



# CINDERS

May 1981



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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## Get Your Tickets Now For GG1 Farewell Trip !

Tickets are going fast for the June 6 "Farewell to Amtrak GG1's" excursion. Nearly 600 of the 900 available seats had been sold by May 1, and the sponsoring Lancaster and Philadelphia Chapters are considering the addition of one or two additional coaches to the consist. Tickets are priced at \$32 per person.



The special train, which will travel a four-sided triangular route from Harrisburg to Philadelphia, Perryville, Harrisburg and back to Philadelphia, will be hauled by double-headed GG1 electric locomotives, now nearing the end of the long careers on the Pennsylvania Railroad, Penn Central and Amtrak. As of late April, only four Amtrak G's remained in active service, with a number of others in storage at Wilmington as more and more new AEM-7's arrive on the scene. The NRHS "Farewell" trip may turn out to be one of the last revenue runs for Amtrak's dwindling fleet of GG1's.



The special train will operate on the following schedule:

Leave	HARRISBURG (Amtrak Station)	8:00 AM, EDT
Leave	LANCASTER (Amtrak Station)	9:25 AM
Leave	PAOLI	10:25 AM
Leave	PHILADELPHIA (30th St. Station)	11:20 AM
Arrive	HARRISBURG	2:40 PM
Arrive	LANCASTER	3:55 PM
Arrive	PAOLI	5:23 PM
Arrive	PHILADELPHIA (30th St. Station)	6:00 PM

Photo runbys will be staged at Lancaster both in the morning and afternoon.

Passengers may ride any part of the trip or the entire run, including the extra leg between Harrisburg and Philadelphia. However, riders who detrain at stations other than their boarding point must make their own arrangements for transportation on scheduled Amtrak trains or by other means.

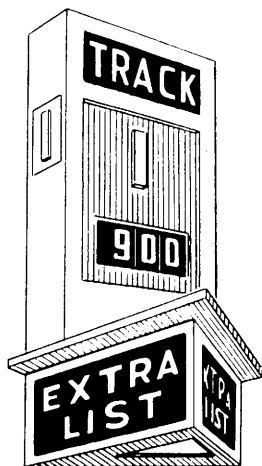
Trip flyers have been mailed to all members. Anyone wishing to take part in this memorable event is urged to order tickets immediately from:

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

Checks should be made payable to Lancaster Chapter, NRHS.

## EXPANDED CONRAIL FREIGHT SCHEDULES FEATURED AS PULL-OUT SECTION THIS ISSUE

On pages 17 and 18 of this issue, Philadelphia Chapter members will find the latest Conrail freight schedules, in a much-expanded version. This handy guide to freight train operations covers operating points between Baltimore on the south, Enola on the west, Trenton to the east, and Allentown/Bethlehem to the north. A narrative explaining the schedules appears on Page 16. Members are urged to snap out this sheet and save it for reference. As usual, updates will be published in future issues of Cinders.



MAY 8-10, 15-17, 1981: Cass Railfan Weekends at Cass, WV, featuring first revenue runs of ex-Western Maryland Shay #6, acquired last year from B&O Museum in Baltimore. Two-day rail tickets: \$30. For information telephone Cass Scenic Railroad at 304-456-4300.

MAY 16: Long Island Rail Road all-parlor-car special to Greenport, NY, sponsored by Electric Railroaders' Association, using one of eight remaining Alco C420's and ex-Milwaukee F unit. Lunch stop at Greenport. Trip leaves Jamaica station 8:35 AM (New York connection leaves Penn Station 8:09 AM), and photo opportunities will be available. Fare: \$30. Order tickets from: ERA, c/o W. J. Madden, 28-53 Utopia Parkway, Flushing, NY 11358.

MAY 16: Williamsburg Express excursion from Washington, DC to Williamsburg, VA and return, using Amtrak F40 locomotive and Amfleet equipment, sponsored by Washington, DC Chapter, NRHS. Leave Union Station, Washington 7:45 AM, return 10:05 PM. Fares: adults \$41, children (5 through 11) \$38. Order tickets from: Williamsburg Express, P. O. Box 456, Laurel, MD 20810.

MAY 30-31: Aroostook Flyer diesel-powered excursion on Bangor & Aroostook Railroad, Bangor to Madawaska, ME and return. Leave Northern Maine Junction, Bangor, 7 AM May 30 (by bus to Oakfield), return 4:30 PM May 31. Rare BL2 locomotives will be used. Jointly sponsored by Boston Chapter, NRHS and 470 Railroad Club, RRE. THIS TRIP SOLD OUT.

MAY 30-31: NWS Earle Ramble over 18-mile U. S. Navy railroad from Earle to Leonardo, NJ and return behind two Baldwin diesel locomotives. Inspection and photography will be permitted at locomotive facilities of Naval Weapons Station, Earle. Limited supply of tickets may still be available from: Jersey Central Chapter, NRHS, Box 744, Bayonne, NJ 07002, or call: 201-339-3061. Tickets: \$15 incl. lunch, chartered bus to base.

JUNE 1: Ringling Bros. and Barnum & Bailey Red Unit circus train arrives at Conrail's South Philadelphia yard from New York. Estimated arrival time: early afternoon. Circus will play at Spectrum June 2-14. Thirty-nine-car train will depart Philadelphia early June 15 for Louisville, KY.

JUNE 6: Amtrak "Farewell to GG1's" excursion featuring doubleheaded GG1 electric locomotives, sponsored by Lancaster and Philadelphia Chapters, NRHS. Leave Harrisburg 8:05 AM, Lancaster 9:25 AM, Paoli 10:25 AM, Philadelphia (30th Street) 11:20 AM, traveling to Harrisburg via Perryville, MD and Conrail Port Road branch along Susquehanna River. Train returns to Paoli 5:23 PM, Philadelphia 6 PM. Fare: \$32 adults or children. Order tickets from: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia PA 19101, making checks payable to "Lancaster Chapter, NRHS" and enclosing stamped, self-addressed envelope.

JUNE 14: Seventh annual Railroad Extravaganza sponsored by Tri-State Chapter, NRHS, at Dover Senior High School, Grace Street off Route 15, Dover, NJ. "Over a quarter of a mile of railroad memorabilia" and model trains will be for sale 10 AM to 5 PM. Admission: adults \$2, children under 12 \$1. For information write: Tri-State Railway Historical Society, P. O. Box 255, Dover, NJ 07801.

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

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

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

SEPTEMBER 3-7: "Derby Rails 1981," NRHS national convention at Louisville, KY, featuring 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.

SEPTEMBER 20: Chessie's Safety Express featuring 4-8-4 #614 will operate from Silver Spring, MD to Philadelphia and return via Chessie System. Coach fares: \$33 adult, \$25 children. Parlor and observation-lounge fare: \$60. Tickets and information from: Baltimore Chapter, NRHS, P. O. Box 600, Lutherville, MD 21093.

NOTE: See complete schedules of Chessie's Safety Express and Southern Railway excursions in April Cinders.

# RAILROAD RADIO FREQUENCY GUIDE *Update*

A comprehensive listing of railroad radio frequencies was published in the January 1981 issue of *Cinders*. Additional data has now been developed on certain carriers as well as frequencies used by a number of previously unlisted roads. These are shown below.

NAME OF CARRIER	FREQUENCY (MHz) *
Adirondack	Operations discontinued
Akron & Barberton Belt	161.55
Alameda Belt Line	160.935
Alcoa Terminal	162.20
Aliquippa & Southern	161.01
Apache	457.90, 452.90 (UHF)
Bellefonte Central	160.59
Boston & Maine	Correction on Boston commuter frequencies - 160.80 (South Side), 161.31 (North Side)
Butte Anaconda & Pacific	160.32
Cambria & Indiana	160.395 (receive), 161.415 (transmit)
Chattahoochee Industrial	160.86, 160.62
Chattahoochee Valley	161.28
City of Prineville	161.19
Claremont & Concord	160.95
Columbia & Cowlitz	161.115, 161.25
Conemaugh & Black Lick	161.10, 161.25
Conway Scenic	161.25
Detroit & Mackinac	161.31
Detroit Toledo & Ironton	161.22 (previous shown under Grand Trunk)
Detroit Terminal	161.46
East Camden & Highland	160.38
Fairport Painesville & Eastern	161.28
Fonda Johnstown & Gloversville	160.29
Fore River	160.215
Genesee & Wyoming	160.50, 160.59 (yard)
Great Southwest	160.86
Green Mountain	161.355, 160.605 (yard)
Hillsdale County	161.01
Illinois Northern	160.86
Lackawaxen & Stourbridge	160.62
Lake Terminal	160.59
Lancaster & Chester	161.13
Livonia Avon & Lakeville	160.83
Longview Portland & Northern	160.50
Los Angeles Junction	161.13
Ludington & Northern	161.19
McKeesport Connecting	160.44
Massachusetts Central	160.47
Massachusetts Bay Transportation Authority	153.755 (Red Line dispatcher), 470.6375 [UHF] (Green Line), 470.6125 [UHF] (Orange Line), 470.6875 [UHF] (Blue Line) (latter two channels not in service)
Michigan Northern	160.65
Minnesota Transfer	160.52
Monessen Southwestern	160.62
Monongahela	160.80
Montour	160.455
Morristown & Erie	160.455
Northern Alberta	160.275
Ontario Central	161.31
Ontario Midland	161.31
Ontario Northland	160.545
Philadelphia Bethlehem & New England	160.575, 160.695
Port Authority Trans-Hudson	160.47, 161.04
Providence & Worcester	160.65, 161.10 (yard) [correction]
River Terminal	161.37
St. Lawrence	160.215, 160.725 (yard)
Steelton & Highspire	160.68, 160.92
Tulsa-Sapulpa Union	161.07
Upper Merion & Plymouth	160.485
Vermont	160.29 (dispatcher to train), 161.01 (train to dispatcher), 160.71 (yard) [correction]
Western Pacific	160.38, 160.26 (train to dispatcher) [correction]
White Pass & Yukon	160.305 (head end to train), 160.170 (train to stations)
Winchester & Western	160.92
Wolfeboro	160.575
Yankeetown Dock	152.87

NOTE: Amtrak has proposed that the following channels be used in the Northeast Corridor: 160.92 (trains), 160.65 (towers). These channels are not in service and Amtrak continues to use Conrail frequencies at this time.

\* - Unless otherwise noted, these are road frequencies, or used jointly as road and yard frequencies.

## CREDITS

- Canadian Railway Radio Guide*, Kenneth Gansel, Editor
- Cincinnati*, Cincinnati Chapter, NRHS
- Extra 2200 South Magazine*, Gary L. Sturm, Radio Frequencies Editor
- Jersey Central Lines*, Jersey Central Chapter, NRHS
- NJ Transit*
- Philadelphia Chapter*, NRHS
- Semaphore*, Rochester Chapter, NRHS
- Sparks & Cinders*, Wisconsin Chapter, NRHS
- Steel Wheels*, Boston Chapter, NRHS

# SEPTA Strike Ends After 19 Days

## Red Arrow Walkout Grinds Into Second Month

A tentative settlement of the 19-day strike against SEPTA's City Transit Division was reached on Thursday afternoon, April 2, after Governor Thornburgh personally intervened in the dispute. By the next day service on all 110 affected routes had returned to normal as the 4,900 striking members of Transport Workers Union Local 234 went back to their jobs.

The settlement came as a surprise to most people as SEPTA suddenly dropped a key productivity issue--the hiring of part-time workers--which had deadlocked the negotiations for over two weeks. It was widely reported in the press that Thornburgh had pressured SEPTA Chairman David F. Girard-diCarlo, his personal appointee to the Authority's board, to withdraw the demand and settle the strike. Until the final day, however, SEPTA management had insisted that the part-time issue was a major step in its drive to increase worker productivity and would not be withdrawn.

Local 234 President Dominic DiClerico, who had vowed all along that he would "never" allow part-time workers, was jubilant over the agreement, which came together when the union accepted a compromise 14.5-percent pay boost instead of the somewhat higher increase originally offered by SEPTA. Oddly enough, Mayor Green took no part in the negotiations and was not invited to the press conference at which the governor announced the settlement.

A week later, in spite of some grumbling among younger workers, the union rank and file overwhelmingly ratified the proposed contract. A number of SEPTA board members, however, were expressing deep reservations about the cost of the settlement, estimated at \$23.5 million over the next two years, and openly criticizing Girard-diCarlo for "caving in" on the part-time issue. The board nevertheless approved the new contract by a 10-0 vote at its April 22 meeting.



The day before the board met, General Manager David Gunn submitted a proposed operating budget of \$380 million for the new fiscal year beginning July 1, a \$30 million boost over this year. He also recommended a five-cent increase in City Transit fares, a five-cent boost in the cost of transfers and elimination of all student discount fares. The rate hike, scheduled to take effect July 5 after a series of six public hearings, will produce an estimated \$10 million in additional revenue. Gunn also warned that SEPTA might have to ask for a further increase in fares of 15 or 20 cents in 1981 to pay for the new labor contract and the escalating costs of running the system.

Even though he played a key role in settling the strike, Governor Thornburgh later announced that there will be no more money available from the state beyond the \$97 million in subsidies already promised to SEPTA for the next fiscal year.

During the long strike SEPTA's 400,000 daily riders seemed to adjust well to the absence of buses, trolleys and subway-elevated trains. Carpooling became a popular method of getting to work and the commuter rail system experienced a 10-20 percent jump in ridership, though recently increased fares held passenger volume below the peaks experienced in previous transit strikes. As reported last issue, many extra trains and cars were operated, especially on lines with a heavy concentration of stations within the City. Venerable GG1 locomotives and ten coaches borrowed from Amtrak continued to operate as Train 507 from Trenton to 30th Street until April 3, and the push-pull train with FP7 diesels #4371 and 4373 on either end ran throughout the strike on Reading-Philadelphia Trains 4 and 7. It was returned to storage at Reading following its westbound run on Friday the 3rd.

A nasty incident occurred on the sixth day of the walkout when vandals broke into a control tower at Fern Rock on the Broad Street line, causing \$30,000 in damages and putting switches and signals in the yard out of commission for four days. The union denied any knowledge of the incident. SEPTA continued to run "pilot" trains manned by supervisors on both high-speed lines throughout the strike, and assigned employees as watchmen at each subway and elevated station to deter the vandalism which had been experienced during previous shutdowns. On the last two days of the strike General Manager Gunn personally rode the pilot trains and, wearing a chef's hat, distributed large pizzas and beverages to these employees at their lonely posts.

Meanwhile, 270 drivers on Red Arrow Division, represented by Local 1594 of the United Transportation Union (UTU), walked off their jobs on the same day the City Division dispute was settled. About 30,000 daily riders use Red Arrow's 27 bus and three trolley lines, most of them funneling through 69th Street Terminal in Upper Darby as they transfer to the Market Street line for downtown.

As in the City Division strike, SEPTA eventually withdrew its demand for part-time workers but negotiations became stymied over the union's wage demands. (The average wage for a City driver prior to the recent settlement was \$8.13 per hour, while UTU drivers were paid \$7.81, not including fringe benefits.)

On April 15 Red Arrow pickets descended on a number of City Division depots, shutting down service on 75 bus and trolley lines during the morning rush hour. Mostly though, the continuing strike has been marked by a few lackadaisical pickets marching in front of 69th Street Terminal and sporadic, unproductive negotiating sessions. By May 1 the strike was dragging through its 30th day with no end in sight.



As Congress debated Amtrak's future in considering next year's Federal budget, these developments have been noted:

Beech Grove continued to outshop "Heritage" fleet cars and now three baggage-dorms, two slumbercoaches, three sleepers, nine lounges and four coaches remain at Beech Grove from the 1980 (*Crescent-Silver Meteor*) program, while one lounge car and 11 coaches from that program have yet to be ordered into the shops. Thus, 123 of the 158 cars in that program have been completed.

Meanwhile, diner 8519 and baggage 1131 were outshopped in April as the first cars in the 1981 program, which is contemplated as 109 cars. Most have been forwarded to Beech Grove (the exceptions being seven baggage-dorms, two slumbercoaches, eight sleepers and four diners). The remaining 88 cars are all on location already.

As for the program at Topeka, the former *El Capitan* hi-level cars continue to be rebuilt as HEP cars at a rate of about one per week. Reports suggest that no additional cars will be sent to the Santa Fe shops, with four coaches, two diners and two lounges left "out in the cold". By April 30, 33 "transition cars", 15 coaches and two lounges had been completed. Topeka still had three transition coaches, eight coaches, two lounges and four diners in the plant.

Superliner deliveries by April 25 stood at 266 out of 284, with only 18 sleepers to go. Anticipating that most of these will be on hand by June 12, the beginning of the summer season, Amtrak has implemented an intensive program to bring high-level equipment to the greatest number of western riders. From April 26, Superliner coaches went on the *Pioneer*, while the *Interamerican* received complete consists, including sleepers and diners. Given the summer requirements, these additional trains should fully utilize all of the available cars. In fact, every Amtrak train west of the Mississippi has Superliners except the *San Diegans* and *San Joaquins* (although conventional HEP sleepers remain on the *Desert Wind* and *Pioneer* and the latter train also still carries an Amdinette).

Club car service has been discontinued on all Amtrak trains except the Metroliners and trains headed through New York to Boston or Springfield. Many former club car lines now are officially "custom coaches" (at lower rates without attendant service).

Amtrak expected its first F40PH from the latest, possibly final order by April 30. New units will be numbered 361-390.

Summer western consists will offer about the same capacity as last season, but the *Broadway Limited* and *Lake Shore Limited* really get it in the neck — being short two coaches each compared to peak capacity last summer. Heritage fleet equipment is stretched pretty thin this year.

As of May 4, conventional trains are limited to three "clocker" round trips (Trains 202, 204, 222 northbound and 237, 219, 225 southbound), carrying coaches only. Trains 81-82, the *Silver Star*, is diagrammed for a baggage-dorm, 10-6 sleeper, 16 duplex-4 bedroom sleeper, five coaches, and diner to Miami, and a lounge, five more coaches and a 10-6 sleeper to St. Petersburg. This train is the last vestige of classical-era train operation, but, assuming the train survives the Reagan budget cuts, new Amfleet II cars should be on stream by next winter.

The third set of *Silver Meteor* equipment was scheduled to be converted to HEP cars on May 4, following tenth anniversary "Family Days" in Washington, where some of the cars were to be displayed. With this conversion, only the trains indicated above will have non-HEP equipment.

"Steam" operation in the west ended on April 24, as the Reno Fun Train made its last run. Typically, the train consisted of two lounges, four dome coaches and eight or nine coaches. Although this train used Amtrak's last dome cars, the Alaska is considering the lease of four coaches (and several standard diners) this summer to stand in for its own cars, many of which are being rebuilt as HEP cars by GE.

The Amtrak board has approved an expenditure of almost \$3 million to complete a connection east of Pittsburgh so that the Washington section of the *Broadway Limited* can be operated over the B&O instead of via Philadelphia. This change is scheduled for October 1, when the *Cardinal* and *Shenandoah* are scheduled to be discontinued under existing rules.

Significant schedule changes in our area April 26 were as follows: AEM-7's were assigned to most Boston-Washington trains, resulting in schedule reductions of up to 42 minutes (they also work the *Palmetto* and trains 181-186). The Newport News connection now goes south one hour later and returns one hour earlier. The

(Continued on Page 6)

## ON THE SCENE (Continued from Page 5)

*Broadway Limited* no longer carries a Washington section; such cars are forwarded on Corridor trains. Also, trains 180 and 187 carry a through Amcoach for Chicago via Washington and the *Cardinal*. The *Silver Meteor* has been speeded up by 40 to 45 minutes to Florida, with the dropping of speed restrictions applicable to SDP40F's, which, of course, are no longer used on this "Heritage" train.

Empire Service was restructured, with a through train New York-Toronto (the *Maple Leaf*) with an Amfleet consist, and a third train to Niagara Falls (instead of Syracuse).

Metroliner I's now equip most Harrisburg-Philadelphia trains, and Metros in the Corridor have been discontinued on Saturday and Sunday mornings on a number of trains, replaced by non-reserved Amfleet trains. There are at present 11 Metroliner I's in storage, as follows: 802, 811-812, 850, 854-855, 860-861, 866, 869 and 881. Fourteen Metro I's are assigned to Harrisburg-Philadelphia service while Cafe 868 and Club 883 survive in first-line Metroliner service, modified to operate with the Metroliner II's. However, they can be easily identified by their lack of a dorsal hump.

On April 11, Amtrak placed seven additional GG1's into storage, leaving only 4901, 4915, 4924 and 4934 active. Two more were scheduled to be stored prior to April 30 and the other two soon after. However, GG1's have been promised for the June 6 Lancaster/Philadelphia Chapter trip, and most of the recently stored G's are "stored serviceable".

The Chessie System commuter service out of Washington still consists of a wild assortment of RDC's and coaches. Basically, there are three locomotive-hauled trains: Train #41 (4:25 Brunswick), four cars; Train #61 (5:25 Brunswick), five cars; Train #174 (5:05 Baltimore), five cars. A total of 13 Budd RDC's run on the remaining trains (two Brunswick trains, one Martinsburg and two Baltimore). The longest train, #39 at 5:00 PM to Brunswick, has five RDC's easily the longest self-propelled set in the country. General Electric is to rebuild 22 ex-Pennsy cars (Budd-built as sleepers but later converted to coaches), and eight RDC's, and when completed the above assortment of equipment will be but a memory.

Washington, DC has suggested that the Red Line could be opened by year's end to serve the three stations from Dupont Circle to Van Ness Center, but Metro prefers to wait until mid-1982 when new cars become available from Breda. The Federal Government now is pushing a 75-mile system, most of which is now either in service or under construction. The apparent casualties are the Yellow Line branch from Alexandria to Springfield, VA, the Red Line from Silver Spring to Glenmont, the Green Line from Anacostia to Rosecroft Raceway and another segment from U Street to Greenbelt. After the Red Line segment noted above, the next segment to open (in late 1982) will be the Yellow Line segment from Gallery Place via Archives Station and a new bridge over the Potomac to the Pentagon. A concurrent extension will open from National Airport through Alexandria to Huntington, VA. These extensions will raise mileage from 37 to 48 miles.

The latest two PAT (Pittsburgh) PCC's to receive new paint schemes are the 1728 (Two Chatham Center) and 1766 (Army Recruiting - in camouflage, yet!).

### NRHS CHAPTER DUES NOT DEDUCTIBLE FROM INCOME TAX

President Vaughn in NRHS News reports that certain chapter publications have stated that NRHS membership dues are tax deductible. In most cases, however, this is not correct.

Internal Revenue Service regulations provide that dues paid to qualified charitable or educational associations may be deducted only to the extent that the dues are greater than the "value of the benefits you receive." In the case of National NRHS, these benefits are realized partially if not entirely through receipt of the National Railway Bulletin.

We hope you did not take such a deduction on your 1980 tax return. If members have any questions on this subject, your officers will refer them to NRHS General Counsel C. Alex Rose for an opinion.

### ALL CHAPTER OFFICERS RE-ELECTED

Philadelphia Chapter members present at the April 10 meeting unanimously re-elected all present Chapter officers for another one-year term. They are:

President - R. L. Eastwood, Jr.  
 1st Vice President - Frank G. Tatnall, Jr.  
 2nd Vice President - Douglas W. Watts  
 Secretary - Marie K. Eastwood  
 Treasurer - Earle P. Finkbiner  
 National Director - James S. Myers

President Larry Eastwood is serving for the 10th consecutive year in that position, a record of longevity in the 44-year history of Philadelphia Chapter.

# DERBY RAILS 1981

## SEPT. 3-7



# PHILADELPHIA



FRANK G. TATNALL, JR.

EDITOR'S NOTE: After all these years, we've decided that this column should have a title more appropriate than "Odds and Ends". As a result, and without the benefit of a contest or prizes, we've come up with "Philadelphia Express" which will arrive each month with a load of rail news and trivia about our area. Many thanks to Joe Mannix for designing and executing the graphics at the top of this column.

Having emerged last month from the agony of a 19-day strike (see Page 4), SEPTA found itself probed and dissected in a somewhat sensationalized, five-part article in the *Inquirer* entitled "Bound for Disaster." The general theme of the series was that "thousands of bus, trolley and train riders risk pain and injury on SEPTA, an unsafe, unsound system (suffering from) years of neglect..." The author, Staff Writer Frederic N. Tulsy, described in clinical detail the ills and infirmities of SEPTA's creaking plant and equipment, picturing the system as a collection of battered trolleys, inoperable subway cars, and buses which all too frequently catch fire or careen out of control into other vehicles.

Sadly, most regular riders will probably agree that the article was on target in spite of numerous factual errors and misrepresentations. Some sobering statistics cited by Tulsy: SEPTA vehicles last year averaged 80 collisions a week, including three with each other; SEPTA's 270 trolleys had more than 1,400 accidents (none fatal) in 1980; SEPTA vehicles are now experiencing ten times more mechanical breakdowns each year than in 1968 when the Authority took over the City's transit system; the current SEPTA budget provides about \$23 million to pay for injury and damage claims.

Credit, however, is given to SEPTA's new management team, headed by Chairman David Girard-diCarlo and General Manager David Gunn, but the enormity of their task in attempting to turn the system around is made dramatically clear in this article. It is must reading for all riders and observers of Philadelphia's once-great transit network.

Earlier this year the two top officials of SEPTA issued a rather remarkable--and frank--report on the state of the system in 1980. The 46-page document contains reams of useful information on SEPTA's equipment, performance and finances, as well as a terse commentary on major problem areas and various programs undertaken to halt the long downward slide of public transportation in Southeastern Pennsylvania.

Lack of adequate capital for physical improvements, insufficient operating funds and poor management are three of the basic reasons cited in the report for the sorry state of transit operations in this area. Another factor is the disproportionate drain of SEPTA's resources attributable to commuter rail service, with commuter trains accounting for one-third of total operating expenses while contributing only 15 percent of SEPTA's daily ridership. (Fare levels, of course, are far higher than on the transit lines.)

The tables shown below and at the top of Page 8 may be of particular interest to readers of *Cinders*:

AVERAGE AGE OF SEPTA TRANSIT VEHICLES (IN YEARS)

MODE	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
Surface Rail	24.6	25.6	26.6	27.6	28.6	29.6	30.6	31.6	32.6	33.6	34.6
Market-Frankford	10	11	12	13	14	15	16	17	18	19	20
Broad Street	38.2	39.2	40.2	41.2	42.2	43.2	44.2	45.2	46.2	47.2	48.2
Media-Sharon Hill	27.8	28.8	29.8	30.8	31.8	32.8	33.8	34.8	35.8	36.8	37.8
Norristown	40.9	41.9	42.9	43.9	44.9	45.9	46.9	47.9	48.9	49.9	50.9
Bus	10.8	11.8	12.2	10.1	11.5	8.2	8.7	8.2	9.6	9.5	9.3

(Continued on Page 8)

## PHILADELPHIA EXPRESS (Continued from Page 7)

## SEPTA REVENUE VEHICLE ROSTER

(December, 1980)

	Owned	Stored Awaiting Disposition	Active Fleet	Peak Scheduled	Availability Average December
<u>CITY TRANSIT DIVISION</u>					
Bus	1422	95 (a)	1327	997	995
Trackless Trolley	180	79 (b)	101	75	71
Streetcar	270 (c)	22 (d)	247	159	181
Market-Frankford	263	46 (e)	217	180	195
Broad Street	156 (f)	24 (g)	130	108	61
<u>RED ARROW DIVISION</u>					
Bus	203 (h)	5	192	127	134
Streetcar	31	10 (i)	21	18	19
P&W	21	5 (j)	16	14	15
<u>FRONTIER DIVISION</u>					
Bus	13	-	13	14	17
<u>TRENTON-PHILADELPHIA COACH</u>					
Bus	7	-	7	-	-
Totals	2566	286	2271	1692	1688

NOTES:

- (a) - Includes 1 museum bus to be removed from property; 8 sold buses to be removed from property; 40 buses stored at Fern Rock for rehab; 46 buses stored - possible sale
- (b) - Includes 17 stored - possible sale; 60 stored for possible rehab; 1 stored at Frankford for museum; 1 sold, to be removed from SEPTA property
- (c) - Includes 1 safety instruction car
- (d) - 4 cars approved for scrap - 18 pending City approval
- (e) - Long-term repairs
- (f) - Includes 2 cars assigned to trash collection
- (g) - Non-operational cars pending disposition
- (h) - Includes 11 buses leased to Frontier; 13 buses leased to City Transit Division; 4 buses leased to Reeder.
- (i) - 5 scrap cars, 5 cars requiring long term repairs
- (j) - 2 Liberty Liner trains and 3 cars requiring long-term repairs

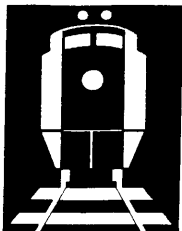
SOURCE: Report of SEPTA Chairman and General Manager, 1979-1980.

In other SEPTA news, cracks have been found in the engine mounts of several new General Motors-built RTS-2 buses. Fifteen of 70 buses inspected in mid-April were found to have such cracks, which GM pledged to repair under its warranty. SEPTA received 298 of the sleek Advanced Design Buses last year.....SEPTA's new police force, 52 men and three women, was graduated from the Philadelphia Police Academy on April 24, becoming the first armed, uniformed security force ever employed by a Philadelphia transit system. Their initial assignment will be on the Broad Street subway, long plagued by thieves, rowdy students and equipment breakdowns. Regular City police will continue to patrol the stations and concourses in center city.

Route 23 will again be bused for the summer season, effective June 21. The Chestnut Hill to South Philadelphia route will apparently be converted over its entire 12-mile length to allow street and track repairs. ....Route 50-4th & 5th Street and Route 60-Allegheny Avenue remain bus "temporarily" due to the chronic shortage of operable trolleys.....SEPTA will host the annual meeting of the American Public Transit Association June 8-11 at the Sheraton Hotel. A number of special tours of SEPTA facilities will be operated for visiting delegates.....Bullet car #209, damaged in a collision more than two years ago, has been painted in SEPTA's red-white-blue "bus" paint scheme, and should be ready for the APTA visit.....While Red Arrow Division has been shut down by a strike of its 270 operators since April 2, work continues at its two repair shops in Upper Darby. Shop workers, represented by a different union, have apparently reached a tentative settlement with SEPTA.....Those four Orange Line transit cars which SEPTA plans to lease from Boston's MBTA may not run in the Broad Street subway after all. They will probably still come to Philadelphia but may be tried out on Red Arrow's Norristown line.....SEPTA will spend \$490,000 for a one-year supply of new counterfeit-proof TransPasses, which cannot be reproduced by conventional printing techniques.....Charles Thomas has been named chief transportation officer for the City Transit Division. He came to SEPTA from the Sacramento (CA) bus system.

(Continued on Page 9)



PHILADELPHIA EXPRESS *(Continued from Page 8)*

The fate of SEPTA's commuter rail operations to Pottsville and Bethlehem remained in doubt at the end of April. As expected, the SEPTA board at its March 25 meeting voted unanimously to end all Budd car service beyond Pottstown and Quakertown effective with the time change on April 26. But the Public Utility Commission asked a Commonwealth Court judge in Philadelphia to issue an injunction against the discontinuance, on the grounds that SEPTA must receive permission from the PUC to eliminate train service outside of its five-county region. The April 26 train-off date was then postponed until a hearing could be held the next day, but on April 28 the court ruled against the PUC and SEPTA promptly announced that the last trains would run on the 29th. PennDOT, however, stepped in and with only hours to spare reached an agreement with SEPTA to provide \$228,000 in interim funding, which will keep the trains running through the end of the State's fiscal year on June 30. PennDOT Secretary Larsen, however, made it clear that there would be no more money after that date unless the legislature acts on a recently-introduced bill to fund the two services for another year.....On April 13 experimental trains 49 and 50 between Reading and Pottsville were discontinued.....New timetables bearing an April 26 effective date were printed for Pottstown and Quakertown service but not distributed. They could still be used after June 30, however.

Meanwhile, SEPTA is continuing its efforts to eliminate all remaining diesel operations by October 1, 1981. Last month SEPTA announced that it is seeking bids from outside contractors to operate the 15.2-mile branch between Fox Chase and Newtown. A few days earlier, well-known passenger activist Lettie Gay Carson of the Newtown Area Rail Action Committee told the Inquirer that SEPTA was trying to shut down the line in spite of burgeoning population growth along its route. "(General Manager) Gunn is a nice young man," Mrs. Carson said, "and I'm certain he's not as stupid as he appears to be...He is actually trying to get rid of all railroad service".....The only other RDC's operated by SEPTA are the two weekday runs between Reading Terminal and Newark, NJ, which will also be on the chopping block.

**N** On the Jersey side of the river, NJ Transit is considering the shutdown of all remaining passenger rail service between Lindenwold and the South Jersey shore resorts. A spokesman indicated the State might ask Atlantic City casino operators to help promote the line, which now requires \$1.5 million in subsidies to carry 250 regular riders.....That well-publicized plan to run high-speed trains between Philadelphia and Atlantic City was back in the news last month, when a company called Atlantic City Railway chartered NJ Transit RDC's #5180 and 5188 for a publicity run from Lindenwold to the shore resort on April 24. AC's president, 23-year-old Thomas Frawley, said he is willing to take over the present RDC operation later this year and institute through service in 1983 from Philadelphia using locomotive-hauled trains, if track improvements can be completed by that time.

CONRAIL has established a new SEPTA Commuter Region to oversee its Philadelphia-area passenger operations, effective May 1. The semi-autonomous organization was split apart from the freight-oriented Eastern Region to allow better control of the services performed under contract to SEPTA, and is similar to Conrail's Metropolitan Region in New York. R. B. Hoffman was named regional manager, reporting directly to Vice President-Passenger Services R. E. Sullivan.....Meanwhile, SEPTA's board voted to pay CONRAIL only \$94 million for operating its rail system during this fiscal year, instead of the \$130 million requested by the railroad.

As of last month, a total of 19 out of 38 City-owned Blueliner MU cars had been repainted in SEPTA red, white and blue at Reading shop. They are: 9101-09, 9113, 9115, 9119, 9124, 9125, 9128, 9129, 9131, 9132, 9137. ....Silverliner II #212, heavily damaged last year in a derailment at Suburban Station, has been sent to Reading for rebuilding.....All SEPTA Silverliner IV married pairs and General Electric-built Jersey Arrows will be sent to GE's Erie Avenue shop for reinforcement of collision posts. These include 20 Arrows recently turned back to NJ Transit by AMTRAK and now stored at Penn Coach Yard.....Trains of eight MP54 MU cars are now operating regularly on Wilmington line trains 910-912-931-937, with occasional trips to Paoli.

Having apparently lost patience with the spiraling cost of SEPTA's commuter rail service, several commissioners from suburban counties last month asked the Delaware Valley Regional Planning Commission to conduct a study into possible alternative modes if the rail system is shut down within the next two years. DVRPC has allocated \$70,000 to examine such substitutes as buses, vans, jitneys, carpools and even the possibility of paving over suburban rail lines for busways. SEPTA is projecting a deficit of about \$10 million for its commuter service in the current fiscal year ending June 30.....Meanwhile, in reports released on April 1, CONRAIL, U.S. DOT and U. S. Railway Association have all recommended that commuter rail operations on the East Coast be turned over to local transit authorities or other agencies, in order to remove the operating burden from hard-pressed Conrail.

NJ Transit is still planning to paint one of its aging GGI locomotives (possibly #4877) in Pennsylvania-style Tuscan red. The job is supposed to be done sometime this month at Raritan (NJ) shop rather than at Wilmington.....A contract for 17 F40PH-2 diesel locomotives is to be signed by NJ Transit with General Motors, for delivery by the end of this year. The new units, to be operated on the Raritan Valley line, will be similar to AMTRAK's F40's but without dynamic brakes.....Station improvement projects continue at Ambler, Bethayres, Neshaminy Falls, Roslyn, Forest Hills and Fort Washington on SEPTA's ex-Reading commuter lines.....An arsonist last month set fire to the former North Broad Street Station, now a shelter operated by Volunteers of America for homeless families. Considerable damage resulted to the building's interior, though the columned splendor of the 53-year-old steel and concrete structure remained unblemished.

*(Continued on Page 10)*

## PHILADELPHIA EXPRESS *(Continued from Page 9)*

AMTRAK lost the first round of its battle with the Reagan Administration, when the Senate Commerce Committee on April 30 approved a scaled-down budget of \$613 million for Fiscal Year 1982 beginning this October 1. Amtrak had originally requested \$970 million in subsidies but later cut that back to a "bare-bones" \$853 million. Amtrak President Alan Boyd has made it clear in testimony before various Congressional committees that the proposed \$613 million will be just enough to continue operating the Northeast Corridor, forcing the abandonment of all long-distance routes and reducing service on lines such as Harrisburg-Philadelphia. A heated battle over the future of Amtrak is expected when the issue reaches the House of Representatives.

The phaseout of GG1 locomotives in Northeast Corridor service continued last month, as AMTRAK stored all but four of its remaining G's. They were #4901, 4915, 4924 and 4934, though NJ Transit GG1's sometimes appeared on certain clocker runs. Conventional coaches were still being used on Philadelphia-New York trains 202-204-219-222-225-237 but steam-generator-equipped E60's often replaced the G's on those trains. GG1's have also been spotted recently on westbound work trains hauling concrete ties.....AMTRAK has apparently decided not to renew its lease with NJ Transit for the Jersey Arrow II cars, and as noted above some have already been placed in storage at Philadelphia. This, of course, will require additional locomotive-hauled trains between Philly and New York, presumably using E60's.....We hear that Amtrak withdrew its last active G's from revenue service on Friday, May 1, coincidentally the company's tenth birthday. The June 6 "farewell" trip co-sponsored by Philadelphia Chapter will thus be the last hurrah for Amtrak's famed GG1's.

AMTRAK now has five unrefurbished Metroliners in Harrisburg-Philadelphia service. They generally operate five days a week on trains 600 (five cars), 605 (three cars), 607 (two cars), 610 (two cars), 612 (three cars) and 617 (five cars). As expected, they are unable to maintain published schedules.....Budd Company last month returned all but one of the SPV-2000's to AMTRAK at New Haven, after several months of repairs at the Red Lion plant.

AMTRAK raised its fares by nine percent on most routes, effective April 26. New York-Washington fares were not affected.....AMTRAK's InstaTicket vending machines were placed in service last month at 30th Street Station.....The bankrupt AUTO-TRAIN CORP. has gone out of business, but in its last few weeks of operation it had leased surplus AMTRAK SDP40F locomotives #618 and 649 (the last SDP40 built). Auto-Train's final runs were on April 30.....AMTRAK is leasing out unneeded steam coaches for commuter service in New York, Maryland and Pennsylvania. PennDOT has leased ten coaches and a heater car for the Parkway Limited between Greensburg, PA and Pittsburgh.



AMTRAK ran its LRC train to Washington as Train 189 on April 29, enroute to the tenth birthday celebration in Union Station (see Page 12).....Amcoach #21008 has been equipped with experimental Japanese-design trucks furnished by Tokyu Car (Call Board), and another AMTRAK car has a set of trucks from French National Railways' high-speed TGV train.....AMTRAK will spend \$5.5 million this year on track, bridge and other improvements to its Harrisburg main line, including installation of 13.3 miles of welded rail west of Paoli. (Harrisburg Rail Review).....On April 12, GG1 #4875 was called to rescue Train 47, the Pennsylvanian, whose F40 diesel had lost power at Thorndale, PA. The venerable G hauled the train all the way to Harrisburg.

The Reagan Administration dropped a bombshell on CONRAIL with its April 1 report to Congress recommending that the ailing carrier be split up for sale to other railroads. DOT Secretary Lewis cautioned, however, that three steps would need to be taken by Congress to make individual "packages" of Conrail attractive to prospective purchasers: (1) the so-called "Title V" provision giving generous payments to furloughed workers must be repealed, (2) the costly commuter services operated by Conrail must be spun off to other agencies and (3) a subsidized terminal railroad must be established to operate the congested yards in East Coast cities, which would be open to all trunk line carriers.



Conrail and its banker, USRA, also submitted reports on April 1 as required by law but both of them took a far different approach to the problem. These reports recommended that Conrail be given more time to become profitable through elimination of Title V benefits and commuter operations, imposing of tight cost controls, labor concessions, assistance from local and state governments and additional Federal funding through 1983, after which the railroad would become viable or be dismantled. Under the USRA-Conrail scenario, some track would also be abandoned and parts of the DELAWARE & HUDSON folded into Conrail.

The Reagan Plan, which was to be introduced in the form of legislation about May 1, calls for the phaseout of Conrail within the next two years through "controlled transfer," and appropriation of an additional \$350 million to keep the railroad running in the interim.

Needless to say, many CONRAIL employees and politicians in states and cities served by the railroad were less than delighted with Reagan's "private sector solution." To vent their feelings, an estimated 18,000 Conrail workers--including 1,300 from Philadelphia--descended on Washington April 29 for a protest march to the Capitol. After hearing speeches by leaders of some of the 21 unions sponsoring the rally, the workers button-holed Congressmen to complain that the proposed cutbacks in Conrail and AMTRAK would result in the loss of 40,000 to 70,000 railroad jobs nationwide.

The delegation of workers from Philadelphia traveled in 30 chartered Greyhound buses because, union leaders said, AMTRAK couldn't accommodate them. So many train crewmen joined in the Washington demonstration that commuter service on lines to Suburban Station was severely disrupted during the morning and evening rush hours, with supervisory personnel filling in wherever possible. Considerable editorial criticism of the union action appeared in the local press the next day.

*(Continued on Page 11)*

## PHILADELPHIA EXPRESS *(Continued from Page 10)*

CONRAIL has again stored its entire fleet of 78 electric locomotives, effective March 31. With the current loss of traffic due to the national coal strike, it is not known when the electric will be brought out of hibernation at Harrisburg and Enola yards.....Plans have been drawn to single-track the Trenton branch bypassing Philadelphia. Double track would remain only between Earnest Yard near Norristown and Whitemarsh, and between a point east of Langhorne and Morrisville. Diversion of freight traffic to other routes has made this "slimming" possible, and fits in with CONRAIL's overall cost-saving program for reducing excess plant.

As of April 30 CONRAIL was storing over 800 diesel locomotives out of its total fleet of 4,211 units. About 170 locomotives are awaiting retirement.....Those two rare CONRAIL SD7's, #6998 and 6999, previously reported as transferred to Morrisville yard, have been returned to Bethlehem for yard service (Hostler)..... Four locomotives, SD40 #6245 and GP38's #7720, 7751 and 7916, were destroyed in a shop fire at Altoona on April 9.....Two of CONRAIL's ex-Cleveland Union Terminal GP9's have now been sold--#7301 to VERMONT RAILWAY and #7303 to HILLSDALE COUNTY RAILWAY. The other two CUT Geeps, #7302 and 7304, are up for sale.....The ICC on March 23 ended its regulation of piggyback traffic.

The PHILADELPHIA BELT LINE RAILROAD, a non-operating carrier which owns track on the Philadelphia waterfront, has received ICC permission to begin its own rail operation. The 92-year-old company, which previously contracted with the Pennsylvania Railroad and its successors to provide service, has lined up five locomotives to handle the work, beginning sometime in late spring if all goes according to plan.....That VIRGINIA & MARYLAND locomotive which went to the bottom of Chesapeake Bay (see April Cinders), turned out to be ex-LONG ISLAND Alco C420 #203. It has since been brought back to dry land along with the 20 freight cars which also sunk on a V&M carfloat.....OCTORARO RAILWAY is proceeding with plans to build an intermodal terminal at Avondale, PA.

Budd Company is the low bidder on an order for 150 new M-3 electric cars to be purchased by New York's Metropolitan Transportation Authority (Potomac Rail News).....Rails Northeast, the railfan publication known for its fine plans and drawings and sometimes inaccurate reporting, is in financial trouble and may go down the tube (Potomac Rail News).....Railway Age's comment on happenings in Washington: "The budgetary blitzkrieg of the new Administration promises to make the Brock Adams DOT (of a few years ago) like like a Sunday gathering of steam train enthusiasts".

Chapter Member Richard T. Lane, who is full-time general manager of the famed Seashore Trolley Museum, was the subject of a large write-up (with photo) in the March 16 edition of the Portland (ME) Press Herald..... Seashore Museum, incidentally, had 1,092 dues-paying members in 1980, including quite a few Philly Chapter members.....PATCO fares may go up as much as 25 percent in September, according to a recent statement by the chairman of the Delaware River Port Authority.

High Green, the authoritative publication of RRE's Chesapeake Division, got in trouble last month when it published an April Fool's edition that was so realistic that several phony items were picked up by other newsletter editors who published them as "gospel". RRE had to issue a letter of disclaimer.....NEW HOPE &



IVYLAND ran a passenger excursion April 26 for the New York RRE, featuring rebuilt Baldwin DS-4-4-1000 #302 (ex-Penn Central #8281) making its first revenue trip. It doubleheaded with ex-Warner Company Baldwin VO-660 #11 (now NH&I #395), but broke down midway on the trip..... NH&I has sold its ex-Erie Lackawanna Baldwins #309 and 313 to U. S. Steel's Fairless Works, but ex-Copper Range Baldwins #100 and 101 which had been leased by Fairless are expected to return to NH&I rails in the near future.

Three more of Oliver Iron Mining's rare Baldwin S-8's have been transferred from the Minnesota line to Fairless Works. They are #1202-A and 1202-B (cow-calf units) and 1205-B.....Ex-Norfolk & Western J-class 4-8-4 #611 will be removed from the Roanoke Museum and rebuilt for fantrip service by SOUTHERN's Birmingham (AL) shop (High Green).....PennDOT plans to purchase the ex-Reading Perkiomen branch between Pennsburg and Emmaus Junction, PA (15.8 miles) and the 4.1-mile Kutztown branch between Topton and Kutztown, PA, which the Dushore trolley rebuilding firm at Topton plans to operate (Hostler).....The Reagan Administration, however, wants to phase out the branch line subsidy program which has been keeping some independent operators alive, though the two lines mentioned above have been operated under contract by CONRAIL. Already PennDOT has ended its support for 13 marginal spur lines such as the Lykens Valley Railroad near Harrisburg, which handled only about four cars per month. Twenty other lines which PennDOT considers more promising may be purchased by the State by September 30, when the Federal subsidies are scheduled to end.

## CHAPTER BOOKSTORE ADDS MANY NEW TITLES

Bill Donnelly and John Rex have announced the addition of several new titles to the soft-cover book line. All will be available at the May 15 meeting. Available in limited supply will be EARLY SOUTH JERSEY RAILROAD STATIONS, at \$6.50 per copy.

New books just received from Quadrant Press are: NORFOLK & WESTERN STEAM (The Last 25 Years), by Ron Rosenberg with Eric Archer (\$7.95); SOUTHERN RAILWAY PANORAMA, by Fred Kramer (\$4.00); THE HANDSOMEST TRAINS IN THE WORLD (Passenger Service on the Lehigh Valley), by Greenberg & Kramer (\$10.95); ROUTE OF THE MINUTEMAN (Boston & Maine), Neilligan/Hartley, (\$5.00); ERIE LACKAWANNA EAST (Zimmermann), (\$4.75); MOTIVE POWER OF THE JERSEY CENTRAL, Eagleson (\$4.75); THE PUTNAM DIVISION, Gallo/Kramer (\$8.95), RAILS ALONG THE HUDSON, Crawford/Kramer, (\$8.95). Also received are some more copies (the last) of 50TH ANNIVERSARY - LACKAWANNA ELECTRIFICATION from Jersey Central Chapter. NRHS. at \$5.00 per copy.

## Amtrak Throws A Party on Its 10th Birthday

Celebrating its first decade of operations, the National Railroad Passenger Corp. held a birthday bash in Washington Union Station over the weekend of May 1-3.

### AMERICA'S GETTING INTO TRAINING

More commonly known as Amtrak, NRPC used the occasion to celebrate its accomplishments in building a national rail passenger system, while at the same time preparing for a new fight for survival against the current crop of Federal budget cutters. The impressive display of equipment was designed as a low-key reminder of how far Amtrak has come since taking over the nation's failing rail passenger service on May 1, 1971.

Scheduled for inclusion in the display, which occupied seven tracks in the station, was Amtrak's famed GG1 #4935, soon to move to the Railroad Museum of Pennsylvania. The Friends of the GG1 Committee, sponsor of the 1977 fund drive which helped restore the locomotive to its original PRR paint scheme, agreed to place its collection of 4935 memorabilia alongside the engine and to staff the display.

Other attractions at the three-day event were: Amtrak's Canadian-built LRC train, which was to offer one-hour rides to the public, a new AEM-7 electric locomotive, an F40 diesel-electric unit, a four-car set of new Superliner passenger cars, a rebuilt Metroliner, several Heritage and Amfleet cars, Budd's self-propelled SPV-2000 demonstrator, a heavyweight business car, Conrail GE diesel #1981, a rebuilt Maryland DOT F-unit, several freight cars and pieces of track equipment, and a Turboliner power car. Philadelphia Chapter and other NRHS chapters were also represented at booths in the station's passenger concourse.

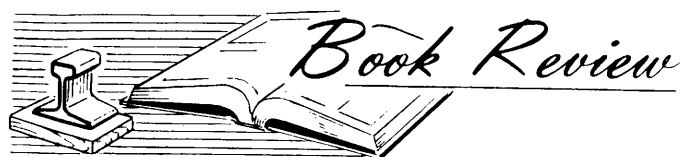
## Taking A Trip? Phone Ahead for Weather Forecast

With the cost of gasoline going through the roof--not to mention train and plane tickets--it's a good idea to check the weather ahead before taking that fantrip. Below are listed the telephone numbers for public weather forecasts in major U.S. and Canadian cities.

ALBANY, NY.....	518-476-1122	LOUISVILLE, KY.....	502-363-9655
ANCHORAGE, AK.....	907-271-5105	LYNCHBURG, VA.....	804-239-0344
ATLANTA, GA.....	404-936-7768	MEMPHIS, TN.....	901-384-6600
BALTIMORE, MD.....	301-936-1212	MIAMI, FL.....	305-661-5065
BANGOR, ME.....	207-942-2001	MILWAUKEE, WI.....	414-936-1212
BILLINGS, MT.....	406-259-4515	MINNEAPOLIS, MN.....	612-725-6090
BINGHAMTON, NY.....	607-723-9331	NASHVILLE, TN.....	615-361-6417
BIRMINGHAM, AL.....	205-322-9222	NEW ORLEANS, LA.....	504-525-8831
BOISE, ID.....	208-342-6569	NEW YORK, NY.....	212-936-1212
BOSTON, MA.....	617-936-1212	NORTH BAY, ONTARIO.....	705-472-9110
BUFFALO, NY.....	716-643-1212	PEORIA, IL.....	309-697-8620
CHARLOTTE, NC.....	704-394-5158	PHOENIX, AZ.....	602-273-7511
CHEYENNE, WY.....	307-635-9901	PITTSBURGH, PA.....	412-936-1212
CHICAGO, IL.....	312-936-1212	PLATTSBURGH, NY.....	518-561-4343
CINCINNATI, OH.....	606-936-4850	PORTLAND, ME.....	207-775-7781
CLEVELAND, OH.....	216-931-1212	PORTLAND, OR.....	503-255-6660
COLUMBUS, OH.....	614-231-5212	RICHMOND, VA.....	804-268-1212
DENVER, CO.....	303-934-2181	ST. LOUIS, MO.....	314-936-1212
DETROIT, MI.....	313-932-1212	SALT LAKE CITY, UT.....	801-973-3073
DULUTH, MN.....	218-727-5555	SAN FRANCISCO, CA.....	415-936-1212
EDMONTON, ALBERTA.....	403-437-2450	SAULT STE. MARIE, ONTARIO.....	705-254-7240
ERIE, PA.....	814-453-2211	SCRANTON, PA.....	717-457-2711
FARGO, ND.....	701-232-7441	SEATTLE, WA.....	206-662-1212
FLINT, MI.....	313-767-5151	SPOKANE, WA.....	509-747-4638
GREEN BAY, WI.....	414-432-1212	SPRINGFIELD, MA.....	413-785-1665
HARRISBURG, PA.....	717-782-4432	SPRINGFIELD, MO.....	417-831-4000
HOUSTON, TX.....	713-228-8703	TOLEDO, OH.....	419-936-1212
LEXINGTON, KY.....	606-233-1541	TORONTO, ONTARIO.....	416-676-3066
LONDON, ONTARIO.....	519-451-3390	VANCOUVER, BRITISH COLUMBIA.....	604-273-8331
LOS ANGELES, CA.....	213-554-1212	WASHINGTON, DC.....	202-936-1212
		YOUNGSTOWN, OH.....	216-744-5880

All of these numbers are public information and anyone may call. Most of the numbers will give you a tape-recorded forecast but some will give you a meteorologist, who may even answer your questions. May the sun shine on that steam engine!

(Compiled by Terry Chicawak for *Mainline*, published by Forest City Division of RRE, with additions by Cinders staff)



ELECTRIC TRACTION ON THE PENNSYLVANIA RAILROAD - 1895-1968. By Michael Bezilla, Pennsylvania State University Press, 1980. 233 pages, illustrated. \$16.75

This volume shakes my firmest convictions concerning railroad electrification. Previously, I had thought that electrification had two uniform characteristics:

1. The railroads that have electrifications are desperately eager to get rid of them.
2. Authors who write books about electrification look upon it as the wave of the future.

The Pennsylvania in the closing years of its independence, however, studied its big eastern electrification and concluded the installation was worth retaining. Author Bezilla has produced a careful and detailed historical account of the Pennsylvania's experience, but he does not conclude that the installation is a model for national emulation. Rather, he concludes that it survives as a special case, mainly because of its large size, and if the railroad had merely electrified the mountain crossing west of Altoona, that electrification would have gone the way of its counterparts on the Norfolk & Western, Virginian and Great Northern.

As the restraint and dispassion of the conclusion indicate, the book is an excellent one, an ideal mixture of enthusiasm and scholarship. Bezilla takes the history of the Pennsylvania's actual and proposed electrifications from the Burlington & Mount Holly in 1895 to the Penn Central merger of 1968. The history of technology is carried off adeptly, with lucid descriptions of the rival electrical technologies. The calculations of the railroad are, as usual for this enterprise, fascinating. The vast size of the railroad made its decision-making a matter of staggering sums. As is well known, the Pennsylvania Station project in Manhattan was the largest single private investment in history at the time of its completion. The building of the east-coast electrification under the Atterbury administration during the Depression was equally impressive. Both projects demonstrated the Pennsylvania's patrician self-image and its conviction of its permanent prosperity. The secular forces operating against the northeastern railroads after World War II were to change all that.

Together with the development of the diesel-electric locomotive, the decline in the Pennsylvania's fortunes prevented extension of the electrification west of Harrisburg, even though it was most obviously useful on the ascent of the Alleghenies from Altoona. Because recent statutes have provided authorization for Federal investment in electrification, the wires may yet reach Pittsburgh, though the project probably cannot be justified in view of the traffic prospects of Conrail.

This is the best book on mainline railroad electrification known to me, and one of the best on the Pennsylvania Railroad. Given the Pennsylvania's dominant position in the industry, this railroad cries out for scholarship. One would like to see a scholar devote himself to a full-length history of the company along the lines of Overton's Burlington Route, but it would clearly be a life's work.

Perhaps the railroad itself showed scholars how to treat it. The Pennsylvania considered itself too big to issue a complete system timetable, and put out only regional or topical timetables. Similarly, perhaps the company's history is best pursued in topical treatments of this sort.

*(Review by GEORGE W. HILTON, from The Lexington Newsletter, published by the Lexington Group in Transportation History.)*

## DE WITT CLINTON CHINA OFFERED BY MOHAWK CHAPTER

To celebrate 150 years of rail passenger service over the route of the Mohawk & Hudson Railroad, a limited edition of chinaware is being offered by the Mohawk & Hudson Chapter, NRHS.

Produced by Syracuse China to railroad dining car standards, these pieces feature the multicolor border design of the New York Central's "DeWitt Clinton" pattern. A five-piece place setting consists of a dinner plate, bread and butter plate, cup, saucer and fruit dish. The sixth piece, a large service plate, displays a detailed silhouette of the DeWitt Clinton locomotive in the center as well as in the border, matching the place setting.

For orders received before May 15, 1981 the service plate is priced at \$25 and the five-piece place setting at \$45. After that date the prices increase to \$33 and \$60 respectively. All prices include delivery postpaid. Orders should be sent to:

Mohawk & Hudson Chapter, NRHS  
P. O. Box 523  
Schenectady, NY 12301

Make checks payable to "Mohawk & Hudson Chapter, NRHS."

An order blank will be included with Issue #2 of the National Railway Bulletin due to be mailed this month, but persons desiring the introductory discount should order immediately.

# HANDY GUIDE TO MAINLINE STEAM LOCOMOTIVES

Here in tabular form is a status report on several well-known steam locomotives recently operated or expected to operate on mainline railroads:

LOCOMOTIVE NUMBER	WHEEL ARRANGEMENT	BUILT FOR	PRESENT OWNER	PRESENT LOCATION	REMARKS
611	4-8-4	N&W	City of Roanoke	Roanoke, VA (Roanoke Trans.Mus.)	N&W reportedly plans to rebuild for service
614	4-8-4	C&O	Steam Loco. Corp. of America	Active on Chessie	Will run a full 1981 schedule on <u>Chessie's Safety Express</u> (Apr.-Nov.)
722	2-8-0	SOU	Southern Ry.	Birmingham, AL (SOU shops)	Out of service - no further plans for operation
750	4-6-2	S&A	Atlanta-NRHS	Birmingham, AL (SOU shops)	SOU plans to rebuild for operation by 1982.
765	2-8-4	NKP	Fort Wayne RR Historical Soc.	Fort Wayne, IN	Operated several trips in 1980, but needs mechanical work. No trips scheduled.
1201	4-6-2	CP	National Museum of Science & Technology	Ottawa, Ont. (National Museum)	Excursions planned on CP Rail and CN out of Ottawa.
2716	2-8-4	C&O	Kentucky Ry. Museum	Birmingham, AL (SOU shops)	SOU plans to rebuild for excursion service, beginning at 1981 NRHS convention.
2839	4-6-4	CP	Royal Hudson Loco. Co.	Marshallton, DE (W&W shops)	Completed excursion schedule on SOU in 1980. Future uncertain.
2860	4-6-4	CP	Province of Brit. Columbia	North Vancouver, B.C.	Scheduled for regular excursion service on British Columbia Ry. (May-Sept.)
3985	4-6-6-4	UP	Union Pacific	Cheyenne, WY (UP shops)	Restored for excursion service on UP. Scheduled to run to Sacramento, CA in May.
4070	2-8-2	GTW	Midwest Ry. Hist. Foundation(NRHS)	Cleveland, OH	Scheduled for weekend excursions on B&O Cleveland-Akron, OH (June-Oct.)
4449	4-8-4	SP	City of Portland, OR	Portland, OR	Ex-Freedom Train engine restored 1981 to SP "Daylight" colors for excursion to Sacra- mento and Los Angeles, CA. Future uncertain.
4501	2-8-2	SOU	Tenn. Valley RR Museum	Active on SOU	In SOU excursion service.
6060	4-8-2	CN	Canadian National	Edmonton, Alta.	Retired from CN excursion service. Turned over to Alberta Pioneer Rwy. Assn. for irregular excursions out of Edmonton.
8444	4-8-4	UP	Union Pacific	Cheyenne, WY (UP shops)	Longtime UP excursion loco. Will accompany 3985 to Sacramento, CA in May. Future use uncertain.

## KEY TO RAILROAD ABBREVIATIONS

B&O - Baltimore & Ohio Railroad  
 C&O - Chesapeake & Ohio Railway  
 CN - Canadian National Railways  
 CP - Canadian Pacific Railway  
 GTW - Grand Trunk Western Railroad  
 N&W - Norfolk & Western

NKP - Nickel Plate Road  
 S&A - Savannah & Atlanta Railway  
 SOU - Southern Railway System  
 SP - Southern Pacific Lines  
 UP - Union Pacific Railroad  
 W&W - Wilmington & Western Railroad

## THE SLIDE KILLERS: A DISSIDENTING VIEW

In January 1981 Cinders we reprinted an article from the Pacific Northwest Chapter's newsletter The Trainmaster entitled "The Slide Killers...And How to Arrest Them." The article, written by Doug Howard, described the apparent consequences of storing color slides in certain types of plastic pages. It has since been reproduced or condensed in dozens of other railclub publications.

However, the editor of Gulf Coast Railroading, the newsletter of Gulf Coast Chapter, NRHS went a step further and wrote to one of the manufacturers named in the article as producing these "dangerous" plastic pages. The response of that firm, 20th Century Plastics, is reprinted herewith from Gulf Coast Railroading:

20TH CENTURY PLASTICS, INC.  
3628 Crenshaw Boulevard  
Los Angeles, CA 90016 (213) 299-2777

Dear Customer:

This letter is written in response to your recent inquiry concerning the use of clear vinyl pages to protect your photographic materials.

20th Century Plastics has gone to great lengths to assure our customers that its manufactured photo pages use the highest grade of Polyvinyl Chloride materials which have been specially treated chemically to protect against any adverse reaction with the surfaces of the materials that it protects. Tests conducted by independent laboratories such as U. S. Testing Company, Inc., and others have proven to us that there is no evidence of damage to protected photographic materials when stored under normal everyday conditions.

In the eleven years that we have been manufacturing our products for the protection of photographic materials, no customer has yet complained of a damaged picture, negative or slide. As testimony to the confidence in our products, many libraries, museums and similar institutions concerned about the safety of their rare slides and prints purchase 20th Century Plastics pages. They know, as we are sure you will find, that there are less expensive vinyl pages on the market which have not been chemically treated to protect against adverse interaction between the photographic materials and the vinyl protective sheets.

We commend you for your recent inquiry and your showing of concern over the storage of your photographic materials, which we know are very personal and irreplaceable items for you. It is with that thought in mind that we have strived to produce what we believe to be the finest quality vinyl photographic page on the market. We hope you will agree and will continue to be a valued customer of 20th Century Plastics, Inc.

Should you have any further questions, please feel free to contact us.

Cordially,

20TH CENTURY PLASTICS, INC.

Customer Service Department

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## BROOKVILLE LOCOMOTIVE: PIONEER IN RAILROADING

What happened when the Ford "Model T" was fitted with flanged wheels? For one thing, mules were retired to pasture. And secondly, Brookville Locomotive Works was born in the small town of Brookville, PA.

In 1917, coal dealers used mules to pull railroad cars. However, with the advent of World War I, there was a need for something more than mule power to get coal to market. As the story goes, a local coal dealer ambled over to L.A. Leathers' new Ford agency to see if a Model T might fit the bill. It did.

The Model T was fitted with flanged wheels and went to work as a railroad locomotive, hauling and pushing coal cars. Not only was this the birth of a new concept in coal transportation, but it was also the birth of Brookville Locomotive.

Now in its 61st year of manufacturing locomotives, Brookville has now given birth to a new generation of underground locomotives.

For the past two years the firm has quietly been changing its direction by applying to the Mine Safety and Health Administration for Schedule 24 approval of most of its tonnage range locomotives.

*(Continued on Page 16)*

## BROOKVILLE LOCOMOTIVE *(Continued from Page 15)*

The new design of underground mining locomotives employs direct drive and chevron suspension. The locomotive is a completely new Brookville design that eliminates the final drive of sprockets and chains. The new design has axle-mounted gear boxes which provide instant torque through a Rockwell drive shaft and universal joint. Since the gear boxes are completely enclosed in lubrication oil, they provide hundreds of hours of work with minimal maintenance and few repairs.

An order for seven 12-ton locomotives of this type has kept the employees of Brookville Locomotive very busy. The first unit was formally tested and inspected by Gulf Mineral Resources on September 22-24, 1980. It passed all the tests conducted by Brookville, Caterpillar, Clark Equipment Company, and L&N Radiator Corp.

Brookville locomotives have been built for operation on many different gauges of track and are marketed not only in the United States and Canada but in virtually every country in North America, South America, Africa and Asia. There are such diverse locomotives as rail ambulances, personnel carriers, rail school buses, refrigerated rail cars, rail pay cars and hundreds of locomotives for sugar cane, fruit, palm-oil and sisal plantations and industrial switchers.

In 1974 the Brookville Locomotive Works was purchased by Pennbro Corp, and is currently known as the Brookville Locomotive Division of Pennbro.

Locomotives are built from the ground up at Brookville Locomotive. The only components not manufactured at the plant are prime movers and torque converters. Most of the locomotives built today are chain drive and are available in four and six-wheel models. The finished products are shipped out of the plant by truck, although rail shipment from the factory is preferred for export orders. The largest single order ever filled by the firm was for export—50 locomotives for a railroad in Taiwan in 1956.

It has been a long way from the Model T with flanged wheels to the sleek underground mining locomotive that is the latest addition to Brookville Locomotive's proud history. In being a pioneer in the locomotive field, this local firm has carried the name of Brookville to all parts of the world.

*(from the Brookville, PA Jeffersonian Democrat, October 30, 1980, via the Lake Shore Chapter, NRHS Timetable)*

## CONRAIL FREIGHT SCHEDULES AID TRAINWATCHERS

The special pull-out section in this issue contains an expanded format of freight train schedules for Conrail's Eastern Region, which extends generally from Enola, Harrisburg, Lurgan, PA and Potomac Yard, VA on the west to Allentown, Trenton and South Jersey on the east. The Region is comprised of the Harrisburg and Philadelphia Divisions and is responsible as well for freight operations over Amtrak's Northeast Corridor lines in this area. Headquartered in Philadelphia, the Eastern Region is one of seven operating regions which make up Conrail.

Schedules are shown for all through freight trains as well as selected "local" trains which operate between major yards. These schedules, in effect on April 1, 1981, are drawn from official sources but confer no timetable authority or guarantee of accuracy. Certain trains, the mail and "TV" piggybackers in particular, usually operate on or ahead of schedule, but the performance of other trains may vary widely from the published schedules. The railroad will also combine trains or eliminate them altogether as traffic levels warrant, or operate extra sections designated by an "X" suffix following the train symbol. Under Conrail's current identification system, scheduled freight trains will carry a single digit suffix designating the scheduled day of departure from originating terminal. For example, ENAL-1 is an Enola to Allentown train scheduled to depart from Enola yard on the first, 11th, 21st or 31st day of the month.

This listing does not include unit coal, ore, grain or empty hopper trains which operate on irregular schedules, though these trains are assigned symbols beginning with the letters "U", "Z", "G" and "X" respectively. Neither does it show the special transcontinental container trains operated periodically for water carriers such as American President Lines and Sea-Land Service. (These trains run between the Chicago Gateway and North Jersey via Harrisburg and Allentown.) Also omitted is OJT, the famed Tropicana orange juice train with its mile-long string of white boxcars, operating about every fourth day from Bradenton, FL to Kearny, NJ via Potomac Yard, Philadelphia and the former Reading line through West Trenton.

Freight train schedules, of course, are constantly being revised to accommodate changing conditions. In future issues, Cinders will attempt to keep its readers up to date on important changes, deletions and additions to these schedules. The editors hope that this information will assist area trainwatchers in identifying, photographing—or simply watching—the many freight trains which daily crisscross the Delaware Valley.



CONSOLIDATED RAIL CORPORATION  
EASTERN REGION



THROUGH FREIGHT SERVICE - East and Northbound  
(All trains operate Daily Except as Noted)

CORRECTED TO APRIL 1, 1981

TRAIN	ENOLA	HARRIS-BURG	COLUMBIA	THORN-DALE	READING	ALLEN-TOWN	BETH-LEHEM	ABRAMS	PORT RICHMOND	POTOMAC YARD	BALTI-MORE	PERRY-VILLE	EDGE MOOR	PHILA. Zoo	PHILA. Belmont	PHILA. Pk Jet	WEST TRENTON	PHILA. Pk'd Jc	MORRIS-VILLE	TRENTON	SOUTH PHILA.	CAMDEN
ALPG	-from	Allen-			0830			1130			2100	2300	-via	Phila. Zoo	1445						1630	
BAEN											2030	2230	-via	Port	Road	Branch-						
BAPY	-from	Beth-			2230			0145			2030	2230	-via	Port	Road	Branch-						
ENAL		Lehem-2045			2350	0220							-via	Port	*0300	Branch-						
ENRA	0030		0300									0800	-via	Port	Road	Branch-						
ENCA	0400		0600	0815									-via	Trenton								
ENCC	1400		1600	1800									-via	Trenton								
ENCR	0001		0200	0400								1300	-via	Trenton								
ENED	0700		0930										-via	Trenton								
ENPG	2200		0001	0125									-via	Trenton								
ENP0(a)	2030		2300										-via	Trenton								
ENPY-A	1100		1300										-via	Trenton								
ENPY-B	1630		1815										-via	Trenton								
ENSA	0800		1000	1410									-via	Trenton								
ENSE	2300		0245		0545	*0800							-via	Trenton								
MAIL-8	-via	*0320	Line-	0445									-via	Trenton								
MAIL-10(b)(c)	-via	*2305	Line-	0030									-via	Trenton								
PTBE	*1115	1245			1615	*1915	2130						-via	Trenton								
PICA	*1245		1545	1755									-via	Trenton								
PICD	*0900		1300	1825									-via	Trenton								
PIML		*1545	1645		0030	*0230							-via	Trenton								
PIPI	*0400	1845	0600										-via	Trenton								
PIYB													-via	Trenton								
PVAL													-via	Trenton								
PVEN-A													-via	Trenton								
PVEN-B													-via	Trenton								
PYMO													-via	Trenton								
PYSE-A													-via	Trenton								
PYSE-B													-via	Trenton								
RUBE													-via	Trenton								
RUPY													-via	Trenton								
TV-2(d)(e)	-via	*0035	Line-	0255				1545					-via	Trenton								
TV-4(d)		*0800	Line-	2225									-via	Trenton								
TV-12M(d)(f)		*1955											-via	Trenton								
TV-22(d)(e)		0300	0400										-via	Trenton								
TV-24													-via	Trenton								
TV-25(b)													-via	Trenton								
TV-62(d)(e)		*0600			0900	*1030							-via	Trenton								
WKRE-16(b)		-from	Allen-town-		1500								-via	Trenton								
WLAL-22					0100								-via	Trenton								
WPAB-2(b)													-via	Trenton								
WPCA-81													-via	Trenton								
DH-87(g)		-from	Allen-town-		1600								-via	Trenton								

KEY TO ORIGIN AND DESTINATION TRAIN SYMBOLS

MO - Morrisville, PA  
 MI - Oak Island (Newark), NJ  
 PG - South Philadelphia, PA  
 PI - Pittsburgh (Conway), PA  
 PO - Pocomoke, MD  
 PY - Potomac Yard, VA  
 RU - Rutherford, PA  
 SA - South Amboy, NJ  
 SE - Seikirk, NY  
 TV - TrailVan (piggyback)

AB - Abrams, PA  
 AL - Allentown, PA  
 BA - Baltimore, MD  
 BE - Bethlehem, PA  
 CA - Camden, NJ  
 CC - Elizabethtown, NJ  
 CR - Croxton, NJ  
 ED - Edge Moor (Wilmington), DE  
 EN - Enola, PA  
 ML - Metuchen-Linden, NJ

NOTE: Local train symbols begin with "W"

NOTES:

- \* - Crew change
- (a) - Except Monday
- (b) - Except Sunday
- (c) - Mail-10 is combined with Mail-8 Tuesday only on Mail-8's schedule.
- (d) - Except Tuesday
- (e) - Operates one hour later Sunday only.
- (f) - Operates four hours later Sunday only.
- (g) - Delaware & Hudson train.

# CONSOLIDATED RAIL CORPORATION

## EASTERN REGION

THROUGH FREIGHT SERVICE - West and Southbound  
(All trains operate Daily Except as Noted)

CORRECTED TO APRIL 1, 1981



TRAIN	CAMDEN	SOUTH PHILA.	TRENTON MORRISVILLE	PHILA. Fld Jo	WEST TRENTON	PHILA. Pk Jet	PHILA. Belmont	PHILA. Zoo	EDGE MOOR	PERRYVILLE	BALTI-MORE	POTOMAC YARD	PORT RICHMOND	ABRAMS	BETH-LEHEM	ALLEN-TOWN	READING	THORNDALE	COLUMBIA	RUTHERFORD	HARRISBURG	ENOLA	LURGAN
ALEN																2000	2340			*2300	-to MM	0400	
ALLU																1400	1830		South	*2300	-to MM	Ry. -	0230
ALPG																0600	0900		0300			0515	
BAEN																			0130		*0340		2000
BAPI																							
BELU(a)																							
BEPI																							
BEPY																							
CAEN	1400			1530			1610																
CAPI	2215			2250			2315																
CRPY(b)					2210		*0030	0145	0315	0530	0645	1000											
EDEN									2000	2245	-via	Port											
EDTO									0030	0730	-via	Port											
ENBA									Branch-	0800	1000	2130											
ENPY-A									Branch-	1555	1710	0230											
ENPY-B									Branch-	2045	2145												
GPEN(a)			1430	-via	Trenton	Branch-																	
GPPI																							
JCPI(b)			0025	-via	Trenton	Branch-																	
LMEN			1630	-via	Trenton	Branch-																	
LMPI(a)			0320	-via	Trenton	Branch-																	
MLL-9			0540	-via			0630																
MAIL-1(b)(c)(d)			0805	0840			0855																
PPPI(d)				2130			2200																
PGEN							1230																
PGPI																							
PIPY																							
POEN(b)																							
PPLU																							
PPLV																							
PVAL																							
PVEN-A																							
PVEN-B																							
RIPI																							
SAEN			1015	-via	Trenton	Branch-																	
SEEN			1130	-via	Trenton	Branch-																	
SEPY																							
TV-1(b)(e)																							
TV-3M(d)			2035	0530																			
TV-11(d)																							
TV-23(d)																							
TV-25(b)																							
TV-61(a)																							
WPAB-1(d)																							
WPCA-80			1800	-via	New York	York																	
WPMO-1(f)																							
WPPJ-1																							
WPPR-15(d)																							
DH-84(g)																							

**NOTES:**  
 \* - Crew change  
 (a) - Except Sunday and Monday  
 (b) - Except Monday  
 (c) - Mail-11 is combined with Mail-9 Sunday on Mail-9's schedule.  
 (d) - Except Sunday  
 (e) - Operates two hours later Saturday only.  
 (f) - As needed  
 (g) - Delaware & Hudson train.

**KEY TO ORIGIN AND DESTINATION TRAIN SYMBOLS**  
 GP - Greenville Piers, NJ  
 JC - Jersey City, NJ  
 LM - Linden-Metuchen, NJ  
 LU - Lurgan (Shippensburg), PA  
 PF - Phila (Frankford Jct.), PA  
 PG - South Philadelphia, PA  
 PI - Pittsburgh (Conway), PA  
 PO - Pocomoke, MD  
 PP - Phila (Port Richmond), PA  
 PY - Potomac Yard, VA  
 RU - Rutherford, PA  
 SA - South Amboy, NJ  
 SE - Selkirk, NY  
 TO - Toledo, OH  
 TV - TrailVan (piggyback)

**NOTE:** Local train symbols begin with "W".

## CHINA TOUR CHANGE ADDS STEAM LOCOMOTIVE FACTORY

International tour director Larry Steingarten has announced to rail enthusiasts on his trip list, as well as to Chapter members, some important changes in the itinerary for the 1981 China tour, which begins on August 8.

A summary of the changes is contained in the reproduction of Larry's letter, below. Full details should be secured from him at our next meeting on May 15, or through Glen Roc Travel.



## NATIONAL RAILWAY HISTORICAL SOCIETY PHILADELPHIA CHAPTER

P. O. Box 7302, PHILADELPHIA, PA 19101

April, 1981

Dear Friend:

We are extremely pleased to announce that we have been able to make a change in our planned itinerary for our August 8 trip to China. Instead of entering and leaving through Hong Kong and Guangzhou, we will fly directly from Tokyo to Shanghai and return from Beijing to Tokyo. This will save considerable travel time and we will be adding time for sightseeing in several cities.

Most exciting, however, is the addition of Datong to our itinerary in China. Datong offers two things of outstanding interest: for the railfan, it is the site of the last factory in the world still building brand-new steam locomotives (last year we were able to buy builders' plates!) and, for other sightseeing, the fascinating Yunggang Grotto, which has 51,000 carved Buddhas in 53 caves.

We have been able to make this change at no additional cost because of a recent reduction in certain air fares to and from the Peoples Republic of China. We will make overnight stops in both directions in Tokyo. The new air fare permits stopovers on the way back and you will be able to spend a few days in Japan if you so desire. For those going only to China, the price now includes all meals as well as hotels from the time we leave the United States until we return -- the only expenses not covered are drinks, laundry, film, souvenirs and personal items. We will now be traveling with Japan Air Lines from and to San Francisco.

If you are going to join us -- and we hope you can -- please send us your reservation with a \$500 deposit soon, as space is limited. Also, please indicate if you would be interested in a few days for sightseeing in Japan (last year we went to the southern end of Honshu and rode on a steam tourist line in some beautiful mountains!).

Philadelphia-NRHS International Tours  
c/o Glen Roc Travel  
194 Scotch Road  
Trenton, NJ 08628

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

CHAPTER OFFICERS:

President.....R. L. Eastwood, Jr.  
First Vice President.....F. G. Tatnall, Jr.  
Second Vice President.....Douglas W. Watts  
Secretary.....Marie K. Eastwood  
Treasurer.....Earle P. Finkbiner  
National Director.....James S. Myers  
Membership Chairman.....Samuel L. James

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

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

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

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

## Our Meeting:

Our May, 1981 meeting will feature a narrated slide program featuring a potpourri of U. S. traction and steam railroading from the 1950's. The program will be presented by Mr. Samuel F. Etris, who made extensive photo coverage of such varied properties as the Iowa interurbans, Omaha area steam, London & Port Stanley, Huntingdon & Broad Top, St. J. & L. C. and other similar lines.

Our meeting location is 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, MAY 12 to President Eastwood at 215-947-5769.

Plan to come out and bring a rail friend to enjoy this nostalgic program on Friday, May 15.

### DOES NRHS HAVE YOUR CORRECT ADDRESS?

Numerous members have indicated to us that they are experiencing difficulty in receiving their NRHS material from the National organization. If you are in this category, please contact President Eastwood and let him know. Proper address corrections will be forwarded and entered in the computer.

PHILADELPHIA CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
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PHILADELPHIA, PENNSYLVANIA 19101

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