

Cinders

NOVEMBER, 1978



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newsletter of the

PHILADELPHIA CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

Post Office Box 7302, Philadelphia, PA 19101

Peter Witt Surprise Guest At Hill Ceremonies

Our Meeting:

Philadelphia Chapter, NRHS will hold its Annual Auction as its monthly meeting on Friday evening, November 17, 1978.

Our meeting place is the Engineers' Club, 1317 Spruce Street, downtown Philadelphia.

Always an exciting, fun-filled evening, members every year dig through their attics, basements, and wherever else their railroad treasures are stored to gather together many unusual and often valuable items of railroadiana for sale.

The auctioneer's gavel will sound at 7:30 PM, when the first article will be sold. Registration of articles begins at 7 PM. The auction will end at 10:00 PM, whether all material is sold or not. We have instituted a minimum bid of \$2.00 per item this year in an effort to bring out better lots of railroadiana. Auction rules will be found on page 8 of this issue of Cinders, and an auction registration form is enclosed.

In order to properly fortify yourself for the auction, we urge you to partake of the sit-down dinner, which will be served in the Engineers' Club Dining Room beginning at 6 PM. Price is \$7.50 per person, including gratuity. Advance reservations are necessary and should be phoned to Vice President Tatnall at 215-828-0706, or sent by mail to P. O. Box 289, Plymouth Meeting, PA 19462, so as to reach Frank ON OR BEFORE TUESDAY, NOVEMBER 14, 1978.

We urge you and your rail friends to join us at our Annual Railroadiana Auction—and make sure you bring a full wallet, too!

AUCTION RULES ON PAGE 8

Mayor Rizzo, the Police & Fire Marching Band and Brill-built trolley #8534 were the top attractions at the gala reopening of upper Germantown Avenue on Saturday, October 28. The ancient Peter Witt, restored to its PRT-era dark green livery in 1976, had been trucked in from the Buckingham Valley Trolley Association museum at Buckingham, PA just two days earlier. It was given a final grooming at SEPTA's Luzerne Depot (and had its trolley base re-secured) before trundling up to Mermaid loop in time for the 1 PM start of activities.

Also featured in the one-mile parade from Mermaid Lane to Rex Avenue in Chestnut Hill was PCC #2054, which had received a second coat of silver paint since its initial appearance in September (see last month's Cinders). The official program included ribbon-cutting ceremonies at Mermaid and Bethlehem Pike loops, with Mayor Rizzo and other notables helping dedicate the newly-reopened "main street" of Chestnut Hill. Germantown Avenue had been closed for nearly ten months while rebuilding of the trolley tracks, street surface, water and gas mains was carried out in the midst of one of Philadelphia's most elegant shopping areas. Much praise was heard for the general contractor, Tony DePaul & Son, who completed the job nearly six months ahead of schedule.

At the conclusion of the parade (which the mayor viewed from a vintage yellow-and-black Rolls Royce convertible rather than from a streetcar), SEPTA offered free rides on both #2054 and #8534 from Chestnut Hill loop to Gorgas Lane and return. City Managing Director Hillel Levinson, the vice chairman of SEPTA's board, motored the 8534 on its first southbound trip, maintaining a slow downhill pace on the slick new rails. Several round trips were operated with each car carrying heavy loads. While official guests dined at the Depot Restaurant nearby, the public was invited to a giant party at Top of the Hill shopping center adjacent to the trolley loop. Free beer, hot dogs, sauerkraut and pop music were enjoyed by a throng of local citizens, visitors, DePaul employees and traction fans. Chestnut Hill merchants, delighted that the long repair project was nearly complete, picked up the tab.

(Continued on Page 8, Column 1)



AMTRAK's Superliner program has begun to move forward with the acceptance of the first coach, reportedly #34013, in October. Scheduled operation, on the *Empire Builder*, is still probably six months away. However, if a number of coaches are available by the peak travel periods of Thanksgiving or Christmas, they may see service out of Chicago on trains like the *Illinois Zephyr*, *Shawnee* or *Illini* (with portable snack bars for refreshments). Coaches are coming first, with lounges the final production.

I have observed a number of cars moving to Beech Grove, presumably for the head-end electric program. While Amtrak has not publicized the types of cars or specific cars which will be involved, they have stated that 136 cars will be involved for the *Lake Shore Limited* and *Broadway Limited*. Based on peak-period assignments of cars to these trains, the 136 cars might turn out something like this—10 baggage cars, 10 baggage-dormitories, 13 Slumbercoaches, 21 10-6 sleepers, 57 coaches, 14 diners and 11 lounge cars. This is based on four sets of equipment on the *Broadway*, plus a fifth spare set, and three *Lake Shore* sets (with another spare set). As I understand that Amtrak has developed a modular electric kitchen for its diners, I'll guess that the twin-unit diners will not be converted but rather the *Broadway Limited* could use the Washington section's diner through to Chicago, instead.

Looking at Amtrak's inventory of cars which might be converted, the most likely candidates are ex-Army cars for baggage-dorms and lounges, former *North Coast*, *Zephyr* and *Sunset* diners, Pacific-series sleepers, *El Capitan* and former Union Pacific coaches and both types of Slumbercoaches. The first set of *Lake Shore* cars is months away, and Amtrak will have to get through this winter with conventional cars. The *Lake Shore* will be assigned three E units per train (two on the Boston section), while the longer *Broadway Limited* will get four per train. This is the only assigned use of steam-equipped E units, but they sometimes see use as heater car substitutes between Chicago and Seattle, and as second units between New Haven and Montreal.

Meanwhile, the twin-unit diners which have been a fixture on the *Broadway Limited* since 1949 have been reassigned to the *Lake Shore Limited* for the winter season. The *Broadway Limited* now carries a single-unit diner (former SCL-types are assigned) and a baggage-dormitory (*Sunset* type-1530 series). The only other major changes I've noted in the Amtrak consists for the winter season are the extension of the *National Limited's* sleeper to Kansas City on December 1 and the replacement of Amfleet on the *Illinois Zephyr* with the ex-C&NW bi-level coaches recently released from RTA lease.

Major schedule changes from October 29 in our area are limited to the westbound *Broadway Limited*, almost three hours earlier, and the northbound *Silver Star*, which is now 75 minutes later. The Washington connection for the *National Limited* now is operated on Corridor trains up to 30th Street Station in Philadelphia where the coach is added or subtracted from the through train. Accordingly, the *National* now runs backwards in each direction between New York and Philadelphia and will be powered by an F40PHR diesel west of Philadelphia.

Buffalo, NY will be served by two stations as the *Niagara Rainbow* and *Empire State Express* now also stop at the re-opened Exchange Street station downtown. Both trains now operate through Niagara Falls as well. All Empire Service trains are slated to operate via Schenectady as soon as track connections are completed.

At October 1, AMTRAK had 1073 pure steam-heated cars on its active list, excluding cars rebuilt with electric heating or the "compatible" 1200-series baggage cars. They were assigned to Chicago (12th Street) - 170 cars; Chicago (17th St.) - 222 cars; Northeast Corridor - 65 cars; Los Angeles - 171 cars; Rensselaer - 22 cars; Seattle - 126 cars; Hialeah - 282 cars; Oakland - 6 cars; and Washington - 9 cars. *Montrealer*-assigned sleeper 2991 is renamed Beatrice V. MacDonald and another car is to be renamed Joseph V. MacDonald to honor the late Amtrak director instrumental in restoring this train.

The U. S. DOT plan for the restructuring of Amtrak's route structure must be presented in final form to Congress by year's end, and only then can we have a clearer picture of Amtrak's car requirements. However, the Adams plan calls for dropping of one Florida train (perhaps by combining the *Silver Meteor* and *Champion* once again). If so, this would leave two Florida-New York trains of 18 cars each. If you realize that the *Silver Star* requires four sets of equipment and the other train three and add one spare set for each train, you come to nine 18-car sets, or 162 cars mentioned by Amtrak as their alternative plan for rebuilding with electric heating in Fiscal 1980, assuming Congress does not vote money for new cars (my guess is that they won't).

(Continued on Page 3)

ON THE SCENE *(Continued from Page 2)*

The first rebuilt AMTRAK FL9 is not due from Morrison-Knudsen until February, so we won't know for some time if the four rebuilds will be equipped for electric heating (which would be logical) or retain their steam boilers. Presently, Amtrak has four active FL9's (485-487, 489) but can get by with two units in a pinch or even less if they lease some MTA units.

By the way, MTA has 38 FL9's of its own and uses 25 in a normal rush-hour, with 16 to Brewster, five to Poughkeepsie and four to Danbury. Seven units are to be "rebuilt" in 1979 - a recent check could not turn up at least five of the 38 units noted above. FL9's in the full Conrail blue scheme, with yellow noses, are 5015, 5018 and 5040. Active FL9's in the original New Haven scheme are 5023 and 5048. The remainder are in the MTA blue and yellow, with PC emblems (except 5039, which has small CR stickers).

Boston's MBTA received its first five new F40PH's from EMD in October. Numbered 1000-1004, they are painted in a livery similar to that applied to GP9 7538 some time ago. At last report, none of the sixty coaches to be leased from Toronto had arrived and the "F10's" being rebuilt by Paducah are being debugged on local freights while problems are resolved before delivery.

In transit, WASHINGTON's METRO will begin service on the Orange Line extension from Stadium-Armory to New Carrollton on November 20.

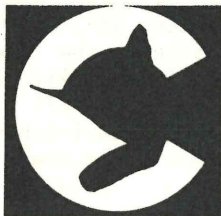
Active SEPTA PCC's still in green are now pretty well tied down as follows:

CALLOWHILL - 2 cars - 2091 and maybe 2095.

WOODLAND - 15 cars - 2050, 2066, 2067 and 2673; also, 2142, 2160, 2166, 2172, 2197, 2758, 2766, 2785, 2791, 2792, 2796.

LUZERNE - 14 cars - 2086, 2592, 2600, 2634, 2639, 2647, 2676, 2728, 2753, 2776, 2778, 2784, 2790, 2797.

Luzerne Depot has a number of additional green cars in storage, and it's possible from time to time that one or more might be revived to soldier on one more time. Car 2715 from Callowhill is at Courtland Street shops and is rumored to be in line for repainting in the bus color scheme.



Chessie System

MARYLAND DIVISION

THROUGH FREIGHT TRAIN SERVICE

(All Trains Operate Daily Except As Noted)

CORRECTED TO SEPTEMBER 1, 1978

EASTBOUND TRAINS

TRAIN	WILMINGTON <i>(Wilmington)</i>	PHILADELPHIA <i>(East Side)</i>	PHILADELPHIA <i>(Park Jct.)</i>
CPTT(a)	Ps 0445	Ar 0530	
88	Lv 0530	Ar 0630	
NE-84	Ps 1900	Ar 2000	Ps 2150
PHTT(a)	Ps 0745	Ar 0830	
682(b)	Lv 1045	Ar 1145	Ps 1500

WESTBOUND TRAINS

TRAIN	PHILADELPHIA <i>(Park Jct.)</i>	PHILADELPHIA <i>(East Side)</i>	WILMINGTON <i>(Wilmington)</i>
CHTT(c)		Lv 2300	Ps 2345
85		Lv 1700	Ar 1800
GW-97		Lv 2130	Ar 2215
NE-87	Ps 2030	Lv 2310	Ar 0001
681(d)	Ps 1159	Ar 1230	
SLTT(c)		Lv 2030	Ps 2115

NOTES:

- (a) - Except Tuesday
- (b) - Daily to East Side, as needed to Park Jct.(CR)
- (c) - Except Sunday
- (d) - As needed

KEY TO TRAIN SYMBOLS:

- CPTT - Chicago to Philadelphia (Trailer Train)
- 88 - East St. Louis to Philadelphia
- NE-84 - Potomac Yard to Park Jct. (to D&H)
- PHTT - East St. Louis to Philadelphia (Trailer Train)
- 682 - Potomac Yard to Park Jct. (to Conrail)
- CHTT - Philadelphia to Chicago (Trailer Train)
- 85 - Philadelphia to Potomac Yard
- GW-97 - Philadelphia to East St. Louis
- NE-87 - (from D&H) Park Jct. to Potomac Yard
- 681 - (from Conrail) Park Jct. to Philadelphia (connects to 85)
- SLTT - Philadelphia to East St. Louis (Trailer Train)

Odds & Ends....

by FRANK G. TATNALL, JR.

SEPTA BRIEFS: Opening of bids for SEPTA's new light rail vehicles is set for December 12. Up to 141 cars will be ordered for subway-surface and Red Arrow lines.....SEPTA ran a "sentimental journey" November 4 with its three nicely-restored Broad Street subway cars (#1, 75 and 150), after a ribbon-cutting ceremony at Fern Rock station. The occasion, of course, was to celebrate the 50th anniversary of the line. Complete with original green and cream paint scheme, cane seats and dummy ceiling fans, the cars will be used for charters and possibly in Ridge Avenue service.....Ex-PTC trolley #8534 was stored at Luzerne early in November, following its appearance at the Chestnut Hill festivities on October 28 (see story Page 1). It was not known when the car would be returned to the Buckingham Valley museum.....Silver PCC #2054 is scheduled to resume regular service on Routes 50 and 53 following its use as an instruction car early this month.....SEPTA operated a charter trip with orange "Strafford" cars #160 and 167 to Norristown and return on October 15.....
...Have you noticed SEPTA's new attention-grabbing "trolley turns" signs? The red and white signs are appearing in South Philly.....SEPTA will change its radio frequencies when new radio equipment is installed in surface vehicles.....Governatorial Candidate Pete Flaherty conducted a "whistle-stop" campaign trip from Upper Darby to Media on October 28, aboard Red Arrow center-door car #73.

STILL MORE SEPTA: Member Jim Sparkman was featured in an Evening Bulletin article October 16, describing his work in building those amazing scale models of Market-Frankford cars old and new.....Some 250 Market-Frankford Budd cars will be rehabilitated under a two-year, \$11.1-million program being carried out at 69th Street shops. Each car will get a "graffiti-resistant" interior complete with artistic photos and large maps, as well as newly-upholstered seats, better lighting and rebuilt motors and trucks. The 18-year-old cars may also be air-conditioned by next summer under a \$17-million contract to be awarded by the City. Car #614 has already been equipped with an experimental cooling unit.....UMTA has approved a \$37.8-million grant to SEPTA for the purchase of 125 new Broad Street subway cars. A contract could be awarded next year for delivery in 1981.....The Broad Street grant is part of a package totaling \$108 million for regional transit improvements okayed last month by UMTA in Washington. Other grants are \$52.1 million for the 141 LRV's mentioned above, \$9.4 million for 1978 commuter rail deficits and \$8.6 million to cover SEPTA track repairs, build 15 passenger shelters and reconstruct the Darby trolley-bus terminal.....City Council has approved a plan to allow advertisers to erect up to 1,000 small shelters at transit stops around Philadelphia, at no cost to the City or SEPTA.....SEPTA's board has voted to hire 12 private security guards to supplement 25 existing guards in protecting "vault pullers" at various SEPTA depots. The robbery-murder of a vault puller at Woodland Depot last June prompted a study which led to this decision.....SEPTA Chairman John W. MacMurray announced last month that the authority will take no action on the proposed five-cent fare increase until after the November 7 election. The increase was originally scheduled to take effect on October 1.....New Hope Chapter, NRHS chartered Red Arrow car #73 for a tour of the Media and Sharon Hill lines on November 11.....Some of the 19 ex-Toronto, ex-Birmingham PCC's will be fitted with trucks from scrapped SEPTA cars—#2306 is the first. All 11 ex-Kansas City cars from Toronto have already been retrucked.....The three work cars received from TTC last summer have been renumbered as follows: TTC W-1 to SEPTA W-60, W-5 to W-61 and W-3 to W-62. The first two have been assigned to Woodland as line cars, while W-62 is receiving a new cab at Courtland shop. All three now ride on trucks from scrapped Philadelphia sweepers.

COMMUTER NOTES: Ex-Reading FP7 #4372 is out of service at Reading for major engine repairs. SEPTA's push-pull train sported a CONRAIL GP30 for several weeks in late September and October while #4371 was shopped at Reading. The unit returned to service on October 23, rejoining sister 4373.....Here's an update on the SEPTA program to repaint and rehab 17 MP54 MU's and 26 ex-Reading Blueliners. As of November 1 seven red, white and blue MP54's were in service on Media line Trains 712 and 1749 and six of the Reading cars were scattered in various rush-hour trains. MP54 #453 was at Paoli for motor installation after rebuilding at Reading shop, #427 and 441 were at Reading and #448 was ready to move to the shop. Among the RDG MU's, #9107 and 9109 were being worked on at Reading and #9108 was slated to go. Thus, 20 of the 43 MU's are accounted for and the entire program should be completed in 1979 if the funding holds out.....AMTRAK reopened Track 4 between Brill and Baldwin Towers on November 15 after three months' rebuilding. Some trackwork on the Suburban Line near Zoo Tower has also been completed, but work continues on the mainline between Holmes Tower, Philadelphia and Grundy Tower in Bristol, as part of the \$1.8-billion Northeast Corridor Improvement Project.....New Jersey DOT's ex-PRSL RDC #M-407 has been sent to Reading shop with extensive wreck damage. Sister RDC M-411 has been set aside for retirement after sustaining heavy damage in a grade crossing collision last year near Dennisville, NJ.SEPTA Silverliner IV #9024 has returned to service after extensive rebuilding, but #9030 remains at Wilmington shop for repairs. Both cars were heavily damaged in grade crossing accidents more than two years ago near Yardley and Shawmont respectively.....Many Silverliner II's and III's on ex-Penn Central lines are sporting new SEPTA logos on car sides and ends.....Ex-RDG "green" MU #800, which has been leased to Philadelphia Chapter, is still stored at Wayne Junction but should move to the State Railroad Museum at Strasburg within the next few months.

CONRAIL/AMTRAK NEWS: Supplementing the list in October Cinders, CONRAIL E44 electrics 4419, 4421 and 4426 have now been painted blue, bringing the total number of blue electric units to 17.....Five more CR GGI's were set aside for retirement in October: #4815, 4854, 4868, 4885, 4898. Only about 20 G's are currently active in freight service.....CONRAIL has issued a detailed system map, in color. Measuring 26" x 34", the Rand McNally map is for distribution to customers and the public.....CONRAIL's 1978 locomotive program includes 93 rebuilt GP8's and GP10's, 12 rebuilt RS3m's and 29 MT6 slug units rebuilt from six-axle Alco units, in

(ODDS AND ENDS continued on Page 5)

ODDS AND ENDS (Continued from Page 4)

addition to the 217 new B23-7's, GP38-2's, GP40-2's and SD40-2's already received.....AMTRAK's pinstriped GG1 #4935 failed to appear on Tri-State Chapter's October 8 excursion from New York to Strasburg, having been shopped at the last minute for a broken air reservoir. The famed locomotive, however, did the honors October 28 on the last run of Train #430 (Washington section of the *National Limited*) via the Port Road branch along the Susquehanna River. It also operated on a special train the following day from Washington, DC to Strasburg, sponsored by the Washington Chapter.....AMTRAK forces at Wilmington shop have been religiously washing and polishing the 4935 by hand, under terms of the maintenance agreement between NRHS and Amtrak.....The ill-fated United Aircraft TurboTrains have been moved from Ivy City terminal, Washington, to 30th Street Station, Philadelphia for storage.....The "Mickey Mouse 50th Birthday Special" will come to 30th Street Station at 9:20 AM, November 18. Part of a nationwide tour celebrating a half-century of the famed Walt Disney character, the Washington-to-New York journey will follow Mickey's visit with President Carter's daughter Amy at the White House. The troupe will be aboard AMTRAK business car #10000 at the rear of Train 170, allowing only a five-minute stop in Philadelphia.....The 37-car Ringling Bros. and Barnum & Bailey "Blue Unit" will pass through the Philadelphia area early on November 21 enroute from Chicago to Nassau Coliseum on Long Island. The train will again pass through Philadelphia December 4 enroute to the circus' home base at Venice, FL.....Ringling is planning to inaugurate a third circus train next year, supplementing the present Red and Blue units.President Carter has signed the Amtrak Improvement Act of 1978, which authorizes \$755 million to finance operations and capital improvements during Fiscal Year 1979.....The cooling-off period in the dispute between NORFOLK & WESTERN and the Brotherhood of Railway & Airline Clerks has been extended to January 15, 1979, by mutual agreement of the parties. The union struck N&W July 10 in an effort to secure certain job protection agreements and gain representation for additional employees, and in late September extended the strike to 73 other railroads which were "supporting" N&W through a mutual aid pact. The strike was finally ended under Federal court order and an emergency panel set up to recommend a settlement. CONRAIL was not struck and AMTRAK operations in the Northeast Corridor were not affected. Passenger service elsewhere in the nation, however, was seriously disrupted.

ADDED INTELLIGENCE: CONRAIL has reported a net loss of \$48.5 million on revenues of \$904.7 million for the third quarter, compared with a loss of \$54.7 million on revenues of \$828.1 million in the same period last year. Conrail's loss for nine months of 1978 is \$325.4 million on revenues of \$2.58 billion, versus \$289.9 million a year ago on revenues of \$2.47 billion.....During the first nine months of 1978 CONRAIL has overhauled 647 locomotives and performed heavy repairs on 10,114 freight cars. This year's entire program calls for 888 engine overhauls and heavy repairs to 13,000 cars.....AMTRAK will spend \$41.5 million to rebuild 18 Metroliners, in addition to the 16 now being upgraded by General Electric, and buy seven more high-speed locomotives to supplement eight already being built by Electro-Motive under license from ASEA of Sweden. The locomotives are part of an eventual fleet of 30 to be purchased by Amtrak, based on specifications developed after testing of the ASEA Rc4a unit in Northeast Corridor service last year.....The House Government Operations Committee has issued a report criticizing AMTRAK for "unjustifiable delay and inefficiency" in rebuilding Corridor trackage for high-speed passenger service. The 1977 work season, according to the report, produced a completion rate of only 63 percent at 103 percent of the projected cost. The Committee recommends that a new contractor be found "if after completion of the current work season Amtrak has shown no appreciable improvement over 1977's dismal performance".....Budd Company has revealed that it is considering the closure of its Red Lion plant in Northeast Philadelphia, where 1,700 workers now produce rail cars and automobile frames. Budd said that it might move the rail operation to a more efficient location at Rome, GA, where the company would be better able to compete with lower-priced imported equipment.....The State of Connecticut will purchase 12 Budd SPV-2000 self-propelled cars for \$10 million, which will be leased to Amtrak for service on the New Haven-Hartford-Springfield line. The cars are to be delivered within one year.....The Buckingham Valley Trolley Museum was featured on Channel 3's "Evening Magazine" November 3.....As reported last month, the famed DELAWARE & HUDSON PA's have been sold to Mexico. They were spotted moving dead through Binghamton, NY on October 26.....OCTORARO RAILWAY ran a special passenger train from Kennett Square to Oxford, PA on October 22 to mark the reopening of the ex-Penn Central line. Former RDG MU #863 owned by SEPTA was used as the train's lone coach.....The "CHESSIE Steam Special" is now history, but there are reports that the colorful train may continue in operation next season behind diesel locomotives.

AND STILL MORE: Tri-State Chapter's Block Line reports that the 14.4-mile UPPER MERION & PLYMOUTH RAILROAD near Conshohocken, formerly owned by the defunct Alan Wood Steel Company, was sold at auction in September to Funding Leasing Systems of Pittsburgh. Purchase price: \$300,000, including locomotives and rolling stock. Future: not known.....BALTIMORE & OHIO has offered its Landenberg branch in Delaware for sale to a shortline operator, after failing in efforts to abandon the line. There are understood to be nine groups who are interested, including the Delaware Otsego System and Wilmington & Western, the latter operating steam excursions on the branch.....B&O SW1 #8408 was used to haul W&W trains during October, after 4-4-0 #98 developed mechanical problems on the Wilmington & Northern excursions in September.....W&W has purchased ex-BUFFALO CREEK & GAULEY 2-8-0 #14, now stored in derelict condition at Quakertown.....Former Jersey Central business car #97, owned by railfan Douglas Brown, has been completely refurbished and repainted at its storage site in Edgely, PA. The 1916-vintage heavyweight car, originally named Jersey Central, has been rechristened Jersey Dawn.....Does anyone know what's happened to Rail Travel News? The bimonthly railfan publication, based in Berkeley, CA, has put out only one issue in the past three months.....A French firm has proposed a 100-mph passenger train service between Philadelphia and Atlantic City, to be operational by 1980. General Electric Company of France says that advancing technology would eventually make possible a 35-minute running time—at 200 mph!

(ODDS AND ENDS continued on Page 6, Column 1)

ODDS AND ENDS (Continued from Page 5)

.....Directors of the B&O have declared a cash dividend of \$4 per share of common stock, the first such dividend in 18 years. B&O affiliated with the CHESAPEAKE & OHIO in 1963 to form CHESSIE SYSTEM....
.....The largest corporate bankruptcy in U. S. history came to an end on October 24 when Penn Central Corp. was formed out of the remains of Penn Central Transportation Company. The trustees resigned and new officers, headed by Chairman Richard Dicker, took control of the real estate and investment company with assets of more than \$5 billion. Most of PC's rail operations were transferred to CONRAIL on April 1, 1976.

SEPTA REVAMPS
COMMUTER TIMETABLES

A bright new look in commuter timetables burst upon Philadelphia late last month. As reported in October Cinders, SEPTA has completely redesigned its timetables into a standard format, replacing the hodgepodge of former Reading and Penn Central schedules. The 16 new forms, effective October 29, are:

- RR-1 Pottsville-Reading
RR-2 West Trenton-Langhorne
RR-3 Lansdale-Doylestown
RR-4 Chestnut Hill East
RR-5 Glenside-Jenkintown
RR-6 Norristown-Shawmont
RR-7 Newtown-Fox Chase
RR-8 Allentown-Bethlehem-Quakertown
RR-9 Spring Garden-North Broad-Wayne Junction
RR-10 Warminster-Hatboro
RR-15 Chestnut Hill East
RR-16 Trenton-Levittown-Torresdale
RR-17 Manayunk
RR-18 West Chester-Elwyn-Media
RR-19 Paoli-Bryn Mawr
RR-20 Wilmington-Chester

In addition, Conrail has issued Form RR-11, covering RDC service between Philadelphia, West Trenton and Newark, NJ. All card forms covering former Reading lines have also been reissued by Conrail.

The new SEPTA timetables are, with one exception, uniform in size, and are color-coded by line. They feature a "read-across" format, in contrast to the traditional "read up-read down" of the old timetables. Each schedule also includes a handy route map and a stylized front cover drawing of a locomotive—bearing no resemblance to Philadelphia's MU passenger cars. The new schedules replace 20 former Reading and PC timetables.

Amtrak also reissued its timetables on October 29, including the 52-page national timetable. Gone however, is New York-Washington Form 1, which was combined into Northeast Corridor Form 3 showing all Amtrak service between Boston and Washington.

ARMY-NAVY GAME
TRAINS TO RUN DEC. 2

Continuing a long tradition, Amtrak will operate three special trains to the annual Army-Navy football game at Philadelphia's Kennedy Stadium on Saturday, December 2.

An all-time low of only three trains are scheduled this year, Train N-1 from New York and Trains W-2 and W-3 from Washington, DC. All will be Amfleet-equipped and hauled by E60 electric locomotives. They are due to arrive at Conrail's Greenwich Yard in South Philadelphia between 1:50 PM and 2:10 PM. Kickoff will be at 4 PM, the late starting time dictated by television commitments.

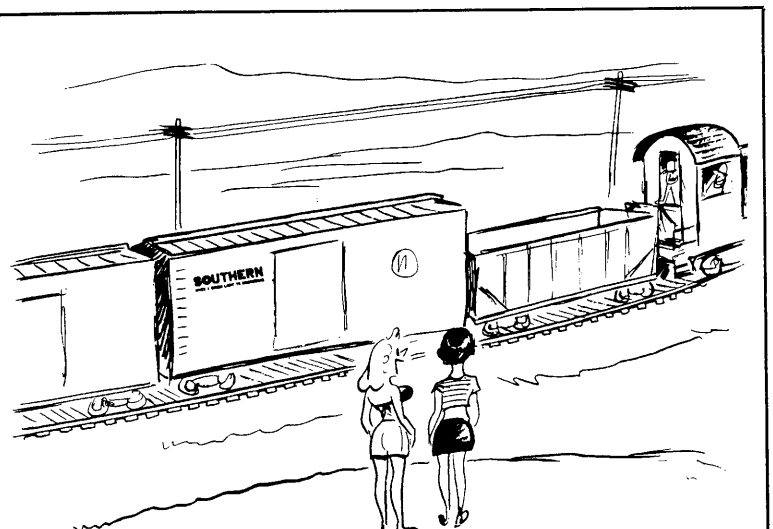
A complete roster of the trains will appear in January Cinders.

AUTO-TRAIN OFFERS
DELUXE SERVICE

Auto-Train last month announced that its luxurious private car #1 is available for charter runs between Lorton, VA and Sanford, FL. As reported exclusively in February 1978 Cinders, A-T has for some time been considering the action as a means of raising additional revenue on its regular Florida trains.

For a total cost of \$1,500 per trip, six persons can enjoy exclusive occupancy of the open-platform office car, including private rooms, gourmet meals and service provided by two full-time attendants. Two automobiles may also be shipped on the same train without additional charge.

Built by the Santa Fe in 1914 as a parlor car, #1 was rebuilt by Seaboard Air Line Railroad in 1948 and named Southland. It was sold to Auto-Train in 1974.



"They usually just wave! This is the first one who's ever stopped and backed up!"

CHAPTER OFFERS RAILROADIANA FOR SALE

Philadelphia Chapter is pleased to announce the sale of further material from the collection of member Robert P. Sechler, who donated a large amount of material to the Chapter for sale. Included in this latest lot are a large number of magazines, with details and prices as listed below:

TRACTION AND MODELS MAGAZINE:

1967: November	50¢ each
1968: January, February, April, May, June, August, November	50¢ each
1969: January, February, March, May, September, November, December	50¢ each
1970: February, January, March, April, May, July, August, September, Oct., Nov. December (condition good)	50¢ each 40¢ each
1971: January, February, March, Apr., May, Aug.,	50¢ each
1972: March, May, June, August, September, October, December	75¢ each
1974: March, April, May, June, July, August, October, December	75¢ each
1975: January, February, March, June, August, September, October	75¢ each

TRACTION HERITAGE: A softbound book-type magazine of old-time reprints.

Vol. 1, No. 2, Selections from 1919 ELEC. RWY. JOURNAL	\$1.25
Vol. 1, No. 3, Vol. 1, No. 6.	1.25 each
Vol. 2: Number 3, Number 4, Number 6,	1.25 each
Vol. 3: Number 2, Number 3, Number 5,	1.25 each
Vol. 4: Number 2, Number 5, Number 6,	1.25 each
Vol. 5: Number 4, Number 6,	1.25 each
Vol. 8: Number 2,	1.25

THE STREET RAILWAY REVIEW, Number 8, published 1973

1.00

TRAINS MAGAZINES: Some years are incomplete, as noted below—buy them loose and have them bound!

1961: FULL YEAR, in fair condition	4.00
1964: Good condition	5.00
1969: All except May	4.00
1970: Full Year, good condition	6.00
1971: Full year, good condition	6.00
1972: Full year, good condition	6.00
1973: Full year, good condition	6.00

TRAINS Magazine, February 1950 issue, good condition

.50

METROPOLITAN TRANSPORTATION AUTHORITY (New York) 1971 Annual Report, pix.

.50

RAILROAD MAGAZINE: Single copy sales:

1976: Feb., Mar., Apr., May, June, July, Aug., Sept., Oct.	.75 each
1975: Jan., Apr., June, Oct., Nov., Dec., also March and May	.75 each
1974: All issues except December	.50 each
1973: All issues except December	.50 each
1972: February, April, May, July, November, December	.50 each
1971: January, February, May, June, Jul., Aug., Sept., Oct., Nov., Dec.	.50 each
1970: Complete Year	.50 each
1969: All issues except August, September	.50 each
1968: June through December	.25 each
1967: February, July, August	.25 each
Other issues: 6/58, 2/61, 2/63, 8/63, 4/65, 7/65, 8/65, 9/65, 12/65, 2/66, 3/66, 4/66, 6/66, 7/66	.25 each

RAIL CLASSICS MAGAZINE: May, 1975 and November, 1976

1.00 each

RAIL CLASSICS MAGAZINE: 1977 BUS & TROLLEY SPECIAL (special for the busfans!)

2.00

TRAINS MAGAZINES: More copies; mostly missing issues—most of these are in only fair condition.

1975: Feb., Mar., Apr., May, Jun., Jul., Dec.	.50 each
1974: Jan., Mar., Apr., May, Jun., Jul., Aug., Oct., Nov., Dec.	.50 each
1968: May through December	.25 each
1967: Jan., Feb., May, Jun., Jul., Aug.	.25 each
1966: June, October	.25 each
1965: Jan., Jul., Aug., Sept.	.25 each
1964: All except October	.25 each
1961: Entire year, in only fair condition	Full year 3.00
1959: All except April, December	.25 each

All of the above material is available on a first-come, first-served basis. Material reserved must be picked up and paid for at the November Chapter meeting, unless other suitable arrangements can be made. Please call to reserve the items you wish to purchase, to Larry Eastwood, Area Code 215-947-5769, any evening between 7 and 9 PM. Your Chapter is anxious to sell this material, and, at the same time, you will be able to fill in missing blanks in your magazine collections at a low price. All funds will go to the Chapter treasury, to provide continued improvements in Cinders. Support your Chapter today.

1978 AUCTION RULES

The auctioneer's gavel will sound at 7:30 PM sharp, and will continue until 10:00 PM at which time all unsold material will be returned to the sellers. Registration of auction material will begin at 7:00 PM.

RULES FOR THE AUCTION ARE AS FOLLOWS:

1. Minimum bid price on any lot is \$2.00.
2. Increments in bidding must be in multiples of 25¢; i.e., \$2.00, 2.25, 2.50, etc.
3. Each lot(s) of items must be separately listed on the enclosed form.
4. At registration, you will be given IBM cards to number as to seller number and lot number. One IBM card is to be placed on each lot.
5. In order to provide fairness to each seller the auctioneer will pick one lot from each seller in rotation, so as to provide equal exposure for each seller.
6. The Chapter retains 10% of the proceeds from the sale of your items. SETTLEMENT FOR ALL ITEMS SOLD MUST AND WILL BE MADE AT THE END OF THE AUCTION, or at such time as your items are completely sold.
7. Chapter officers are in control of the auction and have the right to reject any material offered for sale which is not considered in the best interest of the members and their guests.

NO HUCKSTERING OF RAILRODIANA MATERIAL ON THE SIDE IN THE AUCTION ROOM WILL BE PERMITTED.

Bring your wallet and your suitcase full of treasures, Friday evening, November 17, 1978.

PETER WITT #8534 SURPRISE GUEST AT CHESTNUT HILL CEREMONIES

(Continued from Page 1, Column 2)

Also highly visible during the proceedings was James C. McHugh, SEPTA board member and supporter of the Buckingham Valley museum, who was largely responsible for the reappearance of #8534 in Philadelphia.

The weather---sunny and warm---was made to order for this unique event. The balloon-bedecked trolleys, the good-natured crowd, the lovely fall colors, the feeling that progress is still possible in the midst of Philadelphia's many problems--- all contributed to a memorable day for those fortunate enough to be in Chestnut Hill on October 28, 1978.

Pending completion of paving work in Chestnut Hill loop, buses will continue to serve the upper end of Route 23. Regular trolley service to the end of the line is expected to begin on November 19, fulfilling the promise of #2054's destination sign: "Hello Again Chestnut Hill!"

PRESIDENT AND EDITOR.....R. L. Eastwood, Jr.
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SEPTA FOLDERS ENCLOSED WITH CINDERS

The Broad Street Subway's 50th Anniversary is the subject of an attractive folder issued last month by SEPTA. A copy of this folder, together with the current timetables for Trolley Route 23 and the Market-Frankford Subway-Elevated, are enclosed with this issue of Cinders.

Three of the original Broad Street cars, built by J. G. Brill Company of Philadelphia, have been restored to their 1928 appearance. The cars are #1, 75 and 150. The Route 23 timetable is notable because it shows that trolley service terminated at Mermaid loop during the ongoing reconstruction of Germantown Avenue in Chestnut Hill.

CONRAIL'S READING DIVISION ABOLISHED

Effective at 12:01 AM, Saturday, October 28, 1978, the "Reading Division is abolished, and all territories and associated facilities are transferred to and designated as part of the Philadelphia and Harrisburg Divisions."

So read General Order No. 257 issued by J. G. Robins, general manager, Eastern Region of Conrail. D. E. Schafer, former superintendent of the Reading Division, was appointed superintendent of the Philadelphia Division, which assumed control of the Reading main line east of milepost 29 near Phoenixville, and all other trackage in the Philadelphia area. The Harrisburg Division now has jurisdiction over the balance of the ex-Reading territory.

Train dispatcher Desk "A" has been transferred to 30th Street Station, Philadelphia, Desk "D" to the Amtrak Station in Harrisburg, while Desk "B" covering commuter lines remains at Wayne Junction.

Thus, after nearly a century and a half, the last vestiges of an independent Reading Railroad have vanished.

NEXT MEETING: DECEMBER 8