

Cinders

SEPTEMBER, 1978



newsletter of the

PHILADELPHIA CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

Post Office Box 7302, Philadelphia, PA 19101

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Editor's Notes

You have all received by now two flyers and a letter from me with regard to the promotion for the Mystic trip via Amtrak on September 24.

Initial response to that letter, as well as to the flyers mailed out, has been highly disappointing to me. A very small handful of people have volunteered and have successfully distributed flyers to rail stations, shopping centers, places of employment, etc., in their areas. However, better than 95% of the membership of the Chapter has NOT come forward to assist us with the Mystic outing. This shameful response is sad, because this trip is a particularly attractive rail excursion for the public to participate in.

It is not, however, entirely too late to take part in making the trip a success, although it will demand tremendous effort on each and every member's part to accomplish this difficult task.

We have likewise submitted a revised proposal on the SEPTA MP54 trip because of problems with the original proposal, which the revised schedule should alleviate.

We have scheduled an interesting member participation program, CANADA NIGHT, on September 15. Here's hoping you'll be a part of that program.

R. L. Eastwood

Our Meeting:

CANADA NIGHT



We'll open our 1978-79 meeting season with a look at railroading with our northern neighbors-"Canada Night" - a member-participation program in which everyone is invited to bring slides or even movie footage for the membership to enjoy.

Simply select 25 of your best Canadian slides (bring more than that, if you wish, and, time permitting, we'll screen all of them), and register with program chairman Sam James prior to the meeting. If you have 8mm or Super 8mm movies, bring them along, and we'll see if we have time to show them.

Our September meeting will be held on Friday evening, September 15, 1978, at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. Dinner (BY ADVANCE RESERVATION, ONLY, PLEASE!) will be at 6:00 PM, and our meeting begins at 7:30 PM. The dinner will be a sit-down, served meal as was our custom during our last season, costing approximately \$7.00 per person.

Reservations for dinner THIS MONTH ONLY should be phoned to President Eastwood at 215-947-5769, or sent to P. O. Box 41, Huntingdon Valley, PA 19006, to arrive ON OR BEFORE Tuesday, September 12, 1978.

Plan to come out and join your fellow members on "Canada Night". Bring a friend along, too.



AMTRAK converted the *National Limited* on August 13 to Amfleet and the train now operates with two baggage cars, three or four Amcoaches, an Amdinette and a sleeper (to Indianapolis).

The initial plans to convert the *Montrealer's* Ampub cars into Amdinettes for this train were fortunately cancelled. The four Amdinettes were instead obtained from Seattle (two cars) and the *San Joaquin* (two cars). The sleepers came from Washington (two cars) and Chicago (one car). For the time being, the *Montrealer* is limited to two sleepers as a result.

Presently, four 10-6 sleepers are at Beech Grove for conversion to electric heat. One is a Pine car and three are from the Pacific class. They will presumably be either for the *National Limited* or the *Lake Shore Limited*. The only other car known to be undergoing conversion to electric heating at Beech Grove is Slumbercoach 2002, which clearly will be for the *Lake Shore Limited*.

Notice that Amtrak is now emphasizing Metro-liner service as a "whole lot more than just a train". This is a tacit reference to the current situation in which at least eighteen cars are at Erie for rebuilding and at least six round trips are now operated with GG1's, power cars and Amfleet cars. Clearly, until the rebuilt cars have been returned to service, the "Metrofleet" (Amliiner?) trains are not worth the extra cost if there's a conventional train leaving soon after.

Amtrak has been reducing the backlog of cars awaiting overhauls at Beech Grove and Topeka shops. The peak summer season has placed considerable strain on Amtrak's fleet and they seem to have tried to keep as many cars in service as possible. (Of course, some "basket cases" have been retired, but these are really "mercy killings".)

The only Amfleet trains designated as serving "full meal service" are the *National Limited*, *Montrealer* and *Panama Limited*. Then, "tray meal service" is available on all overnight Amfleet trains, all Turbos, the *Palmetto* and the *San Joaquin*. Tray meals are available on two conventional trains as well - in 3320-series galley-lounge cars. These are the Boston-Albany section of the *Lake Shore Limited* and the Jacksonville-Miami leg of the *Floridian*.

Schedule changes on July 30 were not specified, but a check of schedules found the southbound *Montrealer* leaving Montreal 55 minutes later and running faster down to White River Junction. A new station

was opened at Dearborn, MI and the *Empire Builder* was rescheduled (and speeded up) west of Spokane. Also, numerous changes affected "Metroliner" service.

Amtrak has introduced a series of economy round trip fares for trips over 250 miles (One-way), effective September 8.

Latest word from Boston has all seventeen Paducah rebuilds returning as F-10 units with five "steam" units and 12 all-electric units. The thirteen F40's, will, of course, be all-electric. No word on the future of their eight E8's (which are not being traded in as are their seventeen ex-NEW HAVEN EMD GP9's).

LONG ISLAND has repainted coach 2967 in a different shade of grey - like Amtrak's "platinummist". Ironically, this car is one of the handful of 2900's not yet converted to electric heating. The last true "American Flyer" coaches to see service are on the Long Island. One bar car, 7530, operates on the 5:21 PM from Hunterspoint Avenue to Yaphank, while the 3:40 PM to Port Jefferson has up to seven coaches. These are the survivors of the cars LI purchased from BOSTON AND MAINE and BANGOR AND AROOSTOOK some years ago.

PRSL RDC-1 #M411 is still at Reading shops and may not return. "CNJ" 555 is being cannibalized for parts at Atlantic City and sister cars CNJ 551 and 559 are only used in peak periods. (All of these cars, however they are lettered, are today owned by NJ DOT).

All of the SOUTHERN's streamlined coaches have been noted in service this summer and all 10-6 sleepers have been seen except Flint River, Tugaloo River, Tye River and Yadkin River.

NEW JERSEY DOT has received a second group of rebuilt coaches as I have seen 5420-series cars sitting at Harrison Yard. Presumably, this means they are from the group being rebuilt at General Electric's Little Ferry plant. Mechtron earlier delivered coaches 5410-14 and has others under way.

No more than fifteen P70's remain in service on the NJ DOT - rarely are more than ten cars ever used and these will soon be replaced by the 5400-series coaches noted above.

The Bayonne shuttle ended on August 6 with RDC #553 working the last day's service.

The first two NJ DOT coaches to receive their new livery are former GREAT NORTHERN cars 109 and 112. Four GP7's are now in NJ DOT's livery - with Conrail numbers - 5902, 07, 08 and 10. This leaves four units in CNJ red - 1523, 25, 26 and 27. All will be repainted, however. The same holds true for the GP40P's and the 4102 is already running in its new livery.

The New York City subways will be a cooler place to ride as the TRANSIT AUTHORITY hopes to install air-conditioning in almost 2950 cars over the next six years or so. Generally, all cars built in 1958 or later years will be involved, if Government funding comes through. At least 200 IRT cars have been air-conditioned so far.

(Continued on Page 10, Column 1)

Odds & Ends....

by FRANK G. TATNALL, JR.

AMTRAK NOTES: Rebuilding work along the Northeast Corridor continues apace, both east and south of Philadelphia. On August 21 the #4 southbound track was taken out of service for three weeks from Brill Tower in Philadelphia to Baldwin interlocking near Chester, while new rail and ties (wood, not concrete) were installed. All CONRAIL local trains were forced to load and unload from the #3 inside track at each station, causing the reassignment of MP54 "red" cars from Wilmington trains 908 and 937 to Media runs 1705 and 1718. It seems that the short MP54's didn't line up with the temporary wooden platforms installed across the #4 track at stations between Darby and Crum Lynne. The displaced reds were also seen operating as train #343, the 5:33 PM to Paoli.House and Senate conferees last month approved a compromise funding bill for AMTRAK (See July-August Cinders) authorizing \$730 million in subsidies for the fiscal year beginning October 1. The bill calls for \$600 million in operating funds and \$130 million in capital grants to Amtrak, and directs the Secretary of Transportation to submit final recommendations for restructuring the Amtrak system by December 31 of this year. If neither house of Congress disapproves the recommendations within 90 days, they would become effective on October 1, 1979.As noted last month, AMTRAK has abolished its Northeast Corridor Region, but it now appears that a smaller Corridor organization will remain in Philadelphia under the direction of former Penn Central official John K. Shoemaker. Mr. Shoemaker will report to the vice president and general manager of national operations in Washington, because upper echelon management of the former NEC in Philadelphia has been eliminated. Titles of the four operating superintendents along the Corridor have been changed to division manager, and six other division managers will be responsible for all operations outside the Corridor territory. At the same time, the former Eastern, Central and Western regional organizations were abolished.The Sunday *Bulletin* recently reported that FRA is studying the feasibility of building a parking garage at 30th Street Station, and changing highway traffic patterns in the station area. FRA is also planning extensive upgrading of the 45-year-old building as part of the \$1.8-billion Corridor Improvement Project now underway.30th Street Station will receive \$36,000 worth of original artwork, to be commissioned under the U. S. DOT's "Arts in Transportation" program.When the westbound *National Limited* made its first trip with Amfleet equipment on August 13, the plan was to change from E60 electric locomotive to F40PH diesels at North Philadelphia Station. This event took place as scheduled, but caused so much delay that AMTRAK decided that henceforth the E60's would continue on to Harrisburg despite a 50-mph speed restriction in effect on the big C-C's between Philadelphia and Harrisburg. While E60's have operated on the line with occasional specials, trains 30 and 31 represent the first regular assignment west of Philadelphia.AMTRAK has announced that bargain round-trip fares will go into effect September 6 on trains operating outside of the Northeast Corridor. The new long-distance fares, as much as 40 percent below existing rates, will remain in force through next May 25. The round-trip coach fare between New York and Chicago, for instance, will be cut from the present \$116 to \$73 for adults, and half that for children. The cost of unlimited and family U.S.A. Rail Passes will also drop substantially.Harrisburg Chapter reports that the *Broadway Limited* is carrying sacked mail out of Harrisburg for the first time in a decade. Starting July 1 the mail is loaded aboard baggage cars for overnight delivery in Chicago, New York and Washington.Donald P. Jacobs has been re-elected chairman of the AMTRAK board of directors for another year. Charles Luna, former president of the United Transportation Union, was named vice-chairman.

CONRAIL HAPPENINGS: The Senate has voted to authorize an additional \$1.2 billion in funding for CONRAIL over the next five years. A similar bill has been approved by a House committee but not yet scheduled for action by the full House.CONRAIL has reported a net loss of \$60.9 million for the second quarter of 1978 on revenues of \$915.3 million. This loss brings the railroad's deficit for the first half of 1978 to \$276.9 million on revenues of \$1.67 billion, compared with a loss of \$235.1 million on revenues of \$1.64 billion during the first half of 1977. Both periods included severe winter weather conditions.The Federal government invested \$198.6 million in CONRAIL securities during the second quarter of 1978, bringing Uncle Sam's total investment in the railroad to \$1.55 billion out of a total of \$2.03 billion appropriated by Congress before the startup of Conrail.The ICC has reduced its fine against CONRAIL for failing to move empty cars promptly from \$2.3 million to \$425,000 (see July-August Cinders). The Commission in the meantime issued a new service order increasing from 24 to 60 hours the time in which railroads must move empty cars after their release. Fines levied against other railroads have likewise been reduced.During the first half of 1978 CONRAIL overhauled 399 locomotives and completed heavy repairs on 236 locomotives and 7,099 freight cars. The total 1978 program includes 888 locomotive overhauls and heavy repairs on 334 engines and 13,000 freight cars.CONRAIL will spend \$15.1 million to modernize its Juniata Locomotive Shop in Altoona over the next two years. Chairman Edward G. Jordan said that the improvements were necessary because "the (locomotive) fleet is now 50 percent larger than the facility was designed to support" when it was last expanded in the early '60s. Conrail's diesel-electric fleet consists of about 4,500 units, including the 217 new locomotives currently being delivered. Its other heavy repair shop is located at Collinwood, Cleveland, OH.General Electric will rebuild 29 retired Alco RSD12's into hump slug units, to be numbered in the 1100-series. The first two, 1100 and 1101, have been assigned to Buckeye Yard, Columbus, OH.Despite a late start due to weather conditions, CONRAIL crews installed 437.8 miles of welded rail and 1.7 million new crossties during the first six months of 1978. This year's track rehab program calls for a total of 1,042 miles of welded rail and 4.6 million new ties.As of August 1, 859 of the 4,000 new, 100-ton open-top hopper cars ordered by CONRAIL had been placed in service. The entire order, including 500 being built by NORFOLK & WESTERN, is valued at \$120 million.CONRAIL plans to issue a four-color system map this fall for public distribution.CONRAIL's updated System Diagram Map, showing the status of the road's abandonment program, will probably not be issued before December 1.

(ODDS AND ENDS continued on Page 4)

ODDS AND ENDS (Continued from Page 3)

.....A consultant's report on possible electrification of CONRAIL's mainline between Harrisburg and Conway Yard (Pittsburgh) is due before the end of the year.....The July issue of Conrail Magazine carries an interesting article on the rehabilitation of E44 electric locomotives at Harrisburg shop.....CONRAIL expects to issue its new operating book of rules by the end of 1978.....CONRAIL has announced that it will pay an estimated \$34.5 million in property taxes this year throughout the system.....According to press reports, operations at CONRAIL's Greenwich Yard in South Philadelphia were disrupted for about four hours on the night of August 19 when a group of people attending a rock concert at the Spectrum mistakenly parked their automobiles on the tracks.

HERE AND THERE: SOUTHERN RAILWAY has been ordered by the ICC to continue running the *Southern Crescent* for another year, or until arrangements can be made for AMTRAK to assume operation of the Washington-Atlanta-New Orleans train. Southern, which filed to discontinue the train last April, is challenging the Commission's decision in Federal court.....Budd Company's SPV-2000 made four demonstration trips between Lindenwold, NJ and Atlantic City August 17-20, and was displayed at Transfair '78, the second annual New Jersey Transportation Exposition held at the National Aviation Facilities Experimental Center near Pomona. Also on display at Transfair, which was primarily an air show, was New Jersey Arrow III MU car #1331. The SPV returned to Budd's Red Lion plant August 20 to prepare for possible revenue service on CONRAIL's Reading Division this fall, after which it will be shopped for engine modifications.....SPV-2000 performed an unexpected service August 18 when it rescued passengers from CONRAIL train #131 at Hammonton, after the train's ex-Jersey Central RDC #551 had broken down. The luxurious SPV brought the riders the rest of the way into Atlantic City.....November 5 is now the tentative date for Philadelphia Chapter's excursion with four rehabilitated, red-white-and-blue MP54's. The trip will include the Trenton, Chestnut Hill and West Chester lines.....The Chapter's summer banquet at Reading's Crystal Restaurant attracted 55 members and friends.....SOUTHERN has leased ex-Texas and Pacific 2-10-4 #610 for another year. The big Texas-type will thus be available for the 1979 NRHS Convention in Washington, DC.....Editor Jim Boyd of Railfan Magazine is putting the finishing touches to FOGG's commemorative booklet on GG1 #4935 entitled Wouldn't It Be Nice? It will go to the printer this month and be distributed by the end of the year.....Member Hugh Jenkins has agreed to sell his Brill-built ex-PRR doodlebug #4666 to the new ADIRONDACK RAILWAY tourist operation in upper New York State. The car has been based at the BLACK RIVER & WESTERN, Ringoes, NJ, and was formerly on the NEW HOPE & IVYLAND.....It now appears that Atlantic Central Steam Company will move its ex-CANADIAN PACIFIC Royal Hudson #2839 from Northampton to Fogelsville, PA by early September.

SHORTLINE SCENE: OCTORARO RAILWAY will resume operation to Oxford, PA on September 15, the first rail service to that Chester County community since a flood in 1971 knocked out the former Penn Central line. OCTR opened the branch as far as Lincoln University on August 15. With the extension to Oxford OCTR will be operating a total of 49 miles of line: 22 miles of ex-PC track Chadds Ford-Oxford and 27 miles of the ex-Reading Wilmington & Northern branch from Elsmere, DE to Modena, PA. It uses two former B&O Alco S4 switchers, #9034 and 9063.....STRASBURG RAIL ROAD is the subject of an historical article in the September issue of Railfan, authored by former SRR Vice-President Ed Lewis (see separate item on page 6).....NEW HOPE & IVYLAND's ex-Copper Range Baldwin #100, a DS44-10, has been repainted in the "McHugh green". NH&I's other two diesels, sister Baldwin #101 and GE 44-tonner #400, are also in green.....Lifting of NH&I's bankruptcy apparently is being delayed by legal technicalities. NH&I entered bankruptcy just prior to Penn Central in June, 1970, but it may not emerge as soon as PC (see following item).....Ex-BUFFALO CREEK & GAULEY 2-8-0 #14 has been stored at Quakertown in derelict condition for a number of years. Its owner, a Lehigh Valley Railroad trainman, is now deceased and the borough may attempt to sell the locomotive for scrap.

MISCELLANY: AUTO-TRAIN, which is attempting to establish a terminal at Cranford, NJ for handling automobiles to and from Florida (see July-August Cinders), is also planning to enter the freight car and locomotive repair business. Auto-Train, which has recently been suffering financial problems, has retained former AMTRAK President Paul Reistrup as a consultant on the shop project.....The Montreal plant of Canadian Vickers is well into the construction of 46 new high-speed cars for PATCO, which will be delivered beginning early next year. Meanwhile, the motor rewinding program on PATCO's 75 existing cars is nearly complete, but the cars will probably be limited to the present 65-mph speed limit nonetheless.....New Jersey DOT is moving to acquire about 21 miles of lightly-used CONRAIL track for the proposed PATCO extensions to Mount Laurel and Glassboro. There is a question, however, whether DOT or the Delaware River Port Authority will put up the half-million-dollar purchase price.....U.S. railroads received 644 new locomotives during the first half of 1978, according to AAR figures. The industry backlog of locomotives on order as of July 1 was 733.....Rouse Company, developer of The Gallery shopping mall in downtown Philadelphia, is reported to be planning development of the block between 10th and 11th Streets on Market, just west of The Gallery. Rouse has also taken a three-year option for the purchase of Reading Terminal. The Gallery, which celebrated its first birthday last month, has been extremely successful, its 125 shops pulling in double the sales revenue per square foot that suburban malls enjoy. Overall, the project has created 500 jobs, \$2.5 million annually in tax revenue for the City--and significant extra patronage for the SEPTA and PATCO systems.....Mechtron Corp., the Wilmington-based car repair firm, is rebuilding 12 ex-PRR coaches for Southeastern Michigan Transportation Authority of Detroit. (The former "Inn" series sleepers, built by Budd by Budd in 1963 for Corridor service). Mechtron, which no longer handles car work for AMTRAK, also holds a \$1.6 million contract from New Jersey DOT to refurbish 14 ex-Penn Central coaches for North Jersey Coast service.....Five major unions have signed tentative contract agreements with the nation's railroads, extending through March 31, 1981. The five unions represent about half of the 500,000 rail workers in the U.S., and negotiations continue with most of the other eight unions which are bargaining this year.....(ODDS AND ENDS continued on Page 5)

ODDS AND ENDS (Continued from Page 4)

CONRAIL is conducting separate negotiations with all 13 unions.....Penn Central Transportation Company, the largest corporation ever to go bankrupt in the United States, will officially emerge from bankruptcy on October 24, 1978. The reorganized company, to be known as Penn Central Corp., will remain headquartered in Philadelphia. Penn Central, which filed for reorganization on June 21, 1970, transferred most of its railroad properties to CONRAIL on April 1, 1976 but still owns a vast amount of real estate, amusement parks, a pipeline and other investments.....Former Penn Central locomotive #9999, the only GE 44-tonner acquired by CONRAIL, has been sold to a midwestern steel company. Formerly based in Camden, the engine moved west dead-in-train on June 6.... Long Island-Sunrise Trail Chapter reports that it has acquired LONG ISLAND RAIL ROAD business car #99, formerly the LIRR Setauket and Jamaica (2nd). It was built in 1912 by ACF for the Guggenheim family, going to the Lackawanna in 1941 and to LIRR in 1962. The new owners have sent the car to BLACK RIVER & WESTERN at Three Bridges, NJ, where it arrived on August 4. It joins another Chapter-owned, ex-LIRR car on the BR&W, the parlor car Sunrise Trail.

AND STILL MORE: The House has passed a bill to free the last \$2.7 million of a \$30 million loan package for the DELAWARE & HUDSON. In mid-August U. S. Railway Association has balked at giving D&H any further loans because of the road's shaky condition. D&H management has said that it could operate for two or three more months without financial assistance but had threatened to file for bankruptcy if immediate aid were not forthcoming. In earlier testimony before a Congressional committee, representatives of the ICC and FRA suggested that bankruptcy might be the best alternative for the ailing D&H.....Six D&H RS3's have been sold to Precision National Corp. for rebuilding. They are #4078, 4082, 4084, 4098, 4110 and 4127. The 4078 and 4084 had been leased to PROVIDENCE & WORCESTER and 4098 to VERMONT RAILWAY.....PATCO train operators and maintenance workers have rejected a proposed two-year contract that would have given them an 87-cent per hour raise.Supplementing the report here last month about a railroad-oriented motel-restaurant complex in Woldwood, West Jersey Chapter reports that the Victoria Station restaurant chain has moved a former Erie Lackawanna diner and two 40-foot ex-Reading boxcars to Surf City for use in a similar project.....Buckingham Valley Trolley Museum members are repainting NH&I coaches in red with a buff-colored window area, black roof and undercarriage. Cars 1220 and 1366 will be the first in the new image. BVTA operates the NH&I steam business as well as the trolleys at Buckingham Valley (Phil Mulligan).....Flush with success in extending Philadelphia-Bethlehem rail service to Allentown, PennDOT is now attempting to convince New Jersey DOT to extend the present Newark-Phillipsburg service to Bethlehem and Allentown. The plan would require NJ DOT's agreement because state-owned equipment is used for the Phillipsburg service, which operates via the former Jersey Central mainline through Raritan and Hampton.....NJDOT has transferred its commuter operations department from Trenton to Newark, to stay in closer contact with CONRAIL officials who operate all rail commuter service in the state.

SEPTA DOINGS: Late in August SEPTA held hearings on its request to raise transit fares from 45 to 50 cents in both city and suburbs, to gain an estimated \$4.5 million in added revenue per year. Also proposed is a 30-cent "gateway" fare to be paid by commuters passing through 69th Street Terminal in lieu of a second full fare, a saving of 20 cents per trip under the proposed fare structure. Senior citizens would continue to ride free during off-peak hours but their special 20-cent bargain fare during rush hours would be abolished in favor of full fares. This latter proposal raised considerable opposition at the August 24 hearing in the Ben Franklin Hotel, as did a companion proposal to increase school fares from 20 to 25 cents per ride. Also proposed are weekly (\$6) and monthly (\$22) passes for city transit riders and a 25-cent transfer for train riders who use connecting transit service. If approved by the SEPTA board, the new fares could become effective as early as October 1.....SEPTA will pay for the rehiring of 66 laid-off Philadelphia policemen, to be assigned to transit security duty. This is the first time that SEPTA has paid directly for the protection of transit riders in Philadelphia, with the City now paying the full cost of 141 policemen assigned to patrol subway and elevated lines and stations.....The Federal CETA (Comprehensive Employment & Training Act) program on SEPTA ended July 1 with the cutoff of funds for temporary workers. The City, however, will request funds for a new program to begin October 1 with 450 workers. CETA employees have been used to clean stations and equipment, and were primarily responsible for helping keep transit vehicles free of graffiti.....When the Airport High-speed Line opens in 1981, it is planned that five sets of Silverliner IV's will be assigned.....Ambler Borough will file a formal protest with the Public Utility Commission against SEPTA's application to remove the watchman at the Butler Avenue CONRAIL crossing. It will be argued that the guard should be retained for pedestrian safety until SEPTA builds a new railroad station on the south side of Butler Avenue.....At latest count the following number of Red Arrow trolleys have been repainted in SEPTA's "Gulf Oil" scheme: 6 of 9 "Brilliners", 8 of 14 St. Louis cars, all ten "80" cars, 8 of ten Bullets and 3 of the 9 "Strafford" cars, for a total of 35 repaints out of 52 cars on the roster.....SEPTA will reduce the number of daily commuter trips between Wilmington and Philadelphia from 41 to 34, effective October 29. The action was caused by the Delaware legislature's refusal to increase the State's annual contribution for the service.....The Philadelphia Inquirer last month editorialized in favor of Boeing Vertol receiving a "fair opportunity" to bid on 141 new light rail vehicles which SEPTA plans to order for its City Transit and Red Arrow Divisions. Boeing has contended that SEPTA specifications were drawn so as to favor foreign manufacturers, but SEPTA claims that clearance restrictions in the subway-surface system require cars four inches narrower than the standard LRV which Boeing is now building for Boston and San Francisco.....SEPTA and other passenger authorities along the Northeast Corridor are asking FRA to delay its plan to convert the New Haven-New York-Washington power system from the present 11,000 volts-25 cycles to 25,000 volts-60 cycles, which is part of the Federal government's \$1.8-billion Northeast Corridor Improvement Project. Because of the cost of converting existing MU cars and equipment to the new system, the members of NECCRAC (Northeast Corridor Commuter Rail Authorities Committee) are asking for a five-year delay in the power changeover between

(ODDS AND ENDS continued on Page 10)

LEWIS MOVES TO LAMOILLE VALLEY

Edward A. Lewis, well-known railroad author and shortline executive, will leave the Philadelphia area about September 1 for a new position with the Lamoille Valley Railroad, Morrisville, VT. He is now vice president-administration for the Strasburg Rail Road, and previously served with a number of other carriers including the Providence & Worcester, Arcade & Attica and Long Island Rail Road.

The 96-mile LV operates between a connection with the Central Vermont at Fonda Junction, VT, and St. Johnsbury, VT, where it connects with CP Rail and the Maine Central. It is owned by the State of Vermont but operated by a local corporation representing both shipper interests and the Central Vermont. Famed for its once-numerous covered bridges, the 101-year-old railroad has been reorganized a number of times, most recently as the St. Johnsbury & Lamoille County, the Vermont Northern and---earlier this year---as the Lamoille Valley.

Ed Lewis is the author of such volumes as Reading's Victorian Stations, the American Short Line Railway Guide and Vermont's Covered Bridge Road, a history of what is now the Lamoille Valley. A new edition of the Short Line Guide will be released by the end of this year. In addition, Lewis authored the recently-issued The "DO" Lines, the story of the new shortlines Designated-to-Operate track unwanted by Conrail.

DINNER TRIP DRAWS 54 PEOPLE

"THANKS, BILL!"

Philadelphia Chapter's annual dinner trip, this year to Reading, Pennsylvania, drew 54 people, one of the larger groups to gather for this outing in recent years.

Bill Wagner's annual pilgrimage took us to the Crystal Restaurant on Penn Square in downtown Reading, where all present enjoyed a seafood buffet.

Members going to Reading had a choice of either riding the push-pull equipment, newly refurbished in SEPTA's red-white-blue paint scheme, or the 5:28 PM Pottsville train, consisting of three Budd RDC's. Returning, Franklin Street Station was a busy place as train 88 gained an RDC on the front end of the consist and lost a shop car from the rear. At the same time, train 11 arrived from Philadelphia, with its three-car consist.

The Chapter extends its thanks to Bill Wagner for arranging this enjoyable summer outing for us.

CONRAIL FREIGHT SCHEDULES

PART I

As a handy guide for local trainwatchers, this issue of Cinders includes a condensed schedule of principal Conrail freight trains operating on former Penn Central trackage in the Philadelphia area. Most of the information is drawn from official Conrail sources updated to August 15, 1978.

It should be emphasized that these are scheduled times, and that there is no assurance that the trains will actually operate on---or even near---the times shown. Occasionally, scheduled trains will be combined or not represented on certain days because of operating contingencies. Conversely, they may sometimes be operated in multiple sections. In addition, there are symbolled unit trains of ore, coal or grain which are not shown due to their irregular schedules. Local trains are likewise not shown.

Most of Conrail's mainline freight trains (other than the all-piggyback TrailVan trains) reflect a new symbol system which was adopted on May 15, 1978 (See May Cinders). This system identifies the origin and destination of each train by a two-letter code for each terminal and a single numeric designation for the scheduled day of departure (Example: PHBA3 is a Philadelphia to Baltimore train departing on the 3rd, 13th or 23rd of the month). If more than one train is scheduled each day between the same origin/destination, an alpha character is added (example: WASE2-A and WASE2-B indicate that two scheduled trains are operating on the 2nd, 12th or 22nd of the month from Washington to Selkirk). Extra trains utilize the same letter codes together with a numeric designation indicating the number of extra sections operated that month and the letter "X" (example: WASE4-X represents the fourth extra train operated from Washington to Selkirk in that month).

Terminal codes for trains operating through the Philadelphia area are:

- AL - Allentown
- BA - Baltimore
- BE - Bethlehem
- CA - Camden
- CC - Chemical Coast (Elizabethport, NJ)
- CR - Croxton (Jersey City)
- DC - Darby Creek (Chester)
- EN - Enola, PA
- GP - Greenville Piers (Jersey City)
- JC - Jersey City (Harsimus Cove)
- KE - Kearny, NJ
- MO - Morrisville
- NB - North Bergen, NJ
- OI - Oak Island (Newark, NJ)
- PH - Philadelphia
- PI - Pittsburgh (Conway)
- PN - Port Newark, NJ
- RU - Rutherford (Harrisburg)
- SE - Selkirk, NY
- WA - Washington (Potomac Yard, VA)
- WI - Wilmington (Edge Moor)
- WW - Waverly (Newark, NJ)

NEXT MONTH: Reading Division freight schedules.



CONSOLIDATED RAIL CORPORATION
PHILADELPHIA DIVISION

THROUGH FREIGHT TRAIN SERVICE - East and Northbound
(All Trains Operate Daily Except as Noted)

Connected to August 15, 1978

TRAIN	THORNDALE	NORRISTOWN (Earnest)	PHILADELPHIA (52nd St.)	WILMINGTON (Edge Moor)	PHILADELPHIA (Britt)	PHILADELPHIA (Zoo)	FRANKFORD JUNCTION	CAMDEN (Pavonia)	PHILA. (Belmont)	SOUTH PHILA.	MORRISVILLE (Morris)	TRENTON (William)
BAPH				Lv 0400	Ps 0530			Lv 2200	Ar 0700			Ps 0330
CACR			Ps 1030				Lv 1315	Ar 1430	- via Bordentown	Branch -		
ENCA	Ps 0815											Ps 0330
ENCC	Ps 1730	Ps 1805										Ps 1900
ENCR	Ps 0035	Ps 0145										Lv 0350
ENMO	Ps 1410	Lv 1530										Ar 1715
ENGP	Ps 1845	Ps 1930										Lv 2115
ENPH	Ps 0125		Lv 0350									Ps 2145
ENSE	Lv 0955	Lv 1140										Lv 1440
EF-2	Lv 0435	Lv 0630										Ps 1500
MAIL-8	Ps 0450		Lv 0630									Ar 0800
MAIL-10(a)	Ps 0145		Lv 0315									Ps 0710
PICA	Ps 1710		Lv 2040									Ps 0355
PIMO	Ps 1700	Lv 1900										Ps 0405
PIPN	Ps 0830	Ps 0920										Ar 2100
PIWV	Ps 1830	Lv 2015										Ps 1030
SEG-2												Lv 2200
TV-4(b)	Ps 0905											Ps 1140
TV-12(b)	Ps 0125											Ps 0400
TV-24												Ps 0245
TV-62(b)	Ps 0430		Ps 0520									Ps 0645
WAAL												Ps 0700
WACA												
WACR												
WASE-A												Ps 1159
WASE-B												Ps 1500
												Ps 1220
												Ps 1520
												Ps 0140

KEY TO TRAIN SYMBOLS:

- BAPH - Baltimore to South Philadelphia
- CACR - Camden to Jersey City (Croxtown Yard)
- ENCA - Enola to Camden
- ENCC - Enola to Elizabethport
- ENCR - Enola to Jersey City (Croxtown Yard)
- ENMO - Enola to Morrisville
- ENGP - Enola to Jersey City (Greenville)
- ENPH - Enola to South Philadelphia
- ENSE - Enola to Selkirk
- EF-2 - Enola to Morrisville
- TRAILVAN (Piggyback) TRAINS:
- MAIL-8 - Chicago to Jersey City (Croxtown)
- MAIL-10 - E. St. Louis to Jersey City (Croxtown)
- TV-4 - East St. Louis to Kearny
- PICA - Conway to Camden
- PIMO - Conway to Morrisville
- PIPN - Conway to Port Newark
- PIWV - Conway to Newark (Waverly Yard)
- SEG-2 - Bethlehem to South Philadelphia
- WAAL - Potomac Yard to Allentown
- WACA - Potomac Yard to Camden
- WACR - Potomac Yard to Jersey City (Croxtown Yard)
- WASE - Potomac Yard to Selkirk
- TV-12 - Chicago to Kearny
- TV-24 - Potomac Yard to Kearny
- TV-62 - Chicago to Elizabeth (Portside)

NOTES:

Trenton Branch part of Reading Division
Trains TV-24 and WASE-B may be combined

- (a) - Except Wednesday
- (b) - Except Tuesday

CONRAIL
CONSOLIDATED RAIL CORPORATION
 PHILADELPHIA DIVISION

THROUGH FREIGHT TRAIN SERVICE - West and Southbound
 (All Trains Operate Daily Except as Noted)

Corrected to August 15, 1978

TRAIN	TRENTON (Milham)	MORRISVILLE (Morris)	SOUTH PHILA.	PHILA. (Belmont)	CAMDEN (Favonia)	FRANKFORD JUNCTION	PHILADELPHIA (Zoo)	PHILADELPHIA (Brill)	WILMINGTON (Edge Moor)	PHILADELPHIA (52nd St)	NORRISTOWN (Earnest)	THORNDALE
BWA				Lv 0240			Ps 0255	Ps 0325	Ar 0455	Ps 1630 Ps 0620	High Line	Ps 1800 Ps 0835
CAEN					Lv 1400	Lv 1530	Ps 1610					
CAP1					Lv 0430		Ps 0600					
CAWA					Lv 1700	Lv 1830	Ps 1900	Ps 1930	Ar 2030	via	High Line	Ps 2100 Ps 1910
CCEN	Ps 1630	Ps 1730			- Operates	via Trenton Branch -					Ps 1945	
CCPI	Ps 1530	Lv 1640			- Operates	via Trenton Branch -					Ps 1800	
CRCA(a)	Ps 0400	via Bordentown Branch			Ar 0930							
GRSA-1			Lv 2300	Ar 0015						via	High Line	
JCPI(b)	Ps 2325	Ps 2340			- Operates	via Trenton Branch -					Ps 0100	Ps 0200
JCWA	Ps 1210	Ps 1230					Lv 1415	Ps 1445	Ar 1545	via	High Line	
KEEN	Ps 1445	Ps 1500			- Operates	via Trenton Branch -					Ps 1635	Ps 1745
MAIL-9	Ps 0750	Ps 0800					Ps 0830			Lv 0915		Ps 1015
MAIL-11	Ps 0720	Ps 0730					Ps 0800			Lv 0845		Ps 0945
MOPI		Lv 0730			- Operates	via Trenton Branch -					Lv 0945	Ps 1115
NBPI(b)	Ps 2230	Ps 2245			- Operates	via Trenton Branch -					Ps 0015	Ps 0130
PHBA			Lv 2200					Ps 0100	Ar 0200			
PHEN			Lv 1130				Ps 1230			Lv 1345 via	High Line	Ar 1515
PHPI-B(a)			Lv 0800				Ps 0900			Lv 1110 via	High Line	Ps 1240
PHPI-C(b)						Lv 2130	Ps 2200			Lv 2245		Ps 2359
SEEN	Ps 1130	Lv 1400			- Operates	via Trenton Branch -					Lv 1530	Ps 1620
SEWA-A	Ps 2250	Ps 2250					Ps 2359	Ps 0035	Ps 0135	via	High Line	
SEWA-B	Ps 1025	Ps 1045					Lv 1230	Ps 1300	Ar 1400	via	High Line	
TE-1		Lv 1530			- Operates	via Trenton Branch -					Ps 1645	Ps 1745
TE-1A		Lv 0530			- Operates	via Trenton Branch -					Lv 0800	Ar 0845
TV-3(a)	Ps 0055	Ps 0110			- Operates	via Trenton Branch -					Ps 0200	Ps 0235
TV-11(a)	Ps 0440	Ps 0455			- Operates	via Trenton Branch -					Ps 0545	Ps 0620
TV-23(b)	Ps 0140	Ps 0150			- Operates	via Trenton Branch -				via	High Line	
TV-61(c)	Ps 2340	Ps 2355				Lv 0110	Ps 0230	Ps 0250	Ps 0340	Ps 0145		Ps 0250
WWPI (a)	Ps 0220	Lv 0320			- Operates	via Trenton Branch -					Ps 0530	Ps 0645

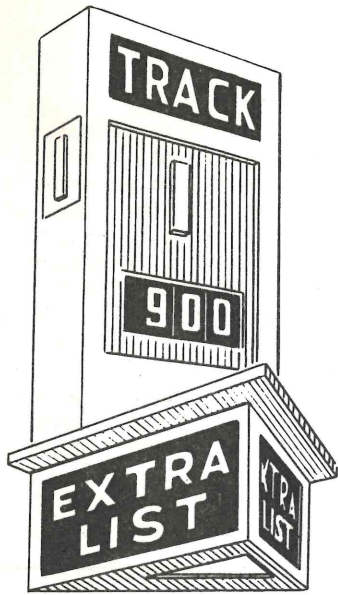
(a) - Daily except Monday
 (b) - Daily except Sunday
 (c) - Daily except Saturday and Sunday

NOTES:
 Trenton Branch part of Reading Division
 Mail Trains 9 and 11 may be combined on
 Sundays and Holidays

KEY TO TRAIN SYMBOLS:

- BWA - Bethlehem to Potomac Yard
- CAEN - Camden to Enola
- CAP1 - Camden to Conway
- CAWA - Camden to Potomac Yard
- CCEN - Elizabethport to Enola
- CCPI - Elizabethport to Conway
- CRCA - Jersey City (Croxtown Yard) to Camden
- GES-1 - South Philadelphia to Bethlehem
- JCPI - Jersey City (Harsimus Cove) to Conway
- JCWA - Jersey City (Harsimus Cove) to Potomac Yard
- KEEN - Kearny to Enola
- MOPI - Morrisville to Conway
- NBPI - North Bergen to Conway
- PHBA - South Philadelphia to Baltimore
- PHEN - South Philadelphia to Enola
- PHPI-B - South Philadelphia to Conway
- PHPI-C - Frankford Junction to Conway
- SEEN - Selkirk to Enola
- SEWA - Selkirk to Potomac Yard
- TE-1 - Morrisville to Enola
- TE-1A - Morrisville to Enola
- WWPI - Newark (Waverly Yard) to Conway

- RAILVAN (Piggyback) TRAINS**
- MAIL-9 - Jersey City (Croxtown) to Chicago
- MAIL-11 - Jersey City (Croxtown) to E. St. Louis
- TV-3 - Kearny to East St. Louis
- TV-11 - Kearny to Chicago
- TV-23 - Kearny to Potomac Yard
- TV-61 - Elizabeth (Portside) to Chicago



SATURDAY, SEPTEMBER 16, 1978: Lehigh Valley Chapter, NRHS, will sponsor their 2nd Annual Railroadiana Sale, at the Fellowship Hall, St. John's Lutheran Church, 5th and Chestnut Streets, Emmaus, PA. Doors to the sale open at 10:30 AM, and there will be a special auction of railway items from 3PM to 5 PM, with a slide auction from 7 PM until?? Tables may not be available at this writing, and we don't have an admission fee, but information may be obtained from David W. Biles, 2054 S. Delaware Street, Allentown, PA 18103.

SEPTEMBER 16-17: Wilmington & Western Railroad steam excursions using 4-4-0 #98 from Greenville, DE to Modena, PA and return via Octoraro Railway (ex-Reading) Wilmington & Northern line. Leave 9:30 AM, return about 4:30 PM. Sunday trip ONLY open to the public. Tickets \$15 adults, \$8 children 3 to 12 from Henry Dickinson, Jr., 109 West Ashland Avenue, Glenolden, PA 19036. Make checks payable to Historic Red Clay Valley, Inc.

SEPTEMBER 17: "Chessie Steam Special" one-way ferry trip Cumberland to Baltimore, MD, with ex-Reading 4-8-4 #2101. Tickets \$15 adults, \$12 children under 12 in coach for entire trip, lower fares to intermediate points. Details from: Steam Special, Box CJ, 2 North Charles Street, Baltimore, MD 21201, or telephone (301) 237-3737 for recorded message.

SEPTEMBER 23: "Chessie Steam Special" from Baltimore (Camden Station) to Philadelphia and return. Leave 8:30 AM. Tickets, \$23 adults, \$20 children under 12 in coach, parlor car \$35, observation club \$50. Details from address given above.

SEPTEMBER 24: Philadelphia Chapter, NRHS special Amtrak train from Philadelphia and Trenton, NJ to Mystic, CT, to visit historic Mystic Seaport. Details will be found on page 1 of this issue, or flyer may be had by calling Area Code 215-947-5769. Fare: \$34 adults, \$32 children, including admission to Mystic Seaport. Train leaves 30th Street Station, Philadelphia, 8:15, North Philadelphia 8:25, Trenton 8:55, returning late evening.

SEPTEMBER 24: "Chessie Steam Special" from Baltimore to Harpers Ferry/ Martinsburg, WV and return, operating via Sykesville. Leave Baltimore 8:30 AM. Ticket prices as shown for September 23 trip.

OCTOBER 1: "Chessie Steam Special" from Baltimore (Amtrak Station) to Hagerstown, MD and return, operating via Western Maryland "Dutch Line". Leave Baltimore 8:30 AM. Ticket prices as shown for September 23 trip.

OCTOBER 2: "Chessie Steam Special" one-way ferry trip Baltimore to Richmond, VA. Leave Baltimore 8:30 AM. Ticket prices as shown for September 17 trip.

OCTOBER 8: "Pennsylvania Limited", Amtrak special train from New York (Penn Station) to Leaman Place, PA and return, using restored GG1 #4935 and Amfleet equipment. Leave New York 8 AM, Trenton 9:15 AM, arrive Harrisburg 11:15 AM, Leaman Place 1:15 PM, return to Trenton 7:40 PM, New York 9 PM. Package fare of \$34 adults and \$32 children includes side trip behind steam on Strasburg Rail Road and admission to Railroad Museum of Pennsylvania. Order tickets from Tri-State Railway Historical Society, P. O. Box 255, Dover, NJ 07801.

OCTOBER 15: Amtrak special train from Lancaster to Gallitzin, PA via Horseshoe Curve, using two P30 diesel units and 18 Amfleet cars. Sponsored by Lancaster Chapter, NRHS. Leave 7:30 AM, return 8:15 PM. THIS TRIP IS SOLD OUT.

OCTOBER 15: New York Chapter, National Association of Timetable Collectors will sponsor a railroadiana bourse at the Holiday Inn in Edison, New Jersey, at the intersection of U. S. Route 1 and Interstate 287. Dealer table registration is available from Francis Meaney, Jr., 21 Willow Road, Metuchen, NJ 08840. Tables (if still available) are \$10. General admission at the door will be \$1.

OCTOBER 29: "Strasburg Special", Amtrak special train from Washington, DC to Leaman Place, PA and return, using restored GG1 #4935 and Amfleet equipment. Leave Washington 8 AM, Baltimore 8:45 AM, arrive Harrisburg 11:50 AM via Conrail Port Road Branch, arrive Leaman Place 1:10 PM, return to Baltimore 8:45 PM, Washington at 9:30 PM. Package fare of \$37 adults and \$33 children includes side trip behind steam on Strasburg Rail Road and admission to Railroad Museum of Pennsylvania. Sponsored by Washington Chapter, NRHS. Order tickets from Strasburg Special, P. O. Box 456, Laurel, MD 20810.

ODDS AND ENDS (Continued from Page 10)

Wilmington, DE and New Rochelle, NY. FRA, however, is also under pressure from Congress to complete the mammoth improvement program by 1981, which will allow passenger trains to make the 224-mile New York-Washington run in two hours and 40 minutes.....September 26 is the day when Federal subsidies for commuter rail service are scheduled to drop from 80 percent to 50 percent of operating deficits. Last year, according to an article in the August issue of *Modern Railroads*, SEPTA's cost for operating the 13 Philadelphia-area commuter lines was \$77 million, of which Uncle Sam paid \$21 million. This year, however, SEPTA estimates commuter costs at \$80 million but there may be less money available from Washington. Alternatives include higher fares, increased state and local subsidies or service reductions. The 13 lines which CONRAIL operate for SEPTA total 254.6 miles and carry about 130,000 weekly riders.....SEPTA is also facing a September 18 deadline for deciding which branch lines it wishes to purchase from CONRAIL or other owners. This date was imposed by the so-called "900-day" option in the "4R" Act of 1976, which allows 900 days after the startup of Conrail for public bodies to exercise purchase rights on light-service branches. SEPTA wishes to place certain of these lines in a "bank" for future development of passenger service, particularly "circumferential" rail routes between suburbs which would supplement the existing "radial" routes. The House of Representatives has approved a bill which would extend the 900-day period by an extra 195 days to allow more time for negotiations with Conrail..... SEPTA's push-pull train was scheduled to travel to Scranton for a series of excursions September 3 on the DELAWARE & HUDSON, but the trip was called off at the last minute. It was to be part of Lackawanna County's Centennial celebration.

ON THE SCENE (Continued from Page 2)

SEPTA has something under sixty cars still in service in the traditional cream and green livery. Over half of these cars are from the group repainted at Callowhill and Luzerne divisions for Routes 15 and 23 respectively. The only cars still in the oldest version (roughly pre-1968) are 2095, 2124 at Callowhill, 2197 and 2738 at Woodland and 2656 and 2726 at Luzerne, unless some have been recently repainted. Car 2165 was repainted from gold to "Gulf Oil" livery in February, incidentally.

Recent SEPTA streetcars noted as repainted in "Gulf Oil" livery:

- | | |
|--------------|----------------|
| 12/77 - 2170 | 6/78 - 2102 |
| 2/78 - 2165 | 7/78 - 2777 |
| 3/78 - 2158 | Unknown - 2710 |
| 5/78 - 2732 | |

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

Post Office Box 7302
Philadelphia, Pennsylvania 19101



FIRST CLASS MAIL