

# Cinders

MARCH, 1978



## BOEING VERTOL

### on March 18

DETAILS ON PAGE 9, THIS ISSUE

newsletter of the

PHILADELPHIA CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

Post Office Box 7302, Philadelphia, PA 19101

## Push-pull Derailed Near Norristown

SEPTA's push-pull train, operating on its normal schedule of Conrail Reading Division Train #7, derailed one-quarter mile south of the Ford Street crossing in Norristown on Friday evening, March 3.

The train, which consisted of Conrail EMD GP30 #2187 (formerly Reading 3619), coaches 1547, 2015, 2014, 2012, 2001, and SEPTA FP7A #4373, was carrying more than 300 passengers when the mishap occurred. Only two minor injuries were reported. All equipment was derailed.

The derailment occurred at a facing point cross-over from the westbound main track to a side track, but, as of this writing, a cause had not been determined.

By Saturday morning, crews from Conrail and the Hulcher Emergency Service of Gettysburg had rerailed the equipment and were reconstructing the trackbed. Examination of the equipment at the scene on March 4 seemed to reveal no major damage to the locomotives or cars, although thorough shop inspection could reveal structural damage later.

Train service between Philadelphia and Reading-Pottsville was being operated via Wayne Junction and then the freight-only "main line" on the west bank of the Schuylkill River. No word was available at this writing as to how SEPTA and Conrail will fill equipment consists for Monday, although there are a couple of spare RDC's available and it may be that several trains will have to operate with short consists until the equipment can be repaired and returned to service.

## Crescent Coming Off?

Southern Railway has posted notices for the discontinuance of the *Southern Crescent*, as of April 5, 1978. Southern has claimed losses of as much as \$560,000 per month on the *Crescent*, and said it had been negotiating with Amtrak to take over the operation of the famed train. While the action to discontinue the *Crescent* was not unexpected, it was felt that the discontinuance date might not be until sometime this coming summer.

## Our Meeting:

The March, 1978 meeting of the Philadelphia Chapter, NRHS will be held on Friday evening, March 17, 1978 at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia.

Our program will feature the Annual Slide Contest. Rules for the contest will be found on Page 2 of this issue. A change from previous years is that advance notice does not have to be given that you are entering the contest. Registration will be held beginning at 7 PM, on our meeting night.

Based upon the vote taken at the February meeting, our dinner, for the time being, will continue to be a served, sit-down type meal, complete with soup, salad, main course, dessert and beverage, all for \$7.00, tax and gratuity included. Reservations for the 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, MARCH 14, 1978.

We look forward to having a good turnout for the Slide Contest. Prizes will be awarded. Come out, and bring a guest for dinner and our meeting.

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# 1978 Slide Contest

## Rules

1. No entry form is necessary for the 1978 Slide Contest. Slides, however, must be registered in person at the March 17, 1978 meeting, beginning at 7 PM. Registration closes at 7:30 PM, and no entries will be accepted after that hour.
2. There are SIX categories in this year's contest. Categories (a) through (e) must contain only subject matter taken SINCE January 1, 1972, and Category (f) will include ONLY subject matter taken BEFORE January 1, 1972.
  - (a) Steam
  - (b) Diesel (including RDC's, railcars, turbine-powered equipment)
  - (c) Mainline electric (including multiple-unit equipment)
  - (d) Trolleys/Rapid Transit/Interurbans
  - (e) General (subjects not included in the first four categories, such as rights-of-way, signals, stations and other fixed facilities, also buses, trackless trolleys, rail enthusiasts, etc.)
  - (f) Oldies, but Goodies (any subject prior to January 1, 1972)
3. In case of uncertainty, the contest manager will decide which category is appropriate.
4. Each contestant may show a maximum of four (4) slides in each category; that is, not more than 24 slides by any one individual. Slides entered in the contest MUST HAVE BEEN TAKEN PERSONALLY BY THE CONTESTANT. Slides may be in color or black and white, and the subject matter may be from anywhere in the world.
5. Contestant's name MUST be on the slide, or they will be disqualified.
6. If the contestant enters more than one category, his presentation should be in the order noted above, and on the entry form completed at registration time. After projecting all his slides, the contestant will choose ONE SLIDE IN EACH CATEGORY entered which he considers the BEST in that category. Thus, one contestant may enter a maximum of six (6) slides, one in each category, for the actual competition. After all slides have been viewed, the final entries will be screened once again in order that the judges may make their decision.
7. A panel of judges will consist of two Chapter officers, plus three other members selected at random drawing at the beginning of the meeting. No contestant will be permitted to serve as a judge; if a contestant is selected in the drawing, he will be disqualified and another selection made. The decision of the judges is final.
8. Prizes, yet to be selected, will be awarded in each category.
9. The contest is open to Philadelphia Chapter NRHS members ONLY.

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Published ten times a year by the Philadelphia Chapter, NRHS, Inc. Address general correspondence to: Post Office Box 7302, Philadelphia, PA 19101

EXCHANGE EDITORS: Please send exchange copies to: William P. MacIver, Jr., Exchange Editor, Edgewood Apartments #D-11, 150 North Bethlehem Pike, Ambler, PA 19002.

ANSWERS TO NAME PASSENGER TRAIN QUIZ: 1-K; 2-O; 3-F; 4-R; 5-M; 6-A; 7-H; 8-C; 9-B; 10-H; 11-D; 12-P; 13-H; 14-G; 15-I; 16-J; 17-L; 18-N; 19-Q.

## Philip W. Blaze

We regret to inform you of the passing of Chapter member PHILIP W. BLAZE, at Trenton, New Jersey, on February 9, 1978.

Philip was a Chapter member since 1969. We extend our deepest sympathy to his family.

### CHANGE OF ADDRESS:

SECHLER, Robert P., and Sheila J., 1134 W. 22nd St., Apt. #6, San Pedro, CA 90731



The much-heralded plan to restructure AMTRAK's route structure will not be ready March 1 and Transportation Secretary Adams was reported as convincing Congress to accept a delay in its preparation. The uncertainty over Amtrak's future course therefore continues. Various pressure groups, such as state governments and chambers of commerce have submitted proposals. The only reason I have seen publicized, that of former NARP Chairman Anthony Haswell, seems to call for a considerable increase in service. This would be expected in view of Mr. Haswell's orientation.

But, several factors should be considered in determining service levels. Many of Amtrak's cars and locomotives are past the point of economic repair and the Carter Administration's new budget calls for only limited capital funds for new units. In addition, many railroads have permitted freight-only lines to deteriorate with speed limits not commercially acceptable for passenger train service. Someone would have to pay for track upgrading. Perhaps most importantly, virtually all Amtrak routes lose money. If more routes are added without a fundamental cost reduction program (which may not be practicable), Amtrak's deficit will simply increase in the face of the Administration's desire to hold the line. I may be in for a surprise, but I cannot see an increase in Amtrak's system emerging from the study, although a restructuring is quite likely.

The "Baxter Ward" San Diego-Los Angeles train has been added; formed of conventional cars owned by the governmental units, normal consist is four coaches, a cafe-lounge and a dome-observation, with a spare coach and cafe-lounge available.

The *Arrow Head* is to convert to Amfleet on March 1 and the *Montrealer's* conversion was postponed until February 27. One correction to last month's report—the four Amclubs to be modified for service on this train are 20110-20113. Also, the four compatible baggage-dorms (two of which are still at Beech Grove) will be transferred from the *Cardinal* to this train.

The HEP program on baggage cars has reached 37 cars out of 70 authorized. Cars in the program to date are 1226-1262 (24 Budd and 13 ACF cars, still all former SANTA FE units).

Amtrak's car assignment book now lists the latest date a car was overhauled at a shop. But, based on personal observations, they often "miss"

cars. This makes it difficult to state with certainty how many cars were outshopped in any period of time. Fortunately, recently-overhauled cars have a distinctive appearance (no more "arrows") which helps to confirm that a given car recently emerged from Beech Grove, Topeka or Mira Loma.

A November 20 derailment on the *Southwest Limited* has sent baggage-dorm 9991 and dome-sleeper 9221 into storage.

The 77 SDP40F's which will remain after completion of Phase II of the conversion program to F40PHR's are:

- 36 - #500-539 (except 503, 520, 522, 529)
- 41 - #602-649 (except 610, 612, 615-18, 620).

Five coaches are equipped with modified buffers to haul Turbos and Amfleet cars behind conventional cars. Cars 3957, 6041, 6050, 6411 and 6431 will be renumbered into Amtrak's non-revenue series as 10600-10604.

The states along the route of the *Lake Shore* have agreed on a proposal to restructure the *Niagara Rainbow* and the *Lake Shore*. The *Lake Shore* would be a day train out to Buffalo, splitting into two sections—one overnight to Chicago via Detroit and the other would wait at Buffalo, then run as a day train to Chicago via Cleveland. Some service would be extended to Niagara Falls, as well. The plan requires Amtrak and DOT approval, however.

Personal observations suggest Amtrak's turbos are giving them much grief up on the Empire Service. I rode train #62 on February 20 from Albany—the train arrived New York over three hours late after being taken apart and re-assembled at Albany by a switcher. We were transferred to a train of CONRAIL 1100-series MU's at Croton-Harmon, so that the cars could make their connection back to Albany (passengers had come up from Grand Central on another train of 1100's). To add insult to injury, the westbound *Niagara Rainbow* had a tavern-lounge serving sandwiches instead of the diner.

Train crews who have been through Amtrak's "charm school" say they are told not to explain delays to passengers because the latter "would not understand and would just ask dumb questions". Keep this in mind before complaining about crew attitude.

The *Champion* is to be restored as a separate train February 28, the day after the *Montrealer* converts to Amfleet cars.

During the period after BOSTON's second blizzard in early February, three sets of Amtrak equipment were operated out to Providence and Westerly to help out. Two sets used an HEP-equipped E8 and six Amcoaches and the third used six standard coaches and two standard E8's.

BOSTON's Green Line fleet at year's end stood at 237 PCC's and 72 LRV's. Only two examples of the oldest class (the "Tremont" cars) exist—3004 and 3008. Only twelve of the 25 all-electrics remain and 18 of the 50 "picture-window" cars have been retired.

(Continued on Page 4, Column 2)

## Chapter Offers Variety of Soft-Cover Books

Rail publishers have issued an increasing number of soft-cover books which are of interest to the railfan market.

A number of these books are available through our Chapter Publication Sales. Proceeds from these sales go to support publication of *Cinders* and other Chapter functions.

Listed below are books which will be available at the March meeting of the Chapter. If you haven't secured your copy today, do so, and support your Chapter in the process. All prices include 6% Pennsylvania State Sales Tax.

THE REMARKABLE GG1, (Quadrant Press Review #6), by Karl R. Zimmermann; \$4.75 per copy; outstanding publication on an outstanding locomotive; 72 pages.

RAILROADS YOU CAN MODEL, by Mike Schafer, a fine collection of articles on short lines, etc., by Kalmbach Books; 72 pp; \$3.50 per copy.

RAILROAD STATION PLANBOOK, 96 pp, edited by Harold A. Edmonson and Richard V. Francaviglia, published by Kalmbach, \$4.00 per copy.

ACROSS NEW YORK BY TROLLEY, 64 pp, on the Third Avenue Railway System, by Frederick A. Kramer, (Quadrant Press Review #4), \$3.95 per copy.

STREAMLINED STEAM, (Quadrant Press Review #1), edited by Eric H. Archer, 54 pp, \$3.00 per copy (now out-of-print).

PHILADELPHIA IN MOTION, by J. W. Boorse, Jr., that outstanding collection of old transportation photos of our great city, published by Ron DeGraw's Bryn Mawr Press, \$7.95 per copy, 96 pages.

CENTENNIAL PHILADELPHIA, by Richard R. Nicolai, 96 pp, drawings and photos from the Philadelphia Centennial in 1876, Bryn Mawr Press, \$7.95 per copy.

HIGH IRON III, 64 pages of steam excursion power from the 4501 to the 6060, authored by Howard Pincus \$2.50 per copy.

THE NORTHEAST RAILROAD SCENE, VOL. I-THE LEHIGH VALLEY RAILROAD, by Bob Pennisi, 60 pp on the Route of the Black Diamond, \$4.00 per copy.

THE NORTHEAST RAILROAD SCENE, VOL. II-LEHIGH & HUDSON RIVER RAILROAD, 56 pp, by Bob Pennisi, color covers, \$4.00 per copy.

Some of these publications are in limited supply, but all will be available at the March meeting. A phone call to your President at 215-947-5769 will reserve a copy for you at the March meeting for sure. Add to your railroad library before these valuable publications are out-of-print.

## ON THE SCENE (Continued from Page 4)

I understand NEW JERSEY DOT is negotiating to purchase some E units to bolster its aging NY&LB fleet. The logical source would be ILLINOIS CENTRAL GULF, which has a group of units at its Paducah, KY shops.

Leonard's M&O Subway in FORT WORTH is now owned by Tandy Corporation. The downtown subway station has been expanded to three tracks and the PCC's have been rebuilt a second time.

AMTRAK usually schedules any of four levels of back-shop repairs for its cars. The most extensive is a heavy overhaul—usually given once to a car after its acquisition by Amtrak. (Many cars initially received an intermediate overhaul and only later received a heavy, and cars 1042, 9371 and 9374 may still be in service without ever receiving one—shop data is confusing.)

Next comes a four-year overhaul, which is coded "XH8". This does not necessarily come every four years, however. Then, there's a two-year overhaul, or "XL8". This is something less than the heavy overhaul, and theoretically would be scheduled in between the heavier work. Rarely used today is the modified two-year overhaul, or "XL7". This is really more like a touch-up job aimed to keep a car in shape for continued service for a limited period.

There are many other types of repairs performed in the three main shops at Beech Grove, Rail Systems and Topeka (trucks, wreck or fire damage and so forth). Also, New Orleans does some lighter work, such as interior repainting.

Locomotives seem to be scheduled into SCL at West Jacksonville, Milwaukee Road at Milwaukee, and ICG at Paducah. SDP40F conversions to F40PHR's, of course, are undertaken at EMD's LaGrange, IL plant, near Chicago.

## W. Jersey Show May 10

West Jersey Chapter, NRHS will present the highly-popular travelogue by William Stockdale, THE GREAT TRAIN TRIP ACROSS SIBERIA AND AROUND THE WORLD, on Wednesday evening, May 10, 1978, at 8:00 PM, at the Cherry Hill West High School, Chapel Avenue, in Cherry Hill, New Jersey.

This outstanding program, seen by many of our members at the Walnut Theatre in Philadelphia last year, is an outstanding combination travelogue and railfan film presentation with excellent commentary.

Tickets are \$2.50 for adults, and \$1.00 for children, and may be secured from Philadelphia Chapter members Bill Donnelly, Larry Eastwood, or Earle Finkbiner at the March meeting of the Chapter.

We highly recommend that if you have not had the opportunity to see this travelogue, you take advantage of the opportunity to do so. It is well done and highly entertaining.



## Odds & Ends....

by FRANK G. TATNALL, JR.

The big news at SEPTA last month was the ouster of James C. McConnon as chairman after nine years in office. A Montgomery County Republican leader, McConnon had been under fire for some time because of the Authority's seeming inability to improve its service. His removal from the unpaid job was by a 6-4 vote at SEPTA's board of directors meeting on February 22. Named as new chairman was John W. MacMurray, a Bryn Mawr investment counselor, with Philadelphia Managing Director Hillel Levinson replacing Joseph Pyle, Jr., of Chester County as vice chairman. A shake-up of SEPTA top management is expected within a few months.....SEPTA will receive a Federal grant of \$180,000 to spruce up 69th Street Terminal, it was announced by Urban Mass Transportation Administrator Richard S. Page during his inspection of SEPTA facilities on February 23. Page said the grant had been delayed because of a lack of provision for elderly and handicapped riders, and because SEPTA was slow in applying for the funds. Work will begin within six months.....A water main break on the east side of City Hall disrupted subway-surface trolleys on February 25, as water rose to a depth of 20 inches in Juniper Street Station.

Ex-Reading FP7 #903 (renumbered 4373) made a dazzling debut February 13 in SEPTA's new red, blue and off-white paint scheme, operating on the point of push-pull Train #4 from Reading to Philadelphia. The locomotive sports a dark blue roof, off-white carbody and black undercarriage, with red stripe on the nose and blue/red stripe down the sides interrupted by stylized SEPTA logos similar to those on newly-painted buses. All three locomotives and six cars in the push-pull service will eventually receive the same motif. Several ancient MP54 MU's are at Reading shop for refurbishing (#442, 443, 446, 452, 458) and will also emerge in red, white and blue, however, ex-Reading "Blueliner" #9102 became the first MU to appear in the gaudy new colors. Silverliners 230 and 232 were released in February with new seats and 237, 238 and 239 are on hand for similar work. Silverliner IV's 281, 303 and 360-361 have been added to the list of damaged cars since our report of last month, while the latest "odd couple" of A and B Silverliner IV's is 104-179. Their respective mates are sidelined for heavy repairs.

As of mid-February, 66 cars of the 266-unit Market-Frankford fleet were out of service..... With its reduced schedules, only 12 cars are now required for peak-period service on SEPTA's Norristown high-speed line. However, during the week of February 20 all 160-series "Strafford" cars were shopped for a post-storm overhaul of traction motors, forcing the reactivation of one Liberty Liner. Putting the lie to last September's "farewell" excursion, the Liner made four weekday runs (leaving 69th Street at 7 and 8 AM, 4 and 5:15 PM).....Bullet car #205 received minor damage in a shoe beam fire February 14 at Haverford.

As of February 1, CONRAIL still listed 123 carbody-type diesel units on its active roster: 63 F7A, 9 F7B, 7 FP7A, 39 FL9, 5 E8A. In addition, CR maintains 3 FP7A's for SEPTA, 3 E7A's and 20 E8A's for New Jersey DOT.....E44 #4413 has emerged as the seventh CONRAIL electric locomotive to be painted blue, but only a single GG1 (#4800) has received the new image.....Reading's century-old Outer Station was gutted by fire on the night of February 20. Arson is suspected.....Ringling Bros.' 38-car "Blue Unit" circus train will move from Baltimore to New York on March 20 via CONRAIL. After a 2-1/2 month stay in Madison Square Garden, the "all-new 108th edition" of the Greatest Show on Earth will arrive in South Philadelphia June 5. The train, incidentally, is painted a gleaming white instead of blue.....The abandoned Route 6 trolley shelter in Willow Grove has been torn down. One of the traction landmarks of the area, the structure symbolized the early expansion of Philadelphia Rapid Transit Company, which built Willow Grove Park early in this century to encourage the citizens of Philadelphia to ride its trolleys. The outer end of Route 6 (beyond Cheltenham Avenue) was converted to bus in June, 1958.....SEPTA has joined the newly-formed "Northeast Corridor Users Association", whose aim is to secure Federal funds for conversion of commuter equipment to AMTRAK's proposed 25-Kv, 60-cycle power system.....The man in charge of the Northeast Corridor Improvement Project, General Kenneth T. Sawyer, has been fired by Transportation Secretary Brock Adams. Adams disclosed recently that the \$1.8-billion project for upgrading the Boston-Washington corridor might not meet its Congressionally-mandated target for completion in 1981. Leading to Sawyer's dismissal was a recent report that in 1977 only 78 percent of the first year's work was finished --- with a 119 percent cost overrun in the budget.

Budd Company showed off its new \$3.5-million SPV-2000 passenger car on February 9 and 10, with a public display at 30th Street Station and several demonstration runs to Holmesburg for government and railroad officials. The gleaming self-propelled car, which features an Amcoach carbody and two standard 360-hp diesel truck engines, also sported an aerodynamic nose cone on one end. Immediately following its Philadelphia display, however, the car was returned to Budd's Red Lion Plant for removal of the nose. SPV will thus have a flat-ended configuration during its 45-day period of revenue operation in Boston, beginning this month. Reports indicate that the first actual sale of SPV-style equipment will be in the overseas market.....The Rizzo administration announced last month that the long-awaited airport high-speed rail line will begin operation in 1981. The original prediction a decade ago was that the line would be completed in 1971.... As a follow-up to an item in December Cinders, expect to see some abandonment applications from CONRAIL soon after April 1, 1978. That is the earliest date allowed by law but most such applications will be of a relatively minor nature.

It looks as though commuter rail fares will go up by about 20 percent on April 1. SEPTA held the required public hearing in February, stressing that a ten percent drop in Federal subsidies next month

(Continued on Page 7, Column 1)

## ODDS AND ENDS (Continued from Page 6)

makes a fare increase mandatory. Reading Division fares---now an average of 19 percent lower mile-for-mile than those on former Penn Central lines---will receive a bigger boost, monthly school tickets will be eliminated and discount monthly tickets made available on all lines. Without the increase, SEPTA said, its commuter lines would have a deficit of \$11 million for the year.....City Council is considering a bill to install bicycle racks at 24 subway and commuter rail stations in Philadelphia.....The press has been reporting that a major energy company---one of the top ten---is planning to buy stock control of a large coal-hauling railroad in the East.

AMTRAK has created a new position of executive vice president and chief operating officer, responsible for both Northeast Corridor and national operations, marketing, mechanical and other functions. Martin Garelick, formerly vice president-operations for the Milwaukee Road, has been named to the job.....AMTRAK's board of directors has approved an \$11.9 million program to convert 59 cars and nine locomotives to all-electric heating and air conditioning. The equipment most likely will be assigned to the *Lake Shore Limited*.....Harold C. Joram has been appointed assistant general manager-rail operations for SEPTA, a position he has held on an interim basis since 1975. He also served as assistant GM for planning and development, a responsibility now assigned to Peter V. Young.

The Senate Commerce, Science & Transportation Committee has acted favorably on four of President Carter's six nominees to the AMTRAK board of directors. The nomination of Anthony Haswell, founder of the National Association of Railroad Passengers, was delayed after sharp questioning over his plan to restructure Amtrak; and Frank Neel, a Georgian and political associate of the President, appeared to be out of the running altogether.....The AAR has reported that U. S. railroads added 970 new or rebuilt locomotives to their fleets during 1977. As of January 1, 1978, the U. S. fleet of diesel-electric locomotives totaled 27,150, compared with 27,114 a year earlier.....The ICC has authorized the newly-formed Lykens Valley Railroad Company to act as "designated operator" for an eight-mile stretch of former Penn Central branchline between Millersburg and Elizabethville, PA. This action makes LV eligible for subsidy payments from the State of Pennsylvania (see last month's *Cinders*.)

CONRAIL on February 15 filed its five-year business plan with U. S. Railway Association, as required by law. The two-volume publication, which outlines Conrail's operating and marketing programs as well as its financial projections for the years 1978 through 1982, indicates that the railroad will need an additional \$1.28 billion in Federal support beginning next year. Another \$959 million to be raised in the private sector will finance equipment acquisitions. The new funding will supplement \$2.1 billion in Federal loans already authorized by Congress.....In a February 23 speech before the New York Railroad Club at Philadelphia's Sheraton Hotel, Federal Railroad Administrator John M. Sulli-

van said that U. S. railroads must make some major changes if they are to survive. Among the changes mentioned were: better service to customers, improved labor productivity, more technological advancement and smarter pricing. These recommendations are contained in a preliminary FRA study, to be released soon, covering the railroad industry and its financial needs through 1985. Sullivan also commented that "CONRAIL needs more money and the amount will be substantial....but we are confident about Conrail's future...."

Contract negotiations between rail management and the major railroad unions continue, with little progress reported. Contracts covering about 500,000 workers expired January 1, but under existing law a strike could not take place for several more months in any case. Some rank-and-file workers, however, are growing restless over the lack of a settlement, which appears to be hung up mainly over the old issues of crew size and work rules. On the wage issue, press reports indicate that the unions have cut their demands from a 45 percent increase over three years to 27 percent.....Deadline for the U. S. DOT study on revising AMTRAK's route structure has been set back from March 1 to May 1. It is unlikely that any changes could be implemented before early next year.....Budd Company will soon begin delivery of 102 bilevel commuter cars for Chicago's Regional Transportation Authority. They will go to Burlington Northern, Rock Island and other roads.

Fifteen hopper cars in CONRAIL train PCI-2 derailed on the New York Short Line February 9 near Neshaminy Falls station. Passenger service was not affected but some freight trains were detoured via Jenkintown. The train was enroute from Abrams yard, near Norristown, to Morrisville.....Tri-State Chapter's *Block Line* reports that the budding Adirondack tourist railroad in upstate New York will have three steam engines on its roster. In addition to ex-Florida East Coast 4-6-2 #148 noted here previously, the 119-mile Adirondack will also acquire ex-Lackawanna 2-6-0 #565 and former CANADIAN PACIFIC 2-8-2 #3254. The 148, which has operated on both the BLACK RIVER & WESTERN and MORRISTOWN & ERIE, is currently in storage at Lebanon, NJ, while #565 has been partially rebuilt at the NEW HOPE & IVYLAND shop in New Hope. The 2-8-2 is on display at Ashland, PA along with a business car, and will be moved to CONRAIL's Reading shop for rebuilding. Plans are to send all equipment to Remsen, NY by mid-1978 but no startup date has been announced by the railroad.....A significant change in the CHESIE STEAM SPECIAL itinerary as published in *Cinders* last month occurs on September 23, when the train will run from Baltimore to Philadelphia and return.....The SEPTA push-pull train was seen the week of February 27 with repainted FP7A #4373 on the east end and black CONRAIL GP35 #2256 on the west end, subbing for another FP7.....The U.S. DOT has approved \$121.8 million for SEPTA's rail commuter service during Fiscal 1978. The grant includes \$85 million to start work on the center city commuter tunnel and \$36.8 million for operating costs.

## ROSTER OF MULTIPLE-UNIT CARS IN SEPTA-CONRAIL SERVICE

January 15, 1978

### Philadelphia (Penn Central) Division

Class MA1B (MP-85) (Budd Silverliner II) - 201-209, 211-219, 251-269 (Total 37)  
 Class MA1C (MP-85) (St. Louis Silverliner III) - 220-239 (Total 20)  
 Class MA1D (MP-85) (Budd Pioneer-Silverliner I) - 244-248 (Total 5)  
 Class MA1E (GE Silverliner IV) - 270-303 (Total 34)  
 Class MA1F (GE Silverliner IV married pairs) - "A" cars 304-398 even, "B" cars 305-399 odd (Total 96)  
 Class MA9F (E-6) (See Note) - 409-413, 415-419, 421, 422, 424-450, 452-458 (Total 46)

### Reading Division

GE Silverliner IV married pairs - "A" cars 101-187 odd, "B" cars 102-188 even (Total 88)  
 Budd Silverliner II - 9001-9017 (Total 17)  
 GE Silverliner IV - 9018-9031 (Total 14)  
 Rebuilt "Blue" - 9101-9138 (Total 38)  
 Unrebuilt "Green" - 802, 809, 810, 812, 813, 815, 820, 821, 825, 829, 834 (Total 11)

### TOTAL:

Philadelphia Division - 238 cars; Reading Division - 168 cars; Grand Total - 406 cars.

*NOTE: Formerly known as Class MP54E-6. There are in addition 12 Class MA9E (E-5) cars assigned to Baltimore: 631, 648, 649, 651, 665, 669, 671, 677, 679, 681, 684, 690.*

NEXT MONTH: Current roster of New Jersey DOT MU's.

## Upcoming Events

March 11: PRR Technical & Historical Society will ride Conrail trains 0715-0736 Philadelphia to West Chester and return, leaving Suburban Station 9:25 AM, returning 11:47 AM. MP54 MU cars have been requested. Round trip fare, \$3.00.

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.

March 18: Tour of Boeing Vertol plant, Eddystone, PA, beginning at 10 AM, sponsored by Philadelphia Chapter. Details elsewhere in this issue.

March 21: "The Interurban Era in Chester County", a talk by Stanley Bowman, Jr., co-author of Chester County Trolleys. West Chester YMCA auditorium, 7:30 PM.

April 1: Washington Chapter, NRHS, excursion to Strasburg Rail Road, using GGI #4935 and Amfleet equipment. Leave Washington 8 AM, arrive Leaman Place, 1:10 PM, steam train connection on Strasburg Rail Road. Full details at March 17 meeting.

April 9: Tri-State Railway Historical Society (Tri-State Chapter, NRHS) 4th Annual Railroad Extravaganza, 10 AM to 5 PM, Dover Senior High School; over a quarter-mile of railroadiana. See article elsewhere this issue giving complete details.

May 21: Lancaster Chapter, NRHS will operate trip using E60 and 15 Amfleet cars from Lancaster to Baltimore, MD and return, with bus side trip to Annapolis. Full details at March 17 meeting.

## Former RDG President C. E. Bertrand Dies

Mr. Charles E. Bertrand, former president of the Reading Company and a long-time friend of the NRHS, passed away suddenly at his home in Huntingdon Valley, PA, on Friday, March 3. He was 62.

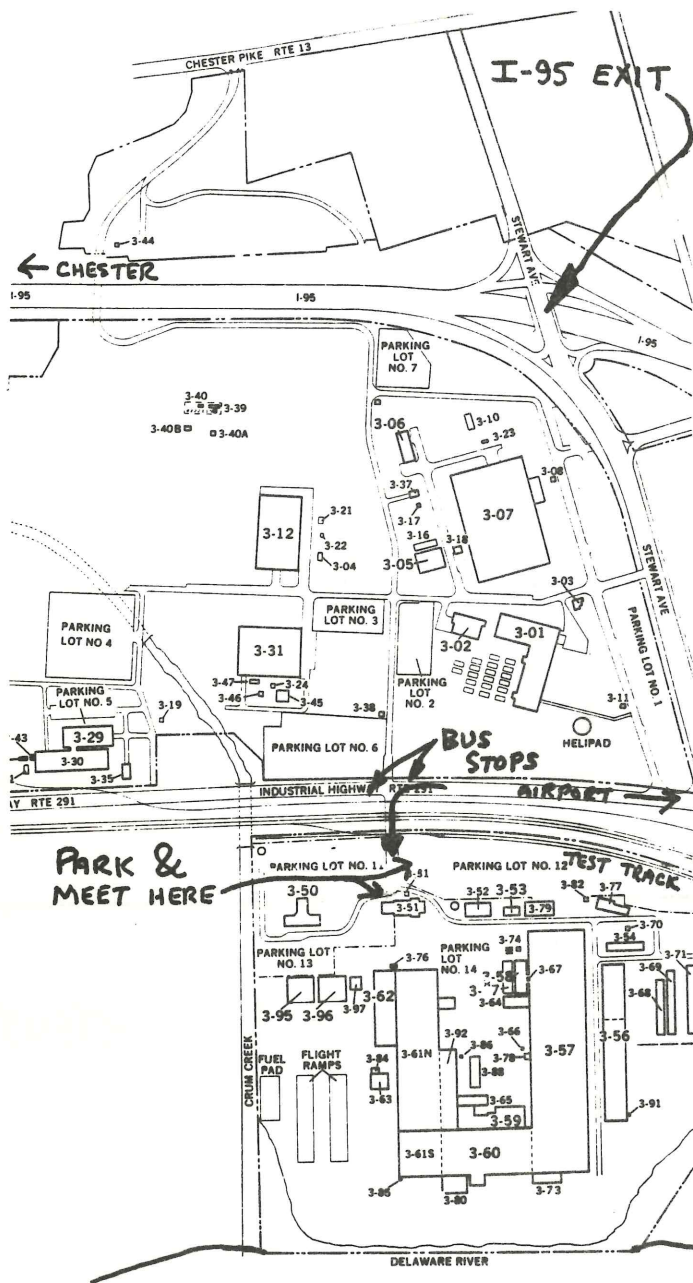
Mr. Bertrand entered railroad service in 1937 as a trainman on the Alton Railroad out of Chicago, later transferring to the B&O through the Chicago terminal operation. He was promoted to train dispatcher in 1942 and trainmaster at Chicago in 1946, attaining post of assistant superintendent in 1950. He continued to advance through the ranks of the B&O, finally reaching the post of vice-president, operations and maintenance in February, 1961.

He left the B&O to become executive vice president of the Reading on October 15, 1963, and was elected president September 1, 1964. Mr. Bertrand resigned from the Reading February 29, 1976, to become vice-president and general manager-Northeast Corridor, Amtrak, until being elected to the post of president and chief executive officer of the Delaware and Hudson Railway Company on October 31, 1977, a position he held at the time of his death.

Our sympathy is extended to the family of this Society and Chapter friend.



# Boeing Vertol Trip Information



The Philadelphia Chapter is pleased to announce a tour through the Boeing Vertol Company plant in Delaware County. Both LRV's and CTA Rapid Transit cars will be seen in all stages of construction from start to the complete operating car.

The tour will begin promptly at 10 AM on Saturday, March 18, and take approximately two hours. No charge for this tour, compliments of the Boeing Vertol Company. **THERE IS A LIMIT OF 40 PEOPLE AND NO ONE UNDER 12 WILL BE PERMITTED. NO CAMERAS** will be permitted INSIDE the plant as per company regulations; however, you may bring a camera if you wish and leave it in your car. It is anticipated that there will be photo opportunities on the test track after the tour. Hopefully, rides on completed cars will be possible, however, this will not be known until the day of the tour.

At left is a map showing the plant and highway approaches to the plant.

If driving, take I-95 and exit at Stewart Ave., in Ridley Park, proceeding east to the Industrial Highway, then turning south for approximately 300 yards to "Boeing Center South". Turn left into plant entrance and use parking lot on LEFT. Meet at Gatehouse 3-81.

Public transportation is available via SEPTA Route 37 - Chester bus. Bus leaves Broad & Snyder (Snyder Avenue BSS Station) at 9:04 AM. Connecting BSS train leaves City Hall at 8:44 AM. Get off bus at "Boeing Gate"; use plant entrance on east (Delaware River) side of highway.

If attending, please MAIL POSTCARD IMMEDIATELY to: Samuel L. James, 114 Myrtle Avenue, Havertown, PA 19083.

As space is limited, a prompt reservation will insure your place on this interesting tour. Last day for receiving reservations is March 15. Those members who signed up for the trip at the February meeting need not send a postcard, as you are already registered.

**DUE TO LIMITED CAPACITY, WE MUST LIMIT THIS TRIP TO PHILADELPHIA CHAPTER MEMBERS ONLY.**

## Tri-State Bourse at Dover, NJ April 9

Tri-State Railway Historical Society, Inc. (Tri-State Chapter, NRHS), will present its 4th annual Railroad Extravaganza on Sunday, April 9, 1978, from 10 AM to 5 PM at the Dover Senior High School, Grace Street (off N. J. Route 15 just south of I-80), in Dover, New Jersey. The High School is only a few blocks from the former EL passenger station.

This growing annual event, at which Tri-State promises there will be more railroadiana than at any other show in the country, will feature a quarter mile of tables full of railroadiana for sale, for both the collector of railroadiana and the model

railroader as well. There were more than 100 tables at the 1977 show, and this one promises to be bigger and better.

Additionally, there will be free movie and slide shows, as well as free door prizes. Advance tickets may be ordered by mail at a savings over the door price: \$1.00 for adults and 50¢ for children, from Mr. Tom Nemeth, Tri-State Railway Historical Society, 210 Perrine Avenue, Piscataway, NJ 08854. Tickets purchased at the door on April 9 are \$1.50 for adults and 75¢ for children. All proceeds from the railroadiana fair will be used for educational purposes and to preserve railroad history in the New Jersey-New York metropolitan area.

Our good friends at Tri-State advise that refreshments and luncheon will be available on the premises. We urge your support of this outstanding event.

## NAME PASSENGER TRAIN QUIZ

by Paul Kutta

(BIRD CATEGORY)

Just match the numbers with the letters. There may be more than one train on a given route. Answers to the Quiz will be found on Page 2 of this issue of Cinders.

<u>NAME</u>	<u>BASIC ROUTE AND OPERATING RAILROAD(S)</u>
_____ 1. <i>Blue Bird</i>	A. Cincinnati-New Orleans (L&N)
_____ 2. <i>Colorado Eagle</i>	B. Minneapolis-Omaha (C&NW)
_____ 3. <i>The Flamingo</i>	C. Chicago-Cypress (C&EI)
_____ 4. <i>The Flying Crow</i>	D. Houston-Fort Worth-Dallas (SP)
_____ 5. <i>Gull</i>	E. Boston-Washington (Amtrak)
_____ 6. <i>The Hummingbird</i>	F. Cincinnati-Miami (L&N, CofGA, ACL, FEC)
_____ 7. <i>Lark</i>	G. New York-Port Jefferson (LIRR)
_____ 8. <i>Meadowlark</i>	H. Los Angeles-San Francisco (SP)
_____ 9. <i>The Nightingale</i>	I. New York-New Orleans (PRR-SOU-N&W)
_____ 10. <i>Owl (Nos. 57-58)</i>	J. Chicago-Detroit (PRR-WAB)
_____ 11. <i>The Owl (Nos. 17-18)</i>	K. Chicago-St. Louis (Wabash)
_____ 12. <i>The Owl</i>	L. St. Louis-San Antonio (MP)
_____ 13. <i>The Night Owl (Nos. 66/67)</i>	M. Boston-Halifax (B&M-MEC-CP-CN)
_____ 14. <i>The Partridge</i>	N. Boston-Montreal (B&M-CP)
_____ 15. <i>The Pelican</i>	O. St. Louis-Denver (MP-D&RGW)
_____ 16. <i>The Redbird</i>	P. New York-Buffalo (DL&W)
_____ 17. <i>Texas Eagle</i>	Q. Chicago-Evansville (C&EI)
_____ 18. <i>Red Wing</i>	R. Kansas City-New Orleans (KCS, L&A)
_____ 19. <i>The Wippoorwill</i>	

PHILADELPHIA CHAPTER  
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FIRST CLASS MAIL