

Cinders

APRIL, 1978



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newsletter of the

PHILADELPHIA CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

Post Office Box 7302, Philadelphia, PA 19101

Push-pull To Receive Major Overhaul

Following derailment of the Philadelphia-Reading push-pull train on Friday, March 3 (see last month's *Cinders*), SEPTA decided that the entire train will be given a thorough overhaul by Reading shop before returning to service. Previous plans had called for the rehabilitation program to be carried out by shopping each of the six cars individually, a process requiring up to one year.

As a result of this decision, the train is expected to remain out of service until sometime in June. Meanwhile, trains 4 and 7, which operate Monday through Friday over Conrail's Reading Division, are being represented by three RDC's. SEPTA's 19-car RDC fleet is already thinly spread and the need for equipment of #4 and 7 has required the shorting of two other trains by one car each. Fortunately, only one ex-Reading RDC (#9164) is currently in the shop for major repairs, while the last of the PennDOT-owned cars leased to SEPTA (#9168) entered service on March 13 after being converted from RDC-3 to RDC-1 configuration. This car is ex-New York Central M499.

The derailment occurred shortly after 5 PM at MP 16.8, a mile east of Norristown station. A larger than normal crowd was on board the five-car train because of the 6.5 inches of snow which had fallen that day, yet in spite of the fact that both locomotives and all cars left the rails only two minor injuries were reported---one caused by a flying briefcase. Derailing was completed by 9 AM the next day and a shop train pulled by ex-Penn Central GP35 #2273 left Norristown for Reading about 2 PM. The Norristown branch was reopened for normal service at 7:30 PM, but during the day on Saturday it was necessary to detour all Philadelphia-Reading passenger trains via Wayne Junction, West Falls and the main line on the west side of the Schuylkill River. Each train then made a side trip across the bridge to Norristown station.

Some body and truck damage was sustained by the cars (#1547, 2015, 2014, 2012, 2001), although all remained upright. The two locomotives, ex-Reading GP30 #2187 leading and freshly-painted FP7 #4373 trailing, appeared only slightly damaged. The sixth car in the push-pull set, #2002, was in Reading shop at the time for refurbishing and repainting in SEPTA's new red-white-blue motif.

An interesting sidelight to the accident was the action by management of Nicolet, Inc., whose plant is adjacent to the derailment scene. As dazed passengers clambered off the train in the snow-filled dusk, wondering how they would get the rest of the way home, Nicolet's plant manager invited them into his building to get warm and to telephone home to worried families. The following train, #87, detoured from Bridgeport to the scene to pick up passengers who were unable to find other transportation.

When the famed push-pull train finally returns to service, it will have lost its familiar dull green appearance. Instead, it will be resplendent in the bright new SEPTA colors from front to rear and will boast refurbished seats and interiors. Even the air-conditioning system will be rebuilt for the long, hot summer ahead.

Our Meeting:

Our April meeting will feature an illustrated lecture by Mr. Harry Rappaport, Electric Traction Design Engineer for Amtrak. Mr. Rappaport will discuss the existing electrification system and plans for the proposed changes in electrification of the Northeast Corridor. We urge your attendance at this most informative meeting. Come out and hear from a knowledgeable source what the future holds for railroad electrification in this area.

Our meeting is Friday evening, April 21, 1978, at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. Out dinner will be a sit-down, served meal, complete with soup, salad, main course, dessert and beverage, all for \$7.00, tax and gratuity included. Reservations for dinner (MANDATORY, PLEASE!) must be made to Vice-President Tatnall at P. O. Box 289, Plymouth Meeting, PA 19462, or by phone to 215-828-0706, ON OR BEFORE TUESDAY, APRIL 18, 1978.

Dinner will be served at 6:00 PM, and our meeting begins at 7:30 PM. Come out, join us, and bring a guest along, too.



Despite dire forecasts to the contrary, the *Montrealer* converted to Amfleet on February 27 and the train seems to have come through the trauma unscathed. Sleeping cars have remained as numerous as before - sometimes reaching three - but, of course, they are now all 2900-series all-electric 10-6 cars.

Four Amdinettes came in (theoretically) from San Diego for the *Montrealer*, but that was the only official reassignment required. The "Amlounge" is a converted Amclub (20110-20113 will be the four conversions) in which 22 pub-type seats replace the parlor section. Both the Amlounge and Amdinette assigned to this train retain the coach seating in the other ends.

The Amdinette offers two entrees for breakfast and dinner and various specialties. As on the *Panama Limited*, waitress service is provided by two attendants. The train consists of Amfleet cars, conventional sleepers and all-electric baggage-dorms 1451 and 1455. Power north of New Haven is a pair of F40PH's.

Lost in the excitement concerning our train was the news that the *Arrow Head* converted the same day to Amfleet. The equipment cycles down to Chicago on the *Hiawatha* and is part of that pool.

Upcoming Amfleet plans reportedly involve two trains - the *Niagara Rainbow* and the new Sacramento-San Diego overnight train. The dates will likely be sometime after April 30. Presumably, these trains will use Amdinettes from the *Shenandoah* and the Seattle "locals", but I can't confirm this yet.

The *Niagara Rainbow* will need power cars for operation out of Grand Central and four ex-NYC baggage cars are being converted to power cars 693-696. In other Empire Service news, the FL9 #491 has been moved from Milwaukee shops to Morrison-Knudsen at Boise. A fifth unit, 489, is now at New Haven for restoration to service. (The three active units are 485-487).

The *Montrealer* conventional cars have been re-assigned about the Amtrak system. The three Pub cars are assigned to the *Lake Shore Limited*, but I saw #3300 running on one side of the *Broadway* in late March, its piano still in place.

To permit conversion of the *Montrealer*, Amtrak found it necessary to restore conventional coaches to several "clockers". Officially, only trains 202 and 217 are diagrammed to operate twelve coaches Monday-Friday, but, in practice, trains 206, 213, 220 and 227 run conventional Fridays and there is some weekend use as well.

Washington's only steam-heated cars are seven meal-service units. Three galley-parlors run as compromise cars on the *Patriot*, two diner-lounges and two "Traveller's Rest" cars run Washington-Harrisburg on the connections for the *Broadway Limited* and *National Limited*.

Although they have already seen some use during periods of peak traffic, reports still claim Amtrak will lease "Arrow II" MU cars from New Jersey DOT. There are seventy such cars (534-603), and Amtrak could get as many as sixty cars. The other ten are to be leased to Maryland DOT to allow them to store their ancient MP54's. The Arrows will give Amtrak some breathing room on several fronts:

- (1) To release Amfleet cars for the *Niagara Rainbow* and the Sacramento train.
- (2) To replace conventional coaches in Clocker service or the *Valley Forge*.
- (3) To accommodate Amfleet retrofit programs.

To pull the additional Amfleet trains, and, some day, the Superliners, the second phase of Amtrak's rebuilding program is under way to convert 32 SDP40F's into F40PH units. None of the units had emerged by early March, but thirteen had been forwarded to LaGrange to begin the process. The surviving SDP40F's are now assigned to only three locations. Hialeah-based units operate the three New York-Florida trains and the *Floridian*. Denver-based units are assigned to the *San Francisco Zephyr* and Redondo Junction units operate on the *Lone Star*, *Southwest Limited*, *Coast Starlight*, *Sunset Limited* and the *El Camino*.

There are now eleven Metroliners up at General Electric's plant in Erie for rebuilding. Accordingly, one Metroliner round trip is now composed of Amfleet cars, a power car and a GGI. They don't advertise the fact that this train operates on a slower schedule, and presumably, most passengers aren't aware of the difference.

I've also noted Metro Snack Coaches with stickers calling them "Metro Clubs" - necessitated by the fact that many of the ten Metroclubs are at Erie.

A second track is being relaid between Stuyvesant and Albany, which should eliminate a bottleneck on Amtrak's Empire Service.

The *National Limited* now has a coach-lounge assigned. Cars 3800, 3810-12 and 3815 are assigned and parlor 3630 is often used as a backup car. No "A" class cars were retired in February, by the way, except baggage-dorm 1512 and derailment-damaged coach 5632 (the unit involved in the Monmouth Junction derailment of #30).

NEW JERSEY DOT is to receive ten rebuilt E8/E9 passenger units from Illinois Central Gulf's Paducah Shops. They'll start to arrive in May for Conrail's faltering North Jersey Coast service. The 32 trouble-plagued U34CH units are to get an overhaul at the Elizabethport shops over the next year as well.

(Continued on Page 3, Column 1)

ON THE SCENE (Continued from Page 2)

Four Jersey-owned coaches are in North Jersey Coast service - pilot units from a group of converted sleepers purchased last year from Penn Central. (Remember them on more than one New York-Philadelphia trip?). The remaining 27 cars will be refurbished at GE's Little Ferry, NJ shops and at Mechtron in Wilmington. Among other things, upholstery and air-conditioning is being renewed. Twelve sister cars are being refurbished by Mechtron for SEMTA's Detroit-Pontiac service.

Mechtron began delivery of refurbished coaches to MBTA in January - the former New Haven stainless steel cars emerge in the purple trim of MBTA's rail routes. (One of the earlier refurbishings took place at Reading last spring and others were performed at Providence and Billerica).

CONRAIL-owned E8 #4256 has been repainted in the blue scheme (without emblems or lettering) and is operating in North Jersey Coast service. Conrail has five E8's of its own - 4022 is blue and based at Harrisburg, 4039 was last seen at Elizabethport but hasn't been observed lately, 4063 is at Chicago, 4014 (in EL livery) and 4256 are both in North Jersey Coast service.

Twelve Jersey-owned coaches are stored at Bay Head awaiting disposition. Eight are P70's, one fire-damaged coach (2404), and parlor cars 7178-79 and 7187.

SOUTHERN's *Southern Crescent*, up for discontinuance, was operated in two sections several days before Christmas with up to 24 cars between them. On December 21, the two sections had a total of one baggage, one baggage-dorm, 12 coaches, a coach-lounge, 2 diners, a sleeper-lounge and six sleepers. SR used just about all of their streamlined cars except for specialized types like combines and coach-lounges. Several others may have been damaged in a derailment of the *Crescent* in Greensboro. All of their surviving sleepers operated except for 11-bed-room cars 2302 and 3499 and 10-6 *Tugalo River* (which is usually restricted to official use as it is equipped with a shower).

The PCC's assigned to MBTA's Ashmont-Mattapan line are now painted red and white. They are 3330-31, 34, 36-37, 40-41, 44, 46 and 48 (Most Boston PCC's are repainted into green and white, but this line is considered as an extension of the "Red" subway line).

SEPTA seems to be concentrating on all-electric PCC's in its current repainting program. Cars seen recently, by month repainted, are:

7/77: 2713, 2094, 2740, 2240.
 8/77: 2723, 2241
 9/77: 2720, 2750, 2249, 2246, 2240
 10/77: 2250, 2243, 2245
 11/77: 2747, 2109
 12/77: 2756, 2799, 2744
 1/78: 2704, 2788
 2/78: 2781
 Unknown 1977: 2117, 2191, 2242, 2247-48.

Most Woodland-based cars now have "gumball" type emergency lights while the 2126 and one other car have been equipped with headlights.

The count of active streetcars in green stands at 14 Callowhill, 12 Woodland and 33 Luzerne. Cars in the oldest scheme are 2095, 2102, 2104, 2709 and 2724 at Callowhill, 2170, 2197, 2738 at Woodland and 2656, 2726 at Luzerne. These cars have not been touched in about ten years (2170, for example, was last painted May, 1966!).

Area Steam Lines Gear Up For '78

Philadelphia-area tourist railroads are beginning what they hope will be a record season. Here are their schedules, fares and probable motive power for 1978:

BLACK RIVER & WESTERN, Ringoes, NJ: Saturdays, Sundays and holidays beginning April 16, leave Ringoes for Flemington every 1-1/2 hours 10:45 AM to 4:45 PM. Additional trips Ringoes-Lambertville Sundays only, and midweek trips Ringoes-Flemington during July and August. Normal power is 2-8-0 #60, backed up by RS1 #57, RS3 #1554 and SW1 #400. Ex-PRR doodlebug #4666 expected to be available by May for Lambertville service. Round-trip fares Ringoes-Flemington: \$2.50 adults, \$1.25 children. Phone: (201) 782-6622 for information.

NEW HOPE & IVYLAND, New Hope, PA: Saturdays, Sundays and holidays beginning March 26, leave New Hope 1 and 3 PM for Buckingham Valley. Beginning May 6, leave 1, 2:45 and 4:30 PM. Normal power is 0-6-0 #9, with 2-8-0 #40 expected to be back in service by June. Round-trip fares: \$3.00 adults, \$1.50 children. Buckingham Valley Trolley Association operates regular trolley service on NH&I trackage out of Buckingham Valley, PA, using ex-Red Arrow #26 and ex-P&W #46. Phone (215) 862-5206 for information on weekends.

STRASBURG RAIL ROAD, Strasburg, PA: Weekends beginning March 18, leave Strasburg for Leaman Place every hour noon to 3 PM. Beginning April 29, daily 11 AM to 3 PM (except no 11 AM trip on Sundays). Beginning May 27, daily 11 AM to 5 PM (except no 11 AM trip on Sundays and no 5 PM trip on weekdays). Beginning June 24 through Labor Day, daily, half-hourly service 11:30 AM to 4 PM (5 PM on Sundays), also trips at 10 and 11 AM and 7 PM (except no trips before noon on Sundays). Locomotives in regular service are 2-6-0 #89, 2-10-0 #90 and 4-4-0 #1223, backed up by 0-6-0 #31. Round-trip fares: \$2.50 adults, \$1.25 children. Phone (717) 687-7522 for information.

WILMINGTON & WESTERN, Greenbank, DE: Saturdays, Sundays and holidays beginning May 6, leave Greenbank for Mt. Cuba 12:30, 2 and 3:30 PM. Normal power is 4-4-0 #98, with 2-6-0 #92 to be available for service this season. Round-trip fares: \$2.50 adults, \$1.25 children. Special trips are also made during the season to Yorklyn and Hockessin, DE, and W&W plans to operate steam specials on Octoraro Railway trackage in Chadds Ford, PA area during September. Phone (302) 998-1930 for information.

Report on Maryland & Delaware Railroad

by Paul Kutta

The Maryland & Delaware Railroad is a short line subsidiary of Rail Services Associates of Hammondsport, NY, which operates another Delmarva short line, Virginia & Maryland Railroad, as well as Bath & Hammondsport Railroad in New York State. The M&D operates three physically separate branch lines (each with a sub-branch) in Delaware and Maryland.

These lines, all former PRR properties, had been operated under subsidy by Conrail until July 15, 1977, when the M&D signed a "designated operator" contract with Maryland's Board of Public Works. Operations actually started in August. Most of the M&D is in Maryland but its vital outlets to Conrail are all in Delaware. The property is arranged as shown in the chart below.

Since the M&D is close by (it is only 65 miles from Philadelphia to Massey, MD), the line can provide a pleasant one-day outing for fans.

On Saturday, March 18, I drove to M&D territory to see the current operations and what - if any - changes had been made on the "new" railroad. I arrived early at tiny Massey, where a beautiful but unlettered RS1, #20 (ex-South Carolina Ports, SR 4, Tennessee 4, Rutland 400), was busy at work sorting a group of 26 cars. The locomotive was painted red with a black band bordered with a yellow stripe, similar to the old Rock Island "Rocket" paint scheme, and the B&H's present colors. It was a pleasure to watch the two-man crew efficiently switch the train with no apparent disability. The track conditions at this location were at best atrocious, but there were ties and track equipment on hand which evidently was soon to be put into service. No. 20, based at Massey, provides the motive power for the Centerville and Chestertown branches.

Next stop was Clayton, DE, where I found two RS1's, again unlettered, resting at the old Conrail engine terminal. Idling locomotive #22 (ex-SC Ports 1, SR 1, Tennessee 1, A&StAB 905), in someone's old green and yellow paint, was reminiscent of a Rutland or Green Mountain Railroad scheme. Next to #22 was another Alco RS1, #351 (ex-SOO 351) still in red and white Soo Line colors. It was dead and while there was no typical Alco builder's plate, there was a plate that read "Alco 80854-12/54" (possibly this was a re-building plate). While somewhat tight, picture possibilities exist here and are good at Massey. #22 operates on the old Baltimore & Eastern line and the Oxford Branch.

Enroute to the next M&D locomotive base at Hurlock, MD, the highway (Maryland 307) paralleled the Cambridge Branch between Federalsburg and Hurlock. This has got to be about the worst track I have ever seen. The M&D certainly has its work cut out for it. 100% replacement of ties was needed. Track surfacing is non-existent.

After seeing this awful track I was pleasantly surprised when arriving at Hurlock to see 20 to 30 cars present, mainly on sidings at Shorgood Industries, Continental Can and Agway. The old PRR depot is used as an office and nearby was a nicely-painted black M&D gondola, lettered MDDE 1020. The two men in the office were not too friendly when I asked the whereabouts of locomotive No. 21 (ex-SOO RS1 #350), which was supposed to be on duty. I realized why when they begrudgingly told me that the engine was derailed at Cambridge.

My impression of the M&D was that there seems to be plenty of business available, more than I expected to see and the possibilities for success are there. But much trackwork needs to be done. Additional traffic potential is offered by the old Baltimore & Eastern line from Rhodesdale to Vienna, MD (six miles) which, while out of service for the last 7-10 years, still is intact and reaches the Delmarva Power Plant at Vienna. The plant now uses oil which is barged in by intercoastal tankers on the Nanticoke River. If an energy crisis develops and the plant reverts to coal, the M&D would stand to handle all this business since it provides the only means of rail access.

TRACKAGE OPERATED BY THE MARYLAND & DELAWARE RAILROAD

Ex-PRR (PC) Branch	Between	Miles
Centerville	Centerville MD - Massey, MD	26
Chestertown	Chestertown, MD - Townsend, DE	20
Oxford	Clayton, DE - Easton, MD	44
B&E R. R.	Queen Anne, MD - Denton, MD	7
Cambridge	Seaford, DE - Cambridge, MD	33
B&E R. R.	Preston, MD - Hurlock, MD	6
TOTAL =		136

Snowy Winter Finally Relaxes Grip

It was a rugged winter for the Philadelphia area, for the Northeast and for virtually the entire nation. Blizzards, floods, record low temperatures and other miseries ravaged vast sections of the United States, with snows in the Midwest and New England surpassing almost any winter in memory.

In Philadelphia, an official 4.1 inches of wet, clinging snow fell on March 16, bringing the season's total to 54.9 inches---only a half inch from the all-time record set in the winter of 1898-99.

Among those hardest hit by the events of recent months were the railroads and transit systems. The one-two punch of twin storms in late January and early February caused tremendous delays and inconvenience for hundreds of thousands of local and intercity passengers along the populous Northeast Corridor---with New York, Boston and Philadelphia among the most seriously affected. There were bright spots, however: Amtrak received nationwide media coverage for its heroic efforts in maintaining service to Boston, Providence, New Haven and smaller coastal cities while every other mode of transportation---including highways---was totally shut down. Rescuing stranded motorists and running special trains for commuters were among the good deeds performed by Amtrak---and for once proper credit was given.

In the Delaware Valley, PATCO chalked up an enviable record during and after the two big snowstorms. Even Conrail's commuter lines, while seriously disrupted by the weather, managed to keep going and more or less normal service was restored within 48 hours after the February 6 blizzard had ended. It would be well into April, however, before enough commuter cars could be repaired to bring equipment availability back to normal levels.

One storm-related problem which will not disappear with the onset of warm weather is shutdown of the big hydro-electric station at Safe Harbor, PA. It was one of three generating stations affected by a mammoth ice jam which formed along the lower Susquehanna River late in January, causing a backup of water and fears of extensive damage to communities along the river. The worst jam occurred in the 15-mile stretch between Holtwood and Safe Harbor dams, where an icepack 40 to 50 feet thick resulted in flooding of the generating room at the latter station. Repair work is underway but one of Safe Harbor's owners, Pennsylvania Power & Light Company, estimates that \$5 million and four to six months will be required to restore operations.

Conrail did not escape unscathed in this area either. Its scenic Port Road branch, which hugs the river for nearly 40 miles between Creswell, PA and Perryville, MD, was closed for a week as slabs of ice blocked the single-track line at Pequea, PA. But a gradual melt-off late in March removed any further threat of damage or disruption.

The effects of the Safe Harbor outage will continue, however. With this major supplier of power to Amtrak and Conrail remaining off-line, restrictions against electrified freight service during peak morning and evening commuter periods are expected to remain in effect.

Slide Contest Draws Large Turnout

A record number of members entered Philadelphia Chapter's annual slide contest held at the March 17 meeting. Among the 21 entrants in six categories, the following winners emerged:

STEAM

- 1 - Jeff Leknes (CN 6060)
- 2 - Al Gaus (rack train in Austria)
- 3 - Larry Steingarten (doubleheader in South Africa)

DIESEL

- 1 - John Pawson (Reading Budd RDC)
- 2 - (Tie) - Larry Steingarten (SP freight)
Walt Stringer (*Empire Builder*)

MAINLINE ELECTRIC

- 1 - Larry Steingarten (Amtrak 4935)
- 2 - Phil Mulligan (Reading MU's)
- 3 - Dave Engman (Amtrak E60 meets GG1)

TRACTION

- 1 - Al Gaus (Austrian tram)
- 2 - Jeff Leknes (trolley at Orange Empire Museum)
- 3 - Phil Mulligan (MBTA blue cars)

GENERAL

- 1 - Bill Donnelly (view from CN tower)
- 2 - Larry Steingarten (loco taking water)
- 2 - John Pawson (station interior)

OLDIES

- 1 - (Tie) Jim Myers (*Royal Gorge*)
Bob Storks (display at 1939 New York World's Fair)
- 3 - Al Gaus (Reading Terminal)

The contest judges were Rich Gladulich, Bob Losse, Bob Russell, Bob Schildt and Frank Tatnall. Prizes will be awarded at the April Chapter meeting.

The Chapter expresses its sincere thanks to all who entered the contest and helped make it one of the most varied and interesting in memory.

THE ANNUAL ELECTION OF OFFICERS
FOR THE YEAR 1978-79 WILL BE
HELD AT THE APRIL CHAPTER MEETING.

YOUR PARTICIPATION IS REQUESTED.

Odds & Ends....

by FRANK G. TATNALL, JR.

About 30 NRHS members visited CONRAIL's Reading shops on Saturday, April 1, finding a host of interesting items: ex-Reading steam locomotive #2101 back home for rebuilding, prior to its 1978 tour with the Chessie Steam Special; three ex-PRR MP54 MU cars (#442, 446, 452) decked out in SEPTA's dazzling new red-white-blue paint scheme, and a fourth (#443) in primer; push-pull FP7's #4372 and 4373 in fresh SEPTA paint, with 4371 (ex-RDG 900) masked and primed; push-pull coach #2002 in red, white and blue while the other five standard coaches await repair following last month's derailment; ex-RDG RDC-1 #9164 and ex-PRSL RDC-1 M-409 under repair, with M-411 (wrecked in last summer's grade crossing collision near Dennisville, NJ) to be written off; ex-RDG Silverliner II in for interior work---with a new SEPTA logo applied to each end; 14 Silverliner IV's paying a weekend visit for wheel turning; and many Conrail cabooses (cabin cars?) receiving heavy repairs as part of a 1978 program to rebuild 705 hacks at Reading. The Conrail tourguides were most accommodating. Thanks to Al Seibel and the Wilmington Chapter for arranging this event.

AMTRAK's Washington-to-Strasburg excursion, also scheduled for April 1 with restored GG1 #4935 doing the honors, was cancelled for lack of patronage.....AMTRAK President Paul Reistrup has resigned after three years in office. He will stay on to the end of his term June 30 and longer if necessary. Amtrak's board has appointed a special committee to look for a successor, although Washington sources say former Transportation Secretary Alan Boyd has the inside track.....U. S. DOT is seeking bids for a \$5-million-plus facelift for AMTRAK's Wilmington locomotive shop, which Sen. Joseph Biden of Delaware interprets as a long-term commitment to Wilmington. Last year a political donnybrook arose between various political interests as to whether a new heavy repair shop for the Northeast Corridor would be located in Wilmington or Boston..... A special train consisting of GG1 #4935 and private cars Virginia Beach and Pennsylvania, owned by Attorney George Pins and chartered by Applied Devices Corp. of Long Island, left New York early on April 9 for Harrisburg, the first leg of a four-day trip to Chicago via AMTRAK and CONRAIL..... A 104-foot-long ballast cleaner and power car was due to arrive at Port Elizabeth, NJ in mid-April for delivery to Amtrak. The French-built machine was travelling on the containership Atlantic Cognac, which also transported the original Turbo Trains from Europe.

DELAWARE & HUDSON is in real trouble. The hard-pressed road received an emergency loan of \$250,000 from USRA late in March to stave off bankruptcy, at least until the next USRA board meeting on April 20. D&H, which has a negative cash flow of nearly \$1 million a month, is already into the government agency for \$34.5 million. Amid increasing reluctance on the part of Washington to continue such funding, reports have surfaced that New York DOT is negotiating with D&H's parent, the Norfolk & Western for purchase of the 1,400 mile road. Meanwhile, D&H

named 44-year old K. P. Shoemaker as president, succeeding C. E. Bertrand, who passed away on March 3. Mr. Shoemaker was formerly with the DETROIT, TOLEDO & IRONTON and SOO LINE.....The long-rumored sale of D&H's famed Baldwin Sharknose diesels finally took place in late March. Reports indicate that the two units---still in D&H colors---will be operated by the MICHIGAN NORTHERN under a six-month lease.

All but one of President Carter's six nominees to the AMTRAK board of directors have now been approved by the Senate Commerce, Science and Transportation Committee. Only Anthony Haswell, founder of the National Association of Railroad Passengers, appears to be out of favor with the committee, probably because of his recently-submitted restructuring plan for AMTRAK service.....AMTRAK now prohibits the use of more than one E60 locomotive on the same train except in emergencies, following the March 4 derailment of train 183 in the East River tunnels, New York.....PennDOT is still working on plans to extend CONRAIL's Philadelphia-Bethlehem passenger service to Allentown, where a new station would be constructed. The state agency is also pushing for restoration of passenger trains between Scranton and New York via Stroudsburg, and has approached New Jersey officials to seek a joint effort..... CONRAIL E44 #4412 has become the eighth electric locomotive to be painted blue.....General Motors experimental electrics #1975 and 1976 are still in freight service on CONRAIL. The 1975 arrived for its first tests at Harrisburg in June, 1975..... The ancient Troc burlesque theater on Arch Street, around the corner from Reading Terminal, closed its doors on April 1. Among the long line of strippers with memorable---or at least unusual---names was "Penny Central, the commuters' delight"..... Ex-LONG ISLAND 4-6-0 #35 is expected to be moved from its display site on Long Island to Ringoes, NJ, sometime in June. BLACK RIVER & WESTERN will restore the 50-year-old locomotive for eventual service, a project on which Long Island-Sunrise Trail Chapter has been working long and hard.

Budd Company's prototype car SPV-2000 left Philadelphia April 4 on the rear of AMTRAK #168 to New Haven, CT, from where it was to travel under its own power to Springfield and Boston. The second-generation RDC is to enter revenue service on MBTA commuter lines for a 45-day test period.....AMTRAK plans to phase out 134 jobs along its Northeast Corridor in an effort to reduce expenses by \$5 million. Included in the furloughs are 48 police officers, 25 station employees and 50 communications and signal workers.....AMTRAK will institute a general 2.5-percent fare increase effective April 30. Its last increase, averaging 2.5 percent, went into effect last October 30. Higher charges will also be in effect on certain trains, including the *Montrealer*, between June 15 and September 5.....SEPTA's well-known "pull" train, consisting of a GG1 and five dead Silverliners, continued to operate into the second week of April. Seen at various times have been G's #4802, 4887, 4894, 4811 and---most recently---4869, hauling trains 910 and 933 on the Wilmington line. Six former RDG "green" cars were still held in reserve, but had not been used since February.....That March 11 "fantrip" to West Chester and back (actually Conrail/SEPTA trains 0715 and 0736) ran with red MP54 cars 415, 455, 441 and 444. Looked just like the good old days.....

(Continued on Page 7, Column 1)

ODDS AND ENDS *(Continued from Page 6)*

Ringling Bros. "Blue Unit" circus train, 38 silver cars hauled by CONRAIL GG1's 4885 and 4891, passed through Philadelphia on the morning of March 20 enroute from Baltimore to New York.....Sperry car #145 tested rails on CONRAIL's New York branch March 19, resulting in the issuance of 40-mph slow orders on the westbound track between West Trenton and Trevoise. President Eastwood is enjoying the sight of additional freight trains rumbling through Bethayres as the result of track and switch repairs underway on the New York Short Line.....Unusual sightings of Alco C630's were noted last month on CONRAIL freight trains in the Philadelphia area. Ex-Reading 5310 (now CR 6763) was noted on Train MD-6 and CR 6779 (ex-PC 6329) on Reading Division train HPE-12.CONRAIL E8 #4256 assigned to Long Branch service has received a blue paint job---without CR lettering or logos.....Seems just like yesterday: CONRAIL observed its second birthday on April 1.

SEPTA will operate several bus rambles this season to New Hope, with a train ride on NH&I as a sidetrip.....SEPTA's 13 rail commuter lines carried 34.3 million passengers in 1977, a new record. This increase of 10.2 percent over 1976 was partially accounted for by last year's 44-day transit strike, and came in spite of a 20 percent fare increase in April. Now operated by CONRAIL, the 13 lines carried 23.6 million passengers in 1960..... The SEPTA board on March 29 approved a 5 to 15 percent increase in CONRAIL commuter line fares, effective May 1. Increases will generally be higher on former Reading lines than on Penn Central routes, in an effort to even out fare levels.....PATCO is also seeking an increase, about 8 percent, to become effective June 18. If current fares continue, PATCO reported, its deficit would reach \$1.8 million by the end of 1978.....The second of SEPTA's former Reading "Blueliner" MU cars to be repainted red, white and blue is #9101, which arrived from Reading shop on March 20. No additional members of the 38-car fleet are currently scheduled for repainting.... SEPTA has torn down the dilapidated station at Angora, on the Media-West Chester line. But when it announced plans to replace the 100-year-old depot at Gwynedd Valley on the Bethlehem branch, local citizens signed a petition to stop the "modernization" project. A private group may lease the station to guarantee its maintenance.....The City has told U. S. District Judge Raymond Broderick that any further delay in awarding contracts for the \$240 million center city commuter tunnel will inflate costs by 8 percent a year. The judge is hearing a request by the Philadelphia Council of Neighborhood Organizations to halt the project.....A "Two-Year Report on the Northeast Corridor" recently issued by DOT states that the government is putting new emphasis on serving all users of the corridor trackage, rather than just riders of high-speed AMTRAK trains. Apparently this means that increasing attention will be given to the needs of commuters and CONRAIL freight trains in carrying out the five-year, \$1.75-billion rebuilding project. A total of \$455 million is now budgeted for NEC work in fiscal year 1979, beginning October 1.

SEPTA has unveiled a freshly-painted Broad Street Subway train called the "KYW Sports Special". Consisting of cars 176, 181, 190, 196, 197 and 198

(with #191 as spare), the red-and-black, brightly-decorated train will operate before and after every Phillies game at Veterans Stadium. A special VIP run was made April 6, the day before the season's opener.....SEPTA for some reason has also painted Broad Street cars 77 and 179 in an odd gray shade.....The Broad Street clearance car has been trucked to Atlanta, GA for tests on the MARTA rapid transit system now under construction.....D-37, the only surviving broad gauge line car on SEPTA's City Division, has recently been making training runs on subway-surface lines. The car, freshly painted orange, escaped the disastrous 1975 fire at Woodland Depot because it was being rebuilt at 69th Street at the time.....SEPTA's leased Blackpool open car, last used on Route 15 in late summer 1977, apparently will remain in storage this year. The possibility exists, however, that it may be borrowed for tourist service on Port Authority lines in Pittsburgh.....Installation of flashing emergency lights on the roofs of Woodland cars is just about completed. In addition, six cars (including 2168, 2194 and 2770) have been equipped with roof headlights, a la Pittsburgh, for use in the subway. Woodland PCC's are also equipped with trolley shoes, an improvement which will be extended to Callowhill and Luzerne cars after wire modifications are completed.....SEPTA Board Chairman MacMurray said last month that the FBI will be called in to help investigate thefts of money from fareboxes, a situation highlighted in a recent management study of SEPTA operations.....The Urban Mass Transportation Administration has approved SEPTA's plans to build a new trolley depot at Island and Elmwood Avenues, replacing the ancient and inadequate facilities at 49th and Woodland. Neighborhood residents, however, are fighting the plan as they have since it was first announced last year. About 60,000 riders a day use the five subway-surface lines that will be housed in the new depot.....SEPTA's oldest living pensioner is James Callahan, who celebrated his 100th birthday on March 12. He hired on in 1911 driving a trolley on the Ridge Avenue line in Manayunk and retired in 1947 at age 70. At a party in his honor last month given by TWU Local 234, Callahan was presented with a motorman's cap and a painting of an 8000-series trolley on Route 6-Willow Grove, which he ran for many years.

CONRAIL has reported a loss of \$366.6 million in 1977, on revenues of \$3.3 billion for the year. The 1977 results bring Conrail's overall loss for its first 21 months of operation to \$572 million, close to the estimated loss projected in the USRA Final System Plan issued in 1975. In its five-year business plan filed in February, Conrail stated that it will need an additional \$1.3 billion in Federal funding to become profitable by 1980, plus \$959 million in private financing for new equipment. Congressman Fred Rooney of Pennsylvania jointly introduced legislation last month to provide \$600 million in additional funding for Conrail.....In its annual report issued in late March, CONRAIL pointed out that its 1977 revenues included \$450 million for passenger services rendered to Amtrak and various commuter authorities, about 13.7 percent of total revenues.....CONRAIL directors traveled from Philadelphia to Washington April 11 on a two-car special train, consisting of dormitory #11 and in-

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ODDS AND ENDS (Continued from Page 7)

spection car #10.....Montgomery County commissioners have approved construction of a three-mile bikeway along CONRAIL's former PC Schuylkill branch between Roxborough and Conshohocken. To be built in the space vacated by the former westbound track, the bikeway is expected to be finished by this summer. Reading Division commuter trains operate on parallel tracks.

MILWAUKEE ROAD and the United Transportation Union have reached agreement on a contract which permits elimination of one brakeman on freight trains. It is unclear what effect this separate agreement will have on bargaining now going on between most U. S. railroads and their principal unions to replace contracts which expired last December 31. The MILW agreement calls for reduction of force through attrition and payment of special allowances to employees and to an "employee productivity fund".....
GETTYSBURG RAILROAD will operate a steam fantrip May 6 with one of its two 2-8-0's out of Gettysburg, PA. The trip is a charter for the Mideast Region of NMRA, which is holding meetings that weekend in York.....Chapter member Ted Xaras painted the attractive scene in Lehigh Gorge which appears on the just jacket of the new Howell-North book, Lehigh Valley Railroad.....Buckingham Valley Trolley Association has purchased freight locomotive S-104 from Chicago Transit Authority (North Jersey Chapter).....CHESSIE SYSTEM has posted a loss of \$66.9 million in the first quarter of 1978 due to the prolonged coal strike and severe winter weather.....An auction of Lehigh Valley Railroad memorabilia will be held June 13 at Samuel Freeman's, 1808 Chestnut Street, beginning at 10 AM.....NORTHAMPTON & BATH RAILROAD has petitioned to abandon its entire seven-mile line between Northampton and Bath Junction, PA.....Thomas C. Marshall, Jr., had donated his ex-Mississippi Central 4-4-0 (Alco, 1909) to WILMINGTON & WESTERN. The engine has been in weekend service on that line for the past two years.....The ICC has ordered SOUTHERN RAILWAY to continue operating the *Southern Crescent* until August 6, pending a hearing and investigation. SR has been negotiating with AMTRAK to take over operation of the train.....A Federal judge has approved the reorganization plan proposed by the trustees of bankrupt Penn Central Transportation Company. Some 155,000 stockholders will get one share in the reorganized company for every 25 they own.....The 1,000-member Brotherhood of Sleeping Car Porters has been merged into the Brotherhood of Railway and Airline Clerks.

New PRR Book Out

End of the Line, a 208-page biography of Alexander Johnston Cassatt, who served as president of the Pennsylvania Railroad from 1899 to 1906, is now available. Written by Haverfordian Patricia Talbot Davis, the book is a well-researched study of one of PRR's greatest leader's, the man who among other things conceived and undertook the massive 1910 Pennsylvania Station project, which at a cost of \$200 million brought the PRR into the center of Manhattan. End of the Line is available at major bookstores for \$15.

Upcoming Events

APRIL 29-30: Open House at Wilmington & Western Railroad, Marshallton, DE, 11 AM to 4 PM. Shop tours and exhibits, gift shop open. Park at Greenbank station on Route 41. Admission 70¢ adults, 30¢ children.

APRIL 30: "Chessie Steam Special", 1978 inaugural run from Baltimore to Hagerstown, MD, and return, via Gettysburg, PA and "Dutch Line". Leave Amtrak station 8:30 AM, return 9:30 PM. Steam locomotive #2101 will be used between Glyndon, MD and Hagerstown. Tickets \$23 adults, \$20 children under 12, from: Chessie Steam Special, P. O. Box 8420, Baltimore, MD 21234.

MAY 6: Railroadiana Auction sponsored by Pottstown Chapter, NRHS, at Old St. Luke's Church, off Route 73, Gilbertsville, PA. Inspection 9 AM, sale 11 AM. Brochure available from: Ted Maurer, Auctioneer, 1931 N. Charlotte St., Pottstown, PA 19464

MAY 6-7: "Chessie Steam Special", from Baltimore to Harpers Ferry/Martinsburg, WV and return, operating via Silver Spring on Saturday and Sykesville on Sunday. Leave Camden Station 8:30 AM, return 7:30 PM Saturday, 8 PM Sunday. Tickets \$23 adults, \$20 children under 12, from: Steam Special, P. O. Box 8420, Baltimore, MD 21234.

MAY 10: Motion picture/travelogue, THE GREAT TRAIN TRIP ACROSS SIBERIA AND AROUND THE WORLD, by William Stockdale, presented by West Jersey Chapter, NRHS, at Cherry Hill West High School, Chapel Avenue in Cherry Hill, NJ. Tickets are \$2.50 adults, \$1.00 children.

MAY 12: "Chessie Steam Special", one-way ferry trip Baltimore to Cumberland, MD via Silver Spring. Leave Camden Station 8:30 AM, arrive 5:30 PM. Tickets \$15 adults, \$12 children under 12 for entire trip, lower fares to intermediate points. Steam Special, P. O. Box 8420, Baltimore, MD 21234.

MAY 14-20: NATIONAL TRANSPORTATION WEEK.

MAY 20: "Tracking the Trolley" bus tour of Lehigh Valley Transit Company route between Allentown and Easton, PA, sponsored by Lehigh Valley Chapter, NRHS. Leave LANTA Fairview Garage, 12th & Cumberland Sts., Allentown at 1 PM. Tour of former car barn at 10 AM. LVT slide and movie program at Lehigh Valley Chapter meeting, Odd Fellows Hall, 118 North 9th St., Allentown, beginning at 8 PM. Tour tickets \$5 from: David W. Biles, 2054 South Delaware Street, Allentown, PA 18103.

MAY 21: Amtrak special train with E60 and 15 Amfleet cars from Lancaster, PA to Baltimore, MD and return, with boat/bus side trip to Annapolis, sponsored by Lancaster Chapter, NRHS. Leave 7:30 AM, return 10:30 PM, operating via Conrail Port Road branch. THIS TRIP SOLD OUT.

Conrail Orders New Power

Conrail has placed orders for 132 new diesel-electric locomotives for delivery beginning this month. The units ordered are 67 2,250-hp B23-7's from General Electric, 32 2,000-hp GP38-2's from Electro-Motive Division of General Motors and 33 3,000-hp GP40-2's from EMD.

Plans call for Conrail to acquire a total of 600 new locomotives during the five-year period from 1978 to 1982. Conrail added 175 units to its fleet in 1977, including 31 four-axle and ten six-axle units from GE, 51 four-axle and 83 six-axle units from EMD.

Additional "first-generation" diesels will be sent to Illinois Central Gulf's Paducah (KY) Shops, to Rock Island's Silvis (IL) facility and to other shops for rebuilding. An initial program to upgrade 36 GP7's and GP9's at Paducah has been decided upon, and the targeted units set aside. Last year, Conrail took delivery of nine rebuilt "GP8's" (#5720-5728) and 16 "GP10's" (#7560-7575) from Paducah.

"DO" Lines Book Issued

The "DO" Lines, by Edward A. Lewis, is a 122-page update on nine shortline railroads which have been created to operate certain "light-density" branches not included in the Conrail system. "DO" stands for "designated operator", the legal term for roads which have applied for and been granted status as carriers eligible for Federal subsidies under the "4R" Act of 1976.

Ed Lewis is a long-time shortline authority, his last volume being The American Short Line Railway Guide.

The new book includes profiles on several DO lines near Philadelphia, including the Octoraro Railway, Gettysburg Railroad, Middletown & Hummelstown and Virginia & Maryland. The 8-1/2 x 11 volume contains 120 photos with rosters, maps and color covers. The soft-cover version sells for \$7.95 postpaid and the hard-cover for \$12.95. They may be ordered from: The Baggage Car, P. O. Box 223, Strasburg, PA 17579. An effort will also be made to obtain copies for sale at a future Philadelphia Chapter meeting.



Views from Philadelphia Chapter tour of Boeing-Vertol plant, Eddystone, PA, March 18, 1978. Top view shows LRV's ready for shipment to Boston's MBTA, stored at the rear of the plant; Bottom view shows Boston cars under construction inside plant. Photography was permitted during entire tour, inside and outside of the buildings. We extend our sincere appreciation to the Boeing Vertol Company and Eddystone personnel for making this very enlightening tour possible.

-FRANK TATNALL Photos



ROSTER OF MULTIPLE UNIT CARS IN NEW JERSEY DOT/CONRAIL SERVICE

New Jersey Division

CLASS MA1A (MP-85) (St. Louis Arrow I) - 100, 101, 103, 105, 106, 110-115, 117-118, 123, 124, 126, 127, 131-133, 502, 504, 507-509, 516, 519-522, 525, 528-530 (Total 34) (See Note 1)
 CLASS MA1G (GE Arrow II married pairs) - "A" cars 534-602 even, "B" cars 535-603 odd (Total 70)
 CLASS MA1H (GE Arrow III) - 1304-1333 (Total 30) (See Note 2)
 CLASS MA1J (GE Arrow III married pairs) - "A" cars 1334-1484 even, "B" cars 1335-1485 odd (Total 152) (See Note 2)

GRAND TOTAL: 286 cars

NOTE 1: "500 series" cars are rebuilds of corresponding "100 series" cars, except that 134 was renumbered 507 to replace scrapped 107.

NOTE 2: Total order for Arrow III cars is 230, still in process of delivery. Not all rostered cars are in service.

NEXT MONTH: Current roster of 227 MU cars on Conrail Hoboken Division (ex-Erie Lackawanna)

Changes Listed For Chessie Steam Special

A number of schedule changes have been made for the second season of the "Chessie Steam Special," which begins on April 30. In addition to the Baltimore-Philadelphia run on Saturday, September 23, reported here last month, the following important changes should be noted on the schedule published in February Cinders:

- SUN., 4/30: Baltimore (Amtrak Station) to Hagerstown, MD and return (See UPCOMING EVENTS)
- SAT., 5/06: Baltimore (Camden Station) to Harpers Ferry/Martinsburg, WV and return via Silver Spring.
- SUN., 5/07: Baltimore to Harpers Ferry/Martinsburg and return via Old Main Line
- FRI., 9/15: Pittsburgh to Cumberland, MD ferry trip.
- SAT., 9/16: Cumberland to Harpers Ferry and return.
- SUN., 10/01: Baltimore (Amtrak Station) to Hagerstown and return.
- SAT., 10/28: Huntington to Hinton, WV and return.
- SUN., 10/29: Huntington to Columbus, OH and return.

Both the April 30 and October 1 trips will originate at Baltimore's Amtrak station instead of at Port Covington Terminal, and will be hauled by Western Maryland F7 diesels to Glyndon, MD, where the star of the show, ex-Reading 4-8-4 #2101, will take over to Gettysburg and Hagerstown. The Steam Special's consist has been expanded this year to 22 cars, but on trips other than ferry runs it is probable that only 17 or 18 cars will be used. Photo runbys will be made on all trips.

Locomotive #2101 is now undergoing heavy repairs at the Reading shops, Reading, PA. The work is being performed on a seven-day-a-week basis, both by paid craftsmen and by volunteers recruited by the 2101's owner, Steam Locomotive Corp. of America headed by Ross Rowland, Jr., of High Iron Company and American Freedom Train fame. As soon as its drivers are re-installed in early April, it is expected that the engine will perform run-in tests on Conrail lines out of Reading, and the locomotive returned to Baltimore by April 21. At that time additional test runs with either freight or passenger consists will be operated prior to the April 30 trip to Hagerstown.

Round-trip fares on the Chessie Steam Special are \$23 for adults and \$20 for children under 12. Parlor car fare is \$35 and a seat in the open-platform lounge car costs \$50. Ferry trip fares are less. Information and tickets for all Baltimore area trips can be obtained from: Steam Special, P. O. Box 8420, Baltimore, MD 21234. Recorded information is available by calling (301) 237-3737.

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FIRST CLASS MAIL