



CINDERS

February 1985



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Volume 46

Newsletter of the

Number 2

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

OUR MEETING:

Our 1985 Slide Contest will be the program feature at our meeting on Friday evening, February 15, 1985. Members are invited to participate in this annual event, rules for which will be found at the bottom of this page. Film prizes will be awarded to winning entries.

It all takes place at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia, beginning at 7:00 PM. The usual sit-down dinner will be served in the Club Dining Room (\$9.00 per person — by advance reservation) at 6 PM. RESERVATIONS, WHICH ARE MANDATORY, MUST BE MADE to President Tatnall at 215-828-0706 ON OR BEFORE WEDNESDAY, FEBRUARY 13, 1985.

This is an excellent opportunity to screen some of your best slides for the enjoyment of your fellow members, and compete for film prizes which will enable you to shoot more winners for future years. Registration will begin at 6:45 PM. PLEASE MAKE NOTE OF THE EARLIER TIMES FOR THE MEETING, and we'll see YOU February 15!

Slide Contest Rules

1. No entry form is required for the 1985 Slide Contest. Slides, however, must be registered in person at the February 15 meeting, beginning at 6:45 PM. Registration closes at 7:00 PM, and no entries will be accepted after that hour. THE SLIDE CONTEST IS OPEN TO PHILADELPHIA CHAPTER, NRHS MEMBERS ONLY!

2. There are SIX categories in this year's contest. Categories (a) through (e) must contain only subject matter taken SINCE March 1, 1975, and Category (f) will include ONLY subject matter taken BEFORE March 1, 1975.

- (a) Steam
- (b) Diesel (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
- (c) Mainline electric (including multiple-unit equipment)
- (d) Trolleys/rapid transit/interurbans
- (e) General (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, railfans, etc.)
- (f) Oldies, but Goodies (any subject prior to March 1, 1975).

3. In case of uncertainty, the contest manager will decide which category is appropriate.

4. Each contestant may exhibit a maximum of 4 slides in each category, or a grand total of 24 in the contest. The slides must have been taken personally by the contestant, may be in color or black and white, and subject matter may be from anywhere in the world.

5. Contestant's name MUST be on the slide, or it will be disqualified. Contestant's presentation MUST be in the order noted above. After the initial screening, contestant will select ONE SLIDE in each category which he considers BEST in the category. He will give that slide to the projectionist to be shown in the final judging. Thus, a maximum of six (6) slides will be permitted in the final presentation.

6. Film prizes will be awarded on the basis of first, second and third place in each category. The panel of five (5) judges, none of whom may be a contestant, will be chosen at the beginning of the meeting. The decision of these judges is final, and they reserve the right to not award prizes in any category which they feel is not well represented.

PHILADELPHIA



FRANK G. TATNALL, JR.

We said recently that last November may have been the most traumatic month in SEPTA's history, what with the opening of the center city tunnel and its shutdown less than a week later, the abrupt closure of the infamous Columbia Avenue bridge and the crash of two trains at Narberth station. Now, it looks as if January may run a close second.

Here's what happened, among other things, on the Regional High Speed Lines last month:

- Another collision between two trains, this one near Jenkintown station
- A possible collision averted on the Warminster Line after a towerman issued a conflicting train order
- A series of horrendous service failures which left hundreds of fuming passengers in their wake
- Reports that a number of SEPTA supervisors had failed their rules examinations
- Appointment of a prestigious transportation expert to study the beleaguered rail system

All of this occurred at a time when the region was looking with dread toward the partial shutdown of the Schuylkill Expressway on March 1. While SEPTA desperately needs additional rail riders, a real question exists as to whether its already inadequate, underfunded service can absorb even a small fraction of the estimated 250,000 daily motorists who must abandon the badly deteriorated roadway over the next three years while PennDOT carries out a \$140-million reconstruction program. A related question, of course, is how many of these frustrated commuters will even experiment with public transportation during the long period of crisis.



The Jenkintown accident happened at 10:43 PM on January 16 when an empty five-car train, its crew not aboard, rolled head-on into Lansdale-bound train #360 with two cars, which was standing at a red signal just south of Jenkintown station. Twenty-nine passengers on train #360 were injured. Investigation revealed that the crew of the empty train, an extra Jenkintown turn, had gotten off to release an inoperative brake but had placed the controller in the first-notch power position with the "deadman" control cut out. They had also failed to set the hand brakes on the train as required by SEPTA rules. When the air brakes released the train began rolling toward Philadelphia, through a crossover and into the standing train at a speed estimated at more than 15 mph.

The extra train was made up of Silverliners #375, 374, 9030, 9021 and 257, while married pair 312-313 were on train 360. Four of the cars involved were damaged. The accident brought the number of Silverliners out of service to an astounding 140--nearly half of the 310-car Silverliner fleet. The engineer and conductor of the runaway train were later fired by SEPTA for rules violations. Both were experienced men, one with seven years' experience and the other with 11.

The crash, SEPTA's second in less than two months, outraged Chairman Lewis F. Gould who declared, "I will not be associated with a system that cannot be operated properly. We've got to find out what's going on." He thereupon requested Robert Thompson, a Chester County board member and head of the SEPTA board's railroad committee, to undertake a full investigation of the Regional High Speed system. SEPTA must have no more of "these very disturbing accidents," Gould said.

Then, on January 17, the day following the Jenkintown accident, a towerman at Wayne Junction issued a train order by radio to the engineer of southbound train #931 at Warminster, allowing him to pass a red signal and enter the single-track, TCS-controlled line. However, northbound train #924, running late, was still at Hatboro on the main track. Its engineer, a recent graduate of SEPTA's training course, heard the radio transmission and immediately alerted the towerman to the fact that his train was not in the clear. The young engineer was later given credit by SEPTA officials for preventing a possible collision. The tower operator, a Reading Company veteran, was dismissed.

On January 18, a SEPTA official told the press that the authority will step up its testing of rail crews, conduct surprise inspections and require employees to undergo retraining if necessary. The announcement was made as the result of the Narberth and Jenkintown collisions, in which "two separate crews violated two basic and standard work rules," said Assistant General Manager Frank Wilson. "Because of that, we are learning what deficiencies our crews might have, and (will) re-educate them."

PHILADELPHIA EXPRESS (Continued from Page 2)

Snow and extremely cold weather contributed to a rash of service failures in mid-January, the most serious of which occurred at 4:09 PM on Tuesday, January 22, when a train pantograph pulled down 4,130 feet of overhead wire on SEPTA's mainline near Gwynedd Valley station. The mishap knocked out all service between Ambler and Lansdale and resulted in a nightmarish rush-hour for hundreds of homebound commuters, who had to struggle with a poorly organized shuttle bus operation. Some of them were hours late in getting home. The inbound track was reopened after the morning rush on Wednesday, with single-track operation continuing in both directions until Thursday afternoon.

The previous Monday, January 21, was the coldest ever recorded for that date in the City, when the mercury dropped to six degrees below zero at 7 AM. Many trains were delayed up to two hours that morning by frozen switches near 30th Street and Wayne Junction, and several trains were annulled because of brake line freeze-ups. A northbound train of Blueliners stalled near Fern Rock station about 5:20 PM, its brakes locked. Not until 8 PM did a diesel locomotive arrive from Wayne Junction, pump up the air in the disabled train and tow it back to the yard. Thousands of riders in both directions were delayed. In addition, SEPTA had to use buses on the R6 Ivy Ridge Line because of a switch failure near 52nd Street. SEPTA's seat handout the next day admitted that "practically all riders experienced delays ranging from a few minutes to several hours (and) riders waiting on trains were also frustrated by a lack of information regarding their service."

Several days earlier, on Friday, January 11, center city rail service was shut down for an hour and a half in mid-afternoon, and extensive delays continued on all lines during the rush hour. SEPTA said the cause was a familiar one: inoperative switches between 30th Street and Suburban Stations resulting from frozen air lines.

SEPTA revealed late last month that it had administered standard operating rules examinations to eight center city station supervisors and 19 field supervisors. All eight of the station personnel and six of the field men failed the tests, which required them to correctly answer 85 percent of the questions in order to pass. SEPTA said the tests were part of an effort to "build depth and strength" in its management ranks. Those who failed will take part in training programs and all supervisors will be re-examined in six months.

To help cure the massive ills of its commuter rail system, SEPTA last month hired former U.S. Secretary of Transportation William T. Coleman as a special consultant in the agency's ongoing investigation of rail operations. Coleman, now a senior partner in a Washington law firm, once served as special counsel to SEPTA before heading the DOT in President Ford's administration. In the latter post Coleman was instrumental in channeling Federal funds to the recently-completed center city rail tunnel.

Coleman, a native of Germantown, was hired because of his familiarity with Philadelphia's transportation facilities and because his judgment is expected to carry great weight both with riders and government officials. Public confidence in SEPTA's Regional High Speed system has been declining since the long and bitter strike of 1983, and employee morale is also known to be at a low ebb.

The 64-year-old Coleman, who is being paid \$125 an hour by SEPTA, will present his report by April 30 to SEPTA Chairman Gould and Board Member Thompson. He has said that he will consult with AMTRAK President W. Graham Claytor, Jr. and outgoing Long Island Rail Road President Robin Wilson, and will also gather advice from the riding public and elected officials in the region. His two primary goals, he emphasized, are to find ways to insure the safety of passengers and to improve service.

SEPTA's inability to accomplish either goal on its own is now being examined by Coleman as an impartial, outside authority. On February 1 Coleman gave SEPTA officials an outline of his plan, which will address not only the basic safety and service problems but their underlying causes, such as inadequate funding and poor worker morale. To assist him, Coleman said he wanted to hire rail experts in the fields of safety, labor relations, operations and financing. He is also expected to conduct several public hearings and to try to convince Federal and State legislators that much more money is needed to insure the survival of SEPTA's commuter rail system.

The long-awaited reconstruction of the Schuylkill Expressway, set to begin March 1, has been the subject of much advance planning to find alternate routes for the quarter-million automobiles which will be forced off the highway. Only about 1,000 commuters, however, are expected to switch from cars to SEPTA. PennDOT will fund the extension of four R5 Paoli trains from and to Downingtown, and a total of 13 buses will be added to routes 9, 27, 44, 44G and 45. Train #304 will leave Downingtown at 6:36 AM, making stops at Whitford, Exton and Malvern, then making normal express stops from Paoli. Train #310 will also leave Downingtown at 7:19 AM. In the afternoon, new train #375 will leave Suburban Station at 4:49 PM for Downingtown and train #343 leaving at 5:33 PM will be extended to that point. The service begins Monday, March 4. Additional parking spaces are being installed at Exton, Whitford, Radnor, Villanova, Daylesford, Ivy Ridge and Barmouth stations. Shortages of equipment, however, may limit SEPTA's ability to handle significant numbers of new passengers.

One success story for SEPTA last month was its decision to ban smoking on all commuter trains, effective January 20. Few complaints were heard and the move is expected to make more seats available in cars once shunned by non-smokers, who are the vast majority of riders.....SEPTA has kicked off a new corporate pass program designed to encourage downtown employers to sell tokens and monthly passes to their workers. One feature of the "COMPASS" program gives SEPTA riders a ten percent discount on monthly passes--five percent from SEPTA and five percent from participating employers.

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

"Wind" tower on January 6 was heard radioing train #926 to watch out for a large snowman on the tracks near County Line Road in Warminster.....Those TV monitors in Suburban and Market East Stations, intended to give passengers updated train information, are still not in service. The computer outfit which won the contract from the City is desperately looking for a way to display current arrival and departure information, now difficult to come by in any form.....Suburban Station Building, built by the Pennsylvania Railroad in 1930, will get a \$25-million facelift by its current owner, Richard I. Rubin & Company. After the year-long project is completed, the 21-story building will be rechristened One Penn Center at Suburban Station.

The SEPTA board last month approved spending \$13.5 million for the repair of deteriorated bridges on its commuter rail system. A recent consultant's report said that it will cost \$60 million to \$75 million to repair or replace the 34 worst bridges of 435 on the system. Only about \$4.75 million is now available for the work, however.....The access track to the north end of Roberts Avenue yard, at Wayne Junction, has still not been completed. As a result, only a single track at the south end of the new 12-track yard is available to handle in and outbound trains.....A third mainline track through Wayne Junction station is not yet done either. It will be installed where the former freight switching track was located.

Six Silverliner II cars, sent to a contract repair shop in Chesapeake, VA a year ago, have still not been returned to SEPTA. They are #202, 217, 218, 251, 262 and 266.....In spite of a decision to keep the 53-year-old Blueliners in operation, only #9103 has been equipped with cab signals and a radio.....Those odd-looking position light signals on SEPTA's mainline near the new tunnel connection are phase break indicators. When lighted, they warn crews that the special phase break section between the "Pennsy side" and "Reading side" power grids is de-energized.....Late reports indicate that SEPTA commuter rail patronage has risen to about 81,000 rides per day, but this was prior to the January service problems.

NJ TRANSIT

The State of New Jersey last month agreed to commit \$25.3 million to the long-discussed Atlantic City rail passenger project. The Federal government in 1983 appropriated \$30 million toward rebuilding the 60-mile line from Philadelphia to the shore resort, contingent on matching funds from the State. Last fall a plan by Resorts International to put up \$23 million for a new station and other improvements was withdrawn, leaving the entire project in jeopardy. Now NJ TRANSIT will spend \$23 million on the rebuilding project and \$2.3 million for local commuter service between Woodcrest and Atlantic City. NJT wants to operate 11 commuter round-trips daily while AMTRAK is planning to run five through trains between 30th Street Station in Philadelphia and the resort city, plus one round trip from New York. Local opposition to the "Gamblers' Express" is expected to continue in some Camden County communities, and it is not yet certain that the Feds will agree to release their \$30 million after such a long delay.

A total of 140 Arrow III MU cars have been rehabilitated and returned to service on various NJ TRANSIT lines. Meanwhile, as of last October, 64 of 70 Arrow II cars had been received from Morrison-Knudsen and are back in operation (Tri-State Chapter Block Line).....Before NJT can scrap its retired GG1's, it must first remove and dispose of their PCB-filled transformers. A completion date of March 31 is planned for the disposal process at a toxic waste facility approved by the Environmental Protection Agency (Block Line).....The program to rebuild 23 of NJT's U34CH diesels began last September and should be completed by this fall. The ailing General Electric units were built in 1970 (Block Line).



SEPTA stands to lose over \$100 million in Federal operating and capital grants if President Reagan's Fiscal 1986 budget is approved. The Administration is proposing an end to the current \$2.5 billion assistance program for mass transit, though the one-cent-per-gallon gasoline tax now dedicated to transit subsidies would continue. SEPTA estimates that it will lose about \$32 million a year in operating funds and \$65 million in capital funds, plus some reduction in gas-tax money. U. S. Senator John Heinz of Pennsylvania said last month that cuts of this magnitude would force SEPTA to raise its fares by 40 percent.

SEPTA expects to release Bullet car #202 from its P&W shop in early March, to help with increased loads caused by the Schuylkill Expressway shutdown (see above). Two other cars are still in the shop for major repairs: "Strafford" 163 due out by mid-year, and Bullet #206 which still needs much work after a December 30, 1983 collision at Ardmore Junction.....KYW Newsradio carried a report on the Norristown High Speed Line last month. In pointing out the fact that P&W's newest cars are more than 53 years old, KYW called the line SEPTA's "Living History Museum." New cars are not planned for at least four more years.....SEPTA is still pressuring Philadelphia Electric Company to rebuild the partially washed out dam at Norristown, which the authority fears may cause river flow to undermine one pier of its P&W bridge.

Bitter cold weather the week of January 21 forced SEPTA to cut back the length of its Market-Frankford trains from six to five cars, as 69th Street shop people labored to get equipment back on line. The Norristown High Speed Line also suffered some train cancellations because of car freeze-ups.....SEPTA's entry in the 4th Quarter 1984 Pocket List of Railroad Officials shows the following equipment: Regional High Speed Division - 340 electric commuter cars, three locomotives, four overhead (wire) work cars, 18 work train cars; City Transit Division - 387 rapid transit cars, 133 PCC cars, 112 LRV's, 110 trolley buses; 1,374 diesel buses; Suburban Transit Division - 29 LRV's, 19 interurbans, 11 work cars, 217 buses. Under the Suburban listing, the Norristown cars are actually shown as "Inner-Urbans," the Media-Sharon Hill line track gauge is shown as "4 ft. 2.25 in." and the Norristown track gauge as "5 ft. 8.5 in." Well, the P&W never seemed that wide.

PHILADELPHIA EXPRESS (Continued from Page 4)

The U. S. DOT has asked Neoplan, U.S.A. to "voluntarily" recall its buses to repair what it says are unsafe main frames. At least 1,600 Neoplan buses are in service in this country, including 450 operated by SEPTA. The Lamar (CO)-based manufacturer denied that its buses are unsafe.....The Environmental Protection Agency has fined SEPTA \$273,000 for 23 violations of Federal law in the handling and disposal of toxic PCB chemicals, used as a coolant in transformers. Several commuter rail and transit shops were cited, though no direct health hazard to workers or the public was found, EPA said.....SEPTA will hold a hearing February 11 to consider an increase in its bus charter and excursion rates.....SEPTA is refurbishing its dismal 19th and 22nd Street subway-surface trolley stations.



Like other mass transit systems, AMTRAK faces a total cutoff of Federal funding under President Reagan's Fiscal 1986 budget sent to Congress on February 4. Amtrak, which is receiving \$684 million from Uncle Sam in the current fiscal year, is just one of many agencies faced with the budget knife as the Administration attempts to reduce the towering Federal deficit.....Congressman James Florio of New Jersey, in a January 7 speech in Philadelphia, said the three major transportation issues facing Congress this year will be AMTRAK funding,

the sale of CONRAIL and proposals to amend the Staggers Rail Act of 1980 which partially deregulated the rail industry.

Budd Company has begun the assembly of three prototype passenger cars for AMTRAK at its Fort Washington (PA) facility. The first sleeping car shell is due out in June, to be followed by another sleeper and a 48-seat diner, all of which will go to Amtrak's Beech Grove (IN) shop for fitting out. Amtrak has said that all three will be placed in revenue service by the end of the year.....The Fort Washington research center remains a Budd property, even though Philadelphia's Red Lion carbuilding plant was spun off January 1 as Transit America, Inc. A new subsidiary of Budd's parent company, Thyssen AG of Duisburg, West Germany, Transit America is the only remaining builder of passenger railroad cars in the U. S. Larry E. Salci, formerly president of Budd's Transit Division, remains as president of Transit America, which is now building electric MU cars for New York's LONG ISLAND and METRO-NORTH RAILROADS and transit cars for systems in Chicago, Miami and Baltimore. Since 1931, Budd has turned out more than 12,000 self-propelled and locomotive-hauled passenger cars for customers around the world, and recently it designed the "Lo-Pac" freight car for handling stacked containers.

AMTRAK operated a 14-car special train from Philadelphia to Washington and return on January 29, carrying more than 1,000 people to a tribute for Congressman William H. Gray III. Gray was elected last month as chairman of the House Budget Committee, the first black to attain that high rank.....Correcting an item here last month, AMTRAK's P. A. Cannito has been named to assist, not replace, General Manager G. L. Sharp in Philadelphia.

AMTRAK is working on a new bridge over State Highway 10 at Parkesburg, PA, which has required that tracks #1 and 2 be removed from service in the area. When the project is completed later this year it is likely that the present four-track railroad between Parkesburg and Thorndale ("Caln" interlocking) will be reduced to three tracks.....AMTRAK reports that it will purchase an experimental three-phase alternating current traction induction system from Brown Boveri of West Germany for test installation on one of its F40PH diesel units (Railway Age).



As January ended, there was much speculation on which of three bidders would receive the Department of Transportation's blessing to buy CONRAIL. NORFOLK SOUTHERN was widely considered to be the favorite, but in a surprise move on January 29 the leaders of 19 rail unions representing 35,000 Conrail workers voted unanimously to back the Allegheny Corp. Transportation Secretary Elizabeth Dole has said that an agreement with labor is a prerequisite for her supporting any of the bidders.

She is expected to send her long-delayed recommendation to Congress early this month, setting off a lively debate on the plan.

NORFOLK SOUTHERN on January 31 received the approval of the Justice Department for its proposed takeover of CONRAIL, subject to a number of divestiture requirements under which NS would sell or lease certain lines to other carriers in a number of key market areas. Interestingly, Justice said that sale of lines to rival CSX CORP. would not satisfy its antitrust concerns. Previously, the PITTSBURGH & LAKE ERIE and GRAND TRUNK WESTERN had proposed the establishment of a new 3,600-mile "Prorail" system out of 1,600 miles of redundant NS-Conrail trackage and 2,000 miles already owned by P&LE-GTW. NS, according to reports, has reached agreement with the two roads for sale of the lines, all in the area between Pittsburgh, Cleveland, Detroit, Grand Rapids, Chicago and St. Louis.

Philadelphia area Congressmen James Florio and Robert Edgar, both known for their labor support, were strongly critical of the union leaders' endorsement of Allegheny. Florio said the labor chiefs had made a "terrible mistake," and "to endorse a proposal made by those who brought down Penn Central is to turn their backs on their members and rail service in the region." Florio was referring to the fact that Allegheny was a large stockholder in both New York Central and Penn Central prior to the latter's bankruptcy. Edgar, who on January 30 introduced legislation directing a public sale of Conrail stock, said that despite opposition to management's plan for such a sale from Secretary Dole and the union leaders, it was still the "best way to go." For their part, Conrail Chairman L. Stanley Crane and his top management continue to strongly support the public sale proposal which they initially floated last October, and which has drawn favorable comment on Wall Street. DOT in the person of Secretary Dole, however, has been implacable in its opposition to any public offering of the government's 85-percent share of Conrail stock.

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PHILADELPHIA EXPRESS (Continued from Page 5)

All three of the bidders still negotiating with Dole have offered about \$1.2 billion for the railroad, a figure many critics believe is too low. This point of view was summed up in a New York Times editorial last month: "Isn't Conrail becoming a silk purse?"

Senator Arlen Specter of Pennsylvania and Congressman James Florio of New Jersey, among others, have suggested that at least part of the money which the government receives for CONRAIL be plowed back into repairing SEPTA's deteriorating bridges and other property. Specter says that part of the reason that SEPTA has such problems is the neglect of Conrail and its predecessors in maintaining the structures.....A Pottstown civic group is proposing that the borough move its offices into the now-abandoned Reading passenger station.

CONRAIL in December closed four of its five remaining towers in South Jersey, including "Winslow," "Woodbury," "Brown" and "Cooper." The latter two towers are located in Camden. Only "Jersey" at the east end of the Delair bridge remains as a manned tower (West Jersey Chapter Crew Caller).....Last year CONRAIL renamed its ex-PRSL Clementon, Cape May (Winslow-Tuckahoe) and Ocean City secondary tracks as the Beesley's Point secondary. Used mainly by coal and oil unit trains for the Atlantic City Electric generating station at Beesley's Point, NJ, the single-track line received considerable tie replacement and surfacing work. Also, the former PRSL Millville branch from Pavonia yard, Camden, to Millville has been renamed the Vineland secondary track as far south as the old Jersey Central crossing at Landis (Vineland). In Cape May, the unused three-track yard was paved over last summer and the ex-PRSL station is expected to be reopened as a bus depot (Crew Caller).....CONRAIL has resumed direct freight service between Enola yard, near Harrisburg, and Stoney Creek yard near Chester. New Trains ENSC and SCEN operate via Reading, Park Junction, Chessie trackage rights through downtown Philadelphia, and the ex-Reading Chester branch. Part of the latter is now the Airport High Speed Line which is to be opened in April.

Reassembly of the transplanted "Lemo" tower was completed last month at Strasburg. Now resting on STRASBURG RAIL ROAD property, the tower will be given its original Pennsylvania Railroad designation "J". The automatic switch machine from the tower will be placed in the nearby Railroad Museum and a lever-type machine from AMTRAK's now-closed "Brill" tower in Philadelphia will be installed in "J" (Lancaster Chapter Dispatcher).STRASBURG RAIL ROAD in December obtained a ten-ton Plymouth switcher from Pennsylvania Power & Light's Safe Harbor (PA) plant (Dispatcher).....The STEWARTSTOWN RAILROAD made its first revenue run last month since 1972, when Hurricane Agnes washed out Penn Central's connecting Northern Central branch. That line has now been restored by PennDOT between York and New Freedom, PA and Stewartstown will operate it. Power is GE 44-tonner #10.

Rohm & Haas Company has sold its ex-CHESSIE Alco S2 #3 to a private party for movement to the WILMINGTON & WESTERN. The unit was built in 1949 as CHESAPEAKE & OHIO #5026.....Ex-C&O 4-8-4 #614 attracted a great deal of railfan and media attention last month as it operated in freight service on CHESSIE between Huntington and Hinton, WV. The big Greenbrier was gathering data for Owner Ross Rowland's ACE3000 project to construct a modern and efficient coal-burning locomotive. The New York Times and several TV networks were on hand to cover the dramatic runs through West Virginia's mountains.....Penn's Landing trolleys carried 15,567 passengers last season.

Membership News

As is our custom each month, we report membership news in order that you may update your Membership Roster dated August 1, 1984. Please make a note of the following changes

NEW MEMBERS:

ANDREACOLA, Jack A., 2130 Weber Rd., Lansdale, PA 19446-5918	215-584-5754
BROOMFIELD, Leslie B., 664 Maple Ave., Ardsley, PA 19038-2515	215-884-1792
(transfer from Lehigh Valley Chapter)	
CARSON, Ron, P. O. Box 42582, Philadelphia, PA 19101-2582	215-627-4455
DEVON, Thomas J., P. O. Box 215, Whiting, NJ 08759-0215	201-350-2719
HESS, Donald N., 1801 J. F. Kennedy Blvd., Apt. 917, Philadelphia, PA 19103-1708	215-561-1739
MORAN, Thomas F., 800 Cottman Ave., Apt. A-124, Philadelphia, PA 19111-3056	215-342-5174
PINNEL, Roger A. & Frances E., 448 Valley Rd., Melrose Park, PA 19126-2403	215-635-4119
VanREED, Charles E., 1016 Evans Rd., PO Box 367, Spring House, PA 19477-0367	215-242-4405

ADDRESS CHANGE:

AUSTIN, David, P. O. Box 58580, Philadelphia, PA 19102-8580

The following members were erroneously omitted from the August 1, 1984 Membership List:

ESPIE, Mark, 210 Grandview Ave., Wallingford, PA 19086	215-565-5797
FLAYHART, Donald H., P. O. Box 26059, Philadelphia, PA 19128	
MAROSKI, Joseph A., 1047 Sixth St., North Catasauqua, PA 18032	
MESROBIAN, Ara, 7410 Connecticut Ave., Chevy Chase, MD 20815-4928	



At year's end, a review of Amtrak's passenger car fleet disclosed these changes:

Amfleet: Car 21191, long out of service at Beech Grove with wreck damage, will be rebuilt as inspection car 10002. Cars 21836 and 21842 were converted from 60 to 84 seats and renumbered 21271-21272 for Corridor service. Cars 20008, 20021, 20131, 21002, 21011, 21014, 21028, 21082, 21114, 21124, 21127, 21141, 21211, 21259, 21914, 28302 and 28307 are all out of service long-term account wreck/derailment damage.

Amfleet II: Cars 25050, 25079, 25080 and 28004 are out with wreck damage from a Silver Star accident in March, 1984.

Superliner: Cars 31004, 32047, 34042 and 38016 are out of service with wreck damage. Cars 34033, 34054, 34086 and 38030 are listed as possible retirement candidates. High-level coach 39937 is awaiting a decision on retirement or repair.

Heritage Fleet: Baggage cars 1177, 1184, 1220, 1233 and 1238 are wrecked and will be retired, and 1259 (wreck damage) has been converted to work car 170. Baggage-dormitory 1450 is to be converted to 1631. Slumbercoach 2083 wrecked, and 2086 is at Beech Grove with fire damage. Sleepers 2915, 2981 wrecked and retired, and coach 4729 wrecked and retired. Diners 8521, 8522 and 8524 were rebuilt and released recently, and diner 8529 is still in progress. Cafeteria cars 8710-8712 will be rebuilt from steam coaches 5011, 5014 and 5018. Great domes 9300-9302 are in progress, with one completed for the Auto Train. To round it out, cars 1162, 1628, and 2982 are also out of service long-term from a Silver Star derailment.

Steam cars: Many cars have been retired, with about 150 remaining in reserve, some of which are retired but not yet sold.

In motive power news, the ten SDP40F's to be traded on the new F40PH's are 500, 523, 537, 611, 617, 621, 623, 624, 626 and 642. Elsewhere, the "new" Santa Fe locomotives are being placed into service slowly. The example I've seen repainted was a CF-7 in solid gray (no striping) with a large name on the side in black. Amtrak will assign its own power to switch several locations, such as Miami and Seattle, where railroads have provided this service. The aim is to cut costs—Amtrak uses its own power to switch in the Corridor and at Chicago, Los Angeles and Albany at present.

In Turbo news, units 159, 170, 174, 175, 177 and 187 are known to have been repainted in Amtrak's latest livery, with a narrower red stripe. Car 150 was released by Beech Grove in the older scheme. Three more of the RTG Turbos from Chicago have been moved to Beech Grove for examination. Still at Chicago are 58-80-81-82-59, and 62-93-94-95-63.

Amtrak has leased ten VIA baggage cars to cope with its shortage of these cars. Look for the cars, still in VIA paint, on mail trains 12 and 13 particularly.

North of the border, The Canadian Transport Minister announced January 15 that the following trains would be restored June 1, 1985, according to reports: Edmonton-Jasper-Vancouver, Montreal-St. John-Halifax, Montreal-Mt. Joli, Montreal-Sherbrooke and Toronto-Havelock, with the latter two being commuter runs for a two-year test period. In addition, the Canadian's Montreal cars will once again come off at Sudbury and run via Ottawa, replacing the Sudbury-Ottawa RDC.

Other reports indicate that VIA's board resigned on January 15, and was replaced by the three-member task force appointed some time ago to investigate VIA's performance last Christmas. President Franche serves in addition to the task force, of course. This gives hope for improvements, as this panel has become intimately aware of VIA's problems.

An announcement was also made that VIA would soon order "off-the-shelf" cars and locomotives "of proven design" for its long-distance service. Unfortunately, that may indicate that the "proven design" cars are none other than the GO Transit bi-level car. More LRC's will also be ordered for corridor service, and plans to rebuild the ex-CP Budd-built stainless equipment will have to be postponed, since VIA will need all the cars they can get to operate the increased services mentioned above.

VIA has rebuilt cafe-bar-lounges 2511 and 2508 to combines 9300-9301 and assigned them to the Chicoutimi trains. Thirty CN Rail GP40-2L's have been regearbed for 80 MPH and saw service on the overflow VIA trains and the Laser, a Montreal-Toronto piggyback train which will be extended this spring to Chicago. (Continued)

ON THE SCENE (Continued from Page 7)

In commuter rail news, NJ Transit apparently plans to increase Sunday service to Trenton from every 90 minutes to every hour on its heaviest line. Presumably, alternate trains will continue to maintain their close westbound connections with SEPTA trains (and perhaps tighten up the eastbound connections). I'd like to see more aggressive marketing of NJT-SEPTA service as a low-cost alternative to Amtrak or the bus. Apart from the lack of conveniences on SEPTA cars (requiring a little forethought!), the ride is not that bad. As an added attraction, the rider gets to visit scenic spots like Eddington and Andalusia at no extra charge!

Long Island Rail Road still has a few "FA" power cars in service with their original Alco 244 engines. At year's end, a visit to Jamaica yielded 602 and 604 in original condition with eight sisters in service with re-engined power plants.

Metro-North has identified 24 FL9's as candidates for retention, and these are numbered 2001-2024. An additional nine units, numbered 2024-2033, will see only limited future use. The 2002, 2006, 2019 and 2023, among the "saved" units, are not equipped with cab signals. Units rebuilt several years ago by GE will receive HEP and two units are at Chesapeake, VA for this purpose. The last two refurbished 2100-series coaches were released by Madison Avenue yard. Six 2400-series coaches were transferred to Bridgeport for storage.

In Philadelphia, I've tried to watch commuter service twice recently, but have had trouble telling what trains I was seeing because the trains, due to delays, were often out of sequence. No public address announcements are made at 30th Street for city-bound trains. Further, signs are often conflicting or are completely missing. Commuters at 30th Street, apparently, have to ask each train crew their destination. My notes indicate that 16 9100-series "Blue liners" have been repainted into the SEPTA livery - 9101-05, 9107-09, 9113, 9115, 9119, 9124, 9125, 9128, 9129 and 9131. This leaves 14 cars still in original blue and white. The 9106, now retired, had also been repainted red, white and blue.

Boston's MBTA received another setback when a fire damaged the bridge over the river between Salem and Beverly. Service to the Eastern line has been replaced by substitute bus service, a project which may last as long as two years.

In San Francisco, Caltrans will receive its first F40PH locomotives by the end of February. They'll be numbered 900-917 and be named for on-line cities. The first six shells for additional gallery cars have arrived from Japan and will be placed into service at the time change in the spring. These cars will be numbered in the 4000-series.

In transit items, the Rockville extension of Washington's Red Line includes a turnback center track north of Grosvenor station and a crossover south of Rockville. A major parking lot has been built at the Shady Grove terminal, and a shop and yard is also located at this point.

San Francisco's Muni has placed a single-end open bench car from Vera Cruz in service. Car 201 entered service in early August between the Transbay Terminal and another point. This "nostalgia" car obviously cannot operate through either the Twin Peaks or Sunset tunnels in revenue service. A car from Milan, #1834, also joined Muni's vintage fleet.

Chicago continues to receive 2600-series cars from TransitAmerica, with current deliveries going to the north-south line to replace 6000-series cars. The 6000's can still be found on the west-northwest and Ravenswood lines as well, but more than half have been taken out of service.

PATH car 696 was sent out in early January as the first PA-type car to be rebuilt in a program which will eventually cover all such cars.

During a recent trip to Washington, I was surprised to see the parlor car Louisa Alcott. It turns out that the car, built for the Reading Company in 1927 (and air-conditioned in 1934) went to the Pere Marquette in 1945. This, by the way, was the date that Pullman ceased to operate parlor cars on C&EI, Monon, DL&W, PM and the Seattle-Portland pool trains. Chesapeake & Ohio acquired the car (and the railroad, of course) and assigned the car to instruction service in 1951. Recently, it was purchased by a private party and restored externally (inside, it has lounge seating). Only goes to show, you'll never know what will turn up!

THIRTY-THREE ATTEND DINNER AT JANUARY 18 CHAPTER MEETING

A large group of 33 members and guests ate dinner at the Engineers' Club on Friday evening, January 18, prior to the Chapter's monthly meeting. This was the highest dinner turnout in recent years for a regular meeting.

A much larger group enjoyed a fine dual projector sound-slide program entitled "Under the Wires," presented by Amtrak Employee Bruce Van Sant of Oceanside, NY. A surprise attendee was Railfan & Railroad Editor Jim Boyd, who came expressly to see Mr. Van Sant's program. Mr. Boyd showed slides of ex-Chesapeake & Ohio 4-8-4 #614 hauling coal trains in West Virginia just a few days earlier.

The meeting was held in an unusual location, the first floor dining room of the club, which proved to be quite comfortable and well suited for the large gathering.

RAILROAD RADIO FREQUENCY GUIDE *Update*

As a service to members who own scanner radios for monitoring railroad transmissions, Cinders presents the following updated list of frequencies in actual use by U. S. and Canadian carriers. This list is drawn from the several sources listed, as well as the personal experiences of staff members in the field.

Only the principal channels used by each railroad are shown, and they are expressed in Megahertz(MHz). This is the information needed when ordering individual crystals or in using a "programmable" (no-crystal) scanner. Virtually all frequencies employed by common carrier railroads are assigned by the Federal Communications Commission within the VHF "high band" (148-174 MHz), and most are in the 160-162 MHz range.

On a typical railroad, one "road" channel is sufficient to accommodate all train-to-ground, ground-to-train and train-to-train transmissions (in addition to one or more yard channels). Some carriers use different road frequencies in various sections of their systems, while a few lines utilize a double-channel arrangement in which train-to-dispatcher and dispatcher-to-train conversations are carried on separate channels. In the case of extensive trackage rights operations (Delaware & Hudson's, for example), the tenant road's locomotive and caboose radios are generally equipped with the host road's frequencies.

Here is Part I of the list current to December 1, 1984, with road frequencies shown first and yard frequencies (if any) last:

PHILADELPHIA AREA

Name of Carrier	Frequency (MHz)
Amtrak	160.80
Chessie System	(1) 160.23, (2) 160.32, (3) 160.53, (4) 161.16. <u>Note:</u> In this area Channel 1 is used for all operations. Wilsmere yard, Wilmington, DE, uses Channel 3.
Conrail	(1) 160.80, (2) 161.07, (3) 160.86, (4) 160.98. <u>Note:</u> Channel 1 is used for operations on Amtrak-controlled lines and on most CR lines in Pennsylvania outside of Philadelphia. Channel 2 is used on the Delmarva branch, in North Jersey and at the following towers in this area: "Nice," "Stadium," "Bridge" (Wilmington) and "Trent"(West Trenton). Channel 3 is used for certain yard operations and Channel 4 for all operations in South Jersey.
SEPTA (Regional High Speed Lines)	160.35 (used on all ex-Reading lines), 160.80 (used on Amtrak and most other ex-Penn Central lines). <u>Note:</u> "Wayne" and "Wind" towers monitor both channels.

UNITED STATES AND CANADA

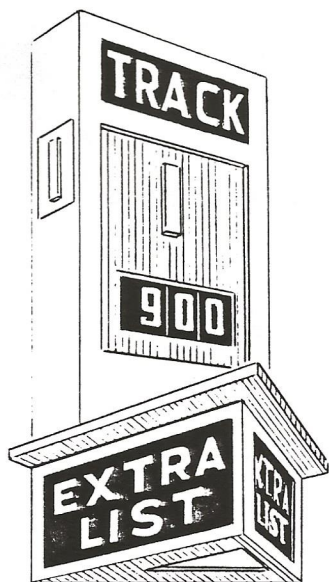
Name of Carrier	Frequency (MHz)
Aberdeen & Rockfish.....	160.53, 161.28
Akron & Barberton Belt.....	161.55
Alameda Belt Line.....	160.935
Alaska.....	164.625, 165.3375, 165.2625
Albany Port District.....	161.355
Alcoa Terminal.....	162.20
Algiers, Winslow & Western.....	160.575, 152.42
Algoma Central.....	160.53, 160.65
Aliquippa & Southern.....	161.01
Almanor.....	158.31
Alton & Southern.....	160.77, 160.355
Angelina & Neches River.....	161.28
Ann Arbor (see Michigan Interstate)	
Anthracite.....	160.545
Apache.....	161.52
Apalachicola Northern.....	160.38, 160.50, 160.98
Arkansas & Louisiana Missouri.....	160.98, 160.44
Ashley, Drew & Northern.....	160.77, 161.535
Atchison, Topeka & Santa Fe.....	160.65, 161.37
Atlanta & St. Andrews Bay.....	160.77, 161.295, 160.455
Atlantic & Western.....	160.275
Bangor & Aroostook.....	160.44, 160.92, 160.53
Batten Kill.....	160.905
Bauxite & Northern.....	160.50
Bay Colony.....	160.83, 161.31
Beaufort & Morehead.....	160.26
Belfast & Moosehead Lake.....	160.71
Belt Railway of Chicago.....	160.50, 160.38
Belton.....	160.335, 160.59
Berlin Mills.....	160.65
Bessemer & Lake Erie.....	160.83, 161.31
Black Mesa & Lake Powell.....	151.625
Boston & Maine.....	161.52*, 161.16*, 161.40, 161.31 (commuter) 160.80 (commuter)
Brillion & Forest Junction.....	160.62
British Columbia.....	159.57, 161.37, 161.235
British Columbia Hydro.....	160.545, 160.275
Burlington Northern.....	161.10, 161.16 (ex-Frisco lines and #2 east), 161.25 (#2 west)

Cadiz.....	160.35
California Western.....	160.65
Cambria & Indiana.....	160.395, 161.415, 161.49
Canton.....	160.98
Cape Fear.....	160.86
Cedar Rapids & Iowa City.....	160.50, 160.44
Central California Traction.....	160.335, 161.415
Central Vermont.....	161.415, 161.04, 161.205, 160.935
Chattahoochee Industrial.....	160.86, 160.62
Chattahoochee Valley.....	161.28
Chesapeake Western.....	161.49
Chestnut Ridge.....	154.515
Chicago & Illinois Midland.....	160.95, 160.29
Chicago & Illinois Western.....	160.98
Chicago & North Western.....	160.89, 160.455, 161.04 (commuter)
Chicago & Western Indiana.....	161.28, 160.50
Chicago, Milwaukee, St. Paul & Pacific..	160.77, 161.43
Chicago Short Line.....	160.335
Chicago, South Shore & South Bend.....	161.355, 161.01
Chicago, West Pullman & Southern.....	160.215
City of Prineville.....	161.19
Claremont & Concord.....	160.95
CN Rail.....	161.415, 160.935, 161.205
Colorado & Wyoming.....	161.25
Columbus & Greenville.....	160.245, 160.23
Columbia & Cowlitz.....	161.115, 161.25
Conemaugh & Black Lick.....	161.25, 161.10
Conway Scenic.....	161.25
Cooperstown & Charlotte Valley.....	161.295
CP Rail.....	161.475, 161.535, 160.425
Corinth & Counce.....	161.40
Cuyahoga Valley.....	160.29, 160.38
Cumbres & Toltec Scenic.....	160.505, 160.305
Dakota.....	161.055
Davenport, Rock Island & North Western..	160.71
Delaware & Hudson.....	160.53*, 160.59*, 161.40
Delray Connecting.....	153.05, 153.08
Denver & Rio Grande Western.....	160.92, 160.455, 161.49
DeQueen & Eastern.....	160.23, 161.325
Detroit & Mackinac.....	161.31, 160.23
Duluth & Northeastern.....	161.49
Duluth, Missabe & Iron Range.....	160.35, 160.80
Duluth, Winnipeg & Pacific.....	161.415, 161.205, 160.935
Durango & Silverton.....	160.86, 161.295
East Camden & Highland.....	160.38
Eastern Shore.....	161.445
Elgin, Joliet & Eastern.....	160.35, 160.26
Escanaba & Lake Superior.....	160.32
Essex Terminal.....	160.905
Florida East Coast.....	160.65*, 160.53*
Fore River.....	160.215
Frankfort & Cincinnati.....	161.40, 160.98
Genesee & Wyoming.....	160.50, 160.59
Georgetown.....	160.995
Gettysburg.....	160.80, 161.235
Grand Trunk (Maine).....	161.415, 161.04, 161.205, 160.935
Grand Trunk Western.....	160.59, 160.53, 160.845
Graysonia, Nashville & Ashdown.....	160.575
Great Southwest.....	160.86
Great Western.....	160.26, 160.62
Green Bay & Western.....	161.25, 160.68, 161.07
Green Mountain.....	161.355, 160.605
GO Transit.....	161.295, 161.415
Hartford & Slocumb.....	161.49
High Point, Thomasville & Denton.....	161.25, 160.59
Hillsdale County.....	161.01
Houston Belt & Terminal.....	160.77, 160.53
Illinois Central Gulf.....	161.19, 160.92, 161.46, 161.025 (commuter)
Indiana & Ohio.....	161.385
Indiana Harbor Belt.....	160.98, 161.07
Kankakee, Beaverville & Southern.....	160.80
Kansas City Southern.....	160.26, 160.35, 161.25
Kansas City Terminal.....	161.31, 161.01
Kentucky & Indiana Terminal.....	160.92, 161.04
Kentucky & Tennessee.....	160.80
Klamath Northern.....	160.545
Lackawaxen & Stourbridge.....	160.62
Lake Erie, Franklin & Clarion.....	160.65, 160.335
Lake Superior & Ishpeming.....	160.23, 161.49, 160.95
Lake Superior Terminal & Transfer.....	160.74
Lake Terminal.....	160.59
Lamoille Valley.....	161.34, 160.23
Lancaster & Chester.....	161.13, 160.65
LaSalle & Bureau County (Chicago).....	161.61, 160.635
Laurinburg & Southern.....	160.98
Little Rock & Western.....	160.025
Livonia, Avon & Lakeville.....	160.83
Longview, Portland & Northern.....	160.50
Long Island.....	160.38, 161.445, 161.265
Los Angeles Junction.....	161.13
Louisiana & North West.....	160.53, 160.65
Louisiana Midland.....	160.68
Ludington & Northern.....	161.19

(*) - Denotes dual train-to-dispatcher/dispatcher-to-train channels

(PART II next month)

(Sources and Credits shown next issue)



FEBRUARY 23, 1985: New England States Limited from Boston, MA to Amsterdam, NY via Conrail's Boston & Albany line, Castleton bridge and Selkirk yard, returning via Albany and Rensselaer, sponsored by Massachusetts Bay RRE. Amtrak F40's and Amfleet equipment will be used. Train departs Boston South Station at 8 AM, Worcester 9 AM and Springfield 10:15 AM. A total of 41.7 miles of Conrail freight-only trackage will be covered. Fares: \$45.95 adults, \$27.95 children (12 and under). Special side-trips will be featured out of Pittsfield, MA at extra cost. Excursion beyond Pittsfield to Amsterdam and return requires additional payment of \$5 adults and \$3 children. Order tickets from: Mass Bay RRE, P. O. Box 525, Bedford, MA 01730-0525, enclosing stamped, self-addressed envelope.

FEBRUARY 24: Annual Spring Thaw Train Meet at Allentown Fairgrounds Agricultural Hall, Allentown, PA, 9 AM to 4 PM. Admission: \$3 adults, \$1.50 children. For information, telephone 215-821-7886.

MARCH 3: Railroadiana and model train show at Hilton at Lackawanna Station, Scranton, PA, 9 AM to 3 PM. Admission: \$3 per person, family \$5 (children under 12 admitted free with adult). Sponsored by Scranton Hobby Center. For information, telephone 717-342-1963 or 717-347-3314.

MARCH 10: Train Bazaar '85 with model trains and railroadiana for sale or trade, sponsored by Jersey Central Chapter NRHS, at Mother Seton High School, Garden State Parkway Exit 135, Clark, NJ, 9 AM to 4 PM. Admission: \$2.50 adults, children under 12 free, maximum \$5 per family. For information, write: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700.

MARCH 23: First scheduled trip for 1985 season at Steamtown, U.S.A., Scranton, PA. Train will operate to Moscow, PA and return over former Lackawanna Railroad mainline. For further information write: Steamtown, P. O. Box 5250, Scranton, PA 18505.

MARCH 23-APRIL 20: "South African Steam Safari IV" sponsored by Philadelphia Chapter NRHS, featuring 2,000-mile Trans-Cape Limited excursion behind 12 classes of steam locomotives. Tour leaves New York via South African Airways and will be escorted by Chapter Member Larry Steingarten, a professional travel agent. Cost is \$3,050 per person, which includes round-trip air fare from New York, all hotels, first-class train accommodations, all breakfasts, most lunches and dinners. Three-week tour also available with departure date of March 30. Deposit of \$500 per person will hold reservations. Write Challenger Tours, P. O. Box 8965, Trenton, NJ 08650 (telephone 609-586-4664).

APRIL 14: Spring Railroad Extravaganza with over 100 tables of railroadiana for sale, sponsored by Tri-State Chapter NRHS, 10 AM to 4 PM at Boy's & Girl's Club of Union, Jeanette Avenue, Union, NJ. Admission: \$2 adults, children under 12 and senior citizens \$1. For information, write: Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015.

THROUGH APRIL 14: Exhibit of paintings by Grif Teller, famed calendar artist for the Pennsylvania Railroad, at the Railroad Museum of Pennsylvania, Strasburg, PA. Sponsored by Friends of the Railroad Museum and Pennsylvania Historical & Museum Commission. Regular museum hours and admission charges apply.

APRIL 19-21: 7th National Trolleyman's Meet at George Washington Motor Lodge, Pennsylvania Turnpike Exit 27, Willow Grove, PA, sponsored by East Penn Traction Club. Operating layouts, clinics, demonstrations and movies will be featured Friday 12 noon to 12 midnight, Saturday 9 AM to 11 PM. On Sunday trolley fantrip with SEPTA PCC #2054 and Kawasaki car over North Philadelphia lines, 9 AM to 1 PM. Registration charge is \$15 per person (wives and children under 16 free), trolley trip \$12 per person by advance reservation. For information and registration, write: East Penn Traction Club, c/o Mrs. Peggy Torpey, 3012 Chatham Street, Philadelphia, PA 19134, making checks payable to "East Penn Traction Club."

SEASHORE MUSEUM SEEKING FUNDS FOR BRIDGE CARS

Two of Philadelphia's "Art Deco" style Bridge cars, #1018 and 1023, were moved to the Seashore Trolley Museum at Kennebunkport, ME last May. The 1023 has already operated under its own power at the museum.

While SEPTA provided the two Brill-built cars virtually without charge, their rail-highway movement to Maine was an expensive one and the museum's Bridge Car Fund still has a deficit of about \$2,000. Donations from Cinders readers to help eliminate this deficit and to further restore the cars may be sent to: Seashore Trolley Museum, Bridge Car Fund, P. O. Box 220, Kennebunkport, ME 04046, making checks payable to "Seashore Trolley Museum."

B & O ENTHUSIASTS FORM NEW FAN CLUB

A new organization devoted to the history and operations of the Baltimore & Ohio Railroad has recently been formed. Known as the B&O Railfan Society, the group is headed by David Ori, 4515 Dawnshire Drive, Parma, OH 44134. It plans to publish a bi-monthly newsletter called the Timesaver.

Those interested in further information should send a large stamped, self-addressed envelope to the above address.

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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 July or August.

Annual membership dues: \$18.00 per person, which includes Chapter and National dues. Chapter-only dues \$9.00 per person per year. Membership applications should be forwarded to: Douglas W. Watts, 504 S. Lansdowne Ave., Apt. B-11, Yeadon, PA 19050-2416.

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