

# CONRAIL

March 1985



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## Dole Gives NS Nod to Buy Conrail

Norfolk Southern Corp. is the successful bidder in the four-way contest to see who acquires Conrail, Secretary of Transportation Elizabeth Dole announced at a press conference on February 8. "This is a bet-your-company decision," said NS Chairman Robert B. Claytor, who joined Dole for the announcement.



Her controversial--but not unexpected--choice was made public after nearly eight months of negotiations, during which the original field of 15 bidders was narrowed to three finalists: Allegheny Corp., a New York holding company; an investor group headed by Hotel Magnate J. W. Marriott, Jr.; and NS. Secretary Dole also rejected a plan submitted by Conrail management calling for sale of the 14,000-mile railroad through a public stock offering. The government currently holds 85 percent of the company's stock, with the remainder owned by its employees.

In sending her recommendation to Congress, Dole acted under provisions of the Northeast Rail Service Act of 1981 (NERSA) which mandates the return of the once deficit-ridden carrier to the private sector. Over the past four years, Conrail has been transformed into a moneymaker as the result of a Federally-financed \$3.3-billion rebuilding program and the effective management of Chairman L. Stanley Crane.

Conrail last month reported net income of \$500.2 million for the year 1984 on revenues of \$3.4 billion, marking the fourth consecutive year that the company has operated in the black. Those impressive earnings represent a 60-percent increase over the \$313 million in net income reported for 1983, on revenues of \$3.1 billion. Conrail's cash balance also grew during 1984, reaching the astounding figure of \$846 million at year's end in spite of a massive capital improvement program costing \$550 million.

Under the purchase agreement, NS will pay the Federal treasury a minimum of \$1.2 billion in cash and Conrail workers will get \$375 million for their 15 percent stock interest. In addition, NS must surrender the \$2.1 billion in tax loss carry-forwards and \$275 million in investment tax credits accumulated by Conrail, though some critics charged that NS would still gain a huge tax shelter. Further, to help resolve a number of anti-competitive situations cited by the Justice Department, NS has reportedly agreed to sell more than 1,200 miles of surplus lines in the Midwest to Guilford Transportation Industries and Pittsburgh & Lake Erie Railroad.

Nonetheless, Dole's decision brought strong criticism from a number of elected officials, including Pennsylvania Senators John Heinz and Arlen Specter, as well as editorial writers and some shippers who support Conrail's plan for a public sale. The NS takeover would "reduce competition in 21 states," Specter charged, with a "potentially disastrous" effect on Pennsylvania. Furthermore, he said, the price "constitutes the biggest giveaway since the Dutch obtained Manhattan Island from the Indians for \$24...It's an absurdity." Another bitter opponent is CSX Corp., NS's major rail competitor in the South, which issued a statement saying that the Conrail sale "strikes at the vital interest of CSX and will be resisted by every course at our command and in every forum where the challenge can be brought."

Hearings on the DOT's proposal began February 27 before the Senate Committee on Commerce, Science & Transportation, where sentiment appeared to favor the sale to NS. Dole, Claytor and Federal Railroad Administrator John H. Riley appeared in support of the plan, stressing their belief that such a sale would be "in the best interest of (Conrail), its employees, the shippers who use it and the taxpayers." Citing a number of "covenants" or protective clauses contained in the memorandum of intent signed by DOT and NS, Dole said that NS would be required to operate Conrail as a "total system" for at least five years, maintain a cash balance of at least \$500 million after dividends, and keep the road's headquarters in Philadelphia. All of this, she said, would insure that Conrail remains in the strongest possible financial condition and not return to the government for assistance at some future time.

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## DOLE GIVES NS NOD TO BUY CONRAIL (Continued from Page 1)

The next day, Conrail's Crane and CSX Chairman Hays T. Watkins vigorously attacked the NS buyout. Crane contended that a public offering would preserve competition and jobs, prevent diversion of traffic away from Conrail routes and bring a higher return to the government. Watkins, who for the first time has supported Conrail's public stock sale proposal, declared that an NS-Conrail merger "would effectively eliminate competition in the Northeast" and force CSX to sell off some of its Chessie System lines in the region.

CSX is a holding company which owns both Chessie and the Seaboard System, competing head-to-head in the East and South with the somewhat smaller NS linkup of Norfolk & Western and Southern Railways. The combined NS-Conrail system, however, would become the nation's largest railroad, with 31,500 route miles, annual revenues of \$6.8 billion, 77,000 employees, 5,500 locomotives and 250,000 freight cars. Its lines would stretch from Boston to Kansas City and from Montreal to New Orleans.

While many observers believe that the Senate will approve the NS purchase, opposition is expected to be stiffer in the Democratic-controlled House. Congressman James J. Florio of New Jersey, chairman of the transportation subcommittee which will consider the proposal, has promised a thorough probe of the entire sale process as well as an examination of alternatives including the public stock offering. Representative Bob Edgar of Delaware County has introduced legislation to mandate the stock sale, while companion bills have been introduced in the Senate by Pennsylvania's Specter and Heinz.

Strangely silent during the controversy in Washington was Philadelphia Mayor W. Wilson Goode, who said he didn't have "all the facts" needed to make a decision on the NS proposal. The suspicion persisted that he didn't want to speak out on NS for fear of jeopardizing Federal grants received from the DOT. In a meeting with Goode and Philadelphia business leaders on February 12, NS Chairman Claytor assured the anxious officials that Conrail's headquarters would remain in Philadelphia, that there would be "no adverse impact" on employment here, and that there would be "advantages" for the Port of Philadelphia in being served by the enlarged NS system. Conrail now employs more than 4,500 workers in its center city offices and a total of 37,000 on the railroad, but Claytor said that initially only a small number of sales jobs would be affected. Ultimately, NS has stated that about 2,500 jobs would be eliminated on the combined system, many of them in the Midwest as a result of cutting duplicate lines.

Several businessmen in attendance later told the press that they were skeptical of Claytor's assurances. Within a few days the Greater Philadelphia Chamber of Commerce, in backing the stock sale plan, said that an NS takeover would hurt the Port and the economy of the entire region.

Claytor, 62, who is well known for his love of steam locomotives and railroading in general, made no mention of bringing N&W 611 to Philadelphia if the merger becomes a reality. He did say that both he and NS President Harold Hall would maintain offices in Philadelphia in addition to their principal offices in the NS headquarters city of Norfolk, VA. In answer to a reporter's question, he also said that Conrail's Crane would not be retained because he previously had retired at age 65 from the Southern Railway.

Conrail's labor unions, meanwhile, appeared to be having little impact in Washington. Following an abortive attempt to promote the Allegheny bid through a unanimous endorsement, the 19 union leaders seemed uncertain as to how they should react to DOT's selection of NS. One large union, the Brotherhood of Railway & Airline Clerks, quickly withdrew from the Allegheny pact and expressed support for the public sale plan as the best means for protecting the jobs of its 7,000 members on Conrail.

For the next several weeks, at least, the Conrail sale will be a live issue on Capitol Hill, amid furious lobbying by state and local interests, by DOT, NS and other railroads, and even by trucking and barge industries which could feel threatened by a combined NS-Conrail powerhouse.

## DE GRAW'S RED ARROW BOOK TO BE PUBLISHED THIS SPRING

"Red Arrow: The First Hundred Years" is the title of Chapter Member Ron DeGraw's new book to be published next month by Interurban Press of Glendale, CA.



The first of a three-volume study of Philadelphia Suburban Transportation Company, as well as prior and subsequent operators of the famed Red Arrow system, the fully-illustrated book will sell for \$31.95. The second book, still in preparation, will be entitled "Pig & Whistle," a detailed look at the Philadelphia & Western high speed line which was absorbed by Red Arrow.

DeGraw is the author of "The Red Arrow," the definitive 1972 work which is long out of print.

Cinders will keep its readers advised of the availability of the new volume, and whether an appearance by the author can be arranged at which purchasers can secure his autograph.



The ten baggage cars leased by VIA Rail Canada to Amtrak are 9634, 9638, 9640-41, 9643, 9651-52, 9659-60 and 9669. At last report, 9652, 9660 and 9669 had not turned up at New Haven. There, the cars are reported to be receiving HEP train lines, but will not be renumbered. Incidentally, I understand some of the cars are actually in CN black and grey, rather than VIA blue and yellow.

Thanks to an obliging crew, I had an unexpected ride recently to Washington. A Conrail TrailVan train delayed my MU to the point where I just missed the first train to Washington from Newark. Thinking I'd have an hour's wait, I went up the platform as "Lucky 13" arrived. A light flashed in my mind — and after some hesitation — the crew agreed to take me along. Apart from a few deadheads, I had an Amcoach to myself. At 30th Street in Philadelphia, the McDonalds proved a useful meal stop.

The excellent article on the Northeast Corridor in Trains was marred only by an outdated track diagram. Even the revised layout at "Fair" in Trenton wasn't shown. Otherwise, the article showed people outside the Northeast what a real railroad is like!

In Washington, I noted SSB1200 switchers 559, 562 and 563, with several RS1's still active as well. The livery of these ex-Santa Fe units is grey with a black roof and underbody, numbers and lettering. A sister SSB was noted at Wilmington. Units assigned to Seattle and Hialeah replace leased railroad-owned power and thus reduced operating costs.

A new equipment register was issued January 10 (the first in over eight months). The assignments for the former Santa Fe power acquired last fall is as follows:

18 SSB1200 switchers

Chicago	2	554-555
Hialeah	2	556, 566
New Haven	4	550, 552-553, 567
New Orleans	1	563
Seattle	1	565
Wilmington	8	551, 557-562, 564

25 CF7 road-switchers

Chicago	3	585, 589-590
Los Angeles	3	593-594, 598
New Haven	8	575, 577, 584, 587-588, 591, 596-597
Wilmington	11	576, 578-583, 586, 592, 595, 599

Also along the Northeast Corridor, additional work continues in the Baltimore area, with the two passenger mains being realigned in the Bay View-Baltimore area. Further "west", "Gwynn" tower has now been "straight-railed".

Among the Amfleet assigned to the Northeast Corridor, the following have been refurbished since mid-1983 and carry the latest exterior livery: 88 standard coaches, eight leg-rest coaches, three Amdinettes, four Amclubs and eight Amcafes, for a total of 111 cars. The total assigned fleet is 235 cars, so we will shortly reach the half-way point. The above figure does not include 66 refurbished cars in Metroliner Service, which raises the total fleet percentage to about 65 percent.

On the commuter scene, Maryland DOT's three Washington-Baltimore trainsets are made up of four coaches each, with an Amtrak E60 or AEM-7. However, four AEM-7's (at a staggering unit cost in excess of three million dollars) and 11 coaches are on order. Presumably, three of the new cars will be used on each trainset with two spares. When these cars are placed in service, the HEP coaches will go back to the Brunswick line, releasing leased GO Transit coaches. Presently, each of the four Brunswick locomotive-hauled trains has at least one lavatory-equipped HEP coach (from the 1511-1515 series), whereas the Baltimore trains via the Amtrak line do not have this convenience. Also, at least eight Budd RDC's have been rebuilt for Maryland, as cars 9800-9805 and 9811-9812. At least four other cars survive as "pure vanilla" Baltimore & Ohio cars. The Budds work three sets to Baltimore and one to Brunswick/Martinsburg.

## ON THE SCENE (Continued from Page 3)

Metro-North has reactivated three 2400-series coaches for assignment to the Poughkeepsie shuttle as long as the Budd SPV's keep encountering problems (six of MTA's 10 SPV's are more or less in service, with four others still at Wilmington). In Metro-North electric news, M-N will keep 72 1100-series MU's, with 15 others set aside for retirement. The 72 survivors are all going through Morrison-Knudsen for refurbishing. The last shipment of M-3 cars arrived from Transit America in January (although presumably with Budd plates). 8128-29 and 8132-8141 were the final cars delivered. These cars will be followed by Long Island's M-3's, numbered upward from 9771 to 9944.

MBTA's commuter rail fleet in Boston now includes six former Burlington Northern GP7/GP9 units numbered 1920-1925. Unit 1921 has Shore Line cab signals. Fifty-three leased Toronto cars did replace 24 RDC's, although they have been temporarily removed from service because of fires in two of the cars.

Moving westward, Pittsburgh & Lake Erie has applied to abandon its commuter train.

In Chicago, South Shore Line cars 17 and 34 sustained major damage in a recent head-on collision near Gary, IN. Car 13, damaged earlier in a grade-crossing collision, also awaits repair. Accordingly, RTA E8u 518 and six yellow and green C&NW gallery cars have been pressed into service (one report claims they run out of Chicago on the 5:20 PM train). An additional six "C&NW" cars reportedly will be reactivated to beef up the BN fleet. Twenty cars, by the way, still survive in C&NW colors, but recently they have been stored at the coach yard near Western Avenue.

In transit items, NJ Transit's Newark City Subway is operated by a fleet of 24 PCC's (Cars 1-28 except 3, 8, 18 and 27). Car 26 has been repainted in the new NJ Transit livery and Car 28 appears to be in the shops for a new paint job. In the rush hour, 16 cars are needed, operating on a two-minute headway.

Washington's WMATA has released a most informative guide to the construction of additional segments of the subway system. In all, 60.5 miles have been completed, and 13.9 miles are under construction as follows: a) Silver Spring to Forest Glen and Wheaton via subway under Georgia Avenue, due to open mid-1989; b) Ballston to E. Falls Church, W. Falls Church, Dunn Loring and Vienna, to open in mid-1986, built mainly in the median of Route I-66; and c) the Yellow Line is being extended one stop north to Mt. Vernon Square and one stop southeast to Waterfront.

The remaining 26.6 miles are not under construction yet. If they are ever built, proposed opening dates are: Late 1990: King Street-Springfield; Late 1992: Fort Totten-Greenbelt; Early 1994: Wheaton-Glenmont; Early 1996: Fort Totten-Mt. Vernon Square; Late 1997: Waterfront-Branch Avenue.

Washington's latest subway cars have thyristor control, like the LRV's in Boston. I presume the first 94 Breda/Amtrak cars were delivered as conventional 2000-series cars, and the later 200-car order will be delivered as 3000-series thyristor (chopper) cars.

In one other item, VIA Rail Canada's summer schedules haven't been published as yet, but reports suggest that the Canadian will leave Toronto westbound around lunchtime and arrive eastbound about dinnertime. The Montreal section, operating once again via Ottawa and Carleton Place, should make connections with service to the Maritimes.

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### THIRD READING FP7 DIESEL MOVES TO STATE MUSEUM

Former Reading FP7 diesel locomotive #902 moved from Philadelphia to Strasburg in mid-February via Conrail, joining sister units #900 and 903 already stored at the Railroad Museum of Pennsylvania.



Built by Electro-Motive in 1950, the three are the only survivors of Reading's passenger diesel fleet. Later acquired by SEPTA, the 900, 902 and 903 were renumbered 4371, 4372 and 4373 respectively, and painted in SEPTA's red, white and blue livery. The 902 is being purchased by NRHS through arrangements made by Lancaster and Philadelphia Chapters with the current owner, Railway Management Associates of St. Davids, PA. Lancaster Chapter put up \$5000 for the down payment and Philadelphia Chapter paid for the transportation to Strasburg.

On February 13 a Conrail switch crew pulled #902 from its storage area on Pier 19 North, Philadelphia. It was dispatched from West Falls yard early on the 16th in Train SCEN for Enola yard near Harrisburg, arriving in Dillerville yard, Lancaster, the next day. The following Wednesday, February 20, the locomotive was moved in a Conrail local freight to Leaman Place, along with six former Lackawanna coaches purchased from NJ Transit by the Strasburg Rail Road. Strasburg's 2-10-0 #90 completed the last leg of the move to Strasburg on the same day.

Current plans are to have a professional diesel mechanic inspect the 902 to determine what parts must be replaced and how much rebuilding work must be accomplished in order to make the unit operable. Some parts may be exchanged from one unit to another.

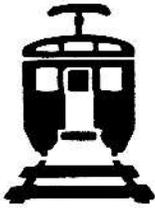
A fund-raising drive is contemplated to raise the necessary cash for a complete rebuilding of two of the FP7's, which will then be available for excursion service.

# PHILADELPHIA EXPRESS



## FRANK G. TATNALL, JR.

"Doomsday," Friday, March 1, came and went as PennDOT began its long-feared reconstruction of the Schuylkill Expressway between King of Prussia and West Conshohocken and between Vine Street and University Avenue downtown. But the drumfire of warnings which the media has been issuing for weeks apparently had the desired effect: traffic on the infamous "Crawway" was much lighter than usual as motorists heeded the advice of public officials and found alternate routes--including SEPTA.



SEPTA was well prepared for the big event, considering its pervasive shortage of equipment. Two morning trains from Downtown and two afternoon trains to that Chester County community were added to the Paoli R5 schedule on March 1, even though a new timetable showing the service did not become effective until March 3. Eight extra cars were used and each of the trains carried more than 100 passengers west of Paoli on the first day. SEPTA also added 13 buses to its Expressway routes 9, 27, 44, 44G and 45 and beefed up service on the P&W Norristown High Speed Line. The transit authority has produced an attractive pocket-size booklet entitled "The Express Way to Go" containing maps and travel tips, which touts SEPTA services as a solution to the highway crisis. A total of 55,000 copies were mailed to residents of the Northwest suburbs and were distributed at center city rail stations. Copies may be secured by writing to "Express Way to Go," P. O. Box 747, Philadelphia, PA 19107, or by phoning 215-574-7800.

Everything did not go smoothly for SEPTA on that first morning. At 7:28 AM a power outage on the Norristown commuter rail line at Shawmont station caused delays to four inbound trains until power was restored at 9:50 AM. As for the "problem-free" Expressway, many were calling it the calm before the storm.

SEPTA Consultant William T. Coleman, Jr. met with elected officials of the region on February 23 to discuss the plight of SEPTA's Regional High Speed system and what can be done about it. "On a scale of one to ten," said Montgomery County Commissioner Paul Bartle, "public perception of SEPTA is about three or four." What Coleman needs to do, Bartle advised, is to help SEPTA improve that perception to about "seven or eight." The public, he concluded, "wants safe, clean, efficient service with reasonable (fares)." The big problem with any major improvement plan, said State Senator Joseph Rocks of Philadelphia, is finding the money to carry it out. "If we don't designate revenues in this Commonwealth (for mass transit)," Rocks asserted, "we just can't make it. There's just no other way." Coleman then held public hearings in St. Davids on February 26 and in center city on February 28. He will submit his report and recommendations to SEPTA management by April 30.

Another ongoing investigation of SEPTA's commuter rail system has been started by the General Accounting Office, an investigative agency of Congress, at the request of Delaware County Representative Bob Edgar. Saying that he was concerned about passenger safety following two recent train collisions, Edgar questioned the ability of "managers of a bus and subway system to run a commuter rail network" and decried the deteriorated condition of certain bridges, tracks and other equipment. At the same time, State Senator Rocks announced plans to form a select committee of five senators to investigate SEPTA and propose a funding base for mass transit agencies in Pennsylvania.

The City has sold its nine remaining RDC's to the Massachusetts Bay Transportation Authority for commuter service in the Boston area. Sale price: \$30,000 each.....AMTRAK's Track Laying System (TLS) will be back on SEPTA this spring, working on the Doylestown Line between Lansdale and Doylestown. As part of the rail renewal project, Forest Park siding at Chalfont will be reconnected for use as a regular passing siding....SEPTA has retired Blueliners #9121, 9122 and 9136, leaving 30 Blues on the active roster.....Have you noticed that the R6 timetable now refers to the ex-Pennsy Manayunk station as "West Manayunk," even though it's still located where it always was--in downtown Manayunk?.....GE Silverliner #272 has returned from Delaware Car's repair shop in Wilmington. The car was damaged in a Suburban Station accident two years ago.

SEPTA is studying a \$10-million plan to expand its commuter rail service to Pottstown and Newtown, using 16 British-designed railbuses to be assembled at a location along SEPTA's system. The BRE-Leyland diesel-powered vehicles, which carry 108 seated passengers in a two-unit set, are expected to cost about \$325,000 for each unit--less than one-third the cost of a new (and much larger) Silverliner electric car. The plan, noted in the December issue of Cinders, may reach the SEPTA board for a decision this month, and could be implemented within a year. SEPTA discontinued RDC operation over the 15.2-mile Fox Chase-Newtown route in January 1983, and Norristown-Pottstown RDC shuttle service over CONRAIL's mainline was terminated in July 1981. The latter route is now seen as important for handling commuters displaced by the three-year Schuylkill Expressway reconstruction project.

R1 service to the Airport is still scheduled to begin April 28, but recent reports indicate that no operating agreement covering the \$90-million line has yet been signed by SEPTA and the City, which built the largely double-track electrified line through Southwest Philadelphia. A final decision on fares has not been

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## PHILADELPHIA EXPRESS. (Continued from Page 5)

made either.....Airport trains would run alternately to West Trenton and Neshaminy Falls on a 30-minute headway during day and evening hours. All West Trenton service will be retimed accordingly effective April 28, when new Regional High Speed timetables will be issued for all lines. At that time, train numbers will be changed where necessary so that they will match the route numbers. For example, all R2 Marcus Hook-Warminster trains will be numbered in the 200's, with prefixes to avoid Amtrak conflicts.....A new express train from Doylestown to 30th Street Station was added effective March 3.

Engineering work is proceeding on the proposed connection between the R6 Norristown and R8 Chestnut Hill West lines at 16th Street Junction in North Philadelphia, but it is not likely to be in service until 1987. At that time, Chestnut Hill West trains will be removed from the AMTRAK mainline and run through to Elwyn-West Chester as R3's. "North Philadelphia" tower may also be closed when this happens.....The first of SEPTA's new solid state power converters has been installed at the Wayne Junction substation and should be on line by the end of the year. Failure of one or both of the 50-year-old rotary converters at this facility caused several massive tie-ups in the past decade. The machines change commercial power into 25-cycle, 11,000-volt AC.

A new teletype system was recently installed to link SEPTA's two major rail towers, "Wayne" at Wayne Junction and "Broad" at Suburban Station, allowing each to notify the other of commuter trains enroute between the two locations. Some delays are now being avoided.....SEPTA will hold a public hearing March 29 at its main office in center city to consider three commuter rail capital projects: A new Temple University station at 9th & Norris Streets, a new maintenance shop at Roberts Avenue yard near Wayne Junction, and a preliminary bridge rehabilitation program. Total estimated cost is \$34 million.....Two of SEPTA's recently-hired engineers were taken out of service for running through red signals, one on February 9 at Lansdale and the other at Paoli the next day.....That same weekend, three SEPTA conductors suffered apparent heart attacks while on duty and had to be hospitalized.

**NJ TRANSIT** NJ TRANSIT has reportedly been trying to buy three additional E60 electric locomotives from AMTRAK for service between New York City and South Amboy. In 1983 NJT purchased ten of Amtrak's original 26 units, built by General Electric in 1974-75.....NJT has also taken a look at some of AMTRAK's 800-series Metro-liner MU's stored at Wilmington, but decided against buying them.....NJT is projecting that fares will cover 52 percent of its expenses in Fiscal 1985, with 45 percent of revenues coming from state and Federal subsidies.

The National Park Service has selected 47 active NJ TRANSIT rail stations for inclusion on the National Register of Historic Places, which would allow tax benefits for investment in the buildings. The stations include New Brunswick, Princeton and Perth Amboy on former Pennsy electrified lines, as well as structures on ex-Jersey Central, Erie and Lackawanna routes. Inactive stations named include the Reading's Hopewell and PRSL's 10th and 34th Street in Ocean City as well as Tuckahoe. West Trenton station on SEPTA was also named (Jersey Central Chapter NRHS News).

SEPTA is waiting to see how much money it will lose as a result of President Reagan's budget proposals which would sharply cut funding for mass transit in Fiscal Year 1986 starting October 1, 1985. As proposed, operating subsidies would be eliminated completely, costing SEPTA \$32 million a year, and capital funding would be phased out, with the one-cent Federal gas tax for transit becoming the principal source. The immediate loss in capital funds to SEPTA would exceed \$100 million a year. Unless Congress modifies these harsh cutbacks, SEPTA Board Chairman Lewis F. Gould said last month that commuter rail service would end and base transit fares might be increased to \$1.10. Such developments would surely increase the pressure for a statewide or local tax to help support transit services in Pennsylvania.

 The SEPTA board last month re-elected Lewis F. Gould, Jr. for another one-year term as chairman. He has served in that post since July 1982, and is one of Montgomery County's two representatives on the board.....Jonathan Klein resigned last month as SEPTA's chief mechanical officer, and the authority launched a nationwide search to fill his position. In 1984 Klein was involved in a dispute with the Transport Workers Union over a phony letter he wrote in an effort to trap employees who were allegedly leaking information at 69th Street shops.....The SEPTA board has rejected a demand from State Senators Joseph Rocks and Vincent Fumo of Philadelphia to appoint an independent controller who would act as "watchdog" over authority spending.

In late February SEPTA sent a "road show" team to several suburban shopping centers and other locations to distribute timetables and information on its services. Using one of SEPTA's new Volvo articulated buses, the team alerted residents to transit services which provide an alternative to driving the Schuylkill Expressway during the current reconstruction period.....The first of 50 Volvos was tested in revenue service on Route 9-Ardorra to Center City last month but by mid-February only 35 of the vehicles had been delivered and drivers were still being trained. The 60-foot-long buses are expected to be assigned to Route 27-Barren Hill.

The short-lived experiment to combine the timetables for trolley routes 101 and 102 has ended. The Media and Sharon Hill lines again have separate timetables.....A new Clover department store has been built on the site of the former Red Arrow trolley barn on West Chester Pike in Llanerch.....SEPTA's five subway-surface trolley routes were diverted to the 40th & Market subway station over the weekend of February 23-24 to permit trackwork in the center city trolley tunnel.....SEPTA last month was hit with two megabuck

## PHILADELPHIA EXPRESS (Continued from Page 6)

personal injury awards. In the first, a Common Pleas Court jury awarded \$3.9 million to a woman who was struck by a SEPTA bus at 4th & Market Streets in 1979, and in the second case a jury found SEPTA liable for \$1.7 million to the estate of a man who was killed when his car rammed the rear of a disabled SEPTA bus on Interstate 95 the same year. In 1983 a Lansdowne high school student was awarded \$9.8 million after he was hit by a SEPTA bus in Delaware County, the largest damage award in SEPTA's 21-year history. Such lawsuits have become a source of increasing expense and concern to SEPTA, which has had to budget larger amounts to cover them. All three of the above cases are being appealed.

Like SEPTA, AMTRAK is facing the budget ax in Washington, with the President's Fiscal 1986 budget proposing to eliminate all funding for the passenger railroad. While there is much speculation that Congress will not allow Amtrak to be killed, especially when it continues to improve its revenue/cost performance, it's quite possible that the carrier may suffer some cuts in its request for \$684 million in the next fiscal year.



President Reagan in his February 6 State of the Union message to Congress said that deregulation of the airlines had led to cheaper fares, "but on AMTRAK taxpayers pay about \$35 per passenger every time an Amtrak train leaves the station. It's time we ended this huge Federal subsidy." Amtrak, however, pointed out that Federal support for air travelers amounts to an average of \$33 per passenger through business travel deductions alone, and at least another \$10 per passenger is soaked up by the Federal air traffic control system. In addition, said Amtrak, the end of rail passenger service would cost 25,000 jobs and labor protection payments would be at least \$2.1 billion. Nonetheless, the President's proposal drew support from at least one source: the American Bus Association.

Senator John Heinz of Pennsylvania and Congressman James J. Florio of New Jersey last month attacked the Administration's plan to kill AMTRAK, calling it "irresponsible" and a "transportation catastrophe." In a press conference at 30th Street Station, Heinz said that 3,242 jobs would be eliminated in Pennsylvania and the 3.5 million Amtrak passengers who board trains at 30th Street each year would be forced to find other transportation. Amtrak carries about 20 million passengers systemwide on an annual basis, of which close to 11 million ride Northeast Corridor trains.

Another possible casualty of budget cutting is the proposed high-speed train service between Philadelphia and Atlantic City, for which Congress appropriated \$30 million in 1983 subject to local matching funds. In January the State of New Jersey finally agreed to commit \$25.3 million to the project, but the new Federal budget proposes to transfer the \$30 million to the Coast Guard. AMTRAK has said that it will operate six trains a day in each direction over the line, if it is rebuilt.

Already, there are reports of a cost-cutting drive underway in the Northeast Corridor, as AMTRAK strives to further improve its performance. One plan recently heard would eliminate the costly Capitol Liner cars (ex-Metroliner MU's) which operate largely between Harrisburg and Philadelphia, and which after 16 years of service still require an electrician to be aboard every train. During a cold snap the week of February 11, so many of these cars were out of service that Amtrak was forced to substitute AEM-7 locomotives and Amfleet cars on trains 603-612-613-618 for several days. On February 12, AEM-7's also handled the Broadway Limited, trains 40 and 41, between New York and Harrisburg so that late-arriving eastbound diesels could be turned at Harrisburg.

When you ride over AMTRAK's brand-new six-track railroad between "Arsenal" tower and "Phil" interlocking in West Philadelphia, you might want to know that there are really three sets of tracks (numbered from east to west). Closest to the river are CONRAIL freight tracks 2F and 3F, then Amtrak through tracks 2 and 3, and finally SEPTA tracks 4 and 5.....AMTRAK has assigned 11 of its ex-SANTA FE CF7 diesels and eight of the SSB1200 switchers to Wilmington. They are: CF7's 576, 578-583, 586, 592, 595, 599; SSB's 551, 557-562, 564 (Jersey Central Chapter News).....The first CF7 to be seen in service on the Corridor is #588 which went to Boston on January 31 to serve as South Bay Switcher (Narragansett Newsletter).....After a one-day sickout on February 27, nearly 100 AMTRAK police officers were ordered by a Federal judge to return to work in eight Northeast Corridor cities. In Philadelphia 11 officers called in sick and in Wilmington two others stayed off the job in a contract dispute between Amtrak and the American Federation of Railroad Police.....Amtrak Express Magazine now has a new publisher, PPI Publications of Huntington, NY. The former publisher, East/West Network which specializes in airline magazines, dropped Express at the end of 1984.

CONRAIL has reported net income of \$500.2 million on revenues of \$3.4 billion, the fourth consecutive year in which the company has posted record earnings. The 1984 income figure represents a 60 percent increase over 1983's earnings of \$313 million on revenues of \$3.1 billion. Fourth quarter net income of \$89.6 million on revenues of \$792 million declined from the 1983 fourth quarter figures of \$117.5 million and \$808 million respectively. The improved 1984 performance was attributed to increased traffic levels and the continuing effort to cut costs.



By late February CONRAIL had reached agreement with 14 unions representing about 25,200 of its 34,200 unionized employees to restore the 12 percent wage cuts originally agreed to in 1981 when the company was fighting for its survival. The higher wages will be retroactive to July 1, 1984 but will not impact on the \$500.2 million in net income reported for the year because of a reserve fund set aside to pay the higher wages. In addition, Conrail agreed to join in the national wage settlement now being negotiated by all major roads. This settlement will also be retroactive to last July 1. NORFOLK SOUTHERN, which had received DOT Secretary Dole's blessing to purchase Conrail from the government, also agreed to restore the 12-percent "giveback" to Conrail employees.

(Continued on Page 8)

On February 12 a large sinkhole swallowed the tracks of CONRAIL's Morrisville Line (Trenton Cutoff) near Henderson Road crossing, King of Prussia, PA, forcing several piggyback and freight trains to detour over AMTRAK or Conrail's ex-Reading line at Abrams. The area is underpinned by limestone deposits which sometimes cause sinkholes to develop.....A trailer became detached from a flatcar on CONRAIL's mail train 8 as it was moving east on the AMTRAK mainline near Edison, NJ on February 4. The trailer fell off the car about 4 PM, fouling both the #3 and #4 track just as the rush hour was beginning on this high-density line. Numerous Amtrak and NJ TRANSIT trains were delayed, some for several hours, until the tracks were cleared about 8:30 PM..... Track gangs have been rebuilding CONRAIL's Pemberton branch after local freight WPCA20 derailed six cars of an 11-car train near Hainesport, NJ on December 7. The derailment was attributed to a broken rail (West Jersey Chapter Crew Caller).

Two diesel locomotives once operated by the defunct Energy Terminals coal facility at Port Richmond were removed from their storage site in mid-February. The red-and-white units were seen moving dead from Philadelphia to Altoona in a CONRAIL grain hopper train on February 23. The units are ETI #1001, ex-Frisco GP7 #580 built in 1951; and ETI GP9 #2001, ex-New York Central #5953/Conrail #7353 built in 1956.....PennDOT will soon begin rebuilding pothole-ridden Delaware Avenue in South Philadelphia, including a reduction in the number of railroad tracks in the street. When finished, the busy thoroughfare will be a smooth, divided roadway similar to what it is in the Penn's Landing area.....CONRAIL has received permission to abandon 33 miles of its ex-Lackawanna Scranton branch between Mount Pocono and Scranton, PA, although one segment of track has been sold to the City of Scranton for operation of Steamtown excursion trains.

## Slide Contest Winners

Nine members won a total of 18 prizes in Philadelphia Chapter's annual slide contest held at the February 15 meeting in the Engineers' Club. A total of 13 persons entered the contest, one fewer than in 1984, but none of last year's winners repeated this time.

Prize winners and their subjects in the six categories were:

### STEAM

- 1 - Roger Cole (Chessie 4-8-4 #614 on Thomas Viaduct)
- 2 - Larry DeYoung (East Broad Top triple-header)
- 3 - Larry Stier (4-6-0 #972 at Jim Thorpe station)

### DIESEL

- 1 - Larry DeYoung (Conrail freight in twilight)
- 2 - Doug Watts (Chapter special on Chessie at Harpers Ferry)
- 3 - Roy Soukup (SP and Houston skyline)

### MAINLINE ELECTRIC

- 1 - Larry DeYoung (Amtrak Capitol Liners in snow)
- 2 - Al Seibel (four old SEPTA MU's at Wayne shop)
- 3 - John McConnell (Chapter special with old SEPTA MU's)

### TROLLEYS/RAPID TRANSIT/INTERURBANS

- 1 - Dave Kopena (SEPTA PCC #2054 on transfer table)
- 2 - Larry DeYoung (Shaker Heights PCC's)
- 3 - Al Seibel (San Ysidro station on San Diego trolley)

### GENERAL

- 1 - Roy Soukup (Reading Terminal on last night)
- 2 - Larry Stier (Paddington Station, London)
- 3 - Doug Watts (Conrail milepost 242, Horseshoe Curve)

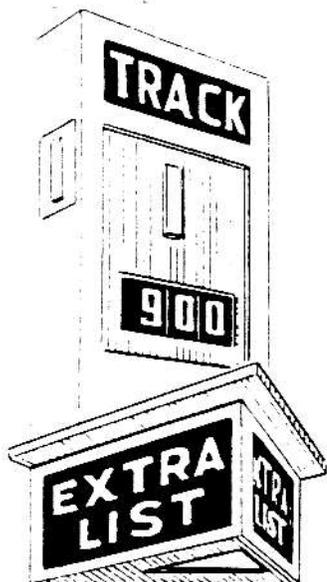
### OLDIES BUT GOODIES

- 1 - Larry DeYoung (Erie Lackawanna freight in snow)
- 2 - Bill Polk (North Coast Limited at station)
- 3 - Al Seibel (trolley snow sweeper in the Bronx)

Judges for the contest were Frank Tatnall, Marie Eastwood, Eric Dervinnis, Al Gaus and Scott Hertel. Prizes to be awarded are one 36-exposure roll of color film with processing for first place winners, one 36-exposure roll without processing for second place and one 20-exposure roll without processing for third place.

## CSX SHIFTS TOP EXECS; NEW CHESSIE CHIEF NAMED

John T. Collinson, president of Chessie System, has been named chairman of Chessie and its sister road the Seaboard System, replacing Hays T. Watkins who remains as chairman of parent CSX Corp. of Richmond, VA. John W. Snow, formerly a senior vice president of CSX, becomes president and chief executive officer of Chessie, based in Cleveland. The new vice chairman of both railroads is Richard L. Leatherwood, who had been president and CEO of another CSX subsidiary, Texas Gas Resources.



MARCH 23, 1985: First scheduled trip for 1985 season at Steamtown U.S.A., Scranton, PA. Train departs Hilton at Lackawanna Station, Scranton, at 11:00 AM for Moscow, PA and return over former Lackawanna Railroad mainline. Fares: \$6 adults, \$4.50 senior citizens, \$3.50 children under 12. Second trip leaves at 2 PM. Trains operate daily except Monday and Tuesday through May 24, then daily except Monday through September 1 with five trips daily. For further information, write: Steamtown U.S.A., P. O. Box 5250, Scranton, PA 18505 (telephone 717-969-1984).

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."

APRIL 20: Excursion over Snow Hill Branch of the Maryland & Delaware Railroad, using Alco diesel and ex-B&M combine. Capacity limited. Leave Selbyville, DE, 10:30 AM. For complete information, write: Wilmington Chapter, NRHS, P. O. Box 1261, Wilmington, DE 19899.

APRIL 26: Annual banquet of West Jersey Chapter NRHS at the Officers Club, Philadelphia Naval Base. Cash bar at 6 PM, dinner with all-you-can-eat entrees at 7 PM. Entertainment will be the 1938-vintage Hollywood film "Broadway Limited." Tickets \$12.50 per person. Order from: Bob Cooper, West Jersey Chapter NRHS, 733 Highland Avenue, Palmyra, NJ 08065, making checks payable to "West Jersey Chapter NRHS."

MAY 4: Annual railroadiana auction sponsored by Pottstown & Reading Chapter NRHS at Old St. Luke Gallery, Gilbertsville, PA, beginning at 10 AM. Chapter Member Ted Maurer, a professional auctioneer, will conduct the auction.

MAY 11-12: Alco-powered excursions on Winchester & Western Railroad, which ended regular passenger service over 50 years ago. Sponsored by Winchester Chapter NRHS and using former Amtrak coach and privately-owned Pullman car, the specials will depart from W&W shop, Gore, VA, each day at 10 AM for a five-hour round trip to Winchester. Lunch and refreshments available, but train capacity is extremely limited. Fares: \$19 adults, \$17 children under 12. Order tickets from: Winchester Chapter NRHS, P. O. Box 282, Winchester, VA 22601, indicating date preferred and enclosing stamped, self-addressed envelope.

MAY 19: Spring rail trip sponsored by Lancaster Chapter NRHS from Harrisburg, Lancaster and Paoli to Mystic, CT and return, using AEM-7 locomotives as far as New Haven and Amfleet equipment. Train leaves Harrisburg 5 AM, Lancaster 6:30 AM, Paoli 7:25 AM, returning to Paoli at 10:45 PM, Lancaster 11:35 PM and Harrisburg 12:35 AM. Fares: \$49 adults, \$46 children, including admission to Mystic Seaport or optional sidetrip on Valley Railroad, Old Saybrook, CT. Order tickets from: Lancaster Chapter NRHS, 342 West Fritz Avenue, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

JUNE 8: Doubleheaded steam trip from Strasburg to Lancaster, Enola, Harrisburg, PA and return via Strasburg Rail Road, Amtrak and Conrail, using ex-Pennsy locomotives 1223 and 7002. Trip is jointly sponsored by the Railroad Museum of Pennsylvania, Strasburg Rail Road and Lancaster Chapter NRHS (see story elsewhere in this issue). Train leaves Strasburg 8 AM, returns about 5 PM. Fares: \$47.50 per person (first class service also available). Order tickets from: Lancaster Chapter NRHS, 342 West Fritz Avenue, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

## CHAPTER TO MARK ITS 50TH ANNIVERSARY IN 1986

President Frank Tatnall will soon appoint a committee to begin work on Philadelphia Chapter's 50th anniversary banquet to be held in March 1986. This subject will be discussed at the upcoming Chapter meeting on March 15.

## Membership News

The following membership changes are printed here in order that you may update your Membership Poster dated August 1, 1984. Please make a note of the following:

### NEW MEMBERS

CURTIN, George M., Jr. & Linda M., 5834 Tupelo Turn, Wilmington, DE 19808	302-239-2889
KRALL, Jack R., 113 N. Lambert St., Philadelphia, PA 19103-1106	215-569-3085
KREINES, David J., 308 Maple Ave., Wyncote, PA 19095-1523	215-886-8954
THOMAS, Kenneth E., 7413 Palmetto St., 2d Flr., Philadelphia, PA 19111-3632	215-725-9842

### NEW CHAPTER ONLY MEMBERS

BENZ, Charles J., 85 Brook Dr., Holland, PA 18966-1907 (Delaware Valley)	215-357-6621
DENT, James L., P. O. Box 1033, Hillburn, NY 10931-1033 (North Jersey)	914-368-1206
FRIEDBERG, Ira K., 68-34 Springfield Blvd., Bayside, NY 11364-2633 (North Jersey)	718-225-5697
WESTLAND, Stuart I., 78 Edenbridge Dr., Islington, Ontario M9A 3G2 Canada (Buffalo)	

### ADDRESS CHANGE

FEINSTEIN, Alan B., 253-A Lafayette Rd., #3-D, Edison, NJ 08837-2425

## HAVE YOU PAID YOUR 1985 DUES?

Chapter members are reminded that dues for 1985 should have been paid by now. There has been some delay in processing applications but new membership cards should be in the mail shortly. If you have not received a 1985 dues bill, please contact Treasurer Doug Watts at the address below.

Membership dues are \$18 per person (\$20 for family members and \$9 for Chapter-only members). They should be sent immediately to:

Douglas W. Watts  
Vice President & Treasurer  
Philadelphia Chapter, NRHS  
504 S. Lansdowne Ave., Apt. B-11  
Yeadon, PA 19050-2416

Checks should be made payable to "Philadelphia Chapter NRHS." Payments may also be made in person at the March 15 Chapter meeting.

## CHAPTER BOOKSTORE ADDS NEW ITEMS

The Chapter's "bookstore" has been recently restocked with many old favorites and a whole host of new items as well, according to Larry Eastwood, who is temporarily handling the publication sales until a new permanent director can be found.

A number of attractive new publications have been received and will be available for sale at the March 15 meeting. Some of these are:

DUNELAND ELECTRIC, by Donald Kaplan, published by PTJ Publishing, at \$19.95, photo essay on CSS&SB  
NEW ENGLAND ALCOS IN TWILIGHT, by Scott Hartley, combination black-and-white and color  
photo book on New England's Alco diesels, by PTJ Publishing, \$17.50 per copy  
ATCHISON, TOPEKA AND SANTA FE RAILWAY, Volume 1, by Vanishing Vistas (Richard E. Cox), an album  
of 17 full-color photos of AT&SF, selling for \$9.95 per copy  
CHESAPEAKE & OHIO: SUPERPOWER TO DIESELS, by Thomas W. Dixon, Jr., published by Carstens, a fine  
book loaded with black-and-white C&O shots, at \$15.95 per copy  
BALTIMORE & ITS STRETCARS, by Herbert H. Harwood, Jr., an outstanding photo essay on the trolleys  
of Baltimore, by Quadrant Press, an excellent buy at \$10.95 each for the traction fan  
CZ: THE STORY OF THE CALIFORNIA ZEPHYR, by Karl R. Zimmermann, a soft-cover reprint of the hard-  
cover book, by Quadrant Press, at 11.95 per copy.

Also available is a hardbound 152-page full color book, DIESELS OF THE SUNRISE TRAIL, by John Scala, an excellent collection of color photos of the Long Island Rail Road. It retails for \$31.95 per copy, but it is available to Chapter members only at a special price of \$26.00.

Also available will be a full selection of NRHS emblem items, including neckties, lapel buttons, tie clasps, cloth patches and pin buttons. Show off the NRHS to your friends.

The above prices include Pennsylvania sales tax, and proceeds are placed in the Chapter's general account to help cover the cost of publishing Cinders. We urge you to support your Chapter sales program and help the Chapter while gaining these excellent publications for your rail library.

## STACY RECOVERING AFTER RECENT MISHAP

Member Robert M. Stacy was seriously injured in a freak accident which occurred during a retirement banquet at Williamson's Restaurant, Bala-Cynwyd, on Wednesday, February 6.

Bob was rushed to Osteopathic Medical Center with burns of the head, face and left hand. The injuries, however, were not as severe as first thought, and he was discharged the following Monday. After further recuperation at home, Bob was expecting to return to work at the Philadelphia Department of Public Property by the end of February.

The Chapter extends its best wishes to Bob Stacy for a full recovery after this unfortunate accident.

## DOUBLEHEADED STEAM TRIP TO HARRISBURG SET FOR JUNE 8

Former Pennsylvania Railroad steam locomotives 1223 and 7002 will return to mainline iron on Saturday, June 8, when the Railroad Museum of Pennsylvania, Strasburg Rail Road and Lancaster Chapter NRHS cooperate in a major railfan event.

The ten-car train, which will include Lancaster Chapter's restored PRR P70 coach, is scheduled to leave the Strasburg Rail Road's East Strasburg station at 8 AM, traveling via Amtrak's ex-Pennsy mainline to Lancaster, thence via Conrail's Columbia secondary track and Enola branch to Enola yard. Crossing the stone-arch Rockville bridge, the doubleheaded American and Atlantic type locomotives will stop at Harrisburg before returning to Strasburg via the Amtrak mainline, with arrival scheduled for 5 PM.

Tickets may be ordered for \$47.50 each from: Lancaster Chapter NRHS, 342 West Fritz Avenue, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

## "WHEN IS THAT BLEEPING CABOOSE GOING TO MOVE?"

Patrolman James Cole of the Columbus (OH) police department described this incident in a patrol report he filed last year:

Cole was driving west on the service road on the south side of Route 161 during a foggy night, and as he crossed Tamarack Boulevard he noticed two dim headlights ahead of him. He approached the car slowly and found that it wasn't moving but that its right-turn signal was blinking. As Cole pulled alongside he noted that the driver appeared to be quite aggravated. Upon being asked if he were having trouble and if the officer could render some assistance, the motorist shouted that the police should do something about railroad companies stopping their trains across intersections. He angrily pointed to the nearby Victoria Station Restaurant and complained that he had been waiting at least 30 minutes for the caboose to move!

(Contributed to NRHS News by the late Eve Walker)

## RAIL EXCURSIONS TO RUN IN HARRISBURG AREA

The Mechanicsburg Museum Association of Mechanicsburg, PA has announced a series of steam passenger train excursions from Mechanicsburg to Harrisburg, Carlisle and York on May 3-13. The excursions will commemorate the 150th anniversary of the Cumberland Valley Railroad, now a part of Conrail, with special ceremonies scheduled for May 1 at the former CV station in Mechanicsburg.

While no mention is made of the locomotive to be used, it is believed that Railfan George Hart's ex-Canadian Pacific 4-6-0 #972, now based at Jim Thorpe, PA, has been selected. The 972 is set to move to the Strasburg Rail Road shops at Strasburg, PA for repair work early this spring and will reportedly go to the newly-revived Stewartstown Railroad for excursions out of York. Presumably, the trips will operate with diesel power if steam is not available.

Further details will be published in April Cinders. The Museum Association's address is: P. O. Box 182, Mechanicsburg, PA 17055-0182.

# ROBERT H. BROWN

# February 9, 1985

It is with regret that we inform you of the passing of Member Robert H. Brown, of Bethel Park, PA, on February 9, 1985. Bob retired from Conrail in 1984, holding the position of senior communications engineer. He had previously worked for Penn Central and the Pennsylvania Railroad. He joined NRHS in 1965, owned several cars at the Arden Trolley Museum and was a member of that organization. Our sympathy is extended to his family.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

Main Line - Philadelphia-Lansdale Doylestown Line - Lansdale-Doylestown

(from SEPTA Regional High Speed Line Timetable No. 2, in effect November 10, 1984)

MAIN LINE		STATIONS		No. of Main Tracks	Mile Post	Siding (N or S) Capacity in Feet	No.
NORTH	SOUTH	Method of Operation	Radio Channel				
X	X	ZOO (Connection to Amtrak at Southward (Amtrak Eastward) Interlocking Limits) (1)		19			3
		WEST		11			
		30TH ST STATION, Phila. (Upper Level)		09			
		SCHUYLKILL		08			
		20TH ST.		06			
		BROAD (1*)		04			
		SUBURBAN STATION		00			
		PHILA. (Penn Center)		04			
		MARK (*)		05			
		MARKET EAST		08			
		VINE R-MARK		16			
		BROWN		11			
		TEMPLE U.		18			
		DIAMOND		24			
		R-WAYNE		29			
		NORTH BROAD ST		35			
		16TH STREET JCT. R-WAYNE		40			
		(Connection to Norristown Line)		43			
		TIOGA		45			
		NICETOWN		51			
		HUNT R-WAYNE		51			
		WAYNE (1*)		52			
		(Connection to Chestnut Hill East Line and CR Blue Line Connecting Track)		59			
		WIND (1*)		62			
		WAYNE JCT.		67			
		LOGAN		70			
		NEWTOWN JCT (Connection to CR Trenton Line) R-WAYNE		74			
		TABOR		84			
		TABOR JCT. (Connection to CR Berks St. Industrial Track) R-WAYNE		85			
		FERN ROCK		92			
		MELROSE PARK		108			
		OAK		108			
		ELKINS PARK		108			
		JENKINTOWN		108			
		(Connection to New York Line) R-WIND		108			
		GLENSIDE		119			
				1750			

STATIONS		No. of Main Tracks	Mile Post	Siding (N or S) Capacity in Feet	No.
NORTH	SOUTH				
		CARMEL (Connection to Warminster Line)	12		
		NORTH HILLS	13		
		SOUTH ORE	13.7		
		ORELAND	13.8		
		NORTH ORE	14		
		FELLWICK	14.8		
		FT WASHINGTON	15.9		
		SOUTH AMBLER	17.1		
		AMBLER	17.2		
		PENLYN	18.8		
		GWYNEDD VALLEY	20		
		GWYN	20.2		
		NORTH WALES	22.4		
		PENNBROOK	23.5		
		STONE (Connection to Doylestown Line, CR Stoney Creek Branch and Bethlehem Running and Industrial Tracks) R WIND	24.2		
		LANSDALE (Plug Track)	24.4		

NOTE 1 - BROWN denotes location of mile post transition from Suburban Station to distance from former Reading Terminal, i.e. mile age 1.6 from Suburban Station equals mileage 1.1 from former Reading Terminal

NOTE 2 - RHSL Radio Channel (Base Station) also located in Roberts Ave. Yard Office

NOTE 3 - Train order office only

1. METHOD OF OPERATION/RULES IN EFFECT DESIGNATION AND USE OF MAIN AND CERTAIN AUXILIARY TRACKS.										
BETWEEN	AND	TRACK	ABS	D 251	TCS	MBS	MBSACT	CS	Current of Traffic	Note
Zoo	Suburban Station (Penn Center)	No. 1, No. 2, No. 3 and No. 4	X	X	X	X				1
Suburban Station (Penn Center)	Diamond	No. 1, No. 2, No. 3 and No. 4	X	X	X	X				
Diamond	16th St Jct	No. 1, No. 2 and No. 3	X	X	X	X				
Diamond	16th St Jct	No. 1, No. 2 and No. 3	X	X	X	X				
16th St Jct	Hunt	No. 1, No. 2, No. 3 and No. 4	X	X	X	X				
Hunt	Wayne	No. 1	X	X	X	X				
Hunt	Wayne	No. 2	X	X	X	X				2
Hunt	Wayne	No. 3 and No. 4	X	X	X	X				2
Wayne	Newtown Jct	No. 1 and No. 2	X	X	X	X				
Newtown Jct	Tabor Jct	No. 1	X	X	X	X				3
Newtown Jct	Tabor Jct	No. 2	X	X	X	X				
Tabor Jct	Stone	No. 1	X	X	X	X				3
Tabor Jct	Stone	No. 2	X	X	X	X				

X Indicates in service N Northward S Southward Tracks are numbered east to west 1 2 3 4 between Zoo and Wayne Tracks are numbered west to east 1 2 between Wayne and Stone

NOTE 1 - Interlocking limits, Zoo interlocking, are as follows on No. 1 and No. 2 tracks at interlocking signals 740 feet south (west on AMTRAK) of Spring Garden St. overhead bridge and on No. 3 and No. 4 tracks at interlocking signals 487 feet south (west on AMTRAK) of Spring Garden St. overhead bridge

NOTE 2 - Temporarily for movement against the current of traffic on No. 2, 3 and 4 tracks between HUNT and WAYNE Restricting Signal Indication will be the authority for movement. Towerperson must apply proper Blocking Devices, and secure permission from Train Dispatcher before permitting movement. Operating Rules temporarily modified accordingly.

NOTE 3 - MOVEMENTS AGAINST THE CURRENT OF TRAFFIC WITHOUT TRAIN ORDERS At the following locations the second paragraph of Rule U 151 will not apply and movements may be made as indicated below. Trains or Engines may operate against the current of traffic without Train orders, under Manual Block Signal System Rules in the following territories when authorized by the Train

Dispatcher. The Conductor or Engineer must obtain permission to use the track as prescribed by Rule 706 or 723) only from the employe in charge of track as designated below.

Track	From	To	When Authorized by Train Dispatcher on Verbal Permission From
No. 4 Track	Diamond	18th St. Jct.	Operator Wayne*
No. 1 Track	Newtown Jct.	Tabor Jct.	Operator Wayne*

\*NOTE - See Special Instruction 1151-82. NOTE 1

2. TRAIN DISPATCHERS IN CHARGE

LOCATION  
Wayne Junction  
Territory:  
Desk B (Zoo to Wayne)  
Desk A (Wayne to Lansdale)

3. MAXIMUM AUTHORIZED SPEEDS AND RESTRICTIONS

RESTRICTIONS	SPEEDS			
	Single Track	No. 1 Track	No. 2 Track	No. 3 Track
<b>BETWEEN</b>	50	50	50	50
Eastward (on ATK) Limit Zoo Interlocking and 30th St. Station (upper level)	50	50	50	50
30th St. Station (upper level) and Suburban Station	20	10	10	10
Suburban Station and Vine Int	20	10	10	10
Vine (diverging moves)	All the way	20	10	10
Vine and Brown (northward)	45	10	10	10
Vine and Brown (southward)	35	10	10	10
Curve Northward from Powerton Ave Signal Bridge to 30th St. Station	25	25	25	25
All Diverging Routes (except as otherwise noted)	15	10	10	10
Brown and 16th Street Jct	45	35	35	35
Except curves north and south of Temple U. Station				25
Diamond - all diverging routes	20	20	20	20

3. (CONT.)

BETWEEN	Single Track	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track
	North Broad Street Station Tracks	50	50	50	50
16th Street Jct. Except: Crossover between No. 3 and No. 2 Tracks and crossover between No. 2 and No. 1 Tracks on Main Line	30	20	20	20	20
Crossover between No. 1 and No. 2 Tracks, Norristown Line	10	10	10	10	10
All other diverging routes	25	25	25	25	25
16th Street Jct. and Wayne	50	50	50	50	50
Wayne Interlocking Straight moves. All diverging routes	50	50	50	50	50
Wayne Jct. Station Tracks	25	25	25	25	25
Wayne and Newtown Jct. Except: Reverse curves at Logan	60	40	40	40	40
Newtown Jct. Except: Movement to and from CR Tranton Line. All other diverging routes	50	40	40	40	40
Newtown Jct. and Jenkin. Except: Tabor Jct. All diverging routes	20	20	20	20	20
Jenkin (within interlocking limits)	60	40	40	40	40
Jenkin and Stone	15	10	10	10	10
Camel--to and from Warminster Line	35	10	10	10	10
Fallwick--curves south and north of Passenger Station	55	40	40	40	40
Amber-over Butler Pike Public Crossing at Grade	20	20	20	20	20
	50	50	50	50	50

3. (CONT.)

BETWEEN	Single Track	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track
	Stone--within interlocking limits	50	50	50	50
Lansdale--to and from Doylestown Line and Stony Creek Branches	30	25	25	25	25
ELECTRIC CAR YARDS Maximum authorized speed in Powerton Ave. Roberts Ave and Wayne Junction Electric Car Yards is 5 MPH	15	15	15	15	15

4. EQUIPMENT RESTRICTIONS

ENGINE AND SPECIAL LOAD RESTRICTIONS

Location	Model of Engines (See 1150 A.1)					
	1	2	3	4	5	6
East End No. 3 Track						X
Powerton Ave. Yard						
30th St. Upper Level to Suburban Station (1) (2) (3) (4)						

NOTE 1 - SD45, SDP45, RS11 and RSD15 locomotives prohibited.  
NOTE 2 - Wind deflectors (storm windows) on Models SW1500 must be in closed position for movement at Upper Level at 30th St. Station.  
NOTE 3 - Due to close overhead clearance the Brown Host and Snow Ballast Cleaning Equipment and track sweepers prohibited between 30th St. Station Upper Level and Suburban Station.  
NOTE 4 - Diesel engines must not enter subway east of 20th St. or tunnel south of Brown, unless instructed by Train Dispatcher.

5. TRACKS EQUIPPED FOR AC ELECTRICAL OPERATION

A. Main interlocking yard and station tracks between ZOO and SCHUYLKILL are equipped for AC Electrical Operation Power controlled by Power Director, 30th St. (AMTRAK)

Main, interlocking and station tracks between SCHUYLKILL and LANSDALE are equipped for AC Electrical Operation. Power controlled by Power Dispatcher, Wayne Junction

The following auxiliary tracks are also equipped for AC Electrical Operation. Power controlled by Power Dispatcher Wayne Junction

- Chelton Hills Siding
- Glenside Layoff
- Glenside Siding
- Crossover South Ore
- Crossover North Ore
- Crossover South Ambler
- Crossover Gwyn
- Lansdale Siding (Plug Track)
- Lansdale MU Yard

1. METHOD OF OPERATION/RULES IN EFFECT DESIGNATION AND USE OF MAIN AND CERTAIN AUXILIARY TRACKS.			
BETWEEN	AND	TRACK	Current of Track
Stone	Doyle	Single	CSACT
Doyle	Doylestown	All	CS
X Indicates in service			MBSACT
			MBS
			TCS
			D-251
			ABS
			Rule 113 (Restricted Speed)

2. TRAIN DISPATCHERS IN CHARGE	
LOCATION	Wayne, Kt.
TERRITORY	Disk A (Stone to Doyle)

3. MAXIMUM AUTHORIZED SPEEDS AND SPEED RESTRICTIONS				
BETWEEN	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track
Stone and Doyle	40	25		
Colmar - Over Bethlehem Pike Crossing	5	5		
Chalfont - Over Route 202 Crossing	20	20		
ALL TRACKS				
Restricted Speed not exceeding 5MPH				
Restricted Speed not exceeding 10 MPH				

4. EQUIPMENT RESTRICTIONS	
Engines Not Permitted to Operate All six Axle Engines	

5. TRACKS EQUIPPED FOR AC ELECTRICAL OPERATION	
The following tracks are equipped for AC Electrical Operation Power controlled by Power Dispatcher, Wayne Junction	
Single Track (Stone to Doylestown)	
Landsdale Siding (Plug Track)	
Wood Siding	
Forest Siding	
Long Siding-Doylestown	
Crossover at Doylestown	

DOYLESTOWN LINE

STATIONS	No. of Main Tracks	Capacity (No. of S) (Capacity in Feet)	Notes
STONE (Connection to Main Line, CR Stoney Creek Branch and Bethlehem Running and Industrial Tracks) R Wind	24.2		
LANDSALE	0.1		
LAND (North, End of Plug Track) R Wind	0.3	1500	1
FORTUNA	15		
COLMAR	24		
LINK (Wood Siding) R Wind	3.0	1250	2
LINK BELT	3.1		
CHALFONT	5.3		
FOREST (Forest Siding) R Wind	5.9	650	2
NEW BRITAIN	7.1		
DEL VAL COLLEGE	8.4		
DOYLE R WIND (Long Siding)	9.9	1750	3
End of Main Track (Station Tracks)	10.0		4

NOTE 1 - Controlled Signal & Southward take Siding Indicator.

NOTE 2 - Controlled Signal & Northward take Siding Indicator.

NOTE 3 - Southward Controlled Signal.

NOTE 4 - All tracks north of DOYLE are other than main tracks, all movements must be made at Restricted Speed

**5. (CONT.)**

**B. Pantographs must not be dropped within Suburban Station nor between Suburban Station and Brown unless catenary is de-energized.**

**C. PHASE BREAK IN SERVICE**  
Phase Break in service on Track No. 1, 2, 3, and 4 at Catenary 1/12 (two structures north of Girard Avenue) located south of Temple University Station. Phase Break signs and position light Phase Break indicators are in service.

CT 290, page 31, paragraph 2, changed as follows:  
"2. Position light Phase Break indicators of type shown are displayed prior to reaching the Phase Break sign. When indicator is lighted, a section of the Phase Break is de-energized and all electric trains approaching a Phase Break on any track will be governed by the following.



Pantographs must be dropped on Silverliners only if a speed of 14mph or greater cannot be maintained.

Controllers must be in OFF position while all Pantographs are between catenary 1/11 and north of the Phase Break northbound, and catenary 1/13 and south of Phase Break southbound, until past the number sign corresponding to the number of cars in the train.

Signs numbered 1 to 10 are along track to indicate to enginemen where to throttle ON after passing Phase Break

In the event a train is stopped under the Phase Break, all Pantographs must be lowered, and sufficient Pantographs on either side of the Phase Break raised individually to allow movement out of the affected area (catenary 1/11 to 1/13) if a train with one operative Pantograph stops under the Phase Break, it must be moved with other equipment.

Phase Breaks are located as specified in the timetable "

**D. PANTOGRAPH PRESSURE SWITCH**  
At Market East Station, engineers on all northbound trains will position the pantograph pressure switch in the low position prior to departing the station. Engineers on trains going southbound will position pantograph pressure switch in high position prior to departing Market East Station.

**E. INSTRUCTIONS FOR PANTOGRAPH OPERATION**  
**SUBURBAN STATION**  
Pantographs must not be raised or lowered unless traction power has been removed from the catenary.  
Control of catenary switchgear is by the Lead Towerperson at Broad via the SEPTA Power Dispatcher. Request for catenary de-energization from Rail Equipment Maintenance personnel will be made to the Lead Towerperson at Broad who will communicate with SEPTA Power Dispatcher. Once the lead Towerperson advises that the desired circuit has been de-energized, pantographs may be dropped.  
Before performing any work on the roof or high voltage circuits of MU equipment, the grounding switch must be closed. This is to be done from the car and ladder.

STATION PAGE SYMBOLS

- C - Indicates Controlled Siding.
- FW - Indicates Wired Facing Point Crossover.
- P - Indicates In service Part Time, as Shown on Station Page or as Designated by Bulletin Order or Train Order.
- R - Indicates Remote Controlled From.
- S - Indicates Interlocking Station.
- SS - Indicates Spring Switch
- TU - Indicates Trailing Point Crossover. Not Wired.
- TW - Indicates Wired Trailing Point Crossover.
- X - Indicates in service Continuously.
- ⓧ - Indicates RHSL Radio Channel.
- Ⓢ - Indicates AMTRAK/CONRAIL Road Radio Channel 1.

# RAILROAD RADIO FREQUENCY GUIDE *Update*

## PART II

Name of Carrier	Frequency (MHz)
Madison.....	160.605
Maine Central.....	160.62, 161.25, 160.38
Manitou & Pikes Peak.....	161.55
Manufacturers (St. Louis).....	160.74
Manufacturers Junction (Chicago).....	161.475
Marquette, Tomahawk & Western.....	160.29
Maryland & Delaware.....	160.695
Maryland & Pennsylvania.....	160.335, 160.695
Maryland Midland.....	160.545
Massachusetts Central.....	160.47
Massena Terminal.....	160.50
McCloud River.....	161.205, 160.695
McKeesport Connecting.....	160.44
Meridian & Bigbee.....	160.35
Metro-North Commuter.....	161.28, 160.41
Michigan Interstate.....	161.49, 161.355
Michigan Northern.....	160.65
Minnesota, Dakota & Western.....	160.41, 160.53
Minnesota Transfer.....	160.56, 160.74
Mississippian.....	160.77
Mississippi Export.....	161.22, 161.40
Missouri-Kansas-Texas.....	160.59, 160.32
Missouri Pacific.....	160.41, 160.47, 161.145
Modesto & Empire Traction.....	161.325, 161.175
Monessen Southwestern.....	160.62
Monongahela.....	161.265
Monongahela Connecting.....	161.40, 161.22
Morristown & Erie.....	160.23, 161.10
Mount Washington.....	151.655
Muncie & Western.....	160.95
Newburgh & South Shore.....	160.89
New Hope & Ivyland.....	152.96
New Jersey Transit Rail Operations.....	161.40, 160.80 (Northeast Corridor)
New Orleans Public Belt.....	160.32, 160.53
New Orleans Union Passenger Terminal.....	160.44
New York Cross Harbor.....	160.59
New York, Susquehanna & Western.....	160.485, 161.295 (Northern Div.), 160.29
Nittany & Bald Eagle.....	160.59
Norfolk & Portsmouth Belt Line.....	160.98
Norfolk & Western.....	161.19, 161.25 (#2 ex-Nickel Plate lines), 160.44 (#2 ex-Wabash lines), 161.49
North Louisiana & Gulf.....	160.23, 160.755
North Shore.....	160.59
Northern Alberta.....	160.275, 160.515
Octoraro.....	160.545
Ohio-Rail.....	160.845
Ontario Central.....	161.37
Ontario Midland.....	161.37
Ontario Northland.....	160.545, 160.995
Oregon, California & Eastern.....	160.86, 160.44
Oregon, Pacific & Eastern.....	160.98
Patapsco & Back Rivers.....	160.59, 160.845
Peoria & Pekin Union.....	160.47
Philadelphia, Bethlehem & New England.....	160.575, 160.695
Pickens.....	161.28
Pioneer Valley.....	160.335, 161.085
Pittsburg & Shawmut.....	161.16
Pittsburgh, Allegheny & McKees Rocks.....	160.425
Pittsburgh & Lake Erie.....	160.89, 161.07
Pittsburgh & Ohio Valley.....	161.37
Pittsburgh, Chartiers & Youghiogheny.....	160.98
Point Comfort & Northern.....	160.50
Port Huron & Detroit.....	160.65
Portland Terminal (Maine).....	161.25
Portland Terminal (Oregon).....	161.49
Providence & Worcester.....	160.65, 161.10
Rahway Valley.....	161.025
Richmond, Fredericksburg & Potomac.....	161.49*, 161.55*, 160.77
River Terminal.....	161.37
Roberval & Saguenay.....	160.185, 161.145
Rockdale, Sandow & Southern.....	160.50

# RAILROAD RADIO FREQUENCY GUIDE *Update*

(Continued)

Sabine River & Northern.....	161.455
St. Lawrence.....	160.215, 160.725
St. Louis Southwestern.....	161.55
St. Marys River.....	160.275
St. Marys.....	160.62
Sacramento Northern.....	160.50
San Luis Central.....	160.68
San Manuel Arizona.....	161.46
Sand Springs.....	160.23
Sandersville.....	160.86
Santa Maria Valley.....	160.77, 161.175
Seaboard System.....	160.59, 161.10, 160.29, 161.40
Seacoast Transportation.....	160.80
Sierra.....	160.59
Sioux City Terminal.....	161.31
Soo Line.....	161.37, 161.52, 161.085
South Brooklyn.....	161.565, 160.845
South Buffalo.....	161.19, 161.28
South Central Tennessee.....	161.355
Southern Pacific.....	161.55, 160.89, 160.47
Southern Railway.....	160.95, 160.83, 160.245
Steelton & Highspire.....	161.19
Strasburg.....	161.235
Tacoma Municipal Belt Line.....	161.07
Terminal Railroad Assn. of St. Louis.....	160.50, 160.29
Terminal Railway Alabama State Docks.....	161.07, 161.10
Texas & Northern.....	161.10
Texas City Terminal.....	160.62
Texas Mexican.....	161.22*, 161.695*, 161.13
Texas, Oklahoma & Eastern.....	160.23, 161.325
Texas State.....	151.34
Toledo Terminal.....	160.59
Toronto, Hamilton & Buffalo.....	161.505, 161.265, 160.845
Trona.....	160.38
Tulsa-Sapulpa Union.....	161.07
Tuscola & Saginaw Bay.....	160.575
Union (Pennsylvania).....	160.26, 160.50, 160.62, 160.35
Union Pacific.....	160.74, 160.65, 160.68, 160.25 (Western Pacific)
Upper Merion & Plymouth.....	160.485
Valdosta Southern.....	160.86
Valley & Siletz.....	161.07, 160.56
Ventura County.....	161.355
Vermont.....	161.01*, 160.29*, 160.71
Washington County.....	161.19
Washington Union Terminal.....	160.29
Waterloo.....	160.41, 161.31
WCTU (Oregon).....	160.68
West Virginia Northern.....	161.25
Winchester & Western.....	160.92
Wisconsin & Southern.....	160.575, 160.77
Wolfeboro.....	160.575
Yakima Valley.....	160.68
Yankeetown Dock.....	152.87
Yreka Western.....	161.07

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

NATIONAL RAILWAY HISTORICAL SOCIETY (excursion use) - 151.925

NATIONAL WEATHER SERVICE (forecasts) - 162.475, 162.40, 162.55

SOURCES

Extra 2200 South Magazine, Gary L. Sturm, Radio Frequencies Editor  
 Rail-Scan, Directory of Railroad Scanner Frequencies, 1982, by Tom Kneitel  
 Trains Magazine, J. David Ingles, Managing Editor  
 Cincinnati, Cincinnati Chapter NRHS  
 Highball, Old Dominion Chapter NRHS  
 Mainline, Forest City Division RRE  
 News, Jersey Central Chapter NRHS  
 Shortline, Champlain Valley Chapter NRHS  
 Steel wheels, Boston Chapter NRHS  
 Whistle Stop, Watauga Valley Chapter NRHS  
 Consolidated Rail Corp.  
 Jerrold F. Hilton, Wisconsin Chapter NRHS  
 The Waring Group  
 Cinders Staff

## RAILROAD RADIO FREQUENCIES AT TRI-STATE LOCATIONS

OPERATING RAILROAD	NAME OF TOWER/YARD	LOCATION	PRIMARY CHANNEL
Amtrak	All towers	Northeast Corridor	AMT 1
Amtrak	All towers	Mainline Philadelphia-Harrisburg	AMT 1
Chessie System	"RG"	East Side yard, Philadelphia	CS 1
	Wilmington yard	Elsmere, DE	CS 1
Conrail	"Stadium"	South Philadelphia	CR 2
	"Nicc"	Nicetown, Philadelphia	CR 2
	"Norris"	Bridgeport, PA	CR 2
	Earnest yard	Earnest, PA	CR 2
	Morrisville yard	Morrisville, PA	CR 2
	Midvale yard	North Philadelphia	CR 1, 2
	"Jersey"	Delair, NJ	CR 4
	Pavonia yard	Camden, NJ	CR 4
	Train dispatcher	South Jersey lines	CR 4
	"Trent"	West Trenton, NJ	CR 1*, RHSL
	"NK"	Newark, NJ	CR 2
	"Upper Bay"	Bayonne, NJ	CR 2
	"Hack"	Jersey City, NJ	CR 2
	"Karny"	Kearny, NJ	CR 2
	Train dispatcher	Lehigh Line - Oak Island, NJ to Allentown, PA	CR 2
	"Steel"	Bethlehem, PA	CR 1
	"Oley"	Reading, PA	CR 1
	"Valley Junction"	West Reading, PA	CR 1
	"R"	Rutherford, PA	CR 1
	"Rockville"	Rockville, PA	CR 1
	"Day"	Enola, PA	CR 1
	"Banks"	Marysville, PA	CR 1
	"Cola"	Columbia, PA	CR 1
	"Bridge"	Wilmington, DE	CR 2
	Edge Moor yard	Wilmington, DE	CR 2
	Canal bridge	Summit Bridge, DE	CR 2
NJ Transit	"Wood"	Perth Amboy, NJ	NJT, CR 1
	South Amboy station	South Amboy, NJ	NJT
	"Morgan"	South Amboy, NJ	NJT
	"Bank"	Red Bank, NJ	NJT, CR 1, 2
	"Shark"	Belmar, NJ	NJT
	"Brielle"	Brielle, NJ	NJT
	Bay Head yard	Bay Head, NJ	NJT
	"Excee"	Cranford, NJ	NJT, CR 1
	Hoboken Terminal	Hoboken, NJ	NJT, CR 1
	"Terminal"	Hoboken, NJ	NJT
	"HX"	Secaucus, NJ	NJT
	"Ridgewood Junction"	Ridgewood, NJ	NJT, CR 1
	"WC"	Waldwick, NJ	NJT
	"SF"	Suffern, NY	NJT, CR 1
	"DB Junction"	Kearny, NJ	NJT
	Train dispatchers	All lines	NJT, CR 1
SEPTA (Regional High Speed Lines)	"Wayne"	Wayne Junction, Phila.	RHSL, CR 1
	"Wind"	Wayne Junction, Phila.	RHSL, CR 1
	"Mark"	Market East, Phila.	RHSL
	"Broad"	Penn Center, Phila.	RHSL
	"A"	Southwest Phila.	RHSL, CR 1
	Media station	Media, PA	RHSL, CR 1
	Chestnut Hill West station	Chestnut Hill, Phila.	CR 1

\* - Operating timetable shows CR 2

Explanation of Channels/Frequencies

AMT 1 - Amtrak 1 (160.80 MHz)  
 CS 1 - Chessie System 1 (160.23 MHz)  
 CR 1 - Conrail 1 (160.80 MHz)  
 CR 2 - Conrail 2 (161.07 MHz)  
 CR 4 - Conrail 4 (160.98 MHz)  
 NJT - NJ Transit (161.40 MHz)  
 RHSL - SEPTA (160.35 MHz)

Sources

Amtrak Northeast Corridor Employee Timetable #2, effective October 28, 1984  
 Chessie System Maryland Division Timetable #4, effective October 25, 1981  
 Conrail Eastern Region Timetable #2, effective October 25, 1981  
 NJ Transit Rail Operations Timetable #2, effective September 16, 1984  
 SEPTA Regional High Speed Line Timetable #2, effective November 10, 1984  
 Frequencies from various sources

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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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# OUR MEETING:

Our March meeting will be held on Friday evening, March 15, 1985 at 7:30 PM in the Conference Room of the Engineers' Club, 1317 Spruce Street, downtown Philadelphia.

Our program will be a narrated slide program by Wilmington Chapter Member Steve Barry on contemporary railroading in Virginia, West Virginia, Tennessee and Kentucky. In addition to covering major components of Norfolk Southern and CSX, short lines and tourist lines will also be featured. Many of the slides were taken while riding and chasing numerous excursions operated in this territory by Norfolk Southern and others.

Our usual sit-down dinner will be held 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, MARCH 13, 1985.

We cordially invite you to bring a friend and enjoy an evening of railroading from the South, Friday, March 15.



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