

40th Anniversary -- 1936 - 1976

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

P. O. BOX 7302 PHILADELPHIA, PA. 19101



Cinders

MARCH, 1976

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NO REGULAR MARCH MEETING: Due to the observance of the 40th Anniversary with a special banquet, which was held on Saturday, March 13, there is no regularly-scheduled meeting in March. Our April meeting will be held on Friday evening, April 9, 1976, which is one week earlier than normal due to Good Friday falling on April 16. Please make note of these changes on your calendar if you have not already done so.

APRIL ISSUE OF CINDERS: Deadline for the April issue of CINDERS will be Friday, March 26, 1976. All information must be in the hands of Larry Eastwood by 3/26 for inclusion in the April issue, which will be a short issue, due to the lateness of this issue.

READING EXCURSION COMPLETE SELL-OUT MONTH IN ADVANCE: The Chapter's "Farewell to the Reading" excursion, which, by the way, is the only-known farewell trip taking place on any of the bankrupt carriers going into ConRail, was sold out on February 20, only about 12 days after the first flyers were released on the trip. Nearly 200 people have had ticket orders returned to them, in addition to over 100 phone calls from others interested in taking part on this trip. The souvenir to be handed out on the excursion will be a decorated 13 oz. tankard mug, inscribed with the destination and date of the trip, as well as with the RDG and NRHS heralds. A very limited supply of extra mugs will be available at the April meeting for \$2.00 each. We're proud to be operating this excursion, and we appreciate the cooperation of the Reading's Passenger Services Department in arranging it for us. Our lunch stop will take place at West Trenton, where 200 of the 350 on board will eat at Freddie's Restaurant there.

40TH ANNIVERSARY BANQUET ATTRACTS OVER 120 PEOPLE: Saturday evening, March 13, 1976, saw the observance of the 40th Anniversary of the charter of the Philadelphia Chapter at a special banquet at the Engineers' Club. A fine dinner of roast beef or chicken was enjoyed by those present. Nearly 50 door prizes were awarded, ranging from a beautiful framed print (Howard Fogg) of the Union Pacific's City of Salina, won by George Arnoux, to a reproduction of the Canadian Pacific beaver herald, given by CP, which was won by Ron DeGraw. Following the door prizes, Toastmaster and National President E. Lewis Pardee introduced guests and NRHS people from other Chapters, as well as various National officers present. Mr. Pardee (PLEASE TURN TO PAGE 12)

SIGNALS SET FOR "BIG" CONRAIL

At precisely 12:01 a.m., on Thursday, April 1, 1976, Consolidated Rail Corporation will officially begin operation of some 17,000 miles of railroad in 17 states and two Canadian provinces. Assembled from the wreckage of seven bankrupt lines--Penn Central, Lehigh Valley, Reading, Jersey Central, Erie Lackawanna, Lehigh & Hudson River and Ann Arbor--plus a host of non-bankrupt subsidiaries and peripheral short lines, ConRail represents a heroic effort on the part of Congress, government planners and the railroads themselves to build a viable rail system out of the crippled Northeast carriers.

The already formidable problems facing ConRail and its parent, U. S. Railway Association were dramatically increased on February 12 when Chessie System and Southern Railway announced that they were scuttling their plans for purchasing more than 2,000 miles of EL, Reading and PC trackage. Reason: the two roads were unable to reach agreement with the various labor organizations. Chessie's Chairman and President Hays T. Watkins explained that "taking over the labor practices and agreements which contributed to the bankruptcy of the acquired lines would have resulted in our assuming a loss operation and would have seriously restricted the performance of efficient rail transportation services." Translation: certain unions would not go along with the less favorable contracts offered by Chessie and Southern because ConRail by law would have to give its workers everything they had under their old agreements. "A great tragedy," said Transportation Secretary William T. Coleman.

Nevertheless, USRA quickly shifted gears to cope with the larger "Unified ConRail" system now thrust upon it. President James Hagen estimated that the road would require capital spending of \$6.84 billion instead of the \$6.03 billion to restore its physical plant, and Federal funding of \$2.02 billion rather than the \$1.84 billion authorized in the recently-passed Railroad Revitalization and Regulatory Reform Act. However, Hagen stated that ConRail would attain profitability sooner than previously estimated because of the lessened competition.

Immediately, ConRail's planning group went back to its drawing board to integrate the EL and Reading operations into the existing blueprint for "Day One" service. The already tight deadline of April 1 now seemed even tighter, but the decision was made by ConRail's creators at USRA not to ask for a further delay in the startup date--most of the bankrupt roads were growing short of cash and no one wanted to go back to Congress for another handout. April 1 was still the target.

Efforts were quickly made by Secretary Coleman to bring the unions and the two solvent roads back to the bargaining table for further negotiations--even though the cutoff date for agreement as set by law had already passed. At this writing, however, there was no indication that any of the parties had changed its position.

Meanwhile, Congress was acting to appropriate the funds needed to get ConRail underway. The Senate, by a 62-23 vote on February 26, approved a \$2.3 billion money bill which included \$85.1 million to cover Amtrak's purchase of the Northeast Corridor after its conveyance to ConRail. The bill was sent to a conference committee to iron out differences with the companion bill passed by the House of Representatives. Through all of the debate the Department of Transportation continued to oppose the Corridor purchase by Amtrak, preferring instead that Amtrak lease operating rights from ConRail as it now does from Penn Central.

(Please turn to page 3)

SIGNALS SET FOR "BIG" CONRAIL, Continued from Page 2

While all of this was going on, a great deal of last-minute adjustments were being made to the ConRail plan. Unlike Chessie and Southern, a number of other solvent roads did manage to conclude agreements with the unions---and USRA---for purchase of relatively minor segments of bankrupt trackage. Grand Trunk, for instance, would pick up PC's lines around Saginaw and Bay City, MI; Norfolk and Western would take over the PC Richmond Branch between Cincinnati, OH and New Castle, IN; and Delaware & Hudson signed up for the line between Sunbury and Wilkes-Barre, PA. D&H also had more ambitious plans: with the Chessie pullout D&H asked for and was granted trackage rights over ConRail lines between Harrisburg, PA and Potomac Yard, VA; between Lanesboro, PA and Buffalo, NY via Elmira, NY; and between Allentown, PA and the former LV yard at Oak Island, NJ (it had previously secured trackage rights from the Wilkes-Barre area into Allentown). Further, D&H said it would take over the piggyback facility at Oak Island which ConRail had declared surplus, thus putting itself in a position to run through TOFC trains between Oak Island and Buffalo for interchange with the N&W!! USRA, of course, was delighted that some measure of competition could be salvaged for the New York area.

D&H was also given the option by USRA to acquire, at "net liquidation value", a group of locomotives which otherwise would be conveyed to ConRail. It chose Reading's 20 GP39-2's (3401-3420), LV's 12 Alco C420's (404-415), and L&HR's six remaining C420's.

The State of Michigan then spoke up with a subsidy offer for the entire Ann Arbor from Toledo to Frankfort, MI, including the car ferry service across Lake Michigan. The 292-mile Ann Arbor would be operated as a separate entity by ConRail and its ten GP35's, 2 Alco RS1's and 3 S-3 switchers would remain on home rails.

Loss of all these units reduced ConRail's prospective locomotive fleet to 5,016, of which 4,000 are former PC (including 165 electric), 504 EL, 215 RDG, 125 LV, 95 CHJ and 24 PRSL. It is interesting to note that PRSL is contributing ten Baldwin S12's, three AS16's and one S-8, while the Ironton's lone unit, Baldwin DS4-4-10 #751, will also join the roster. So far as is known, no unit has yet received ConRail's tentative black-with-red-nose paint scheme. A proposed logo, consisting of a track section with "ConRail" spelled out between the rails, also will apparently not be adopted.

While many of the operating plans of ConRail have not yet been fully resolved, the company on March 4 announced that its top officers will include A. M. Schofield, 61, senior vice-president-operations; Richard B. Hasselman, 49, vice president-Transportation; and Ben J. Gordon, 52, chief engineering officer. All three men now hold the same titles on Penn Central. In addition, Carl N. Taylor, 36, was appointed vice president-operations planning and control; and James J. Butler, 55, acting chief mechanical officer. Taylor comes from Union Oil Company while Butler had served as chief mechanical officer for Reading Company and later USRA.

Operations in the Philadelphia area initially may be little different from those presently conducted by the separate PC and Reading organizations. ConRail will continue to operate rail commuter service under contract with SEPTA, at least for the time being. In fact, CR has leased space in Reading Terminal for two years as headquarters for its Reading Division (see following chart).

(CONRAIL DIVISIONAL CHART ON PAGE 4-----)

SEPTA had previously agreed to purchase four "surplus" commuter lines as well as Reading Terminal and Suburban Station for about \$7 million. Portions of Reading's Doylestown, Chestnut Hill and Newtown lines and part of PC's Chestnut Hill Branch are not included in the freight system to be acquired by ConRail, and were thus available for purchase at the scrap value fixed by USRA. (PLEASE TURN TO PAGE 5)

CONRAIL OPERATING ORGANIZATION

(effective April 1, 1976)

GENERAL OFFICES: Philadelphia, Pennsylvania

<u>Operating Unit</u>	<u>Headquarters</u>	<u>Territory</u>
<u>Atlantic Region-----</u>	<u>Newark, NJ</u>	
Elizabeth Division	Elizabethport, NJ	former CNJ except South Jersey, but incl. NY&LB
Hoboken Division	Hoboken, NJ	former EL east of Phillipsburg, Port Jervis
Lehigh Division	Bethlehem, PA	former LV Oak Island-Ithaca, also L&HR.
New Jersey Division	New York, NY	former PC Morrisville-New York, and also West Shore
Scranton Division	Scranton, PA	former EL Scranton Division
Susquehanna Div.	Hornell, NY	former EL Susquehanna Division
<u>Central Region-----</u>	<u>Pittsburgh, PA</u>	
Allegheny Division	Altoona, PA	former PC Allegheny Division
Mahoning Division	Youngstown, OH	former EL Mahoning Division
Pittsburgh Division	Pittsburgh, PA	former PC Pittsburgh Division
Valley Division	Youngstown, OH	former PC Valley Division
<u>Eastern Region-----</u>	<u>Philadelphia, PA</u>	
Chesapeake Division	Baltimore, MD	former PC Chesapeake Division
Harrisburg Division	Harrisburg, PA	former PC Northumberland-Harrisburg-York-Lancaster
Philadelphia Div.	Philadelphia, PA	former PC Philadelphia area, Schuylkill Valley, former PRSL, former CNJ in South Jersey
Reading Division	Philadelphia, PA	former Reading Company
<u>Northeastern Region---</u>	<u>New Haven, CT</u>	
Buffalo Division	Buffalo, NY	former PC Buffalo Division
Mohawk-Hudson Div.	Utica, NY	former PC Mohawk-Hudson Division
New England Div.	Boston, MA	former PC New England Division
<u>Northern Region-----</u>	<u>Detroit, MI</u>	
Canada Division	St. Thomas, Ontario	former PC Canada Division
Detroit Division	Detroit, MI	former PC Detroit Division
Michigan Division	Jackson, MI	former PC Michigan Division
<u>Southern Region-----</u>	<u>Indianapolis, IN</u>	
Cincinnati Division	Cincinnati, OH	former PC Cincinnati Division
Columbus Division	Columbus, OH	former PC Columbus Division
Southwest Division	Indianapolis, IN	former PC Southwest Division
<u>Western Region-----</u>	<u>Chicago, IL</u>	
Chicago Division	Chicago, IL	former PC Chicago, Division
Cleveland Division	Cleveland, OH	former PC Cleveland Division
Fort Wayne Div.	Fort Wayne, IN	former PC Fort Wayne Division and segment of former EL.
Toledo Division	Toledo, OH	former PC Toledo Division

SIGNALS SET FOR "BIG" CONRAIL, Continued from Page 3

The Urban Mass Transportation Administration will be asked to pick up 80 percent of the cost and the state the remaining 20 percent. USRA determined that the value of Reading Terminal---the Reading Company's biggest single asset---is about \$2.8 million, while Reading trustees insist it's worth \$25 million.

Under a bill signed last month by Governor Shapp, the state will spend about \$1.2 million over the next three years to preserve some 674 miles of "light density" lines within Pennsylvania which otherwise would be abandoned under the ConRail plan. The Federal government will also meet the operating deficits of the lines so designated by the state. Among lines affected in the Philadelphia area are the Reading's Stony Creek Branch between Lansdale and Norristown and portions of the Perkiomen Branch. Arrangements have also been made for the Maryland & Pennsylvania Railroad to take over PC's Frederick Branch between York, PA and Frederick, MD, and preservation of the Reading's Wilmington and Northern Branch between Coatesville and Wilmington is being studied. Most of the 46 "light density" branches in Pennsylvania to receive state and Federal subsidies will be operated by ConRail. The same will hold true for the PC line between Pocomoke, MD and Norfolk, VA, which was originally intended for conveyance to Southern Railway. With Southern's pullout, however, the states involved have designated ConRail to maintain rail operations under subsidy (including the carfloat across Chesapeake Bay). The line between Wilmington, DE and Pocomoke will become part of ConRail's system without state subsidy, thus partially meeting the demands of area businessmen and government leaders for continued rail service on the Delmarva Peninsula.

"ON THE SCENE"



with El Simon

.....AMTRAK has begun to selectively store cars which require heavy repairs----- about thirty cars were transferred during January. 31 "clocker" coaches were stored by February 1 and others are disappearing each week. By February 15, for example, only the 1421 survived out of a group of 25 ex-NEW YORK CENTRAL coaches. The P70's, surprisingly, are well-liked by Amtrak and are likely to see service until the end..... ..A sign of the times appears in PENN CENTRAL's latest (and probably last) makeup book. The consists for trains 141, 143, 161, 142, 144, 160, 173, 174, 181 and 212 all are shown in terms of Amfleet as well as conventional cars, so that they can be assigned new cars as they become available with a minimum of disruption.....The only Corridor trains, then, for which Amfleet consists are not yet designated are the Southern Crescent, trains 166-167 (New York-Washington), 162-163 (New York-Boston), and weekend trains 180-183 (New York-Boston).....BUDD had delivered 155 Amfleet cars by Feb. 24. Highest car numbers by type are 21116(Amcoach), 20019(Amcafe), 20124(Amclub), and 20202(Amdinette). Amdinette?? These are the first cars of this type - they are a variation on the Amcafe design with 8 four-place tables and booths at one end. When these cars are accepted, they are to go on the Merchants Limited.....An interesting development in this area has been the elimination or at least the deferment of any plans to introduce a "long-distance" Amcoach. Now, the first 224 cars will consist of 45 Amcafes, 27 Amclubs, 11 Amdinettes, and 151 Amcoaches. Most likely, more Amcafes and Amcoaches will make up the remainder of the first 292 cars on order. But, Amtrak's plans change frequently, so one can only look for clues. (PLEASE TURN TO PAGE 6)

"ON THE SCENE", Continued from Page 5

.....AMTRAK operated a New Jersey Congressional Special to Washington in early February with an E60 and twelve Amfleet cars. This was one of the rare deviations from the rule that then Amfleet cars will be the maximum permitted consist..... 41 refurbished cars were delivered by AMTRAK shops in January, maintaining the 1975 pace of 10-1/2 cars per week, on average. Nearby Mechtron contributed diners 8048, 8116 and 8202. For the first time, Mechtron has no cars in for refurbishing which are in their old railroad livery. They specialize in diners and the last diner in old livery is now at AutoLiner for refurbishing.....The next assignment of Amcoaches outside this area will see 3 Amcafes and 8 Amcoaches joining ten cars already in Chicago. They will reportedly replace existing cars on the Illini and Blue Water.The latest (3rd) edition of Wayner's Amtrak Car (and Locomotive) Spotter is now out and Randall is working on a new edition of his Railroad Passenger Car Annual. Serious passenger car photographers and fans should find both useful.....The four baggage-parlor-lounge cars which used to run on the Southern Crescent are to be refurbished as baggage-coaches 1603-1606. Car 1604 was the first to be refurbished and all are to be assigned to Sunnyside. Also, the first Army kitchen car to receive heavy repairs as a baggage car for joint conventional/Amfleet use has emerged. 30 cars are on the way, to be numbered 1350-1379, and 1356 is the first one.....Five Ambulance cars will become Baggage-Dormitory cars 1450-52, 54-55 (a sixth car, to be 1453, was cancelled). This accounts for practically all of the 115 cars purchased from the Department of the Army in 1973 - several kitchen cars are now used as stationary commissary facilities at several points.....Those 1450 series cars, like the 1350-series baggage cars, will be compatible with both conventional and Amfleet cars.....Coach 6806 has been modified to serve as a "buffer" car between conventional and Amfleet cars when the latter are moved in conventional trains.....The following shops continue to do work for Amtrak. A thumbnail sketch of each is as follows:

NAME	OPERATOR	LOCATION	SPECIALTY
Beech Grove	Amtrak(ex-NYC)	near Indianapolis	All types-does wreck repairs
Topeka	Santa Fe	Topeka, KS	former Santa Fe cars
Woodcrest	ICG	Homewood, IL	all types, especially domes
AutoLiner	(Private)	South Omaha, NB	mostly running repairs-does a few heavy repairs on domes
Como	Burlington Nth.	St. Paul, MN	domes, ex-BN cars
Rail Systems	(Private)	Mira Loma, CA	all types
Mechtron	(Private)	Wilmington, DE	diners
Emerson	SCL	Rocky Mount, NC	leg-rest coaches

.....The size in descending order are Beech Grove, Rail Systems, Woodcrest, Topeka, Mechtron and Rocky Mount. AutoLiner and Como concentrate on running repairs but each performed several heavy overhauls during 1975.....AMTRAK has traded in its former B1 F7's on the thirty new HEP diesels on order for Boston service. The former SP units still soldier on on the Reno Fun Train and the San Joaquin, but will soon follow to EMD.....The first five SDP40F's have gone back to Woodcrest for intermediate overhauls. All are SANTA-FE-assigned units built in 1973.....E8A #283 recently received Amtrak's new livery and E9 423 was recently rebuilt and likewise repainted. Both units are based at New Haven, CT.



"In Transit"

by ROBERT L. CAMPBELL

.....SEPTA has awarded a \$460,000 contract to replace the half-destroyed car-barn at 50th & Greenaway with two temporary, pre-fabricated metal structures, one for the cars and the other for offices and rest facilities. They will have concrete slab foundations with work pits and will take 3 months to build.....SAN JUAN, PUERTO RICO has applied to UMTA to build a heavy rapid transit system, the first leg to be 20 miles with 23 stations.....The STATE OF NEW JERSEY has expanded its reduced fare program to senior citizens over 62 years and the handicapped and to include some interstate routes, but at the same time is cutting out 2/3 student fares.Because the 175 BOEING LRV's for Boston will not start delivery until late 1976 with completion in 1978, the MBTA may completely rebuild up to 100 of its old cars for perhaps \$100,000 apiece. Car 3022 is being gutted to find out how much work is needed to rewire, replace air compressors and motor, etc. Critics, alarmed at the high cost, have stated that Toronto was able to rebuild 172 cars for only \$18,000-\$23,000 per car. The new carhouse to accommodate the Boeing cars was recently dedicated.....Another BOSTON project to lower the ex-NEW HAVEN main line roadbed north of Forest Hills to accommodate high-speed trains to New York and the relocated Orange Line has run into controversy. Trains from Providence would be diverted to use the Midland Branch, Needham trains replaced by buses and Back Bay station closed.....Two special bus routes approved by the SEPTA board to operate May through September, 1976 are one from Fort Mifflin to Independence Hall and one from Yardley to New Hope via Washington's Crossing.....GENERAL MOTORS CORPORATION has received an UMTA contract to develop an advanced electric propulsion system featuring brushless self-controlled synchronous motor, all solid-state controls, liquid cooling and regenerative braking to be installed on a SOAC at Pueblo.....SEPTA'S RED ARROW DIVISION Route 72 (Delmar Village) has been operating on a detour since January 23 with further change on February 3 due to weight restrictions on the Calcon Hook Road Bridge over the Penn Central.....The articulated BOEING LRV will have a minimum radius of 42' (compared with current trolley 35' and European articulated 82'), will handle 9% grades, a 310' radius hump, and 460' radius trough.....The NEW YORK STATE Congressional delegation is pressing to get UMTA financial support for a 6.4 mile, \$338 million subway for Buffalo, which could, if approved, be finished by 1982. Of course, Miami, Denver, Chicago, Detroit, Los Angeles, Honolulu, San Juan, Pittsburgh, Portland(OR), and Dayton are also seeking UMTA rail funds.....SEPTA took over scheduled service on Schuylkill Valley Lines on March 1, to be run as the Frontier Division, with 15 buses and operators at a garage site on Trooper Road, 1/2 mile south of Germantown Pike. SVL operates 20 minute service on DeKalb Loop, half-hourly service to State Hospital, Lee Tire(Conshohocken via Ridge), and hourly to King of Prussia, Swedeland, Plymouth Meeting Mall, Jeffersonville, and irregularly to Penn Square Village, Phoenixville, Trappe and West Conshohocken. A Saturday-only route operates from Harmonville to King of Prussia via Conshohocken and Balliomingo Road.....PATCO would like to raise fares between 5 and 15¢ (14-20%) to be effective June 1, on account of rising costs. (30% increase in wages since 1972). New fares would be 40¢ to Camden, 70¢ to Collingswood-Haddonfield, 90¢ to Ashland-Lindenwold.

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"IN TRANSIT", Continued from Page 7

.....SEATTLE METRO has restored Brill Trolley coach #798 to working order after a 12-year retirement, for \$18,000.....Test flywheels have been installed in a NEW YORK CITY R32 married pair (3700-01) by Garrett Corporation which show energy savings of 1/3 in acceleration and have potential of an annual \$20 million savings if all 6700 cars are so equipped. A test run was made January 29 on the K line and further testing for 6 months will be conducted coupled with conventional trains in this \$1.4 million project.....With the new Market-Frankford schedule effective February 15, a bus shuttle replaces the E1 during its "Quick Fix" project between 5th Street and Bridge-Pratt stations with same headways but much longer running time (45" vs. 25"). Also, the 15th Street West Plaza cashier location serving westbound subway surface and Broad Street Subway will be open 24 hours daily and tokens will be available at 8th-11th-13th-15th-69th Streets from 6 a.m. to 6 p.m., Monday-Friday and 5th St(7-9 am) and 30th Street (3-6 pm).....BOSTON is considering using Italian FIAT self-propelled rail cars in the SW corridor between Needham and South Station, operating partially over same tracks as the extended Forest Hills rapid transit lines. FIAT cars are also proposed for service to Brockton and Cape Cod.All side doors on the 766 Long Island M-1's are being retrofitted to prevent the trains from moving when passengers are caught in the doors. The doors will have stiffened rubber edges, greater pressure sensitivity and a push-back button feature. (\$750,000).....The CHICAGO RTA has negotiated its first rail commuter contract with the MILWAUKEE ROAD for \$4.6 million with a bonus for increasing ridership and keeping trains on schedule.....TORONTO TRANSPORTATION COMMISSION is recommending delaying extension of the Bloor Subway from Islington to Kipling until 1979. The Spadina subway is being delayed due to budget cuts to March, 1978. A streetcar line to Scarborough might be considered in lieu of an eastward extension of rapid transit service from Warden (Danforth). The streetcars may operate as double-enders in married pair sets or 6-axle articulateds. Hopefully, the new BAY trolley coach line will be opened in May, 1976. The Spadina streetcar line is being delayed until 1977 on account of protests of looping arrangements, the sale(?) of 30 cars to Philadelphia and TTC's plan to not rebuild any PCC's during 1976.....VANCOUVER (BTS) has purchased Hannover's prototype DWag 6-axle articulated car for testing with hopes of a light-rail line by 1981.....Negotiations for the historic cars to be used on SEPTA's Bi-centennial Loop (North on 5th from Chestnut to Girard, to 4th, to Catherine, to 5th, to Chestnut, are almost final. These include 1) a Blackpool "Boat" car, #603, which ran in summer service until August, 1975 and is all open above the boat rail, arrived at Ed Blossom's Dushore Car Company in Sullivan County on February 27; 2) PRT Peter Witt #8534 at Trolley Valhalla will be restored by the Menair-Fetzer Corporation (Lahaska) to its original 1926 condition; 3) a DER PRT Brill #5326 being restored by the Arden Trolley Museum, Washington, PA. The cost of remodelling will be \$63,000 and will be paid for by Pennsylvania DOT. The three cars are scheduled to be leased for 3 years for \$1.00 per car. They will operate from June 20, 6-7 days a week as 2-man cars. Tickets costing \$1.00 each will be available from agent at 5th and Chestnut.....For the April 3-October 31 Bicentennial season, SEPTA will sell \$7 weekly passes for the City Division and \$12 for City and Red Arrow together. Daily passes for individuals at \$1. and families at \$3 will be available 9 am to 6 pm weekdays and all weekend. The daily pass will be usable only on center-city loop routes and parts of Routes 0, 42, 50 and the two high-speed lines.....Double-tracking has been completed on RED ARROW's Media line between Scenic Road and Drexelbrook stations. A new schedule effective March 1 shows the 2 AM and 3 PM Drexelbrook trips terminating at Scenic Road with an added AM Scenic Road trip taken from a Springfield trip. The 5 AM and 2 PM 2-car train trips are being severed so that in toto 11 AM and 14 PM Springfield trips will operate. 59 Media trips will continue as at present.....A light rail system is being proposed for Bogota with lines to three points, including El Dorado Airport.....MONTREAL METRO hopes to open its Line 1 extension east to the Olympic stadium in March, but the SW extension has been delayed to the end of 1977 (1 year) due to rock collapse.

"IN TRANSIT", Continued from Page 8

Because of water formation problems, Line 2 extension to DeSalaberry has been delayed from 12/77 to 6/79 and new Line 5 (from Cote Ste. Luc to Leger) has been delayed due to financial difficulties.....A light rail system for Harrisburg to cost \$32.5 million has been proposed. Does any reader have details???.....Although WMATA will operate its first weekend on March 27-28, thereafter it will run weekdays only 6 a.m. to 8 p.m. with 10" base and 5" rush headways with 40¢ fares (50¢ in peak periods), until January, 1977 when line 2 from National Airport to the Stadium will open.....Between 1974 and 1975, ridership gained 12.6% in Los Angeles, 5% in Pittsburgh, 3% in D.C., but declined 2.5% in Chicago, 3.8% in Baltimore, 3.9% on TNJ, 4.2% in New York, 5% in Cleveland, and 5.8% in Philadelphia.....ROHR INDUSTRIES has declined to bid on Atlanta's rapid transit cars; because of financial and technical problems with the WMATA order, it would prefer specifications modifying its current design. The bids will be opened March 17.....MEXICAN NATIONAL RAILWAYS have ordered 140 2nd class and 60 1st class passenger cars from Hawker-Siddeley Canada, Ltd., for delivery in 1976 and 1977.

Odds & Ends....

BY FRANK G. TATNALL, JR.

.....As the month of March began, the fate of passenger service on PENNSYLVANIA-READING SEASHORE LINES still hung in the balance. Although all subsidy payments by the State of New Jersey were halted on January 31, the trains continued to roll under an order issued by the Public Utilities Commission. The PUC, in fact, seemed to be bending over backward to avoid a hasty decision in the emotion-charged case, holding public hearings on February 13, 20 and 27 in Atlantic City. Commuter groups, of course, rallied 'round their trains, voicing loud protests to the state's plan for substituted bus service out of Atlantic City, Ocean City and Cape May. It now appears quite possible that the PUC may delay its decision until after April 1, when ConRail is scheduled to assume operation of PRSL. In that event, the trains would be assured of a six-month continuance under provisions of the recently-signed Rail Revitalization Act. If that happens, it's highly unlikely that the railroad would voluntarily agree to establish any extra service during the summer months.....In a related development, the Interstate Commerce Commission has approved PRSL's request to abandon its 3.99 mile Wildwood Branch in Cape May County, effective March 19. Passenger service has not been operated on the branch since 1972.....The American Freedom Train is scheduled to be on display in Philadelphia September 17 through 23, at an as-yet-undetermined site. The red, white and blue train will also be in Bethlehem August 27-29, Trenton August 30-September 1, and Harrisburg on September 14-16, possibly with ex-READING 4-8-4 #2101 on the head end. AFT will end its two-year, coast-to-coast tour in Miami, on December 31.....The City of Philadelphia is negotiating with READING COMPANY and CHESSIE SYSTEM for the purchase of a strip of property for the new Schuylkill River Park. The seven-acre park will extend along the east side of the river between Spring Garden and South Streets.....The fraud trial of former PENN CENTRAL Finance Chief David C. Bevan was postponed for six months after he was injured in a fall early in February. Bevan, together with Chairman Stuart C. Saunders and President Alfred E. Perlman, was fired shortly before PC declared bankruptcy in June, 1970.....Governor Shapp has nominated William Sherlock, executive director of the Pennsylvania Turnpike Commission, to be state secretary of transportation. Sherlock will replace Acting Secretary George Pulakos, who steps down for reasons of health.....The U. S. SENATE late in February approved a bill to provide seven months of daylight saving time in 1976 and 1977.

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ODDS AND ENDS, Continued from Page 9

Under the bill, clocks would be set ahead one hour on March 14 this year and turned back on October 10. However, because of delays in the House of Representatives, it is doubtful that any change will be made in the scheduled date of April 25.....

READING COMPANY reported a net loss of \$24.7 million for the year 1975, compared to \$1 million in 1974. Operating revenues declined from \$150.2 million to \$136.9 million.....

NEW HOPE & IVYLAND has become the first of ten eastern railroads to emerge from bankruptcy, when a Federal judge approved the line's plan of reorganization. Contractor James McHugh, designated by the court as operator of the NH&I, is pushing ahead with plans for steam-powered passenger service this summer between New Hope and the RDG station at Warminster. With a Bicentennial year grant of \$260,000 from the State of Pennsylvania in hand, McHugh intends to run four daily round trips over the 18-mile route. It is hoped that three steam locomotives----- 4-6-0 #1533, 2-8-0 #40, and 0-6-0 #9-----will be available for service, as well as six surplus MU trailers to be acquired from READING COMPANY.....

The annual Winter Spectacular sponsored by the EAST BROAD TOP RAILROAD and RAILWAY TO YESTERDAY over the February 14-15 weekend attracted its largest crowd ever. Several passenger runs were made with EBT Mikes #12, 14 and 17 tripleheading.....

DELAWARE & HUDSON's famed Baldwin Sharknose units were returned from Binghamton, NY to Colonie Shops on February 13 for some additional repair work. D&H management hopes eventually to re-engine the 24-year-old ex-NEW YORK CENTRAL Sharks.....

PENN CENTRAL placed MU's 390-391 in service late in February, leaving only eight Silverliner IV's due on the current order from General Electric.....

AMTRAK has named Charles E. Bertrand, former president and chief executive officer of READING COMPANY, as vice president and general manager of its Northeast Corridor operating subsidiary. Under the current rail reorganization plan, AMTRAK is to assume ownership of the 456-mile PENN CENTRAL line between New York and Washington shortly after the property is conveyed to ConRail on March 31. Succeeding Mr. Bertrand as acting president and chief executive officer of RDG is Alfred W. Hesse, Jr., the company's former vice president and general counsel.....

The National Arbitration Panel has ruled that PENN CENTRAL must restore and maintain tracks used in AMTRAK passenger service at not less than the condition which existed when the passenger corporation began operations in 1971. The ruling, similar to those already entered against a number of other railroads, resulted from a complaint filed by Amtrak in 1972 covering PC lined in Indiana and Illinois.....

A special trip commemorating 35 years of service by SEPTA's Liberty Liners (nee Electroliners) took place February 8. A dinner followed at the Conestoga Mill Restaurant in Bryn Mawr, topped off with a huge cake depicting the Liner Valley Forge in red and white icing.....

SEPTA is angling for the purchase of READING's push-pull equipment, consisting of three FP7A locomotives and six standard coaches. It could be used in the proposed Valley Forge shuttle service this summer.....

The Evening Bulletin reported late last month that SEPTA Chairman James C. McConnon of Montgomery County is likely to be ousted at the March meeting of the agency's board of directors. Probable successor is Frank P. Desmond of Delaware County.....

SEPTA was forced to borrow \$4.5 million in mid-February to meet payrolls and other expenses, pending receipt of \$16 million in Federal operating subsidies.....

Four of the 1931-vintage "Bullet" cars on SEPTA's Norristown line have been repainted in the new orange and white scheme: #202, 206, 208 and 209. "Strafford" cars 161 and 167 are similarly painted, but there are no current plans for treatment of the Liberty Liners.....

You can now purchase SEPTA tokens for use in paying the 35-cent exact fare. They cost 35¢ each, naturally.....

SEPTA has revealed that its ridership dropped by 12.9 million during the first 11 months of 1975, compared with the same period in 1974. Red Arrow Division lost 1.1 million riders.....

What may be the nation's only shopping center built around a trolley loop is taking shape in Chestnut Hill. Top of the Hill Plaza is laid out on two sides

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ODDS AND ENDS, continued from Page 10

of the Route 23 loop with stores and a pedestrian walk fronting on the tracks. Although buses are now operating on the line, it is expected that SEPTA will restore rail service sometime this year.....The first three of 30-ex-Kansas City and Birmingham PCC's purchased by SEPTA from TORONTO TRANSPORTATION COMMISSION were to be shipped to Philadelphia on March 15. Still painted in TTC red, the cars will be renumbered into SEPTA's 2200 and 2300 series.....RED ARROW center-door car #73 will not be used on SEPTA's proposed Independence Loop as originally planned, leaving only three historic cars firmly committed to the summer operation (See Page 8).....Mayor Rizzo's austerity budget for fiscal year 1976-77 may call for a cutback of about \$3 million in spending on SEPTA operations. The idea of a 15-cent increase in city transit fares is also being floated.....PATCO has added extra cars to many of its trains to help cope with the strike by Transport of New Jersey bus drivers which began March 9. PATCO is using 71 of its 75 cars in regular service on weekday afternoons.....AMTRAK reports that its trains compiled an on-time record of 77.4 percent in 1975, a slight improvement over the 1974 figure of 75.4 percent. Penn Central Corridor trains were 78.2 percent on time as compared to 82.3 percent a year ago, while PC non-Corridor trains registered 54.8 vs. 36.2 percent.....Partly as a result of Federal rehabilitation funds, PENN CENTRAL installed more than 3 million new crossties in 1975, the first time in years that mark has been reached. According to a Railway Age report, government money has also paid for surfacing of 4,100 miles of PC track, allowing removal or reduction of slow orders over 980 miles of railroad. But, PC still has a massive track problem: as of February 1, 1976, it had 8,478 miles of track being operated under 1,938 different slow orders--many of them allowing speeds of 10 mph or less.....A surprise snowstorm on Monday morning, February 2, created havoc with SEPTA's surface lines, both in the city and suburbs. No Red Arrow trolleys or buses operated during the morning rush hour.....A grant of \$11.4 million for repair and relocation of the Frankford El was announced last month by the URBAN MASS TRANSPORTATION ADMINISTRATION. The grant supplements a previous award of \$9.7 million to the city to help pay for land acquisition and construction in the area between Market Street and Girard Avenue. Work involves relocation of the El to the medial strip of Interstate Highway 95. A 1,500-foot temporary structure has been built to carry trains around the work site just south of Girard Avenue station, a detour which will remain in effect until late this year. Single-track operation was required on two weekends in January while the east and west-bound tracks were tied into the temporary route.....A related project costing \$2.8 million for repair of the deteriorating 54-year-old Elevated requires the substitution of buses for trains east of 5th Street during late evening hours and all day Sundays for the next six months.....Susquehanna Valley Chapter's Feedwater Heater reports that those D&H fantrips out of Wilkes-Barre April 24 and 25 will be pulled by the road's two Bicentennial units: U23B #1776 and rebuilt RS-3 #1976.....Feedwater Heater also says that Ingersoll-Rand Company, Phillipsburg, NJ, has repainted its ancient box-cab diesel #91 in red, white and blue. The 1926-vintage unit, built as DELAWARE, LACKAWANNA & NORTHERN #3001 and now in standby service, may be the nation's oldest operating diesel locomotive.....The Crew Caller, West Jersey Chapter's nifty little publication, describes in detail in its March issue what that track construction at PATCO's Lindenwold yard is all about. It involves four new storage tracks for the 44 additional cars which PATCO hopes to order soon, and a new lead to the main line west of the station. The project is directly related to the proposed Woodcrest station to be built at Highway 295. Traffic volume on the high-speed line is also running about two percent ahead of last year, with a weekday volume of about 42,700 passengers. PATCO still hopes to get those long-idle State-of-the-Art cars into regular service by April.....NRHS Member W. Graham Claytor, Jr., has been named chairman and chief executive officer of Southern Railway System. Replacing Mr. Claytor as president is L. Stanley Crane, former executive vice-president-operations.

PHILADELPHIA CHAPTER NEWS, Continued from Page 1

then presented the Chapter with an un-approved Chapter membership application dating back to 1936, and asked if the Chapter membership committee would feel inclined to act on the application, which in turn the entire membership present so did and approved the application. Mr. Pardee made some remarks about the Chapter-National relationship and the role each must play in maintaining a strong Society. President Eastwood read a letter to the membership from Dick Clover, our sole remaining active Charter member, who for reasons of Mrs. Clover's health, was unable to be present. Dick's letter contained some fine observations on the Chapter and its progress through these 40 years. Following the remarks and speeches, Robert G. Lewis, Publisher of Railway Age and a founding member of the Philadelphia Chapter, presented a fabulous presentation of black and white, plus color slides of rail and transit activities throughout Pennsylvania and other area states from the mid-1930's up until the 1950's. Our senior members had many fond memories brought back their way, and our younger members saw some sights that perhaps had some of us wishing we were older than we are. Bob's outstanding show was truly enjoyed by all present, and we can only wonder what other goodies are in Bob's collection!!! The support of those Chapter members who attended the banquet and assisted in setting up is sincerely appreciated. Who can wait until 50????

CHAPTER MEMBERS: We take pleasure in welcoming the following three new members to the Philadelphia Chapter:

HEE, Paul T., 449 Van Kirk Street, Philadelphia, PA 19120 (215-RA-2-3874)
JAHN, Richard W., 404 Walnut Avenue, Horsham, PA 19044 (-)
JONES, David A., Jr., 125 Pemberton St., Philadelphia, PA 19147 (215-WA-3-5665)

Chapter Member Edward Bonewicz, 2235 Pratt Street, Philadelphia, PA 19137, has been hospitalized following a heart attack. Drop Ed a card and let him know we're thinking about him.

ANNUAL REPORT: The Annual Report to the membership will be issued with the April issue of CINDERS. Your President, due to activities dealing with the Banquet and the Reading excursion, has been unable to write the report due to time element.

LIBERTY BELL LIMITED CAR 1030 - HOWARD SELL MEMORIAL CAMPAIGN: You've all by now received the new NATIONAL RAILWAY BULLETIN, Vol. 41, No. 1, which is a fine improvement over an already excellent publication by Editor Bill Wagner and staff. Enclosed in a separate mailing from the BULLETIN was a request from our good friends in the Lehigh Valley Chapter for financial assistance to complete the restoration of Liberty Bell Limited Car 1030. Discussion will take place at the April Chapter meeting on a Chapter contribution to this worthy project.

FIRST PENNSYLVANIA BANK DISPLAY: Editor Bill Wagner has been approached by the First Pennsylvania Bank, inquiring as to the Society's interest in placing a display on the ground floor of the Centre Square building, probably in September, dealing with rail history and Society activities. We'd like to know your interest in participating in this project, and if we have some graphically and photographically inclined people in the Chapter who could devote time to this project in the summer, please let us know either at the April meeting or by other communications. This would be a good opportunity to publicize the Chapter and the Society in a very conspicuous place.

CONVENTION REPORT: We would hope to have a full convention progress report at the April meeting, or in April CINDERS. Several major developments, all not necessarily positive, have arisen in recent weeks which would merit discussion.

CONRAIL STARTS UP APRIL 1 - GET YOUR PHOTOS NOW!!!!