM. Fare: \$10 on day of trip, \$5 for children under 12. Information from: MPRA Trip Committee, 7228 Radbourne Road Upper Darby, PA 19082.

MARCH 28-29: 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. Tickets are \$7. adults and \$5.50 children under 12. For tickets, contact: 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 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 and information available from: Philadelphia NRHS Steam Safari, c/o Glen Roc Travel, 194 Scotch Road, Trenton, NJ 08628.

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, NY 11373, enclosing stamped, self-addressed envelope.

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, 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 stamped, self-addressed envelope. For information on 4449 trip write: Pacific Northwest Chapter, NRHS, Room 1, Union Station, Portland, OR 97209, enclosing SSAE.

MAY 8-10, MAY 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 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 Edmunston, 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 Robinson, 470 Railroad Club, 391 Cottage Road, South Portland, ME 04106.

MAY 31: "Blue Comet" rail excursion from Newark to Earle, NJ and return, including ride behind Baldwin diesels over private U. S. Navy railroad between Earle and Leonardo, NJ and inspection of locomotive facilities at Earle naval installation. For further information, send stamped, self-addressed envelope to sponsor: Jersey Central Chapter, NRHS, P. O. Box 700, Clark, NJ 07066.

(EXTRA LIST continued on Page 3)

EXTRA LIST (Continued from Page 2)

JUNE 6, 1981: Amtrak "Farewell to GGI's" excursion between Harrisburg and Philadelphia, using two of these famed electric locomotives prior to their retirement. Sponsored by Lancaster and Philadelphia Chapters, NRHS. Further details will be made available as soon as possible.

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 a half century of electrified operation on Reading's suburban Philadelphia lines. Details forthcoming in Cinders and through direct mailing to all members.

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 annual convention at Louisville, KY, featuring excursions behind Southern's rebuilt ex-C&O 2-8-4 #2716. Events include trips on Louisville & Nashville, 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.



Chessie System

MARYLAND DIVISION

THROUGH FREIGHT TRAIN SERVICE

(All Trains Operate Daily Except as Noted)

CORRECTED TO FEBRUARY 15, 1981

EASTBOUND TRAINS

TRAIN	BALTIMORE (<i>Bay View</i>)	WILMINGTON (<i>Wilmington</i>)	PHILADELPHIA (<i>East Side</i>)	PHILADELPHIA (<i>Park Jct.</i>)
CPTT(a)	Ps 0320	Ps 0445	Ar 0530	
CSTT(c)	Ps 2300	Ps 0025	Ar 0110	
88	PS 0230	Lv 0530	Ar 0630	
NE-84	Lv 1700	Ps 1900	Ar 2000	Ps 1000
PHTT(a)	Ps 0555	Ps 0745	Ar 0830	
PH-90	Lv 0600	Lv 0845	Ar 0930	
396	Lv 0030	Ar 0300		
682	Lv 0800	Lv 1045	Ar 1145	

NOTES TO SCHEDULES:

- (a) - Except Tuesday
- (b) - Except Sunday
- (c) - Except Monday

Ar - Arrive Lv - Leave Ps - Pass

KEY TO TRAIN SYMBOLS:

- CPTT - Chicago to Philadelphia (trailer train)
- CSTT - Potomac Yard to Phila. (trailer train)
- 88 - East St. Louis to Philadelphia
- NE-84 - Potomac Yard to Park Jct. (to D&H)
- PHTT - East St. Louis to Phila. (trailer train)
- PH-90 - Baltimore to Philadelphia
- 396 - Saginaw to Wilmington
- 682 - Potomac Yard to Philadelphia

WESTBOUND TRAINS

TRAIN	PHILADELPHIA (<i>Park Jct.</i>)	PHILADELPHIA (<i>East Side</i>)	WILMINGTON (<i>Wilmington</i>)	BALTIMORE (<i>Bay View</i>)
CHTT(b)		Lv 2300	Ps 2345	Ps 0135
85		Lv 1700	Lv 1900	Ar 2045
FLTT(b)		Lv 2200	Ps 2245	Ps 0035
GW-97		Lv 2130	Lv 2315	Ps 0115
NE-87	Ps 2000	Lv 2310	Lv 0100	Ar 0300
SLTT(b)		Lv 2030	Ps 2115	Ps 2305

- CHTT - Philadelphia to Chicago (trailer train)
- 85 - Philadelphia to Potomac Yard
- FLTT - Philadelphia to Potomac Yard (trailer tr)
- GW-97 - Philadelphia to East St. Louis
- NE-87 - Park Jct. (from D&H) to Potomac Yard
- SLTT - Philadelphia to East St. Louis (trailer train)

CHAPTER TO OFFER AREA RAIL BOOKS

Two fine new publications will be available for purchase at the March 20 Chapter meeting. They are:

Atlantic City Railroad, "The Royal Route to the Sea," a 172-page history of that Reading-owned PRSL predecessor by W. George Cook and William J. Coxey, published by West Jersey Chapter, NRHS. Price: \$22.95.

50th Anniversary, 1931-1981, a 32-page illustrated history of the Lackawanna Railroad electrification in North Jersey by Wes Coates, published by Jersey Central Chapter, NRHS. Price: \$5.00.

In addition, we will have for sale some of the last copies available of Philadelphia in Motion, subtitled "A Nostalgic View of How Philadelphians Traveled, 1902-1940," by John W. Boorse, Jr. Published in 1976 by Chapter Member Ron DeGraw's Bryn Mawr Press, this 96-page book is an excellent photographic chronicle of the "golden age" of public transportation in the local area. Price: \$7.95.

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

The clock is ticking down toward March 15. With SEPTA and the Transport Workers Union deadlocked on such key issues as the no-layoff clause, part-time employees and higher fringe benefits, a strike appears certain and 400,000 daily riders of the City Transit Division will be looking for alternate transportation. Job security, not wages, is the workers' prime concern this year, what with management talk that SEPTA might be forced to lay off up to 60 percent of its employees within two or three years if the Authority's financial picture continues to worsen. TWU Local 234 represents nearly 5,000 operators, mechanics and cashiers whose two-year contract is about to expire.

At a union pre-strike meeting on March 1 Local 234 President Dominic DiClerico denounced General Manager David L. Gunn as a "misfit," "carpetbagger" and "union buster," demanding that Gunn be fired. In spite of SEPTA's pleadings that it must have more flexibility to cut costs and cannot afford to pay higher wages or benefits, one TWU official declared that "the workers are still underpaid and underfringed." The union didn't cause SEPTA's problems, he concluded, and shouldn't be made the scapegoat. Whereupon the 2,000 assembled members unanimously voted to authorize a strike if no settlement is reached by midnight of March 14.

SEPTA has completed plans to beef up commuter rail service during the strike (see below). It has also prepared a leaflet for distribution to Red Arrow patrons showing service changes on suburban routes and the best ways to get to railroad stations.....Departing from past practice, Red Arrow Division will cancel all Media and Sharon Hill trolley service on Day 1 of the strike and substitute buses. The rail cars are maintained by City Division employees at 69th Street shop and would ultimately fall by the wayside as the strike continued..... Another new wrinkle this year will be free bus service between the Bryn Mawr stations of the Norristown High-Speed Line and the Paoli commuter line.



The strike will save SEPTA a lot of money, but it may not be enough to avoid a cash crunch in July. According to SEPTA Treasurer George W. Miller, the Authority could run out of funds because fuel costs have risen more sharply than expected, \$10 million in promised state aid has not arrived and ridership on the commuter rail system has dropped by nearly 20 percent since the big January 1 fare increase. An unfunded deficit of more than \$15 million is looming by June 30.....SEPTA is already considering another fare hike for its three transit divisions, General Manager Gunn said last month, but not for the commuter lines. A recent study by SEPTA's staff projected a 75-cent base fare by 1982 and a \$1 fare by 1985.

Meanwhile, the outlook in Washington is bleak. President Reagan's budget proposals call for major reductions in mass transit operating subsidies and capital funding, as part of a general cutback in Federal transportation programs. Under the Reagan plan operating subsidies, now totaling \$1.1 billion a year nationwide, would be phased out completely by 1985. For its \$350 million operating budget for Fiscal Year 1981 SEPTA expects to receive about \$48 million from Uncle Sam. And, as reported by Business Week, Reagan proposes to slash Federal grants for purchasing transit equipment and building new systems by \$4.5 billion over the next five years. "Since the Federal government pays 80 percent of the capital costs of mass transit," says BW, "the reductions will devastate the order books of bus and rail transit car manufacturers. The most important domestic losers will be General Motors, Grumman Flexible Corp. and Budd Company, the sole remaining U.S. maker of railcars."

All of this increases the pressure for higher fares and service cuts on the nation's mass transit systems. SEPTA, the third largest operator in the U.S., will likely be no exception. While the cutoff of operating funds will be bad enough, SEPTA needs at least \$1 billion in capital grants just to rebuild the deteriorating commuter rail system--not to mention its transit properties. (The Authority expects to get \$154 million in Federal money for capital projects this year.) One bright spot, however, is the fact that SEPTA has no "new" projects on the drawing board, which would be eliminated completely under the Reagan plan. Projects already being built, such as Philadelphia's center city commuter tunnel, will be funded to completion.

The Reagan budget-cutters got some new ammunition last month when the General Accounting Office released a report showing that mass transit revenues are falling behind costs at an increasing--and alarming--rate. In its report to Congress the GAO said that U. S. transit systems have kept their fares too low and have failed to increase employee productivity enough to offset rising operating costs, which exploded from \$2.5 billion in 1973 to \$5.5 billion in 1979. Federal subsidies currently provide about 16 percent of transit system funds, the states chip in another 12 percent and local assistance comes to 26 percent, with the farebox accounting for only 46 percent. The GAO concluded that low fares have been encouraged by these subsidy policies.

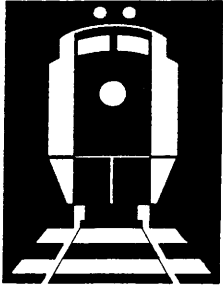
Two-way radios will be installed in all SEPTA buses and trolleys, under an \$8 million contract approved by the SEPTA board last month.....David Girard-diCarlo was re-elected SEPTA chairman and Judith Harris named vice-chairman at the February board meeting. Harris, one of two Philadelphia representatives, is the first black member of the SEPTA board.....David Feeley is SEPTA's new assistant general manager-operations, replacing G. Wray Thomas. Feeley came to SEPTA in 1979 from Boston's MBTA.....Major interior rehabilitation is being done at 69th Street Terminal, including a new entrance area for the Market-Frankford trains. The old Penn Central spur track leading to the 69th Street car shops has been torn up.

Safety continues as a major concern on SEPTA, resulting in a City Hall demonstration on February 27 by a group known as "FIST" (Feminists Insist on Safe Transit). The protest followed a recent midday rape at City Hall subway station and the beating and robbery of two women on a Broad Street subway train.....SEPTA and City agencies are still trying to locate the source of an oil leak in the surface car subway tunnel just west of 22nd Street station..... (Please continue to Page 5)

ODDS AND ENDS *(Continued from Page 4)*

SEPTA is planning to build a new substation near Tioga station on the Frankford El. The \$3.5-million facility will replace an obsolete power station in the same area.....A prime target of the Reagan Administration's regulatory task force is the present Transportation Department rule requiring that mass transit systems be made fully accessible to handicapped persons. Compliance with the rule, if carried out nationwide, could cost billions of dollars.

SEPTA is marshalling all available equipment on its commuter lines to cope with an expected surge in ridership during the transit strike set for March 15. Among the more unusual operations will be: leased Amtrak GG1's and steam coaches on Trains 505 and 507 from Trenton to Philadelphia, returning as extras from 30th Street (lower level) at 4:35 and 5:30 PM; ten MP54 MU cars hauled by diesel locomotives from West Trenton to Reading Terminal and return (Trains 537 and 554), and revival of the six-car push-pull train on #4 and 7 between Reading and Philadelphia. As in past strikes, huge crowds can be expected at Suburban Station, 30th Street and Reading Terminal during afternoon rush hours, and special crowd-control plans will be in effect. All tickets will be collected at the gates.



By the time that Philadelphia's \$320 million center city rail tunnel is opened for service in 1984, there may be no trains to run through it. SEPTA General Manager David Gunn said last month that the commuter rail system is in danger of going bankrupt. "There is a pretty good possibility that the commuter service will end before the tunnel is completed," he told The Bulletin. "I don't know what we'll do with it. Maybe we'll store cars in it." The 13 commuter lines now operated by CONRAIL under contract with SEPTA are expected to run up a deficit of \$10 million by the end of the current fiscal year on June 30 and no funds are available to make up the shortfall. Conrail already has claims against SEPTA for \$33 million which it says is owed from previous years.

Threatened cutbacks in commuter service to Wilmington and other northern Delaware stations took effect as scheduled on March 1. SEPTA issued a new timetable on that date, showing that only seven round-trips to Wilmington remain and both Newark trains are gone. The last SEPTA train leaves Wilmington at 12:35 PM seven days a week, with afternoon riders to Philadelphia now forced to use AMTRAK.....At its February 25 meeting the SEPTA board postponed a decision on abandoning train service to Bethlehem, Reading and Pottsville, but scheduled a special meeting early in March to vote on the proposal. Despite strong opposition from the areas affected and threats of court action by the State Public Utility Commission, the board may still go for an April 1 train-off date.

Senator William V. Roth of Delaware has written to The Bulletin to say that he is "alarmed" about the reduction of SEPTA commuter service to Wilmington. Bulletin Columnist D. I. Strunk pointed out that this is the same Senator who co-sponsored the "Kemp-Roth" tax-cut bill, which suggests massive reductions in Government spending and subsidies.

CONRAIL Chairman L. Stanley Crane last month appeared before the House Subcommittee on Transportation and Commerce in New York to repeat his plea that Conrail be relieved of the job of running passenger trains. He told the committee chairman, Congressman James Florio of New Jersey, that Conrail loses between \$50 and \$100 million a year in carrying out its contracts with five state authorities and with AMTRAK. The railroad has diverted about \$230 million of its own funds to passenger services since 1976, Crane said, \$150 million of it for commuter operations. The major reason for the losses, he explained, is the failure of Conrail, Amtrak and the commuter authorities to agree on cost-sharing formulas for the rail lines. He suggested that the big job of hauling passengers in the populous Northeast be turned over to another agency so that Conrail can concentrate on its primary mission of improving freight service.

At the same hearing New Jersey DOT Commissioner Louis Gambaccini proposed creation of a new public corporation to take over all AMTRAK and CONRAIL passenger services in New York, New Jersey, Pennsylvania, Connecticut, Delaware and Maryland. Tentatively called the Northeast Corridor Corp., the new agency would eliminate the present problem of several different authorities and Amtrak running trains over the same tracks and trying to divide the costs. Gambaccini said that he didn't oppose Conrail's departure, as long as the transition was carried out smoothly and without service interruptions. Two potentially sticky problems, he acknowledged, would be changing labor agreements and getting Amtrak to give up its busy Northeast Corridor route.

Several major rail projects, including reconstruction of Northeast Corridor trackage between Arsenal and Brill interlockings in West Philadelphia, will be the subject of a public hearing held by the City on March 16. Other projects to be discussed are connecting the 11th Street subway station with the new Market East commuter rail station and installation of closed circuit television monitors in center city rail stations and concourses. Total cost of the projects is estimated at \$45.7 million.....Above-ground work on the center city rail project is advancing rapidly in the area north of Spring Garden Street. Overhead catenary structures are virtually complete at the point the new line joins the present elevated trackage near 8th & Poplar Streets, with rail service suspended on several Sundays to permit the work to proceed. As we reported last month, however, Project Coordinator George Schaeffer has revealed that the \$320 million project is now running \$2 million over budget.

The original Reading MU car #800, has begun its move from Reading, PA to the State Railroad Museum at Strasburg, the car being located at Lancaster on March 6, scheduled to make the final miles to Strasburg on March 10. Philadelphia Chapter paid for movement of the 50-year-old car, which was donated to the Museum by SEPTA.

(Continued on Page 6)

ODDS AND ENDS *(Continued from Page 5)*

MP54 MU #415, still in Pennsylvanian red, has received interior refurbishing at Powelton Avenue yard in West Philadelphia. Car #447, another of the few remaining red cars, is getting similar treatment..... A Pittsburgh-Greensburg commuter train, dubbed the "Parkway Limited" was set to begin March 4, using a set of AMTRAK 5400-series coaches, an ex-E8 heater car leased from Amtrak, and a pair of CONRAIL U36B diesel locomotives. There are only four of these units on CR's roster, #2971-2974, which were originally built for AUTO-TRAIN.

PennDOT has announced plans to build a bridge to carry Island Avenue over CONRAIL's Chester branch in Southwest Philadelphia, thus eliminating the last grade crossing on the route of the planned Airport High-Speed Line to be completed in 1983.....The staff of Delaware Valley Regional Planning Commission (DVRPC) has recommended a "Year 2000 Transportation Plan" calling for \$2.5 billion to be spent on transit improvements in the nine-county Philadelphia region and another \$2.5 billion on highway projects over the next 20 years. The plan, which the DVRPC board is expected to approve by this fall, contains such features as: instituting passenger service on the Octoraro rail line to Oxford, PA, electrifying the former Reading Newtown branch and New York Short Line, constructing three extensions of the PATCO system in New Jersey and building a new subway station at 20th and Market Streets.....The ex-Reading station at Leesport, PA on the Pottsville branch was torn down in December.

Maybe SEPTA service isn't so bad after all. Last month the Inquirer reported that thousands of commuters in Sao Paulo, Brazil, enraged by a train breakdown, went on a three-hour rampage, burning the five-car train stoning police and firefighters as well as the railroad station and 50 buses. At the height of the riot, rail workers stripped off their uniforms to escape detection and quickly fled the scene. The commuters' wrath had been ignited when the homeward-bound train, jammed with 2,500 riders (some hanging from windows and between cars) ground to a halt in the latest in a long string of transportation foul-ups in the city of 12.5 million—where it often takes up to four hours to commute between work and home.....SEPTA has built a loading ramp for handicapped passengers on the new inbound platform at Amler. There could be a problem, however, when the station opens for service, because no similar platform has been built on the outbound side.

AMTRAK, like other rail passenger systems, expects to take its lumps under President Reagan's budget-cutting plan. The plan proposes a \$25 million cut in Fiscal Year 1981 and \$325 million in 1982, increasing to \$904 million in 1985. In its report the Office of Management & Budget took aim at Amtrak's long-distance trains, pointing to the fact that riders pay only about 40 percent of the cost of running the service and demanding that each route be required to cover 80 percent of its costs by 1985. "The (present) subsidies are a grossly inefficient use of tax dollars, especially when train travel represents only one percent of intercity travel," the report concluded.



The day after the President delivered his economic message to Congress on February 18, AMTRAK unveiled its 1982 operating budget of \$716 million, a \$2 million drop from the current year's budget and \$103 million more than the total Amtrak outlay provided in Reagan's budget proposals. But adding Amtrak's already approved \$254-million capital budget to the \$716 in operating funds puts the Amtrak requests about 50 percent above the Reagan plan.....Even the full \$716 million will require some service cuts, AMTRAK President Alan Boyd announced. These will include elimination of seven or eight "clockers" between New York and Philadelphia, three round trips Philadelphia-Harrisburg, the New York-Harrisburg Valley Forge and several long-distance trains such as the Washington-Chicago Cardinal. Presumably the cuts would take effect October 1, the start of the new fiscal year.....The President also proposed cutting back funding for the Northeast Corridor Improvement Project from \$2.5 billion to \$2.19 billion through 1984. DOT budgeteers suggested that it is unnecessary to reduce running times to two hours and 40 minutes between New York and Washington and that electrification of the New Haven-Boston line should be deferred.

A decision on which museum will get GGI #4935 is expected to be made this month by AMTRAK officials. NRHS is supporting an effort to send the famed locomotive to the State Museum at Strasburg.....While AMTRAK has until the end of this year to remove its last GGI's from service or replace the toxic Pyranol fluid in their transformers, it still appears likely that the few survivors will be gone by summertime. The sale price for GGI's is \$5,000 apiece to bona fide museum groups.....Unrebuilt Metroliners #801 and 813 continue in Philadelphia-Harrisburg service, but lately have been making two round trips instead of one on weekdays. Look for them on Trains 603-608-609-612.....A group of 27 AMTRAK steam coaches were moved from New Haven to Beech Grove shop near Indianapolis February 21-22, for installation of head-end power. The train passed through Philadelphia about dusk on Saturday behind GGI's 4914 and 4915, bound for Harrisburg.....AMTRAK's Philadelphia-Pittsburgh train, the Pennsylvanian, carried 53,494 passengers during its first seven months of operation, beginning last April. This is less than the goal set by PennDOT, which is partially funding the service, but the \$700,000 in revenues is ahead of predictions because passengers are riding further than expected.

AMTRAK has closed "Nassau" tower at Princeton Junction, NJ on third track and all day Saturdays, Sundays and holidays. Amtrak also plans to consolidate "Millham" and "Fair" interlockings in Trenton into a new facility, "Fairham" interlocking. The two towers are only about two miles apart (Jersey Central Lines)..... A recent visit to Budd Company's Red Lion plant found several AEM-7 body shells being built for AMTRAK, plus several SPV-2000's from New Haven home for repairs and many new Chicago transit cars under construction. No sign, however, of the Amfleet II cars to be built for Amtrak long-distance service. Budd's innovative piggyback flatcar, the "LoPac 2000," was also on hand prior to going west to SOUTHERN PACIFIC for tests. The six-unit articulated car, numbered BUDX 2000, has already run successful tests on CONRAIL and the RF&P and should attract several buyers. It is Budd's first venture into the freight-car building field.

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ODDS AND ENDS (Continued from Page 6)

CONRAIL will receive a final infusion of \$350 million this year and next from the Federal government, under budget proposals submitted by the Reagan Administration. The hope is that this "one for the road" appropriation, coupled with a slimmed-down system, changes in work rules and a further reduction in Conrail's 78,000 employees, will finally put the big system on the road to profitability. Suggestions on how this should be done are contained in reports to be submitted to Congress on April 1 by U. S. Railway Association, the Federal Railroad Administration and Conrail itself, along with other scenarios for dealing with the nagging rail problems of the Northeast. It is believed that as much as 5,000 miles of lightly-used track may be recommended for abandonment as part of the restructuring effort. However, some Senators and Congressmen will fight any attempts to dismember the railroad by "controlled transfer" or other means, as has been suggested in some quarters. Indeed, it now appears that Conrail will emerge more or less intact from the shrinking process, a smaller, hopefully viable operation. To date, the 18,000-mile system has drawn down all but \$55 million of the existing \$3.3-billion Federal loan package, of which \$2.8 billion has gone for rebuilding plant and equipment. Conrail is now seeking \$329 million in additional funds authorized by last year's Staggers Rail Act but not yet appropriated.

In an effort to head off a major drain of its operating funds, CONRAIL last month asked the Reagan Administration to assume all labor protective payments to displaced employees, which could cost the railroad over \$1 billion as it continues to cut its forces. The original appropriation of \$250 million ran out last year and present funding could be exhausted by the end of 1981.....CONRAIL's fourth quarter deficit in 1980 dropped to \$12 million on revenues of \$1.04 billion, the smallest fourth quarter loss in the railroad's four-year history. For all of 1980, however, the deficit widened to \$243.7 million on revenues of \$3.99 billion, compared with a restated 1979 loss of \$220.5 million on revenues of \$3.96 billion. The railroad suffered a decline of nearly 20 percent in carloadings in the second and third quarters of 1980 versus 1979, due mainly to the slackening economy, but that eased to only 6.9 percent in the fourth quarter.

CONRAIL has filed a petition with the ICC opposing the merger of NORFOLK & WESTERN and SOUTHERN RAILWAY into NWS. Conrail said it would be left without a "friendly connection" in the South and asked for trackage rights over N&W lines to Kansas City as well as other protective conditions.....CONRAIL's "Train Dynamics Analyzer", a computerized simulation device for training locomotive engineers, has been making the rounds of yards in this area. Housed in the shell of a motor home, the \$50,000 machine has appeared at Enola, Wilmington and Baltimore in recent months as part of a systemwide training cycle.....The planned purchase of 100 new diesel locomotives this year by CONRAIL and rebuilding of 60 older units is still in doubt as a result of lower than normal traffic levels.....Stephen A. Frasher, 32, has been named as superintendent of CONRAIL's Harrisburg Division, succeeding A. G. Lageman, III, who retired after nearly 40 years of service.....Recent brushcutting has restored the fine view of Horse Shoe Curve from the public tourist area. The #2 track between Altoona and "Benny" has been removed from service, and it is understood that one of four tracks in the area of the famed curve will soon be lifted.

CONRAIL 2074 (ex-Lehigh & Hudson River #24) was delivered to the MARYLAND & DELAWARE RAILROAD at Seaford on March 3, having been sold to the parent company of M&D and VIRGINIA & MARYLAND. The 2074 was the last of Conrail's Alco C420's.....Ex-CONRAIL (ex-New York Central) business car #1 has apparently been sold to the COLUMBUS & GREENVILLE RAILWAY, Columbus, MS. The car was deadheaded south through Washington on February 5.....The two EMD-owned electric locomotives, #4975 and 4976, were restored to service by CONRAIL on February 16. In mid-January CR put about 40 of its E44 electrics back to work after having stored its entire electric fleet for about ten days.....CONRAIL's Trenton branch freight line was washed out February 11 by a flash flood just west of King of Prussia. Service was restored the next day.....CONRAIL's fleet of retired GG1's remains stored at Wilmington pending sale to scrap dealers.

The ICC last month took final action to deregulate all rail piggyback service, effective March 23. Unless delayed by court challenges, the action will represent the most sweeping action to date in the agency's program to remove unnecessary regulation from the railroads, allowing them to compete more freely with the nation's giant trucking industry.....After all these years, quite a few freight cars bearing the marks of CONRAIL pre-predecessor lines are still floating around the rail system. Keep an eye open for these oldies: 278 Erie cars (235 of them boxcars), seven Lehigh & New England covered cement hoppers, 57 New Haven cars (23 of them covered hoppers), and 83 Lackawanna cars (32 of them boxcars). Of course, hundreds of cars bearing "PRR" and "NYC" marks are still to be found but these smaller roads are becoming collectors' items (Information from January 1981 edition of the Official Railway Equipment Register).

CONRAIL plans to install warning devices at more than 300 highway grade crossings this year. Nearly 1,000 crossings have received similar protection since Conrail was formed in 1976.....The U. S. Department of Transportation has decided to investigate CONRAIL's handling of alleged overbillings by private contractors working on a \$15 million rebuilding project at the Altoona locomotive shop. A Conrail employee who uncovered the incorrect \$285,000 billing said he was fired after he went to the FBI with documents related to the overbilling. Conrail has contended that the employee resigned.....The Delaware River Port Authority has begun a feasibility study for constructing a modern coal terminal at CONRAIL's Port Richmond yard in Northeast Philadelphia. The only active coal terminal in the port is now Pier 124 in South Philadelphia, which is to be rebuilt under a \$22-million project partially funded by the State.

Notwithstanding many reports in the railfan press, the Steamtown Museum has dropped its plans to move all or part of its operation from Bellows Falls, VT to Kingston, NY. If it ever happens, it will be far in the future, according to Steamtown Director Don Ball, Jr. A year or two ago one fanclub newsletter in New York trumpeted for several issues that it had "scooped" everybody with word of the move to New York State. Turns out it was a scoop that never happened.....Morrison-Knudsen TE50-4S demonstrator locomotive #5001 moved from the MAINE CENTRAL to the WASHINGTON TERMINAL in late January, replacing the Rumanian-built diesel-hydraulic locomotive

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ODDS AND ENDS *(Continued from Page 7)*

("Quarter Horse") #78 operated by WT for several years (Potomac Rail News).

Another notable rail anniversary to add to the 1981 list published here last month: PRR's Broad Street Station in Philadelphia opened for service on December 5, 1881.....Ex-CANADIAN PACIFIC 4-6-0 #972, normally based at Jim Thorpe, PA, is still in the STRASBURG RAIL ROAD shop for boiler retubing.....The Crystal Restaurant, a Reading, PA landmark for 70 years, was gutted by fire on February 26. Philadelphia Chapter held its summer dinner there in July 1978.....We hear that CHESSIE SYSTEM will schedule almost 50 steam trips with 4-8-4 #614 this year, including a run to Philadelphia.....The 614 and its Safety Express consist will ferry back from Jacksonville, FL to Richmond, VA March 20-22, with overnight stops in Charleston, SC and Hamlet, NC. (High Green).

Those new CHESSIE piggyback trains between Philly and Potomac yard (see February Cinders) are symbolized FLTT ("Family Lines Trailer Train") and CSTT ("Chessie System Trailer Train"). A Chessie Philadelphia freight schedule is shown elsewhere in this issue.....William Grant, a longtime Wilmington shop employee and rail photographer, died February 19 in Wilmington at age 71. Mr. Grant presented a program to our Chapter a few years back.....A bicycle trail has been opened between Shawmont and Spring Mill, along the right of way of the former Penn Central Schuylkill branch.

CONRAIL has reassigned its only two SD7 locomotives, #6998 and 6999, from Allentown yard to Morrisville (Hostler).....BLACK RIVER & WESTERN RSI #211 has appeared at Bethlehem enginehouse where CONRAIL forces changed out two traction motors. CR performs all heavy repair work for BR&W (Hostler).....John F. DePodesta, 36, former general counsel for CONRAIL, is reported to be a leading candidate for chairman of the ICC. Another Philadelphia railroad lawyer, Robert Blanchette, has been nominated as Federal Railroad Administrator. Blanchette is a former trustee of Penn Central Transportation Company. To complete the circle, the new Secretary of Transportation, Drew Lewis, served as a trustee of the Reading Company until it emerged from bankruptcy in December 1980.....PATCO has received the last of its 46 new Canadian Vickers cars, but as of late February #293, 294, 295 and 296 had not yet been accepted for service....."Tuckahoe" interlocking on CONRAIL's Cape May branch is expected to be removed from service after the 1981 summer season, becoming an unmanned block-limit station. A new radio tie line will enable Winslow tower to communicate with trains as far south as Cape May (Crew Caller).

That rare Lima switcher #40 from U. S. Pipe & Foundry, reported on here last month, has been sold to the Whitewater Valley tourist railroad at Connersville, IN. WV already has a sister Lima from Cincinnati Union Terminal.....VIRGINIA & MARYLAND RAILROAD has reported 1980 earnings of \$114,734 on revenues of \$3.3 million, compared with a loss of \$363,402 in 1979.....A group of 77 ex-NEW HOPE & IVYLAND ("McHugh Brothers Line") boxcars have apparently been acquired by Railbox, a division of Trailer Train. The cars now bear three-digit "RBOX" marks (Harrisburg Rail Review).

Ross Rowland, Jr. of steam locomotive fame appeared before the University of Pennsylvania's Wharton School Transportation Club on February 17 to describe his "ACE 3000" project. American Coal Enterprises, which Rowland heads, is planning to build a modern coal-burning, environmentally-sound steam locomotive known as the ACE 3000.....San Francisco Municipal Railway is seeking a \$17.2-million Federal grant to buy 15 more Boeing LRV cars to supplement 100 such cars already in service. The cars were originally built for Boston's MBTA but the contract was cancelled after many problems developed with the LRV fleet in that city.....Warning to railroad radio fans: Don't rush out to see the new movie "Scanners." It has absolutely nothing to do with radios but instead deals with people who can kill by sheer brainpower. They are not likely to be railfans.

HISTORIC CABOOSES OPENS MUSEUM SEASON

It's really a crummy show.

"Crummy" is railroad slang for a caboose, and this special exhibition at the B&O Railroad Museum traces the history of that specialized car from its makeshift origins to the all-steel offices-on-wheels that carry today's freight crews. Visitors to the museum's huge domed roundhouse can walk through a train of cabooses that span nearly a century of typical designs. A full complement of scale models and graphics rounds out the exhibition, latest in a series of special showings at the Chessie System Railroads' Baltimore Museum.

The exhibition, which runs through March 29, features a classic turn-of-the-century, four-wheeled cupola caboose, a rare "wagon-top" from the Forties, and one of Chessie's newest bay-windowed "supercabs." The wagon-topped model, considered a daring innovation in its day, is the latest addition to the B&O Museum's roster of historic railroad equipment, the nation's most comprehensive.

According to museum staffers, the first cabooses were converted boxcars. During the 1840's as rail crews began to make progressively longer trips, they fitted out smaller freight cars with stoves and desks. Second-story cupolas, allowing better visibility, were added to the cars at the time of the Civil War, and a standardized caboose design evolved by the mid-1870's. The B&O' America's first railroad and a perennial pioneer in equipment designs, was responsible for many improvements in cabooses, including the "bay window" which has largely replaced the cupola.

The B&O Museum, operated in the public interest by the Chessie System Railroads, is open from 10 until 4 each Wednesday through Sunday. It is located in the historic Mt. Clare district near Baltimore's downtown Inner Harbor.



Well, it's all over out West, as the *Sunset Limited* leaving Los Angeles on February 24 ended regularly-scheduled steam-heated Amtrak service west of our area. Of course, there is the weekly Reno Fun Train left to soldier on until its season runs out, but this is a special case. One of the last *Sunsets* carried a five-car set of Finley Fun-Time Tours cars for a tour to Mexico via El Paso. The cars were Glen Annie, Audubon Park, Elihu Redfield, Stones River and Julia Henry Redfield. Apparently, the cars were to be returned in a special move behind a single SDP40F.

Meanwhile, GE P30CH locomotives once again have taken to Southern Pacific rails as pairs of 700-series units are assigned to the *Sunset Limited*. No new power is due for several months and power is spread thin so the "Pooches" once more have gone into the breach.

The 12 remaining Amtrak GG1's seem to be spending some time on New York & Long Branch trains, but still take their share of prestige assignments like the *Silver* trains between New York and Washington. One problem is that E60 #950 is out of service with fire damage.

Plans are to add two "clocker" sets to replace leased Jersey Arrow MU cars. These will be the two sets promised for the SEPTA strike duty, presuming, of course, that the strike is over by the 1st of April. New Jersey Transit has jacked up the rent several times the old rate at the end of this coming April, so Amtrak has elected to place newly-available spare coaches into this service. That's to continue until the Fall, when new Amfleet II cars should come into service on several longer-distance trains, releasing Amfleet I cars for clocker service.

Twenty-seven former Penn Central "Congressional" coaches were deadheaded in a single train from New Haven and Sunnyside to Beech Grove. GG1's 4914 and 4915 handled the train to Harrisburg with two F40PH's beyond. The cars will be rebuilt to HEP for "clocker" service and will begin filtering back in June.

February deliveries of Superliners included three diners, five lounges and five sleepers. Still to come are six diners, eight lounges and 37 sleepers.

A list of trains to be removed if proposed budget cuts are implemented includes the *Cardinal* and *Shenandoah*. The Washington section of the *Broadway Limited* will be rerouted via the B&O through Cumberland. Three lightly-used Corridor trains would come off as would all "clockers" and most Harrisburg trains. (The states of Pennsylvania and New Jersey, of course, are free to operate or fully-subsidize these trains if they so elect). Commuter services not fully-funded will be discontinued - these are the Valparaiso trains, *Blue Ridge* and *Michigan Executive*. Finally, the *Inter-American* would revert to a tri-weekly train between St. Louis and San Antonio, deleting the lightly-used stubs to Laredo and Houston. On the other hand, the train would receive Superliner cars and carry through cars over the *Sunset Limited* route to Los Angeles.

As February ended, 27 of the 30 SDP40F's intended as trades on the next generation of F40's had been forwarded to EMD. A last-minute change found #510 substituted for #500 after the former unit was involved in a grade-crossing accident.

Sunnyside had 24 coaches at last count, and will probably be allocated some Hialeah-based (steam) cars freed up by conversion of the *Silver Meteor* to HEP. Twelve coaches in Florida service are still needed at Beech Grove, but some 30 cars would probably be available when all of the *Silver Meteor* trainsets are converted. As February ended, lounge cars 3310-11 and 3313, and 12 coaches (4414, 4417, 4419, 4423, 5010, 5012-18) were the only remaining cars of the 158-car *Crescent-Silver Meteor* program not yet forwarded to Beech Grove for conversion.

In the 1981 HEP conversion program, Hialeah owes Beech Grove eight baggage-dorms, three Slumbercoaches, three sleepers, three diners and several baggage cars. Again, they'll come available for movement once the *Silver Meteor* has been fully-converted to HEP. I mention these moves so that you may get a feel for the various moves Amtrak must take to cope with shop programs even as the number of "steam" cars in use declines.

After a brief delay in deliveries, AEM7's have begun to arrive again, with #915 carrying a builder's date of January, 1981.

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ODDS AND ENDS (Continued from Page 9)

Turning from Amtrak, in Pittsburgh, nine Amtrak coaches and an Amtrak lounge car were transferred from Los Angeles to the Steel City to equip the commuter train set PennDOT is funding. The cars are lounge 3302 and coaches 4401, 4404, 4470, 4844, 4846, 5406, 5424, 5430 and 5685. Also assigned is steam car #673. Conrail has assigned U36B's #2971-2974 (originally built for Auto-Train) as motive power, and one unit is used on each end of the train, in "pull-pull" style. The service has begun to ease the impact of a two-year rebuilding program on the Penn-Lincoln Parkway east from downtown.

General Electric's Hornell (NY) shop is reportedly working on cars for the Alaska Railroad, with modifications to include conversion to HEP. At the end of February, these cars moved east out of Chicago: baggage cars 6310, 6325, diner 4806, lunch-counter 5012, dome-coach 7013 and coaches 5404, 5408, 5413, 5420 and 5424. The above represents a third of the Alaska's entire streamlined fleet, but this presents no problem with this being the slow season.

1981 SLIDE CONTEST WINNERS (Continued from Page 1)

OLDIES, BUT GOODIES

- 1 - Gerry Williams (Jersey Central tugboat "Sound Shore")
- 2 - Ray Muller (SP Daylight 4-8-4)
- 3 - not awarded

Contest judges were Pat Boylan, Chris Bradley, Jim Landeck, George Metz and Frank Tatnall. Prizes to be awarded are one 36-exposure roll of film with processing as first prize, one 36-exposure roll without processing as second prize, and a 20-exposure roll without processing as third prize.

The Chapter wishes to thank those who participated, both as contestants and judges.

THE GREAT MEETING DEBATE

Both Philadelphia Chapter and New Hope Chapter meet on the third Friday of each month. The New Hope group, which meets in the Yardley (PA) Borough Hall, has discussed the possibility of shifting its meeting date in order to allow members of both chapters to enjoy each other's programs. Its officers have asked how many Philadelphia members would be interested in attending New Hope's meetings.

Please be prepared to voice your opinions on this question at the March 20 Chapter meeting.

PHILADELPHIA CHAPTER
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