

Ginders

FEBRUARY, 1978



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newsletter of the

PHILADELPHIA CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

Post Office Box 7302, Philadelphia, PA 19101

Massive Snowstorm Belts Area Transportation

The Big Snow of January 20, 1978 hit Delaware Valley transportation---rail, highway and air--- where it hurts the most. Oldsters could hardly remember the last time that the forces of nature had so severely crippled Philadelphia and its suburbs: at midday the downtown area seemed nearly deserted, most stores and businesses were closed and streets were blockaded by stalled vehicles. The airport was shut down by wind-driven snow, expressways were snarled by accidents and abandoned cars, commuter trains operated erratically and many of SEPTA's surface routes didn't run at all. Only PATCO and the two subway lines made a creditable showing.

The ghostly spectacle was a far cry from the days when transit systems slugged it out with the snow---and kept operating as a matter of pride. Unfortunately, today there are swarms of automobiles which get stuck on traffic arteries and, ironically, many transit employees must depend on highways to get to work---its' difficult to run the buses, trolleys and trains if there's no one available to man them. Trolley routes in particular were bedeviled by stalled automobiles blocking narrow city streets. And the railroads were plagued with frozen switches and related problems, as well as highly-sophisticated MU cars which revealed their frailties as the snow began to pile up. And pile up it did, with 13 inches in the City and six to eight-foot drifts in some areas of Bucks and Montgomery counties.

CONRAIL managed to run partial service on all of its 13 commuter lines except the Newtown Branch, which was hampered by ice and snow heaped onto the rails by highway plows. The push-pull train was sent to Bethlehem to break trail for the RDC's and locomotives later had to be used to open the Newtown line. Many trains took hours to complete runs which

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Our Meeting:

Our February meeting will feature a speaker with a varied and interesting railroad background: Mr. Charles P. Turnburke, Vice-President - Finance, of National Railway Utilization Corporation. Having held a variety of positions in the railroad industry throughout the country, Mr. Turnburke will regale us with some of his more interesting experiences in railroading and recollections of some of the industry's well-known personalities. We urge your attendance for this interesting program.

Our meeting date is Friday evening, February 17, 1978, and our location is the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. Buffet dinner (\$6.00 per person) will be served beginning at 6:00 PM, and the meeting, in the Conference Room, begins at 7:30 PM.

Advance reservations for dinner (mandatory, please!) must be made ON OR BEFORE Tuesday, February 14, 1978, to Vice-President Tatnall at P. O. Box 289, Plymouth Meeting, PA 19462, or by telephone to 215-828-0706.

New Transit Map Out

A new "Public Transportation Map and Guide" for Camden, Burlington and Gloucester counties, New Jersey, has just been issued. The large fold-out map may be obtained by writing: Camden County Department of Planning, 2276 North 43rd Street, Pennsauken, NJ 08110.

MASSIVE SNOWSTORM *(Continued from Page 1)*

ordinarily would require 30 to 45 minutes: the 7:34 AM express from Chestnut Hill West, for example, remained at the Hill until 9:30 because a train ahead of it was stuck at a frozen switch. Normally due at Suburban Station at 8:01, the "express" finally arrived at 11:40 with a load of passengers who wondered why they had bothered in the first place. Even Wanamaker's was closed!

AMTRAK's Corridor service was limping along, although the snow (which changed to rain and sleet in the afternoon) didn't seem to take its toll on Metroliners as had some previous storms. No trains were operating south of Baltimore because of a Conrail freight derailment in the notorious B&P tunnel, so U. S. Attorney David Marston, enroute to Washington for his well-publicized confrontation with the attorney general, was forced to board a bus for the last leg of the trip.

A bright and sunny weekend, however, encouraged snowbound residents to begin wielding their shovels, and the big dig-out was on. Saturday was a much better day for the railroads although less than normal service was operated on the commuter lines and Amtrak was experiencing huge delays on trains coming from hard-hit New England. Train 67, the *Night Owl*, due at 5:46 AM from Boston, pulled into 30th Street just before two in the afternoon, and the *Montrealer* due at 8:48 AM didn't arrive until 3:30 PM.

Service on bus and trolley routes was fitful at best. Even Red Arrow Division was bogged down during and after the storm in spite of valiant efforts to keep its lines open. Both wide-gauge sweepers, #4 and #5, as well as line car 07, were out on Friday (#4 becoming disabled) and work cars 401 and 402 ventured forth on the Norristown line. The 401 made a late-afternoon round trip to Bridgeport with the "pickle" (brine) car, followed by a procession of passenger cars. A derailment on West Chester Pike forced a temporary curtailment of Media and Sharon Hill service (aggravated later by downed wires and another derailment at Drexel Hill Junction), marking the start of a horrendous series of rail-related accidents over the next few days.

At 3 o'clock Saturday afternoon inbound car 162 on the Norristown high-speed line halted near the Penfield station in Havertown, apparently because of a group of children sledding near the tracks. Almost immediately it was struck from behind by following car 161, injuring 23 persons in the two cars. As a result of this accident, the Norristown line has only 14 of 19 cars available for service (#165 has a broken axle and Bullets 207 and 208 are shopped because of another collision at Penfield last year). There apparently are no plans to reactivate the one operable Liberty Liner.

Then, during the morning rush hour on January 24, a Route 36 PCC, #2187, careened into the rear of a standing air car at the 30th Street subway-surface station. Both cars were jammed with standees and emergency vehicles rushed to the scene to assist the 66 injured passengers. Predictably, these two serious crashes brought a public outcry over the safety of SEPTA operations, culminating in Philadelphia

City Councilman Louis Johanson's characterization of the SEPTA staff as "incompetent nitwits". "You'd think they were running the Toonerville Trolley", he continued, "instead of a modern transportation system." Councilman Joseph Zazyczny charged that SEPTA had funds to buy new trolleys but was derelict in not ordering them.

Conrail too was having its problems. Silverliner IV #180 was seriously damaged January 21 when it skidded through the bumper block at Chestnut Hill East. Several minor derailments on the Reading Division were followed by a grade crossing accident at Warminster on the 25th and another serious collision on the West Trenton line the same day. In that accident Train 545, which had left West Trenton at 9:26 AM, struck a steel-hauling tractor-trailer at the Township Line grade crossing near Woodbourne, just a mile from where a fatal collision with another steel truck occurred in 1975. Fortunately, this time only three persons were injured although heavy damage was inflicted on Silverliner IV's #151-152.

Storm-related problems seriously aggravated the supply of serviceable MU cars on the former Reading and Penn Central lines. By Monday the 23rd, these problems - and the expected huge increase in passenger loadings - brought the recall of all Silverliners from Amtrak's Harrisburg service, forcing Amtrak to lease ten Jersey Arrow II cars from New Jersey DOT to fill the gap. A shortage of repair parts led to creation of an improbable-looking train on the Trenton line: Conrail GG1's 4936 or 4825 hauling dead Silverliner II's 269, 205, 254, 251, 218, 265 and 203 with pantographs up for light and heat. The "pull" train was used on #507 and #522 January 26 and 27, with the indication that it might remain in service for some time on Paoli or Trenton runs. Conrail had intended to use blue-hued #4800, but it was derailed at Race Street terminal January 26 and sent to Wilmington shop for repairs. Both the "old red" MP54 cars and ex-Reading blue and green MU's continued to soldier on through the crisis.

By the end of the week, the list of Silverliner IV's out of service for collision damage totaled 14. Included are married pairs 119-120, 125-126, 151-152 179-180, and single cars 301, 9024, 9029 and 9030. In addition, 334 and 345 are damaged but their respective mates 335 and 344 have been united as the only "odd couple" with non-adjacent numbers. RDC-1 #9155 is also slated for repair work. It will be recalled that 9024 and 9030 were involved in the disastrous 1975 grade crossing accidents at Roelofs and Shawmont, respectively.

High water on Thursday, January 26, caused by heavy rains of the day before as well as snow melting in the sudden 60° thaw, created new headaches for public transportation. Conrail was forced to suspend service on the Norristown branch west of Miquon because the Schuylkill River was over its banks between Conshohocken and Norristown, and to briefly cut back the Trenton local to Levittown when Assunpink Creek again threatened to flood the Trenton station.

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MASSIVE SNOWSTORM *(Continued from Page 2)*

At this point SEPTA was still struggling to restore full service to a number of trolley routes which had been wholly or partially curtailed since the previous Friday. Route 23 was not operating at all, Route 50 was not running south of Allegheny Avenue, the #10 subway-surface was turning back at Lansdowne Avenue and Red Arrow's Media cars could not go west of Providence Road because of stalled autos on State Street. The Sharon Hill line also had to be cut back to Clifton Heights because of high water. On Friday, after Philadelphia police threatened to begin ticketing automobiles still blocking the streets, SEPTA was able to resume full service on all City Division routes---a full week after the storm!

That same day, crisp yellow notices were posted in railroad stations and cars. "Thank you," said SEPTA to its riders, for being patient during the long emergency period (which had actually begun with two lesser ice and snow storms in the week prior to the "Big Snow of '78"). What the notices did not say was that this already-memorable winter still has a long way to go.

January Meeting Postponed One Week

Because of the crippling 13-inch snowfall on Friday, January 20, Philadelphia Chapter was forced to postpone its scheduled meeting that night until the following week. It was the first time in memory that a Chapter meeting had to be called off as the result of bad weather.

The Engineers' Club, in common with many downtown businesses, institutions and government offices, closed its doors as transportation was slowed to a crawl or stopped altogether. It was the heaviest snowfall in Philadelphia since January, 1961 and the fifth deepest since record-keeping began more than 90 years ago.

Members holding dinner reservations were notified by telephone and announcements were carried on newsradio broadcasts during the afternoon. By Saturday evening, President Eastwood had dispatched post-card notices to all area members, advising them that the meeting had been rescheduled for January 27.

Your officers sincerely regret the necessity for this postponement. The decision to do so was made only when it became apparent that any attempt to hold the meeting on the original date was impossible.

A respectable turnout of members and guests was on hand for the January 27th meeting at the Engineers' Club. Larry Steingarten's slide program covering the unique rail operations of Central America was well received, and West Jersey Chapter's George Springer, recently named vice-president - Eastern Region of NRHS, presented a tape-slide invitation to the 1978 national convention in the Northwest.

PRESIDENT AND EDITOR.....R. L. Eastwood, Jr.
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Campbell, Seligsohn Quit Chapter Posts

Resignations by two of Philadelphia Chapter's key staff members have provided an opportunity for members looking for an active part in Chapter affairs.

Cinders columnist Robert L. Campbell, who very ably wrote the In Transit column for us for better than two years, has accepted a position with the Southeastern Michigan Transportation Authority (SEMTA), and will be leaving the Philadelphia area shortly.

Publication Sales Director Harvey Seligsohn has resigned his position due to business pressures.

Bob and Harvey have devoted countless hours of their spare time to the Chapter, and we have all benefited from their interest. The officers of the Chapter express their sincere appreciation to both individuals. We wish Bob well in his new environment, and Harvey, of course, will remain an active Chapter member.

Your Chapter needs two qualified individuals who can devote the necessary time to either of the above tasks. It is our desire to obtain a transit editor who is close to the transit scene, and who has access to the professional journals of the transit industry, so that we might provide our members with highly accurate information.

Likewise, we have a need for an individual who can undertake an aggressive publication sales program as a means of providing additional income to the Chapter, as well as providing our members with a ready source through which to secure the many rail publications being issued.

Interested individuals are requested to contact President Eastwood or Vice-Presidents Tatnall or Watts to discuss either of these vacancies.

"ON THE SCENE"



with El Simon

The first EMD passenger electrics are now officially on order by AMTRAK for Corridor service. They will be patterned after the ASEA Rc4a unit which successfully tested in our area a year ago, and will also be similar in appearance to the X995. Horsepower is 6,100 continuous, with a short-term rating of 8,400. As the units will only weigh about 100 tons, they will be limited to eight Amfleet cars, but they will be able to maintain 120 MPH speeds. Deliveries will begin in December, 1979 and will include electric components imported from ASEA in Sweden. If funding can be arranged next year, a further 22 units are desired.

The initial Carter budget provides no new funding for Amtrak, which means there will either be massive retrenchments, much argument in Congress or a lot of each. Capital spending is initially set at about a third of Amtrak's proposed levels set forth in its five-year plan.

Congress has mandated that cost-cutting measures such as route cutbacks be postponed until a major examination of Amtrak's entire route structure can be completed. The DOT is undertaking the study and it must be ready by March 1. This study is "zero-based", in which each route must presumably justify its continued existence based on current and future market and population requirements, given the limited extent of available funding.

Programs currently under way include 32 diesel unit conversions (SDP40F to F40PHR types), and the purchase of the eight electrics noted above.

General Electric is rebuilding 16 Metroliners at a cost in excess of a million dollars each. The program has been initiated with four cars (806, 856, 866 and 886) which moved to Erie in December.

Most of the 25 10-6 sleepers which are being converted to Amfleet-type head-end power have been released from Beech Grove. (Watch out for the downgrading of the *Montrealer* to Amfleet service as a result).

The last 113 Amfleet cars were delivered in 1977, but a strike and developmental problems with the new Superliners have indefinitely postponed their introduction.

Seventy baggage cars have been authorized for conversion to 1200-series compatible baggage cars and this program is moving along at Rail Systems in California.

The *Montrealer* will almost certainly go Amfleet February 15 with the following consist: Ambaggage, 2 HEP sleepers, Amdinette, Amlounge, two to four 60-seat Amcoaches to Montreal, with the consist filled

out with 84-seat Amcoaches between Washington and New York. Seven Pine-series all-electric sleepers will be assigned to Washington for this train, permitting the use of two sleepers per each set of the train.

I don't know anything about these "Amlounges" (if that is the proper title), except they are being modified from Amclubs 20111-20114. Coach seats will be retained at one end and lounge furniture will replace parlor seats at the other end.

Also due for conversion about March 1 is the *Arrow Head*, last conventional day train west of Buffalo (excepting the weekly Reno Fun Train). This Duluth train runs anywhere from three to six cars, including baggage-lounge 1710, dome-observation 9310, lunch-counter 8399 (all unique cars) and dome-coach 9452. This one is unusual, too, since it was unaccountably refurbished in 1976 with Amfleet-type seats without leg rests (and therefore is restricted from overnight service).

Few cars went into storage during December, and the only "A" list car was coach 5479. Full-dome 9362 was restored to the active roster while dome-lounge 9811 was placed into storage.

Now, five of the six Turquoise Room dome-lounge cars have been restored to service out of Los Angeles (subbing for SP lounges on the *Coast Starlight*).

By early January, 40 F40PH and 40 F40PHR units had been completed and plans were in hand to rebuild 32 more SDP40F's to F40PHR's. The new units will be numbered 280-311.

Today, you can find E units routinely only on the *Broadway* (4 per train), the *National Limited* (2 per set), the *Montrealer* (3 per train), the *Lake Shore* between Buffalo and New York, Albany and Boston, the *Niagara Rainbow* (2 per set), and the *Bear Mountain* (single units); 41 units are required, drawn from an active pool of 13 New Haven, 18 Harmon 29 Harrisburg and 6 Western Avenue units.

FL9 #491 is at Milwaukee Shops for an overhaul, and may emerge as the first Amtrak F unit in the current "cigar-band" scheme.

E9 #400 is at Jacksonville for the experimental fuel tender program (for long-range operation of F40PH units, more fuel capacity is necessary).

Some of the five E8 conversions are now in service as heater cars on the *Empire Builder*. Apart from a cleaned-up roofline, the cab windows are plated over. Numbers are 672-676.

One of the 13 RDC's at New Haven is apparently in storage, since RDC-2 #35 hasn't been seen since August. The 12 active cars are made up of six RDC-1's, four RDC-2's and two "Hot Rod" cab units.

Three Amtrak GG1's are at Wilmington Shops listed as "awaiting disposition". Units 907, 922 and 923 are being stripped for parts.

Fifteen leased SOUTHERN PACIFIC baggage cars can be seen in service on the *Empire Builder* and the *Floridian*. They are the only cars in non-Amtrak livery in assigned service.

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ON THE SCENE (Continued from Page 4)

Some cars, at least, outshopped since December, have been observed in a modified scheme which omits the arrows at each end of the window area.

A few of the cars sold in Amtrak's recent big sale have been observed in service for new owners. Diner La Grange went to Detroit, while sleeper-lounges City of Cleveland and Metcalfe have been seen out of Los Angeles. An unidentified car, Milwaukee, has also been seen recently (possibly this was the MILWAUKEE ROAD's office car, but I cannot confirm this yet).

Amtrak's lame-duck board postponed a decision at its January meeting to rebuild the equipment on at least one train to electric heating. It is a measure of Amtrak's problems that this decision has taken seven years to get this far. To be charitable, the board wishes to wait to see the results of the March 1 route study and also get a better understanding of its chances for new cars before undertaking an expensive rebuilding program. In any event, the program would not be of any benefit until next winter.

Look for AUTO-TRAIN to begin using its heavy-weight business car #1 in charter service, for those who want extra elegance to or from Florida.

SOUTHERN ran at least four standard-weight coaches through to New York over the Christmas holidays. I noted cars 1036, 1041, 1042 and 1043, with three leaving New York on December 23 alone. This may be their last runs up here, since rumors persist that SR and Amtrak are negotiating to transfer this train to the Amtrak network. If so, some of the SR cars would probably be transferred to Amtrak ownership, but I don't think the vintage cars would be included.

At least three FL9's operating on Grand Central commuter trains still soldier on in the old NH color scheme of orange, black and white. Units 5023, 5030 and 5048 are also run with non-standard 5040, which remains in PC black.

The 9640 was retired in December, so at year's end, only two Alco switchers survived on CONRAIL's roster. The 9708 and 9752 (an S2 & S4) are at Frontier---the last of a long, long line of 539-engine Alco switchers on Conrail and its predecessors. Six T6 units, of a newer design, see service in North Jersey.

Railfans as Others See Us?

[Reproduced below is an editorial by Tom Crawford, which appeared recently in the Bergen-Rockland Chapter's newsletter. We think it sufficiently on the mark to bring it to the attention of our readers. --The Editors]

There is currently playing on Broadway a comic drama with the title of "Gemini". Included in the cast are some rather interesting character portrayals: a couple of Harvard students from Boston, a Harvard student from South Philadelphia (the play's locale), the latter's father, his paramour from across the alley, the buxom woman next door and her son, Herschel. Ah, Herschel! A physique rivalling the svelte lines of a Goodyear blimp, coordination matched only by an inebriated elephant and the practicality of a five-year-old.

Oh yes, he possesses one redeeming quality. He is a railfan! A trolley and transit buff, to be exact. Throughout the play he prances gleefully about, badgering the boy from Boston into seeing his transfer collection, and begging him to go watch the trolleys, subway cars and buses with him. We are told several times (by his doting mother) that he has an I.Q. of either 172 or 187, she isn't sure which. He plays "trolley" by pedalling about his back yard on a tricycle and making "trolley" sounds. Although the part he plays is not central to the story line, we are treated nonetheless to several minutes of this exhibition.

The play itself is quite good and well acted by the cast. What we must realize, however, is that the 400 or so members of the audience that observe it each night must draw the conclusion that railfans are somewhat freaky and weird. This is symptomatic of the time in which we live. If railroads are an anachronistic holdover from another age, how can we expect to be treated any differently?

If we are ever to lose the stigma attached to us by society we must first prove that we are responsible members of that society. Let us hope that we can shake this image of "little boys playing with trains". If not, we shall always retain the image of a group of "Herschels".

WORDSMITH

By Tim Menees



Odds & Ends....

by FRANK G. TATNALL, JR.

SEPTA held a hearing February 2 on its proposal to increase rail commuter fares by 20 percent April 1 (see last month's *Cinders*). The SEPTA board is expected to approve the increase at its meeting on February 22, as a means to reduce the anticipated \$11 million deficit on 13 commuter lines operated by CONRAIL.....AMTRAK has signed a contract with Electro-Motive to build eight high-speed electric locomotives for Northeast Corridor service, at a cost of \$22 million. The new units, similar to the Swedish electric tested here last year, will be capable of 120-mph speeds on any of three different power systems, including the 25,000-volt, 60-cycle frequency planned for NEC by 1981. First deliveries are due in December, 1979.....The City has advertised for bids on the initial phase of the Center City Commuter Connection, which will link the former Penn Central and Reading commuter systems by means of a tunnel between Suburban Station and Reading Terminal. Bids will be opened March 8 and Mayor Frank Rizzo has promised that ground will be broken for the long-delayed project next month..... A Railway Age survey shows that 1,064 new passenger cars were delivered to U. S. and Canadian rail lines in 1977, compared with 1,131 in 1976. The '77 total includes 722 rapid transit cars, 165 rail commuter coaches (14 of them delivered to SEPTA) and 64 light rail cars. As of January 1, 1978 the backlog of new cars on order stood at 1,951 and another 1,000 may be spoken for this year. The latter could include 125 cars for the Broad Street Subway (possibly a joint order with Cleveland Transit System) and 100 light rail units for the subway-surface routes..... It now looks as if ex-Reading push-pull coach #2002 will be the first to emerge from Reading shop in SEPTA's new red-white-blue paint scheme. The only thing holding up work on #2002 and three MP54 MU cars is arrival of the paint! SEPTA FP7 #4373 is also ready for painting at Reading shop..... Meanwhile, work continues on ex-Reading 4-8-4 #2101, which is being overhauled at Reading for the Chessie Steam Special. Word is that the drivers will have to be contracted out for turning.....Route 23 trolley service to Chestnut Hill was restored January 28 after a four-day suspension caused by snow-stalled autos blocking the tracks. Two days later the cars were cut back to Mermaid Loop, preliminary to the rebuilding of upper Germantown Avenue (see last month's *Cinders*).....There has been another delay in conversion of the Woodlawn-New Rochelle (NY) segment of CONRAIL's New Haven Line from the present 11-Kv, 25-cycle power to 12.5 Kv, 60-cycle. In January the cutover was made but a transformer failure forced restoration of the old power system. The plan is to extend commercial frequency all the way to New Haven, thus eliminating use of GG1's east of New York, but a decision still must be made between 12.5 and 25 Kv (the latter voltage favored by U.S. DOT for the entire Corridor between Washington and Boston).....Look for some rerouting of CONRAIL freight trains this year from AMTRAK's main line to the former Reading through West Trenton.....The joint AMTRAK-Department of Transportation "zero-base" study of the nation's passenger train network is to be delivered to Con-

gress by March 1. Some major changes in the Amtrak route structure could result.....Bob Campbell, of SEPTA, who writes our "In Transit" column, has taken a job in the scheduling department of Southeastern Michigan Transportation Authority (SEMTA), Detroit. Bob, however, will continue as electric rails editor of the NRHS Bulletin. We'll miss him in Philadelphia Chapter and it's a certainty he'll miss the eastern rail scene. At least there's one trolley line in Detroit, that recently-built tourist operation using cars imported from Portugal..... Budd Company's experimental passenger car, the self-propelled, shovel-nosed SPV-2000, traveled to Washington last month for demonstration runs January 18 and 19. The car returned to the Budd Red Lion Plant in Philadelphia on January 22, operating under its own power all the way.....Reading car shop will become a major component in CONRAIL's 1978 medium repair program. The shop will upgrade revenue freight cars and perform heavy repairs on cabooses and miscellaneous maintenance-of-way equipment. The passenger car shop will also continue in service.... President Carter has asked Congress to reorganize Federal aid programs for highways and mass transit. The proposal envisions five-year funding of \$35.6 billion for highways and \$14.9 billion for transit.....Boeing Vertol at Eddystone last month completed its 100th production car for Chicago's subway-elevated system, representing half of the current order.....STRASBURG RAIL ROAD hauled a total of 375,512 revenue passengers in 1977, an all-time record and a 12,226 increase over the previous year.....AMTRAK is in trouble with the U. S. Office of Consumer Affairs because of its promotional campaign with Kellogg's cereals (see October, 1977 *Cinders*). It seems that OCA doesn't think Amtrak should be involved in promoting sales of heavily-sugared cereals even though coupons from the boxes can be used by kids for free train rides. Amtrak retorted that it was merely following Congressional directives to develop "innovative marketing techniques," adding that "we're railroaders, not nutritionists".....

Trailways Bus System has joined the Greyhound vs. AMTRAK fray by announcing fare cuts of more than 50 percent between certain cities in the Northeast Corridor.....AMTRAK has completed the first phase of a \$5.3 million effort to clean up junk strewn along its Northeast Corridor tracks. When completed, the job will have covered 2,250 acres along 286 miles of right-of-way, and will include removal of everything from old refrigerators to garbage to mattresses to abandoned automobiles..... As if railfans didn't already have an image problem (see editorial elsewhere this issue), we now see ads for a new "gay railfans" group. Next it will be "gay stamp collectors" or "gay birdwatching club"... The operator of a new shortline railroad in central Pennsylvania says he is interested in buying the famed Baldwin sharknose diesels from the DELAWARE & HUDSON. James Laubach, who is working to reopen the ten-mile Lykens Valley Railroad between Millersburg and Elizabethville, north of Harrisburg, says that D&H's asking price for the two units is \$40,000.....To correct an item in last month's column, Mechtron Corp. of Wilmington, DE has not gotten out of the passenger-car repair business, but is now concentrating on freight car repair work.....

(Continued on Page 7, Column 1)

ODDS AND ENDS (Continued from Page 6)

.....Montgomery County commissioners in mid-January voted to increase their support of commuter rail lines to \$1.03 million for the year from April, 1978 through March, 1979, and Bucks County has pledged \$554,000. Both figures represent a 30 percent increase in cost as compared with the previous year. SEPTA is currently seeking commitments from all five county governments in its area to support service on the 13 commuter lines operated by CONRAIL..... Richard B. Hoffman, assistant general manager of CONRAIL's Eastern Region, has been assigned full-time responsibility for operation of SEPTA commuter lines. A member of Philadelphia Chapter, Mr. Hoffman was general manager-operations for the Reading Company prior to joining Conrail in April, 1976..... CONRAIL expects to complete its feasibility study on electrifying the Harrisburg-Pittsburgh main line by June 1, 1978, according to a recent report by the Federal Railroad Administration..... CONRAIL may soon ask the Federal government for additional aid of \$1 billion to \$2 billion, according to a Wall Street Journal story last month. Lower than expected revenues and continuing rehabilitation problems were cited as the principal reasons for the expected money crunch. Meanwhile, U. S. Railway Association said that it invested a total of \$668 million in Conrail during 1977 out of the \$2.1 billion already authorized by Congress..... CONRAIL reports that final figures on its 1977 rebuilding program show a total of 1,067 locomotives and 16,559 freight cars receiving heavy repairs. Out on the line, 4.45 million new ties were installed and 1,017.81 miles of continuous welded rail laid.....The General Accounting Office, which is the investigative arm of Congress, has been asked by Rep. Andrew Maguire of New Jersey and two other Congressmen to conduct a complete audit of CONRAIL's operations.....CHESSIE SYSTEM has reported net income of \$87 million in 1977, compared with the all-time earnings record of \$102 million in the previous year. Bad weather, inflation and strikes in the coal industry were blamed by Chairman Hays T. Watkins for the drop in profits.....Power-hungry MILWAUKEE ROAD, which declared bankruptcy late last year, is leasing 12 GP35's from the B&O and eight SD24's from SOUTHERN, according to Wisconsin Chapter's newsletter. Apparently these are units idled by the current coal miners' strike..... Budd Company directors have approved an offer by Thyssen, A.G., a large West German steel firm, to acquire the railcar and auto parts maker for more than \$270 million.....Negotiations between the railroad industry and 13 unions for a new contract are dragging along with no agreement in sight. Industry demands for productivity increases---meaning smaller train crews and fewer crew changes --- could result in a major strike later this year, Business Week magazine reported last month.....It will probably be early this summer before ex-LONG ISLAND 4-6-0 #35 is moved from Nassau County, NY to Ringoes, NJ for restoration (see January Cinders). William Withuhn, who heads the rebuilding project for BLACK RIVER & WESTERN, says it will cost about \$50,000 to put the 50-year-old locomotive in condition to operate on BR&W (Long Island-Sunrise Trail Chapter Semaphore).....SEPTA management was severely criticized in a study released last month by a special committee representing county governments, PennDOT and the Urban Mass Transportation Administration. In the first of six reports prepared by

Booz, Allen & Hamilton, Inc., the nationally-known consulting firm found that SEPTA" (1) doesn't know how many serviceable vehicles it has, (2) has almost 50 percent more spare buses than seven other major transit systems studied, (3) experiences four times as many bus and trackless trolley breakdowns than the other systems, (4) uses 29 percent more fuel and oil per bus mile, and (5) may be violating the law by not adopting an integrated fare system among its various divisions. "There seems to be little tangible evidence that the taxpayer is getting his money's worth from SEPTA expenditures" of about \$250 million per year, the report concluded. SEPTA has approximately 1,500 buses, 300 trolleys and 125 trolley coaches in its fleet, but a significant number of these are out of service.....The City of Philadelphia last month sold \$78.6 million in revenue bonds to help pay for rebuilding of the Frankford El, improvements to the Market Street Subway, construction of the airport high-speed rail line and other projects.....SEPTA is considering a 25-cent-per-day increase in parking fees at its commuter rail lots, which total 7,000 spaces. There has been no increase in the present 25-cent fee since pay parking was instituted in 1952..... There will soon be a new musical on Broadway called "On the Twentieth Century", based on the 1932 play and 1934 movie (seen at one of last year's Chapter meetings). The New York Times reports that the big-budget show will feature a cast of 35, an orchestra of 25, silvery Art Deco sets and costumes and a "train on stage".....Better hurry if you want to ride the Southern Crescent. Rumors are rampant that the train's \$7 million annual deficit will soon cause SOUTHERN RAILWAY to either file for discontinuance or offer the run to AMTRAK..... December, 1977 was a red-letter month for Pullman, Inc. It marked the 100th anniversary of Pullman's listing on the New York Stock Exchange and a record 110 years of uninterrupted quarterly cash dividends. Originally a builder and operator of sleeping cars, Pullman is now widely diversified with railcar, truck trailer, power systems and engineering divisions.

SPV-2000 Update

Budd Company's SPV-2000, having just returned from a successful series of tests for transportation and government officials in Washington, DC, will be making more appearances during the month of February.

On Thursday and Friday, February 9 and 10, the SPV-2000 will be displayed to industry officials in Philadelphia at 30th Street Station. On Monday and Tuesday, February 13 and 14, the car will be on stationary display at New York's Penn Station.

Following the above two displays, the car is set to go to Boston for revenue service on the MBTA rail commuter lines operated by the Boston and Maine from North and South stations.



CORPORATE PROFILE

Headquarters:

6 Penn Center Plaza, Philadelphia, Pa. 19104
(215) 594-1000

**Chairman and
Chief Executive Officer:**
Edward G. Jordan

**President and
Chief Operating Officer:**
Richard D. Spence

Corporate History:

Consolidated Rail Corporation (Conrail) is a private, for-profit corporation chartered in the Commonwealth of Pennsylvania. It was created by an Act of Congress (Regional Rail Reorganization Act of 1973, as amended) to acquire and revitalize, in the private sector, most of the freight operations previously provided by six bankrupt carriers: Penn Central; Reading; Central of New Jersey; Erie Lackawanna; Lehigh Valley, and Lehigh and Hudson River. Conrail began operations on April 1, 1976.

Conrail is not a nationalized railroad, a government corporation or a quasi-governmental or public agency. It is a privately managed and operated railroad, striving to fulfill its mandate to restore reliable and essential freight service to the region, earn a profit, and, thereby, attain its ultimate goal of economic self-sustainability in the private sector.

The railroad is currently undertaking a massive program to rehabilitate its inherited plant and equipment, and revitalize rail service in the region, using \$6.8 billion of its own money plus an additional \$2.026 billion Federal investment. The government investment is in the form of a loan, not a subsidy or a grant, and must be repaid with interest by the corporation.

Operations:

Conrail operates 17,000 route miles (34,000 miles of track) in 16 states (Pennsylvania, New York, Massachusetts, Connecticut, Rhode Island, New Jersey, Delaware, Virginia, Maryland, West Virginia, Ohio, Indiana, Michigan, Illinois, Kentucky, Missouri), the District of Columbia and two provinces of Canada (Ontario and Quebec).

The corporation also operates trains on 105 light density lines (about 1,415 route miles) in 12 states under a subsidy program established by the 1973 Act. These lines, not conveyed to Conrail, are subsidized by Federal/State money in the amount of the difference between revenues and operating costs. Certain commuter services are also provided by Conrail under contract to state and local transportation authorities.

Regions and Divisions:

Conrail is divided into eight operating regions:

Region	Headquarters
Atlantic	Newark, N. J.
Eastern	Philadelphia
Northeastern	New Haven
Central	Pittsburgh
Northern	Detroit
Southern	Indianapolis
Western	Chicago
Metropolitan	New York City

The regions are divided into 23 divisions. Divisional headquarters are located in: New York, Utica, Buffalo and Hornell, N. Y.; Hoboken, N. J.; Boston, Mass.; Bethlehem, Philadelphia (2), Harrisburg, Altoona and Pittsburgh, Pa.; Youngstown, Columbus, Cincinnati, Cleveland and Toledo, Ohio; Indianapolis and Ft. Wayne, Ind.; Chicago, Ill.; Detroit and Jackson, Mich.; and St. Thomas, Ontario.

1977 (6 months) Financial Results:

(Dollars in Thousands)

Total revenues	1,637,930
Total expenses	1,873,075
Loss	(235,145)

Employees:
93,975

Locomotives: (As of Sept. 1, 1977)
Diesel — 4,502
Electric — 148
Total — 4,650

Freight Cars: (As of Sept. 1, 1977)
146,495

Caboose: (As of Sept. 1, 1977)
2,207

Freight Ton-Miles:
1/1/77-9/1/77 — 62.7 billion (Net)

Through Freight Trains: (daily average)
891

Local Freight Trains: (daily average)
447

Commuter Passenger Trains:
(weekday average)
1,862

Commuters Carried: (weekday average)
360,000

Piggyback (TrailVan) Trains:
(daily average)
32

Piggyback Terminals:
Physical — 41
Satellite — 18
Total — 59

Flexi-Flo Terminals:
14

**Automobile Loading/Unloading
Terminals:**
35

Major Classification Yards:
15

Conway (Pittsburgh); Enola (Harrisburg); Selkirk (Albany); Buckeye (Columbus); R.R. Young (Elkhart, Ind.); Frontier (Buffalo); Avon (Indianapolis); DeWitt (Syracuse); Allentown, Pa.; Stanley (Toledo); Meadville, Pa.; Livernois (Detroit); Sharonville (Cincinnati); Rutherford (Harrisburg); and Cedar Hill (New Haven).

Major Locomotive Repair Shops:
2
Juniata (Altoona, Pa.), Collinwood (Cleveland)

Major Freight Car Repair Shops:
3
Samuel Rea (Hollidaysburg, Pa.), Meadville and Reading, Pa.

Freight Car Heavy Repairs:
11,983 repaired (1/1/77 - 9/1/77)

Locomotive Overhauls/Heavy Repairs:
697 repaired (1/1/77 - 9/1/77)

**Maintenance of Way, Roadway
Rehabilitation:**(1/1/77-9/1/77)
Ties installed — 2.9 million
Projected for 1977 — 5 million
Track surfaced — 4,941 miles
Projected for 1977 — 8,300 miles
Continuous welded rail installed — 639 miles
Projected for 1977 — 1,041 miles

Coal, Coke and Iron Ore: (1/1/77-7/1/77)

	Tons Handled (millions)
Coal	39.8
Coke	1.7
Iron Ore	8.4
Total	49.9

Chessie Lists Tentative '78 Steam Trips

Chessie System has issued a proposed schedule for its 1978 Chessie Steam Special trips. The schedule, of course, is subject to change, and should be taken only as an outline of the trips planned at this time. We publish the schedule so that you might make notes on your calendar.

Ex-Reading T-1 4-8-4 #2101 will be the motive power again this year, and the locomotive is presently being overhauled at the Reading, PA shops of Conrail.

Anticipated trips as of this writing are:

- SUN., APR. 30: Baltimore (Port Covington) to Gettysburg and return.
- SAT., MAY 6: Baltimore to Harpers Ferry and return via Old Main Line.
- SUN., MAY 7: Baltimore to Harpers Ferry and return via Silver Spring.
- FRI., MAY 12: Baltimore to Cumberland, MD ferry trip.
- SAT., MAY 13: Cumberland, MD to Rockwood, PA and return via Sand Patch Grade.
- SUN., MAY 14: Cumberland, MD to Terra Alta, WV and return via 17-Mile Grade.
- WEEK OF MAY 15: Cumberland to Parkersburg and Parkersburg to Cincinnati deadhead trips.
- SAT., MAY 20: Cincinnati, OH to Ashland, KY and return.
- SUN., MAY 21: Cincinnati to Chillicothe, OH and return.
- SAT., JUNE 3: Cincinnati to North Vernon and return.
- SUN., JUNE 4: Cincinnati to Ashland and return.
- MON., JUNE 5: Cincinnati to Chicago ferry trip (over Cheviot Hill).
- SAT., JUNE 10: Chicago to Hartford, MI and return.
- SUN., JUNE 11: Chicago to Garrett, IN and return.
- SAT., JUNE 17: Chicago to Peru, IN and return.
- SUN., JUNE 18: Chicago to Grand Rapids, MI ferry trip.
- SAT., JUNE 24: Open House at Grand Rapids, MI.
- SUN., JUNE 25: Grand Rapids to Plymouth, MI and return.
- SAT., JULY 8: Grand Rapids to Plymouth, MI and return.
- SUN., JULY 9: Grand Rapids to New Buffalo and return.
- SAT., JULY 15: Grand Rapids to Detroit ferry trip
- SUN., JULY 16: Detroit to Clio, MI and return.
- SAT., JULY 22: Detroit to Grand Ledge and return.
- SUN., JULY 23: Detroit to Clio and return.
- SAT., JULY 29 and SUN., JULY 30: National Model Railroad Association Convention special trips.
- MON., JULY 31: Detroit to Columbus, OH ferry trip.
- SAT., AUG. 5: Columbus, OH to Ashland, KY and return.
- SUN., AUG. 6: Columbus to Toledo, OH and return.
- SAT., AUG. 12: Columbus-Cleveland, OH ferry trip.
- SUN., AUG. 13: Cleveland to Willard, OH and return.
- SAT., AUG. 19: Cleveland to Willard, OH and return.
- SUN., AUG. 20: Cleveland, OH to Pittsburgh, PA ferry trip.
- SAT., AUG. 26: Pittsburgh to Rockwood, PA and return.
- SUN., AUG. 27: Pittsburgh to Wheeling, WV and return.
- SAT., SEPT. 9: Pittsburgh to Smithfield, PA and return (south of Connellsville)
- SUN., SEPT. 10: Pittsburgh to Rockwood, PA and return.
- SAT., SEPT. 16: Pittsburgh to Cumberland, MD, ferry trip.
- SUN., SEPT. 17: Cumberland to Baltimore, MD ferry trip.
- SAT., SEPT. 23: Baltimore to Harpers Ferry via Old Main Line.
- SUN., SEPT. 24: Baltimore to Harpers Ferry via Silver Spring.
- SAT., SEPT. 30: Baltimore to Harpers Ferry via circle route (Old Main going-Metropolitan returning)
- SUN., OCT. 1: Baltimore (Port Covington) to Gettysburg and return.
- MON., OCT. 2: Baltimore, MD to Richmond, VA ferry trip.
- SAT., OCT. 7: Richmond to Balcony Falls and return.
- SUN., OCT. 8: Richmond to Balcony Falls and return.
- SAT., OCT. 14: Richmond to Clifton Forge ferry trip.
- SUN., OCT. 15: Clifton Forge to Huntington ferry trip.
- SAT., OCT. 21: Huntington to Hinton and return
- SUN., OCT. 22: Huntington to Hinton and return.
- SAT., OCT. 28: Huntington to Columbus and return.
- SUN., OCT. 29: Huntington to Hinton and return.

Upcoming Events

February 14: "Railroad Electrification", a talk by Harry Rappaport, electric traction engineer, Amtrak, before the IEEE Power Engineering Society and Industrial Applications Society, Colonnade Lounge, 30 South 17th Street, Philadelphia. Social hour, 5:30 PM, dinner 6:00 PM. Cost, \$5.75. Reservations from IEEE office, (215) 243-8106 by February 10, 1978.

February 18-19: East Broad Top Railroad and Railways to Yesterday 13th annual Winter Spectacular Orbisonia, PA. Full pass (both days), \$27.50, Saturday pass, \$21.00, Sunday pass, \$15.50, Saturday dinner, \$4.50. Order from J. C. Gerhard, 4 Verna Drive, Wilshire Hills, West Lawn, PA 19609, making checks payable to "RTY Winter Spectacular".

Blackhawk Chapter, NRHS, has published a 20-page Bicentennial issue of its publication, the Railhead, devoted to Bicentennial locomotives. Included are rosters of all known Bicentennial painted locomotives on main lines, shortlines, industrial lines, rapid transit and trolley lines and at railroad museums. Roster and action photos give the reader a look at just about everything, from a Davenport 44-tonner to an AT&SF SD45-2. Roster data includes type, builder, date. Available at \$2.75 postpaid from Blackhawk Chapter, NRHS, P. O. Box A-3795, Chicago, IL 60690. (From Mohawk and Hudson Chapter Callboard).

March 12-19: "Crescent City Arrow", private car trip Philadelphia/Washington to New Orleans, Chicago and back to Philadelphia via Amtrak-Southern-Illinois Central Gulf-Conrail. Information from George A. Pins, 350 Fifth Avenue, Suite 1604, New York, NY 10001, phone (212) 695-8780.

March 13: West Jersey Chapter annual banquet, 6:00 PM, Airport Pub restaurant, Airport Circle, Pennsauken, NJ. Dinner and cocktails plus entertainment. Prices as follows: Turkey, \$6.50, Shrimp \$10.00 and Prime Rib, \$11.00. Entertainment by Mike and Maryann Auterino will be 16mm films of steam trips. Write to P. O. Box 101, Oaklyn, NJ 08107, or call Eastern Region Vice-President George C. Springer, 1-609-858-1851, to order tickets.

March 25: (Tentative) Philadelphia Chapter tour of Boeing-Vertol plant. Details will be given at February meeting and in March issue of Cinders.

1978 Slide Contest

March 17, 1978

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

Post Office Box 7302
Philadelphia, Pennsylvania 19101



FIRST CLASS MAIL