



CINDERS

January 1981



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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

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Pottsville, Bethlehem Service May End Chapter Plans January 24 Outing

Rail passenger service between Philadelphia and Pottsville will almost certainly end in early 1981, after nearly 140 years of operation by the Philadelphia & Reading, Reading Company and Conrail.

SEPTA, which now runs the service through a contract with Conrail, announced last month that it plans to discontinue all rail operations in Pennsylvania outside of its immediate five-county region. This will affect trains between Pottstown, Reading and Pottsville as well as Bethlehem branch service north of Quakertown. At present, there are seven weekday trains operating between Philadelphia and Reading, with six scheduled runs between Reading and Pottsville. Only two, however, are through trains with no change required at Reading. Bethlehem has seven arrivals and departures each weekday but only three of these trains run through to Philadelphia. The first train ran from Pottsville to Philadelphia on January 1, 1842, and the first through train to Bethlehem operated on July 7, 1857, but today both lines are equipped exclusively with Budd rail diesel cars. Mileage from Reading Terminal to Pottsville is 93.6 and to Bethlehem it is 56.6.

To mark the passing of the historic Schuylkill Valley service, Philadelphia Chapter will sponsor an informal excursion to Pottsville and return on Saturday, January 24, aboard SEPTA's regular trains. Our group will leave Reading Terminal at 10 AM on Train 1003, stopping for passengers at North Broad Street and Norristown. At Reading a change will be necessary to single-car Train 1053, which is due in Pottsville at 12:54 PM. Those on a tight schedule may return on Train 1060-1010 leaving Pottsville at 1:45 PM, with arrival at Reading Terminal carded for 4:13 PM, while others may elect to spend several hours in the anthracite city before departing on Train 1086 at 4:54 PM (arrival in Philadelphia at 7:12 PM). This will allow time for lunch at the Necho Allen Hotel in downtown Pottsville and a visit to the hotel's famed coal mine bar. Round-trip fare is \$14.80 for adults (half-fare for children under 12), and members should purchase their own tickets. Those wishing to dine at the Necho Allen are asked to advise President Eastwood (215-947-5769) at least 48 hours before the trip so that reservations may be made with the hotel.

SEPTA is apparently aiming for a March 1 train-off date, though it has scheduled a series of public hearings for January 26-30 in order to conform with the law. The Philadelphia hearing will be conducted in SEPTA's 21st floor board room, 130 South 9th Street, beginning at 8 PM January 30. The possibility of a legal challenge also exists.

The current financial crunch afflicting SEPTA's commuter operations has forced the Authority to propose drastic cost reductions. The Pottsville and Bethlehem trains have long been considered prime targets because they extend beyond SEPTA's service area and have been losing upwards of \$1.7 million a year. This year, however, SEPTA says its deficit for the two lines would rise to \$2 million because a new state law prohibits PennDOT from paying the required "local" share of the deficit and the four counties served (Berks, Schuylkill, Lehigh and Northampton) refuse to contribute. About 800 daily riders will be affected by the planned cutbacks, although SEPTA will institute RDC shuttle service between Pottstown and Norristown and between Quakertown and Lansdale to provide connections with existing commuter trains at those points.

Better get those souvenir timetables now!

CINDERS GETS A NEW LOOK

After many years without a change, readers will note that Cinders has blossomed out with a new front page design for 1981. The staff wishes to thank Member Joe Mannix for putting his imagination to work on this new image.



Amtrak's "steam" cars are enjoying their "last hurrah" as this column is written. Over the Christmas holiday season, the four remaining long-distance trains using such cars were operated at their longest lengths of the season, and extra sections were operated, as well.

On the West Coast, the *Sunset Limited* was assigned the surviving ex-Santa Fe hi-level coaches for the holidays. Fourteen cars have not gone into Topeka shops for conversion to HEP and all but the 9955 were sent to Los Angeles for the holidays. The three hi-level lounges and two diners not yet sent to Topeka have been stored since the Thanksgiving season in Chicago awaiting their call. The *Sunset* ran five coaches and four sleepers over the holidays. For meal service, two sets of the train had the surviving ex-*Broadway Limited* twin-unit diners, seeing their first use in weeks, while the third set used two conventional diners (8033 and 8068), plus sleeper 2150 as a dormitory.

The *Coast Starlight*'s Seattle-Los Angeles section ran a full 18 cars, including seven coaches, three dome-coaches, two diners, a lounge and three sleepers. Power was three SDP40F's, since a third unit is required for consists of 16 cars or more. With only four serviceable dome-lounges, some sections used "galley-lounge" cars 3321 or 3322. An advance section was scheduled on certain days between Oakland and Los Angeles. This train consisted of cars which would run on the Reno Fun Train starting mid-January, but which had mostly been out of service since the *San Francisco Zephyr* received Superliners in late September. This train consisted of a baggage car, usually six to eight coaches, a lounge and a diner (one or two days, the consist was longer). Powered by two SDP40F's, the extra section has run December 19-23 and December 26-27 as this is written.

In the Northeast, "clocker" 202-219 has continued to run a twelve-coach formation over the holidays, with no additional "steam" trains operated, as there was at Thanksgiving. Since the November holiday, six coaches have been leased to New York MTA for the Brewster line and two other cars were wrecked.

Turning to the Florida trains, the *Silver Star* ran a full 18 cars, with two SDP's out of Washington. The train had five coaches, two sleepers, diner, lounge, baggage-dorm and baggage for Miami and a diner, four coaches and a sleeper for St. Petersburg. The *Silver Meteor* operated in two sections (for Miami and St. Petersburg) but never on more than two consecutive days. On days when the train ran in sections, the St. Petersburg consist was augmented by a sleeper as a dormitory car, two coaches, a lounge and a second diner. The Miami section was augmented by a baggage car, a second 10-6 sleeper, a second diner and four or five extra coaches.

I made a point of seeing as many sets of these trains as I could, because word has it that the *Meteor* will be operating two HEP sets in early February and the third in March or April. Obviously, many of the cars now in service are HEP candidates, but the majority will be placed in storage. Traditionalists can still ride the *Silver Star*, but only for perhaps another eight months or so.

The *Silver Star* will be the only vintage long-distance train in about two months. The *Sunset Limited* and *Coast Starlight* are scheduled to go Superliner by March 1 and the Reno Fun Train will end its run soon after. As for the *Star*, it will receive coaches and lounge cars from the 150-car Amfleet II order now abuilding at Budd, and baggage, baggage-dormitory, sleeper, slumbercoach and diner equipment from the 1981 rebuilding (HEP) program, now under way at Beech Grove. This program is intended to cover three areas of Amtrak's equipment needs: (a) 24 baggage cars to handle mail, a hot item today; (b) 27 ex-Pennsylvania *Congressional* coaches, built by Budd in 1951, to serve with Amcoaches on clockers, allowing the return of leased NJ Transit MU's; (c) 58 cars to run with Amfleet II — principally on the *Silver Star*. Intended for that train are five baggage-dorms, five Slumbercoaches, five diners and 15 10-6 sleepers. The other 28 cars are five baggage-dorms, five diners (for the *Silver Meteor*) and 18 10-6 sleepers, to provide extra capacity for special movements and peak travel, such as the Christmas season just mentioned.

The 1980 rebuild program, encompassing 158 cars for the *Crescent* and *Silver Meteor*, still has some cars to go in — specifically a baggage-dorm, two slumbercoaches, nine lounges and seventeen coaches. Beech Grove has about 45 cars in progress from this program and over 90 cars have been released in 1980. To date, four baggage cars, a baggage-dorm, seven sleepers and five diners for the 1981 program have been sent to Beech Grove. These cars are in greater supply than the coaches and lounges still needed for the 1980 program.

For the record, Pullman Standard delivered 17 additional Superliners in December for a total of 201 cars out of 284. Still to come are 22 lounges, 14 diners and, most important, 47 sleepers. According to published schedules, P-S is only four cars behind as of December 31, running four diners ahead but three sleepers

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ON THE SCENE (Continued from Page 2)

and five lounges behind. As production was supposed to tail off starting in March, they should be able to regain their schedule before the summer peak season arrives. By July 1, only seven sleepers should remain undelivered and Amtrak will probably be able to get by using them as potential shop margins when assigning cars to regular runs.

I watched the Sunday after Thanksgiving (November 30) at New Haven, CT, due to business commitments. From that perspective, it looked like Amtrak did a pretty good job—excepting, of course, Train 192, which always leaves people behind because it seemingly never occurs to Washington that this train is the last one on which return excursion tickets are good from places like New York, Rye, Stamford, etc. Tempermental SPV-2000's ran in two three-car trains, with two other Springfield sets using an E8 and two Amcoaches, while one train, #418, had an Alco RS3, SPV-2000 #997 and RDC's 14 and 30, each with one engine working for heat and light! Other highlights: two sets of "steam" coaches and GG1's each made two Philadelphia-New Haven round trips and a leased MBTA train of new coaches made two Boston-New Haven round trips. Extensive use was made of MU's between New York and Washington, including 48 NJ Transit Arrow III's leased for the holiday season.

With the 1980 track improvement program virtually completed, there remain only a few locations laid with jointed rail on mainline track along Amtrak's Northeast Corridor between New York and Washington. Track 1 is old rail for about a mile north of Bell tower, near Wilmington, and a short distance south of North East, MD. Also, track 3 is jointed rail a short distance above North East. Then, there's about a mile of double track with jointed rail over the Susquehanna River bridge at Perryville, MD, about 2.5 miles of track 3 near Bay View Yard, and about 1.5 miles of track 4 just below the lower tunnels in Baltimore. Also, both tracks through the Baltimore tunnels need to be rebuilt, as well as perhaps 3 miles of track 3 near New Brunswick, NJ. Last, the two "hi-line" tracks between the North River Tunnel entrance and Portal, about four miles in the New York-Newark area.

Turning away from Amtrak, ex-Niagara Junction motors 4750, 4752 and 4753 were intended to replace S motors 4715 and 4723 at Grand Central Terminal in early December, but problems with the overhead pantograph gave the latter a reprieve of several weeks. Former New Haven "washboard" MU's 4455, 4470, 4477 and 4485 have been restored to service on the MTA line to Croton-Harmon. These cars now have no pantographs and are strictly d.c. cars. Two other cars (4418 and 4431) are supposedly on the New Canaan branch in Connecticut.

Washington's WMATA opened a short extension of its rapid transit line to Addison Road in the Southeast. Now, trains run from Addison Road station (which itself is elevated) through the subway until they emerge to join the line from New Carrollton in an aerial junction near the bridge over the Anacostia River east of Stadium-Armory station. Further extensions await the arrival of 94 Breda cars on order, perhaps 18 months off.

Odds & Ends.... BY F. G. TATNALL, JR.

DOOM AND GLOOM: The future looks bleak for Philadelphia's commuter rail operation, judging from the latest pronouncements by SEPTA management. "The system is collapsing at an alarmingly fast rate," Chairman David Girard-diCarlo told *The Bulletin* last month. "I don't think I'm an alarmist, but the facts are we don't have anywhere near the amount of money we need for the commuter rail system." By the end of this fiscal year on June 30 the former Penn Central and Reading commuter lines may pile up an unfunded deficit of as much as \$10 million, in spite of fare hikes averaging more than 55 percent during the past six months and substantial service cuts now planned. Complaints of deteriorating service have increased at the same time that the costs of providing that service have spiraled. CONRAIL, which operates the 13 commuter lines under contract with SEPTA, estimates that it will cost \$107 million to run the system during the current fiscal year, of which about \$50 million will come from fares paid by its 62,000 daily commuters and the rest from government subsidies. SEPTA also sees the need for \$1 billion in capital improvements to the system over the next ten years. Nonetheless, "the regional rail system is really the thing that cements SEPTA together," observes John Ficarra, assistant general manager for SEPTA's Rail Division. "Without the railroad, Bucks, Chester and Montgomery Counties wouldn't want anything to do with SEPTA." He might have added that an in-place electrified rail system is a priceless asset to any large city, especially as the cost of energy continues to escalate.

WHAT'S TO BE DONE? In a desperate effort to slash costs, SEPTA has begun mapping service cuts for its beleaguered commuter rail system. Last month came the announcement that, effective March 1, all but seven rush hour trips to Wilmington will be eliminated because the State of Delaware has refused to increase its funding levels. Both trains to Newark, DE will also disappear. Next to go will be the RDC's to Reading and Pottsville, as well as Bethlehem branch service north of Quakertown, leaving the two Newark (NJ) runs as the only SEPTA service operating outside of the Authority's five-county region (see separate story in this issue). Now the word is that SEPTA is studying cutbacks on a number of other lines as well, and might discontinue all service on the Chestnut Hill East, Manayunk and Newtown branches and the West Chester branch beyond Elwyn. If all of the announced and suggested cuts are actually made, SEPTA figures it will save \$7 million a year.....The average 25 percent fare increase in commuter rail fares which became effective January 1 is the sixth fare boost since 1977. Look for a substantial defection of riders away from the trains, especially after the ten-trip tickets bought at the old rates expire in 60 days.....SEPTA General Manager David Gunn explains the problem by pointing out that the cost of operating the commuter system rose from \$57 million in 1976 to \$107 million in the current fiscal year, an 87.7 percent increase, while Federal subsidies for the service declined from a high of \$21.5 million in 1977 to about \$15 million this year—a drop of 30 percent. While state and local subsidies have gone up they have not done so sufficiently to offset both the inflationary cost increases and the cut in Federal subsidies. SEPTA is also working with CONRAIL to improve its operating efficiency and thus slow the rate of increasing costs.

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THE COMMUTER SCENE: Reacting to public anger over the rape and beating of a center-city lawyer last March 3 in Suburban Station, and the November 26 rape and robbery of another woman in the concourse beneath the Sheraton Hotel, SEPTA, CONRAIL and Philadelphia police are working out a plan to close off little-used areas and entrances in the station and beef up security details. Emergency telephones and closed circuit television monitors will also be installed as part of a \$10-million City program to install such equipment in 52 mass transit stations.....Bitter cold temperatures over the Christmas holidays slowed CONRAIL commuter trains on several branches, with the worst problems occurring on Friday morning, December 26 when the mercury dipped to 6°. At least the Philadelphia area enjoyed its first white Christmas in 14 years.....Construction work has begun on SEPTA's new Exton commuter rail station, just off Route 100 in Chester County..... The National Transportation Safety Board last month released its report on the causes of the July 1980 collision of two commuter trains at North Wales, PA. The NTSB laid part of the blame on the engineer of the train from Doylestown which crashed into the rear of a Lansdale train that had stopped because of mechanical difficulties. CONRAIL was also criticized for certain operating practices which NTSB said contributed to the accident. More than 70 riders were injured and 120 claims have been filed as a result of the crash, according to SEPTA. The engineer, conductor and trainman of the Doylestown train were later dismissed.....SEPTA wants to create an emergency repair fund for its commuter lines, using three percent of passenger revenues.



YOU CAN'T BEAT THE SYSTEM: As if its commuter rail problems were not enough, SEPTA is fighting battles on several other fronts. Item: Local 234 of the Transport Workers Union opened contract negotiations last month by presenting SEPTA with a multi-million package of demands, including substantial pay increases and retention of the controversial no-layoff clause. The present two-year contract expires March 15. Item: Ridership on the City Transit Division fell 2.5 percent below projections in November and 8.5 percent below a year ago, the first month since the July fare increase in which patronage was lower than expected. Item: SEPTA's power costs will go up \$2.7 million this year if Philadelphia Electric Company's proposed 18 percent rate increase is approved. Service reductions or route abandonments would be necessary to offset the added costs, SEPTA told the Public Utility Commission at a hearing last month. Item: SEPTA lobbied against a bill which would have authorized \$25.5 billion in Federal aid for mass transit over the next five years, because it believed that the formula proposed in the bill would reduce SEPTA's subsidy payments. The bill, however, died in the final hours of the 96th Congress..... Former SEPTA Board Chairman John W. MacMurray of Delaware County has announced his resignation from the Authority board.....Governor Thornburgh has signed a bill to match \$32 million in state funds with a \$128 million Federal grant for the purchase of 1,000 new buses. Of these, 450 will go to SEPTA.....The 298 new Advanced Design General Motors buses now in SEPTA's fleet have been performing well and SEPTA has been keeping them remarkably graffiti-free. General Manager Gunn remarked at the Philadelphia Chapter meeting in November that the GM buses were superior to Grumman Flexible's rival design. That seems to be borne out by New York's action last month in withdrawing 637 Flexibles from service due to underframe cracks, and similar action by Chicago's Transit Authority.....Kawasaki-built trolley #9000 has been operating more or less regularly on Routes 11 and 34 five days a week, but Red Arrow car #100 had to be temporarily withdrawn from Media service last month after its pantograph was damaged.....KYW Newsradio recently broadcast a 20-part report on SEPTA's problems entitled "The Transit Trap." The station aired a similar, more optimistic report in 1974 which it called "The Uneasy Rider."

GETTING INTO TRAINING: AMTRAK announced last month that it will enter a joint venture with a Wisconsin-based real estate company to develop the property north of 30th Street Station, Philadelphia. The partnership could lead to the building of a 30-acre commercial complex on air rights above the tracks, beginning as early as 1982. In addition, the Federal Railroad Administration is giving Amtrak and the City \$9 million to renovate the station building itself, with another \$5 million to be contributed by the City and by Carley Capital Group, the Madison, WI developer. Work will include refurbishing the station interior, installing new escalators, reopening long-closed concourse areas to commercial users, relocation of ticket areas and rebuilding of the upper level suburban facilities. The air rights above Penn Coach yard were once suggested as the site for a new sports stadium and later proposed for a world's fair during the Bicentennial celebration in 1976.....The current repair project at 30th Street is moving right along, with cleaning and painting accomplished and seven of the ten huge chandeliers cleaned and equipped with fluorescent lighting.....AMTRAK has sold its three 1960's-vintage TurboTrains to Naporano Iron & Metal Company for scrap. After remaining in storage at Philadelphia for two years, the six power units and eight coaches left 30th Street in tow at 11:40 PM December 22 behind GP9 #764, bound for Newark, NJ. Now the question is, how long can VIA RAIL CANADA keep its aging Turbos in service?.....At least 13 of AMTRAK's new AEM-7 electrics are now in service, but their performance has been less than perfect. As an example, on the bitter cold morning of December 21 Train 168 arrived in Philadelphia nearly two hours late behind GG1 #4909, pulling dead AEM-7 #910 and nine Amfleet cars.....That same day Train 61 went south with its E60 assisted by two NJ TRANSIT GG1's, and Train 81's E60, #955, had to be replaced at Philadelphia with G's #4924 and 4934. No wonder AMTRAK has decided to keep a few of the faithful GG1's around for awhile.



MORE FROM AMTRAK: Service on the Northeast Corridor was disrupted for several hours on the frigid morning of December 26 when the Portal swing bridge over the Hackensack River near Newark, NJ became stuck in the open position. The bridge was opened for river traffic at 2:15 AM and was not repaired until 8:20 AM..... AMTRAK will begin publishing a new magazine for train passengers this month. To be named Amtrak Express, the monthly magazine will have a circulation of 100,000 and initially will be distributed only on Northeast Corridor trains.....Amtrak News reports that electrification of the New Haven-Boston line is scheduled to begin this April, with catenary work to start in June 1982 and completion due by December 1983.....The General Accounting Office has issued a report stating that reduced funding for the \$2.5-billion Northeast Corridor pro-

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ject will probably result in poorer on-time reliability, less passenger comfort and safety and higher maintenance costs in the future. Among the cutbacks are \$41 million for roadbed preparation and \$61 million for bridge improvements.....Lotos Club, a 1913-vintage Pullman-built heavyweight car owned by Peter Tilp of Union, NJ, was scheduled to move from New York to Leaman Place, PA January 10 in a special GGI-hauled AMTRAK train. To be donated to the Railroad Museum at Strasburg, the eight-section-diner-lounge-solarium car was rebuilt from the observation car El Quivira in 1936, according to D. L. Briggs' Private Passenger Car Annual.....AMTRAK's vice president-public affairs, Carole Foryst, left the company in October and has been replaced by James E. Stiner, 35, who has the expanded title of vice president-corporate communications. Rima Z. Parkhurst has replaced John V. Lombardi as vice president-passenger services.....Railway Age in its December 8 issue carried an article entitled "Highballing the Highrollers" which concerns improved rail service to the gambling casinos of Atlantic City (see November Cinders for a report on the special train which AMTRAK operated from Philadelphia to Atlantic City last fall). At least four private companies, prominent among them the General Electric Company of France, are interested in turning the 65-mile route into a showcase of high-speed passenger service. The Philadelphia-Atlantic City route was identified as the second most promising "emerging corridor" in a recent Amtrak-FRA study, the final version of which will be released on February 15. The almost unheard-of prospect of a privately-run passenger railroad seems to be developing along this once highly-competitive route.The Ambler Gazette reports that AMTRAK is considering a site in the Fort Washington (PA) Industrial Park for its new reservations center, which is to be relocated from Bensalem by late this year (see December Cinders). Bucks County officials, however, including Congressman-elect James Coyne, are waging a strong battle to keep the center and its 450 jobs in that county.....Harrisburg Chapter's newsletter states that AMTRAK will move its Bristol (PA) maintenance-of-way facility to Wilmington, DE and that the Wilmington passenger station will receive an \$11-million facelift along with a new parking garage.

CONRAIL UPDATE: On December 17 U. S. Railway Association released its preliminary report on the future funding needs of CONRAIL. The Staggers Rail Act of 1980, signed into law last October by President Carter, requires USRA to submit to the Congress on April 1, 1981 a final report analyzing the effect upon Conrail, the Northeast's economy, rail employees, other railroads—and the Federal budget—of: (1) continued Federal funding of Conrail, (2) reduced Federal funding and (3) a halt to Federal funding. The December report addressed itself primarily to the first of these alternatives, and tried to determine where Conrail will be in 1985 given the continuation of adequate funding and prudent management. Among the assumptions made were the rerouting of through traffic off the former Erie Lackawanna mainline and the retention of existing passenger service obligations; however, USRA made it clear that the responsibility for running commuter trains in Philadelphia and other areas should be shifted to someone else. There are no final recommendations contained in the interim report; these will come on April 1.....Early in December the USRA board voted to invest an additional \$100 million of Federal funds in CONRAIL during the first quarter of 1981, leaving only \$55 million of the \$3.3 billion which Congress has appropriated for the railroad since 1976. USRA estimates that Conrail will need \$300 to \$400 million in new funding this year, but the incoming Reagan Administration has indicated that it will take a close look at Federal aid levels for both Conrail and Amtrak, with the latter's long-distance trains considered a prime target. The Staggers Act authorizes an additional \$329 million for Conrail but the money was not appropriated and is therefore not available.....L. Stanley Crane, 65, the retired chairman of SOUTHERN RAILWAY, took over as CONRAIL's chairman and chief executive officer on January 1. He was expected to hold a press conference to discuss his views of the job ahead.

HERE AND THERE ON CONRAIL: The Susquehanna Division was eliminated on December 1, with responsibility for its trackage between Buffalo and Port Jervis, NY shifted to the Bethlehem-based Lehigh Division.....The famed Tropicana orange juice train (OJT) has been moved off the Northeast Corridor to CONRAIL's own ex-Reading line between Philadelphia and North Jersey. The train, noted for its white boxcars, now operates every four days from Potomac Yard, VA, near Washington, to Kearny, NJ using diesel instead of electric power.....CONRAIL was forced to store most of its electric locomotives for a brief period in December due to an operating dispute with AMTRAK, but this has been resolved and the majority of E44's are back in service.....Trains Magazine began a major two-part article on CONRAIL in its January issue. Its author is Fred W. Frailey.....The 37-car Ringling Brothers and Barnum & Bailey Blue Unit circus train ran from Chicago to New York December 1-2 via CONRAIL, passing over the Trenton branch on the morning of the 2nd. It returned from New York to Potomac Yard on December 15 bound for Florida.....CONRAIL has sold retired Alco C420 #2077 (ex-L&HR #29) to the DELAWARE & HUDSON, where it's now in service still in original L&HR blue (Hawk Mountain Chapter). But Conrail's last C420, #2074 (ex-L&HR 24), has been sold to the VIRGINIA & MARYLAND.....General Motors' two experimental electric locomotives, GM6C #4975 and GM10B #4976, operated on several test trains out of Harrisburg in late November, hauling EMD's instrumented test car ET800, ex-B unit ET909, F9 #462 and SD45X #5740. Purpose of the tests was to evaluate the 4975's performance five years after it was built (Lancaster Chapter).....CONRAIL invested nearly \$9 million in track improvements to its Harrisburg-Pittsburgh mainline last year, bringing to \$103 million the amount spent on upgrading the 240-mile route since Conrail took over from Penn Central in 1976.....Governor Thornburgh has signed legislation to modernize CONRAIL's big coal pier in South Philadelphia. The State will finance \$22.6 million of the cost of rebuilding Pier 124 and Conrail will contribute \$3.9 million, increasing the pier's capacity from 3.5 million to ten million tons of coal annually.....In line with a Congressional directive, CONRAIL has established an employee stock ownership plan. The ESOP will result in employees owning 15 percent of the company's outstanding common stock, but only if the railroad achieves certain financial goals during a ten-year test period beginning January 1, 1981.

MISCELLANY: TIDEWATER GRAIN COMPANY is using leased Precision National GP9's #3403 and 3445 at its South Philadelphia grain terminal. The units, ex-SOUTHERN PACIFIC (same number), were rebuilt by ICG at its Paducah (KY) facility for PNC in 1971.....By later December PATCO had 42 of its 46 new Canadian Vickers cars in service, and the last four were enroute to Lindenwold.....Meanwhile, the Port Authority is studying a 15-cent hike in bridge tolls and a 25-percent fare increase for PATCO's 22,000 daily commuters, to take effect in mid-1981.....The Reading Company emerged from nine years of bankruptcy at 11:59 PM on December 31, after

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a Federal judge approved its reorganization plan. The company is now a real estate holding firm which still owns the Reading Terminal building and numerous other land parcels.....Ex-New York Central T-3 electric locomotive #4678 finally arrived at its Voorheesville (NY) storage site on December 23. In the last issue we reported that it had left Philadelphia December 1 on the D&H, but it was later set off at Dalton, PA, near Scranton with hot bearings. The historic unit is owned by the Mohawk & Hudson Chapter, NRHS.....The Hollywood company filming the new movie "Blow Out" completed work last month in Philadelphia. On December 5 and 6 several scenes were shot in the subway around 15th Street using two trolley cars, but Star John Travolta was not present.....NJ TRANSIT has begun sending its GG1's to Wilmington shop for heavy repairs. Word is that at least some of the 13 G's—#4872-4884—will be repainted in Pennsy tuscan red!.....Philadelphia businessman and former Reading Company Trustee Andrew L. (Drew) Lewis has been nominated for Secretary of Transportation by President-elect Reagan.....OCTORARO RAILWAY is building a piggyback ramp at Avondale, PA.....BLACK RIVER & WESTERN has apparently decided to keep its ex-Jersey Central RS3 #1554. At least one of three RS1's, #211, has received a new paint job and large stylized "BRW" logo.....USRA has granted another \$2.25 million to the financially strapped D&H, but only over the strong objection of the U. S. Office of Management & Budget. USRA also asked D&H to report on what it's doing to improve operations and reduce cash losses.....Nation-wide contracts between the rail industry and railroad unions expire this March 31.....A new book entitled J. Edgar Thomson: Master of the Pennsylvania, by James A. Ward (Greenwood Press, 1980) is available for \$25.....The Association of American Railroads has launched its "severe storm plan" designed to prevent winter freight car jams and service disruptions.

W&W Is Added to National Register of Historic Places

Wilmington & Western Railroad has won acceptance to the prestigious National Register of Historic Places, according to a statement issued by Brian Woodcock, president of W&W's parent organization Historic Red Clay Valley, Inc. The report was carried in the fall 1980 issue of HRCV's newsletter The Lantern.

W&W has operated steam tourist service since the early 1960's over the Baltimore & Ohio's rustic Landenberg Subdivision, which follows Red Clay Creek for most of the railroad's 9.1-mile length between Marshallton and Hockessin, DE. It also runs occasional excursions on the ex-Reading Wilmington & Northern branch in Delaware and Pennsylvania, the most recent being Philadelphia Chapter's December 6 trip aboard doodlebug #4662 (described elsewhere in this issue).

The National Register is a 50-state index of properties deemed by the U.S. Department of the Interior to be worthy of preservation and protection. The official listing of W&W, which became effective on September 8, 1980, recognizes the railroad "as possessing unusual significance to the history of New Castle (County) and the State of Delaware." The formal proposal submitted in 1979 embraced not only the right-of-way itself but also steam locomotives 92 and 98, four ex-Lackawanna open-vestibule coaches, two wooden cabooses and various wayside structures including old Yorklyn station. All of these items were named in the final listing. Placement on the Register conveys more than honor, however, in that the property becomes eligible for certain Federal grants and tax benefits to assist in rehabilitation work, and is protected against encroachment or significant change. HRCV for some time has been interested in preserving the Landenberg branch which the B&O has sought to abandon.

A certificate attesting to the recognition of W&W will be formally presented during HRVC's annual banquet January 23 at the Hercules Country Club near Wilmington (See "Extra List").

As if to add emphasis to its new status, W&W last fall acquired its ninth steam locomotive, ex-Jersey Central 0-6-0 #113, which was donated by the Reading Anthracite Coal Company of Pottsville, PA. The 100-ton locomotive is stored at Locust Summit, PA, having worked at the company's Locustdale (PA) breaker until its retirement in 1960. Built by Alco in 1923, the 113 is one of two CNJ steam engines known to exist (the other is 4-4-2 Camelback #592 displayed at the B&O Museum in Baltimore).

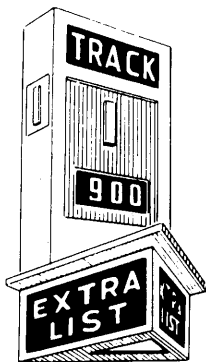
In early December another long-stored steamer joined the growing W&W collection, when ex-Wawa & Concordville 2-8-2 saddletanker #37 was moved from Concordville, PA to Marshallton in a well-publicized highway convoy. The 1924 Alco-built locomotive operated during W&C's one and only season in 1967 and was later purchased by an officer of W&W. Earlier in the fall W&C's other engine, 0-6-0 saddletanker #3 (Vulcan 1942), was also trucked from Concordville to the Marshallton shops. The 37 had been built for Pacific Lumber Company and #3 for the Philadelphia Naval Base.

EXCURSION TO MARK 50TH BIRTHDAY OF READING ELECTRIFICATION

Philadelphia Chapter is drawing up plans for a special excursion next July 26, which will commemorate a half century of electrified commuter service on Reading Company lines. The trip proposal filed with SEPTA suggests the operation of six of the original "green" cars, built in 1931 and still used in daily service.

The trip itinerary will include the entire electrified territory as it existed at the startup of service on July 26, 1931: Reading Terminal to West Trenton, Hatboro, Doylestown, Chestnut Hill and Norristown.

All members will be kept advised on the details of this trip, assuming that it is approved by SEPTA.



JANUARY 23, 1981: The Annual Dinner Meeting of Historic Red Clay Valley, Inc., will be held at the Hercules Country Club, Hercules Road off Route 48, north of Wilmington DE. Guest speaker will be David P. Morgan, Editor, Trains Magazine. Mr. Morgan's talk will be followed by formal presentation of certificate naming the Wilmington & Western Railroad to the National Register of Historic Places. Cocktails at 6:30 PM, Dinner at 7:45. Price: \$13.75 per person for either roast sirloin of beef or chicken (Please specify). Reservations from: HRCV Annual Dinner, P. O. Box 1374, Wilmington, DE 19899. (Deadline for reservations: January 16, 1981) Information: 215-399-0524.

JANUARY 24: Informal Philadelphia Chapter trip from Philadelphia to Pottsville and return, using SEPTA trains threatened with discontinuance. Leave Reading Terminal 10 AM, North Broad Street 10:07 AM, Norristown 10:34 AM, arrive Pottsville 12:54 PM. Returning, leave Pottsville 1:45 PM, arrive Norristown 3:45 PM, North Broad 4:07 PM, Reading Terminal 4:13 PM. Alternative departure from Pottsville 4:54 PM, arriving Reading Terminal 7:12 PM. Regular Budd RDC equipment will be used. Round trip fare: \$14.80 (half fare for children 5-11).

JANUARY 25: Special 50th Anniversary MU excursion covering all former Lackawanna electrified lines out of Hoboken, NJ, sponsored by New Jersey Transit. LATE NOTICE: THIS TRIP POSTPONED UNTIL SPRING.

FEBRUARY 8: "Black River Snowflake Rambles" covering entire Black River & Western, using Alco RSL #57, two coaches and parlor car, sponsored by Jersey Central Chapter, NRHS. Leave Ringoes, NJ station 10 AM. Plenty of hot chocolate, coffee, photo stops and runbys. Fare: \$10 per person. Order tickets from: Jersey Central NRHS, P. O. Box 700, Clark, NJ 07066 (telephone 201-272-3061).

FEBRUARY 14-15: 16th Annual Winter Spectacular at East Broad Top Railroad, Orbisonia (Rockhill Furnace), PA, sponsored by Railways to Yesterday. Three steam locomotives will be in operation on narrow-gauge EBT, and adjacent Shade Gap Electric Railway will offer rides on closed and open trolleys, snow sweepers and work cars. Friday night movies and a railroadiana auction will be added attractions. Full weekend passes \$40, Saturday only \$31, Sunday only \$23. Saturday dinner and Sunday breakfast tickets also available for \$5.50 and \$2.75 respectively. Children up to 12 will be accommodated at half price for transportation passes. A discount of 10 percent is offered on all passes if ticket order is received before February 1. Order tickets from: J. C. Gerhard, 4 Verna Drive, West Lawn, PA 19609, making checks payable to: RTY Winter Spectacular.

FEBRUARY 21-22: Greenberg's Great Train Show pays a return visit to Philadelphia Civic Center, 34th Street below Spruce, from 11 AM to 5 PM both days. Philadelphia Chapter will again be represented at this exhibition/sale of model trains and railroadiana. Admission: \$2.50 per day, \$4.00 for both days. Children free when accompanied by an adult.

MARCH 29: Train Bazaar '81 show and sale of model trains/railroadiana, from 10 AM to 3 PM at Mother Seton High School, Clark, NJ (Garden State Parkway Exit 135), sponsored by Jersey Central Chapter, NRHS. Admission: \$2 adults, children under 12 free, maximum \$5 per family. Information from: Jersey Central NRHS, P. O. Box 700, Clark, NJ 07066 (telephone 201-561-5225).

APRIL 10-May 2: Steam railway tour of South Africa and Zimbabwe, sponsored by Philadelphia Chapter, NRHS. Approximate cost: \$2,500 per person, including all transportation and lodging. Reservations and information from: Philadelphia NRHS Steam Safari, c/o Glen Roc Travel, 194 Scotch Road, Trenton, NJ 08628.

APRIL 24-26: East Penn Traction Club model trolley meet at Fiesta Motor Lodge, Willow Grove, PA, at Pennsylvania Turnpike exit. Admission: \$7 at door. Information from: Carl Hulbert, Registrar, 307 Hill Avenue, Langhorne, PA 19047 (telephone 215-575-8826).

MAY 2: Official opening of California State Railroad Museum, Sacramento, CA, featuring several modern and historic locomotives under steam. Details will be published in Cinders when available.

JULY 26: Special 50th Anniversary train covering all of original Reading electrified lines, sponsored by Philadelphia Chapter, NRHS. This train, using 1931 "green" MU cars, if available, will mark a half century of electrified operation on Reading's suburban Philadelphia lines. Details forthcoming in Cinders and through direct mailing to all members.

CHAPTER HOLDS 4935 MAINTENANCE FUND WHILE AWAITING DISPOSITION OF GGI

Philadelphia Chapter continues to administer the fund set up by Friends of the GGI (FOGG) for maintenance of GGI #4935, which was removed from service on October 10, 1980. The famed electric locomotive was restored by Amtrak to its former Pennsylvania Railroad paint scheme in 1977, following a nationwide fundraising drive supported by NRHS.

As of December 1, 1980, a total of \$2104.91 remains in the maintenance fund, which was intended to provide for cosmetic repairs and cleaning of #4935 during its periodic visits to Wilmington shop. If the locomotive is purchased by NRHS for display at the Railroad Museum of Pennsylvania in Strasburg, it is likely that the FOGG Committee will authorize the use of the remaining money for touch-up and repairs to 4935 following its arrival at Strasburg.

Cinders will report on developments as they occur, in order to keep Chapter members and other contributors informed of the disposition made of this fund.

The Slide Killers.....And How to Arrest Them

by DOUG HOWARD [reprinted from *The Trainmaster* (Pacific Northwest Chapter, NRHS)]

Does that title catch your attention? Good! Now I would like you to use your imagination for just a minute. Envision a railfan or model railroader who has a problem: nine to 24 months ago a valued slide was slipped into one of the plastic pages commonly used for slide protection from dust and dirt, but which still allows a quick and convenient review of slides. The clear sides, with the rear one possibly translucent to allow better light diffusion, have surprised our friend by attaching themselves to the slide. Oh sure, a while back he or she had noticed that some of the plastic on the pocket had touched the surface, making a black spot, rather "wet" looking, which had caused a little problem when trying to take the slide out. Now, to our friend's horror, the plastic will NOT release. Despite all efforts, the slide and plastic are joined for good and an ominous stain is seeping from the plastic across the slide emulsion.

Envision another railfan, cheerfully preparing for a slide show, looking for a precious, one-of-a-kind shot that will blow their minds that night. The slide is found, held up to light...and a creeping chill races up and down our friend's spine. There's something wrong: The slide has a faded, discolored streak across the middle! But how is that possible? It was processed at a reputable lab less than two years ago, then put in the plastic page for storage...!

Getting disturbed and uncomfortable, my friend? Are you casting furtive glances at the place where you have your slides stored in PLASTIC PAGES?

Consider our clues to date: Both of our victims used the plastic pages commonly used by some of us for slide storage. Both had problems described in detail above. Now let's add some more information: The pages were made out of virgin vinyl plastic, or polyvinyl chloride (PVC) material. Brand names such as 20th Century Plastics, Bogen and/or Vis File were present. There are others....

I have unpleasant news for those of you using those plastic pages: you are condemning your slides to a slow death and yourself to much heartbreak. There is a cure, which I will describe in a moment, but first a little background.

In the late 1970's the U. S. National Archives and Record Service (NARS), the Federal agency responsible for much of the preservation of historical material at the national level, began having problems such as those described above. Understandably concerned, NARS asked Eastman Kodak and the Franklin Corporation to look into the matter. A full year's research uncovered some unpleasant news, some of which I will detail here as it pertains to us.

As noted above, the plastic pages we use fall into two categories: virgin vinyl plastic and polyvinyl chloride. BOTH ARE DANGEROUS!

The vinyl plastic pages, in order to retain their flexibility, use a very dilute hydrochloric acid in their manufacture. This acid remains in the plastic afterward, a potential time bomb for your slides. When a slide is slipped into the pocket the plastic naturally flexes to hold the slide. Now the problem starts: the plasticizers used in 35mm film are compatible with the vinyl plastic. At first they just touch; that "wet" look occurs, as if there were moisture in the pocket. The slide is balky at being popped out of the pocket. In time, if left undisturbed, the fusion between the two becomes permanent. The damage cannot be corrected and the hydrochloric acid begins to seep across the slide's surface. The result: one dead slide.

Polyvinyl chloride (PVC for short) attacks in a different manner, but the end result is the same. After manufacture the vinyl chloride in the plastic begins to seep out as fumes. Those fumes attack the slide emulsion, at first causing fading or discoloring or both. In nine to 24 months the emulsion is usually gone; the effect is permanent. You have another dead slide.

It goes without saying that such a problem at NARS was intolerable. They went to work on a solution, in conjunction with Franklin Corporation, and worked out a new storage system which you can buy commercially. One side technical note: Kodak discovered that Kodachrome proved more resistant than Ektachrome, but the end result was always destruction of the slide. It was enough for them to issue a press release to all dealers and magazines condemning PVC by name. As any photo buff is aware it's not easy to arouse the Great Yellow Presence to anger.

The evidence is in and I would imagine you want to do something about it, preferably in a hurry! Well, the first step is obvious: Remove your slides as soon as possible from those plastic pages. There will be temptation to put them into metal storage boxes common to the slide storage trade; you can if you want, but they are inconvenient at best and if you are in a hurry it's a great way to scratch a slide. I will assume you want safety for your slides, convenience for review (as in the discredited plastic pages) and peace of mind.

To close this case you need two stamps to send for two free catalogs. One note should go to the Kimac Company, 478 Longhill Road, Guilford, CT 06437. Ask for information on the "Kimac 35mm Protectors". Your second note should go to Franklin Distributors Corporation, Box 320, Denville, NJ 07834. Ask for their brochure on the "Franklin Saf-T-Stor System", which is the process developed to solve this slide problem and is used by NARS and other agencies. For those with a technical bent the Franklin pages are made of polypropylene, a stable plastic compound. It does not attack slides in any manner, and is unaffected by heat, humidity, acid or chemical attack.

(Continued on Page 13)

RAILROAD RADIO FREQUENCY GUIDE

As a service to members who have purchased a radio scanner for monitoring railroad transmissions, or who may have received such a radio from Santa Claus, Cinders presents the following list of frequencies in actual use by major U.S. and Canadian railroads. This list is derived from the several sources listed below, as well as from the personal experiences of Philadelphia Chapter members "in the field."

Only the principal channels used by each railroad for train operation are shown, and they are expressed in Megahertz (MHz). This is the information required when ordering individual crystals or in using a "programmable" (non-crystal) scanner. Virtually all frequencies employed for railroad purposes fall within the VHF "high band" (148-174 MHz) set aside for public service and carrier use, and most are in the 160-162 MHz range. City transit systems such as SEPTA, however, are often assigned frequencies in the "low band" (30-50 MHz) used for various municipal services. It should be noted that in some states (New Jersey is one) the use of scanners in automobiles is illegal, though such restrictions are aimed at the unauthorized reception of police broadcasts.

On most railroads, one "road" channel is sufficient to accommodate train-to-ground, ground-to-train and train-to-train transmissions, but a few lines such as the Delaware & Hudson utilize "directional" frequencies which require two crystals to monitor train-to-dispatcher and dispatcher-to-train conversations. In the case of extensive trackage rights operations (D&H's use of Conrail track to Philadelphia, North Jersey and Buffalo is an example), the tenant road's locomotive radios are generally equipped with the owning road's frequencies.

Here is the list, in effect as of December 1, 1980:

PHILADELPHIA AREA

Name of Carrier	Frequency (MHz) *
Amtrak	Same as Conrail
Chessie System	160.23, 160.53 (Wilmington, DE yard)
Conrail (See Note)	(1) 160.80, (2) 161.07, 161.40 (passenger), 160.35 (RDG commuter), 161.28 (New York commuter)
PATCO	500.9125 (train operation), 500.8875 (way & power) (UHF frequency)
SEPTA	31.10 (City Div. Northeast and Southwest), 31.14 (City Div. elsewhere), 30.98 (Red Arrow Div.)

NOTE: Channel 1 is used for most Conrail and Amtrak road operations in this area, while Channel 2 is used in yards and other locations where there would be heavy interference with #1, such as South Philadelphia and Abrams. It is intended that 161.40 will eventually be used for all Conrail-operated commuter trains, but at present this channel is in service only in New Jersey. Philadelphia commuter trains on ex-Penn Central lines use 160.80 and ex-Reading trains are equipped with 160.35 (most RDC's and older MU's have no radios).

UNITED STATES AND CANADA

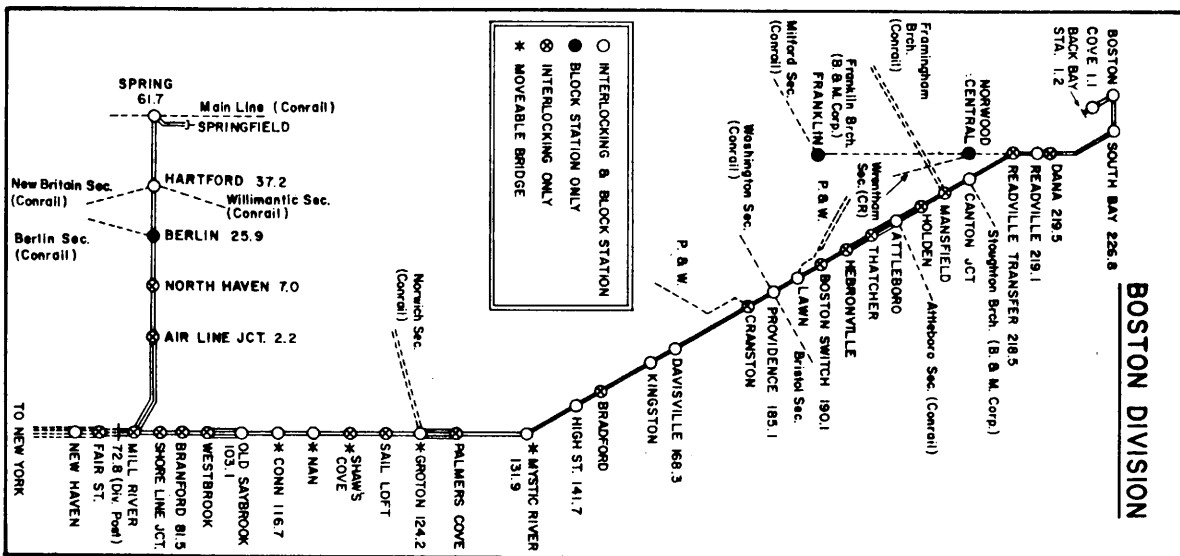
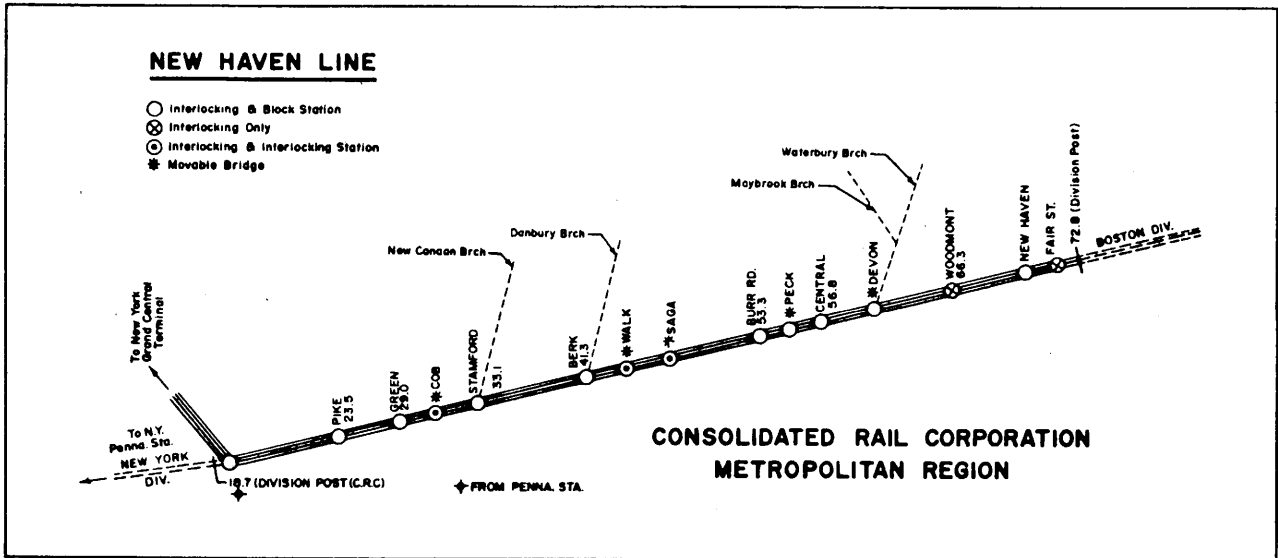
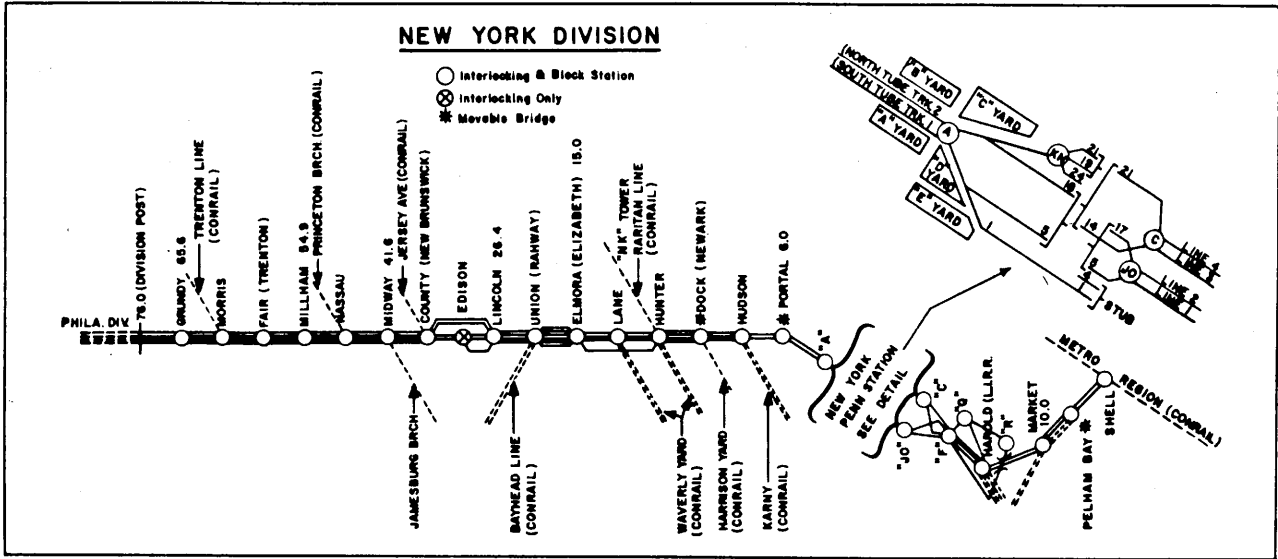
Name of Carrier	Frequency (MHz) *
Adirondack	160.38, 161.43 (not in service)
Algoma Central	160.53
Akron Canton & Youngstown	160.77
Alaska	164.625, 165.3375 (train to dispatcher), 165.2625 (yard)
Alton & Southern	160.77, 160.335 (yard)
Ann Arbor	161.49
Ashley Drew & Northern	160.77
Atchison Topeka & Santa Fe	160.65, 161.37 (yard)
Atlanta & St Andrews Bay	160.77, 161.295, 160.455 (yard)
Auto-Train	Same as RF&P, SCL
Bangor & Aroostook	160.44, 160.23, 160.92 (dispatcher), 160.53 (yard)
Bay Area Rapid Transit	160.86
Belfast & Moosehead Lake	160.71
Belt Ry of Chicago	160.50, 160.38 (yard)
Bessemer & Lake Erie	160.83, 161.31 (yard)
Boston & Maine	161.16 (dispatcher to train), 161.52 (train to dispatcher), 161.40 (yard), 161.31 (commuter)
British Columbia	159.57, 161.37 (dispatcher), 161.235 (yard)
British Columbia Hydro	160.275
Burlington Northern	161.10, 161.25 (yard west), 161.16 (yard east), 161.13 (Frisco)
Cadiz	160.35
Canadian National	161.415, 160.935, 161.205
Carbon County	161.37
Central California Traction	160.335, 161.415 (yard)
Central Vermont	Same as CN
Chessie System	160.23, 160.32, 160.53 (yard), 161.16 (yard)
Chicago & Illinois Midland	160.95
Chicago & North Western	160.89, 160.455 (yard), 161.04 (commuter)
Chicago & Western Indiana	160.50
Chicago Milwaukee St. Paul & Pacific	160.77
Chicago South Shore & South Bend	161.355, 161.01 (yard)
Claremont & Concord	160.95
Clinchfield	160.86
Colorado & Wyoming	161.25
Columbus & Greenville	160.23

Conrail	See above
CP Rail	161.475, 161.535, 160.425
Cuyahoga Valley	160.290, 160.380
Davenport Rock Island & NW	160.71
Delaware & Hudson	160.590 (dispatcher to train), 160.530 (train to dispatcher), 161.40 (yard)
Denver & Rio Grande Western	160.92, 160.455, 161.49 (yard)
Duluth Missabe & Iron Range	160.35, 160.80
Duluth Winnipeg & Pacific	Same as CN
Elgin Joliet & Eastern	160.35, 160.26 (yard)
Escanaba & Lake Superior	160.32
Essex Terminal	160.905
Florida East Coast	160.65
GO Transit	Uses CN road channels, plus 161.295
Georgia-West Point Route	161.31, 161.43
Grand Trunk (Maine)	Same as CN
Grand Trunk Western	160.59, 160.53, 160.845 (yard), [DT&I: 161.43, 161.22]
Green Bay & Western	161.25, 161.07 (yard)
Houston Belt & Terminal	160.77, 160.53
Illinois Central Gulf	161.19, 160.92, 161.025 (commuter)
Illinois Terminal	160.35, 160.215 (yard)
Indiana Harbor Belt	160.98, 161.07
Kansas City Southern	160.26, 160.35 (yard)
Kansas City Terminal	161.31, 161.01
Kentucky & Indiana Terminal	160.655, 161.10
Lake Erie Franklin & Clarion	160.65
Lake Superior & Ishpeming	160.23, 160.95
Lamoille Valley	161.34 (dispatcher), 160.23 (yard)
Laurinburg & Southern	160.98
Long Island	160.38, 161.445, 161.265 (yard)
Louisiana & North West	160.53, 160.65
Louisville & Nashville	161.37, 161.52 (yard)
Maine Central	160.62, 161.25 (yard)
Manitou & Pikes Peak	161.55
Manufacturers (St. Louis)	160.74
Manufacturers' Junction (Chicago)	161.475
Marinette Tomahawk & Western	160.29
Maryland & Pennsylvania	160.335, 160.695 (yard)
McCloud River	160.695
Meridian & Bigbee	160.35
Minneapolis Northfield & Southern	160.47, 160.98(yard)
Mississippian	160.77
Mississippi Export	161.22
Missouri-Kansas-Texas	160.59
Missouri Pacific	160.41, 160.47, 161.145 (yard)
Modesto & Empire Traction	161.325
Newburgh & South Shore	160.89
New Orleans Public Belt	160.32
New York City Transit Auth.	158.88 (IRT), 161.565 (BMT and IND)
New York Susquehanna & West.	160.485
Norfolk & Western	161.19, 161.25 (#2 ex-NKP lines), 160.44(#2 ex-Wabash lines), 160.52(yard)
North Louisiana & Gulf	160.23
Oregon Pacific & Eastern	160.98
Patapsco & Back Rivers	160.59, 160.845
Pickens	161.28
Pittsburgh Chartiers & Youghiougheny	160.98
Pittsburgh & Lake Erie	161.13, 161.07 (yard)
Point Comfort & Northern	160.50
Portland Terminal (Maine)	161.25
Providence & Worcester	161.10
Richmond Fredericksburg & Potomac	161.49, 161.55
Roberval & Saguenay	160.185, 161.145
Rockdale Sandow & Southern	160.50
Sabine River & Northern	160.95
Sacramento Northern	160.50
St. Marys	160.62
Sand Springs	160.23
Seaboard Coast Line	160.59 (ex-ACL lines), 161.10 (ex-SAL lines), 161.40, 160.29 (yard)
Sierra	160.59
Soo Line	161.37, 161.52 (yard)
Southern	160.95, 161.49 (yard), 160.365 (yard)
Southern Pacific/Cotton Belt	161.55, 160.38 (yard), 160.29 (yard)
Strasburg	161.235
Terminal RR Assn St Louis	160.50, 160.29 (yard)
Texas Mexican	161.13
Tidewater Southern	160.515
Toledo Peoria & Western	161.40, 161.31 (yard)
Toronto Hamilton & Buffalo	161.505, 161.265, 160.845
Trona	160.38
Union Railroad (Pittsburgh)	160.26, 160.50, 160.62, 160.35
Union Pacific	160.74, 160.65, 160.68 (yard)
Vermont	160.71, 161.01
Washington Union Terminal	160.29
Western Pacific	160.26, 160.38 (yard)
Wisconsin & Southern	160.575

(* - Unless otherwise noted, these are road frequencies, or used jointly as road and yard frequencies.)

CREDITS

---Amtrak, C&S Department
 ---Central Region Limited (NRHS), Jerrold F. Hilton, Editor
 ---Cincinnati, Cincinnati Chapter, NRHS
 ---Extra 2200 South Magazine, Gary L. Sturm, Radio Frequencies Editor
 ---Lancaster Dispatcher, Lancaster Chapter, NRHS
 ---Northern Rails, 470 Railroad Club, Ron Johnson, Editor
 ---Philadelphia Chapter, NRHS
 ---Railfan's Guide to New England, by Jack Armstrong



--From AMTRAK Northeast Corridor Timetable #2, effective October 26, 1980

THE SLIDE KILLERS....AND HOW TO ARREST THEM (Continued from Page 8)

The replacement process is simple: dust off your slides, slipping them into the Kimac Protectors, and putting the slide/protector group into the new Franklin PV-20 pages. Ideally, the pages and slides should be stored at 55 degrees Fahrenheit and 55 percent humidity.

Yes, I can hear the howls at having to lay out money in this time of tight belts, and snickers from those using plastic pages that haven't yet experienced the problem even though the nine to 24 month time has passed. For the latter: your time is coming. Be forewarned! For the others I can say put yourself in the place of our two luckless victims at the start of this article: How much will you pay after that to have stopped the problem before it started?

This case is dismissed--except for those of you still using plastic pages.....

CHAPTER OPERATES SUCCESSFUL DOODLEBUG TRIP ON W&N LINE

It was Saturday morning, December the 6th. The weather was perfect as 38 Chapter members and friends gathered at Elsmere Junction, DE, just west of Wilmington, for a most unusual event. The event in question was a first-ever trip over the ex-Reading Wilmington & Northern branch to South Modena, PA in an ex-Pennsylvania railcar, specifically diesel-powered #4662 now owned by the Wilmington & Western steam railroad. Included in the group were several out-of-state railfans attracted by the unusual "mileage" to be covered.

Though scheduled to leave Elsmere at 8:30 AM, the excursion actually got underway at 9:30 as a result of delays in the W&W shop area at nearby Marshallton. Once everyone was on board, however, the ancient doodlebug roared to life, lurching northward at a pace consistent with the speed restrictions imposed on the twisting, bucolic line. After halting to pick up another passenger at Greenville, photo stops were made at Montchanin, Winterthur and Cossart, all of which retain their classic W&N station buildings. At Chadds Ford the crew found it necessary to switch a box car off the "main line" before proceeding north, creating for the assembled photographers a rare mixed train effect with the doodlebug.

Additional photo stops or runbys were made at Pocopson, the site of another stone station, at Northbrook and near Embreeville, all of them on the banks of the famed Brandywine Creek. Arrival at South Modena, 27.1 miles from Elsmere, occurred shortly after noon. This segment of the W&N is now operated by the Octoraro Railway, which makes freight connections with Conrail at South Modena and with the Chessie System at Elsmere Junction.

After reversing ends, #4662 was ready to retrace its path southward with its "business" end (the engine compartment) now in the lead. In keeping with its branch line design, of course, the 52-year-old Pullman-Brill product is equipped with controls at both ends, but it looks more impressive when properly pointed. No lunch stop had been scheduled and the 4662 wasted no time in moving south a mile or so to Mortonville, where everyone unloaded for a picture-postcard shot of the Tuscan-red car posed beside someone's nicely-trimmed lawn. The temperature was quite pleasant as the passengers stood there snapping photos and admiring the authentic "PENNSYLVANIA" lettering recently applied to the car with gold paint.

Another photo run was performed at Pocopson, because the afternoon sun was just right, and there were additional stops at Chadds Ford, Winterthur and Montchanin. In spite of the multitude of stops and the day's leisurely pace, however, arrival at Elsmere was a full hour ahead of schedule, at 4 PM.

On behalf of everyone who participated, the Chapter wishes to thank the Wilmington & Western which provided the car and crew, the Octoraro Railway which made its track available, and Trip Chairman Sam James who made all of the arrangements. In common with our earlier 4662 trip, last May's excursion between Chadds Ford and Oxford, PA, the December 6 trip has to be counted as an outstanding success.

KALMBACH PUBLISHING ISSUES NEW BOOK

MILWAUKEE, WI - I Like Trains—the title of this new Kalmbach Publishing Co. release accurately summarizes the theme of the book's contents. I Like Trains—Great Reading From "The" Magazine of Railroading, 1940-1954 (\$6.50) is a collection of reprints of some of the most popular articles from Trains Magazine's first 15 years. Included are works of many notable Trains authors and editors, including Al Kalmbach, Linn Westcott, David P. Morgan, and Willard V. Anderson. The articles were selected by Trains' well-known editor and author of several railroad books, David P. Morgan.

According to Morgan, the 20 features included in I Like Trains "document the history, economics, and romance of a mode of transportation that has profoundly affected our entire culture." From Al Kalmbach's "I like trains" (January 1941) and "A Vermont short line" by William Moedinger, Jr. (November 1941) to "Table for one?" (January 1952) and "I still like trains" by Al Kalmbach (August 1954), the great variety of reading offered in this collection reflects the diversity and maturation of the railfan hobby in an era of rapid technological change.

I Like Trains is primarily a book for the generations of railfans who never knew the magazine (Trains) in its infancy. But it will also be enjoyed by the older, more experienced train enthusiasts for its classic photos, photo essays, and feature articles.

SOFT-COVER BOOKS FOR SALE AT JANUARY 16 MEETING - ADD TO YOUR LIBRARY!

PHILADELPHIA CHAPTER, NRHS, INC.
Post Office Box 7302, Philadelphia, PA 19101

CHAPTER OFFICERS:

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First Vice President.....F. G. Tatnall, Jr.
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Secretary.....Marie K. Eastwood
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Chapter Director.....James S. Myers
Membership Chairman.....Samuel L. James

MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Engineers' Club, 1317 Spruce Street, Philadelphia, PA Dinner at Club 6 PM. No meetings in July or August.

Annual membership dues: \$15.00 per person, which includes Chapter and National dues. Chapter only dues \$7.50 per person per year.

Dues payments should be sent to Treasurer at: 1401 Riverton Road, Cinnaminson, NJ 08077.

Address changes should be sent to the President at: P. O. Box 41, Huntingdon Valley, PA 19006.

CINDERS is published monthly except August by Philadelphia Chapter NRHS, Inc. Correspondence regarding Cinders should be addressed to the President at P. O. Box 41, Huntingdon Valley, PA 19006.

Our Meeting:

Happy New Year! Our first meeting of 1980 will take place on Friday evening, January 16, 1981 at the Engineers' Club, 1317 Spruce St., downtown Philadelphia. The program feature will be Larry Steingarten's slide talk on the RAILWAYS OF CHINA, as photographed during the Chapter tour to China last fall.

As usual, a sit-down dinner (\$7.50 per person) will be served at 6 PM in the Club Dining Room, and our meeting begins at 7:30 PM in the Conference Room. Dinner Reservations (MANDATORY, PLEASE) MUST BE MADE ON OR BEFORE TUESDAY, JANUARY 13, 1981 to Vice-President Tatnall at 215-828-0706, or by mail to P. O. Box 289, Plymouth Meeting, PA 19462.

Plan to join us on January 16 and see what you missed by not going on Philadelphia Chapter's China tour last fall — then sign up for the trip beginning August 15, 1981.

The Board of Directors of the Chapter will meet at 7:00 PM in Conference Room D, on the landing below our meeting room.

Chapter publications personnel will have soft-cover books for sale at this meeting including a new supply of the PRSL book (\$13.95).

SPECIAL NOTICE - MEMBERSHIP RENEWALS ARE DUE FOR 1981

Chapter Treasurer Earle Finkbiner has mailed out the notices for 1981 dues. In spite of increased costs your officers have held the line on dues again this year, so they remain at \$7.50 for the national NRHS and \$7.50 for the Chapter (total \$15).

Please return the larger half of your dues statement, together with your check to Earle at 1401 Riverton Road, Cinnaminson, NJ 08077, or give it to him in person at the January 16 meeting. Checks should be made payable to "Philadelphia Chapter, NRHS". It is quite important to turn in the larger half of your statement.

We fully expect 1981 to be an eventful year in railroading and we want YOU on board!

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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