



# CINDERS

May 1989



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Volume 50      Newsletter of the      Number 5

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## Amtrak Set to Launch Atlantic City Service

Amtrak is hurrying to complete the track, signal and station work on its 60-mile line between Philadelphia and Atlantic City in time for the ceremonial opening of the new route on Monday, May 22. The following day a capacity load of revenue passengers will crowd aboard train #672, the first Atlantic City Express, which departs from the shore resort at 7 AM.

There will be five daily round trip runs between 30th Street Station and Atlantic City--one of them operating to and from Washington--and a sixth train linking New York directly with the casino city. Many of these trains will also stop at the former PRSL platform in Lindenwold, adjacent to PATCO's terminal. The May 21 national timetable will show these trains.

Five May 22 specials, carrying invited guests, will run on the following schedules:

Read Down		Read Up			
1040	Lv NEW YORK	Ar		2213	
1052	Lv NEWARK	Ar		2155	
1124	Lv TRENTON	Ar		2116	
	1010 Lv WASHINGTON	Ar	2235		
	1048 Lv BALTIMORE	Ar	2152		
	1139 Lv WILMINGTON	Ar	2103		
	1201 Lv 30TH STREET	Ar	1548	2040	
1220	Lv LINDENWOLD	Ar	1509		2018
1310	1318 Ar ATLANTIC CITY	Lv	1430	1930	1940



As previously reported, Amtrak has leased a Conrail track between "Shore" tower, at the junction with the Northeast Corridor in Philadelphia, and "Jordan" switch in Pennsauken, NJ. This is the north or #2 track on Conrail's Delair bridge across the Delaware River. By this means Amtrak will be able to operate its Atlantic City trains without conflicting with freight movements--the balance of the route is already owned by NJ Transit and PATCO (between Haddonfield and Lindenwold). The entire line, once double tracked, is now basically a single-track route with seven passing sidings, signaled in both directions and centrally controlled from Amtrak's dispatching office in 30th Street Station. The sidings are designated as "Race" (Cherry Hill), "Lucas" (Lucaston), "Fish" (Dunbarton), "Wins" (Winslow Junction), "Lica" (Elwood), "Pomo" (Pomona) and "Beach" (just north of the new station in Atlantic City).

Maximum speed over much of the route will be 79 mph. A U.S. district judge in Camden ruled last month that the 39-mph speed restrictions imposed by Pennsauken and Haddon Townships are illegal because Federal law supersedes local ordinances in the regulation of railroads. Officials of the two townships, who have been resisting the Amtrak service since it was first proposed in 1983, said that they would seek help from Governor Kean and the New Jersey Department of Transportation in what they said is an effort to enforce safety in their populous areas.

Most trains operating between New York and Atlantic City will reverse direction at "Shore" interlocking near Frankford Junction, pulling into a newly-rebuilt and rewired siding on the north side of the mainline for the change between AEM-7 electric and F40 diesel locomotives. Amtrak refers to this engine-change point as G Street. At the opposite end of each Amfleet-equipped train will be a cab control car in the 9600 series, converted at Wilmington shop from one of the Budd-built Metroliner/Capitoliner MU cars.

Space on all trains will be reserved, with both coach and club car seats available. Philadelphia-Atlantic City coach fares have been set at \$15 one way and \$25 round trip (\$19 during the first month of service). Amtrak has said that it expects to carry up to 1.4 million passengers per year on the new line, many of them traveling to and from the gambling casinos in Atlantic City. A total of 45 round trips per week will be operated.

NJ Transit, however, has announced that it will defer the start of its Lindenwold-Atlantic City commuter service for at least one and perhaps two years, because of a funding shortfall in its proposed budget.

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

## CHAPTER OFFICERS:

President.....F. G. Tatnall, Jr.  
Senior Vice President.....Michael L. Burshtin  
Vice President & Treasurer.....David L. Kopena  
Secretary.....Sheila A. Dorr  
National Director.....Peter M. Senin  
Historian.....Larry DeYoung  
Editor.....R. L. Eastwood, Jr.

MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December) at Engineers' Club, 1317 Spruce St., Philadelphia, PA. Dinner at Club 6 PM.

ANNUAL MEMBERSHIP DUES: \$22.00 per person, which includes Chapter and National dues. Chapter-only dues \$10.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353.

CINDERS is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding Cinders should be sent to the President at P. O. Box 7302, Philadelphia, PA 19101-7302.

EXCHANGE COPIES SHOULD BE SENT TO: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

## "TRAINS WILL MATCH THE MOUNTAINS" AT ASHEVILLE CONVENTION

Perched high in the Blue Ridge Mountains of western North Carolina, the City of Asheville will provide a picturesque setting for the 1989 NRHS national convention scheduled for July 18-23. The host Asheville Chapter, with considerable assistance from Norfolk Southern, has put together a fascinating but relaxed program of excursions, tours and other events with the theme "Trains to match the mountains!"



An eight-page brochure and ticket order form was mailed to all members during the last week of April, though persons who pre-registered for the convention received their forms several weeks earlier via first-class mail. Note that the pre-registration fee of \$10 is in addition to the regular registration fee for members of \$10 (\$15 for non-members).

Here is a brief rundown of convention events:

Tuesday-Wednesday, July 18-19: Asheville Special will operate from Alexandria, VA to Asheville via lines of Southern Railway, with an overnight stop at Salisbury, NC. Norfolk & Western J #611 will power the train on the first day, doubleheading with A-class articulated #1218 south of Lynchburg, VA. On the second day, 1218 will doublehead to Asheville with recently-restored ex-Nickel Plate 2-8-2 #587, as both engines work hard to lift the train up the twisting grade west of Old Fort.

Thursday, July 20: An excursion will be operated over the "rare mileage" to Pisgah Forest and return, probably using NS diesels. In the evening a reception for conventiongoers will be held at the world-famous Biltmore Estate in Asheville, followed by a candlelight tour of the massive house.

Friday, July 21: A special train will be hauled by #587 from Asheville to Bulls Gap, TN and return through the scenic French Broad River Valley. Two night photo sessions will also be staged.

Saturday, July 22: A diesel-powered trip over the Southern Railway's Murphy Branch will operate as far as Waynesville, NC, where charter buses will take the passengers to Dillsboro, NC for an excursion on the newly-formed Great Smoky Mountain Railway, operating over the western section of the Murphy Branch through the Nantahala Gorge. The NRHS directors meeting will be held that afternoon, followed by the membership meeting and the annual banquet that evening.

Sunday, July 23: The outbound Asheville Special will leave in the morning for Alexandria, with an overnight stop in Roanoke, VA. Again the 587 and 1218 will be used, with the 587 returning to Asheville after the train is split at Marion, NC. Round-trip tickets Asheville-Marion will be available.

Monday, July 24: The Asheville Special will operate from Roanoke to Alexandria via Lynchburg, behind streamlined J #611.

In addition to the above, Greenberg's Great Train, Dollhouse & Toy Show will occupy the Asheville Civic Center on Saturday and Sunday from 11 AM to 5 PM, with a special Friday preview for convention attendees from 3 to 7 PM. Bus tours to River Ridge Market Place & Folk Art Center will be operated on Thursday and Saturday.

The convention headquarters hotel will be the Quality Inn on the Plaza in downtown Asheville, but several other hotels are also reserving space for conventiongoers. Shuttle bus service will be provided from and to certain of these hotels. (A complete list together with rates was included in the convention packet.) The registration desk in the Quality Inn will be open from 7 AM to 8 PM Wednesday through Saturday.

A wide variety of fares and options will be available, as explained in the brochure sent to all members. The order form should be completed and mailed to: 1989 NRHS Convention Center, P. O. Box 16854, Asheville, NC 28816. Checks or money orders are to be made payable to "1989 NRHS Convention" and a stamped, self-addressed envelope enclosed with each order. NRHS members will be given preference only until June 15, when ticket sales will be opened to non-members as well.

Further information may be secured by telephoning the Convention Center at 704-253-7648 between 10 AM and 6 PM, or 704-254-5756 between 6 and 10 PM.

NOTE: As this is written, convention brochures are being received by members in their mail. If any Philadelphia Chapter member has not received a copy of the convention brochure, particularly newer members, they may be obtained by phoning Editor R. L. Eastwood, Jr. at 215-947-5769 and leaving a message on his answering machine. A limited number of copies will also be available at the May 19 Chapter meeting.

## OUR MEETING:

FRIDAY EVENING, MAY 19, 1989

The Engineers' Club, 1317 Spruce St., Philadelphia, PA  
Dinner at 6:00 PM in the Club Dining Room (\$13 per person)  
Meeting at 7:30 PM in the Conference Room (3rd Floor)

Philadelphia Chapter will present a two-part program at its May 19, 1989 meeting. Senior Vice President Michael Burshtin will first present a short slide program on the construction of the carbody shells for the new Norristown High Speed Line Type N-5 car at Sorefame in Amadora, Portugal. Views will also be included of the streetcar operations in Lisbon, using cars over 70 years old.

Following the above, a members' slide presentation night on the Pennsylvania Railroad's famed K4s Pacific steam locomotive will take place. This month marks the 75th anniversary of the production of the first K4s locomotive, #1737, at Altoona. Start digging through your slide collection now for those vintage shots of the "Pride of the Pennsy" and share them with your members at this show.

Our usual sit-down dinner will be served in the Club Dining Room, at \$13 per person, beginning at 6 PM, be advance reservation. Reservations, WHICH ARE MANDATORY, must be made ON OR BEFORE WEDNESDAY, MAY 17, 1989 to President Frank Tatnall at 215-828-0706. If you desire a fish dinner, please so indicate when making your reservation.

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### CHAPTER OFFICERS RE-ELECTED AT ANNUAL MEETING

All incumbent officers of Philadelphia Chapter were unanimously reelected by the membership assembled at the annual meeting of the Chapter on April 21 at the Engineers Club.

Those reelected are:

President - Frank G. Tatnall	Vice President & Treasurer - David Kopena
Senior Vice President - Michael L. Burshtin	Secretary - Sheila Ann Dorr
National Director - Peter M. Senin, Jr.	

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### REFUNDS FOR 1988 CONVENTION TRIPS STILL NOT COMPLETED

Tri-State Chapter, sponsor of the troubled "Garden State in '88" national convention last July, is still working to complete refunds for certain trips that were cancelled during the convention.

The Chapter announced last month that it had paid more than \$425,000 in bills to various carriers and vendors, and that three remaining bills will be paid off before the end of 1989.

Tri-State said that it is making refunds to individuals "as cash becomes available" and has already paid out in excess of \$40,000, while an additional \$15,000 in refunds is still due. "As money becomes available from various Tri-State activities," the Chapter said, it will be applied to those refunds. A letter is being sent to everyone who has not yet been paid with an explanation of the current financial condition of Tri-State, and the Chapter's position remains "that it will pay every legitimate claim in full as soon as cash is available."

Anyone having questions regarding refunds should direct them to Tri-State Chapter at P. O. Box 1217, Morristown, NJ 07960.

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### STEAMTOWN TO RUN EXCURSIONS THIS SEASON

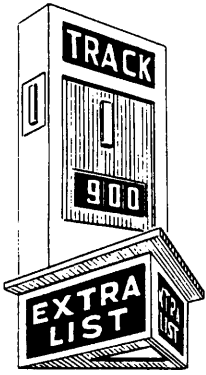
Reversing a previous announcement that no steam excursions would be offered during the 1989 season, Steamtown last month concluded an agreement with the Delaware & Hudson Railway to operate excursions over the former Lackawanna line between Scranton and Kingsley, PA. The route will include the famed Tunkhannock Viaduct at Nicholson, PA. Excursions will operate from July 1 to October 29, Steamtown Superintendent John Latschar said.

Earlier, the National Park Service, which operates Steamtown, had announced that passenger excursions could not be run over the previous route between Scranton and Moscow, PA because five bridges along the line were found to be unsafe. The new route is used daily by D&H freight trains, operated by the New York, Susquehanna & Western Railway since the D&H entered bankruptcy last June.

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### SEPTA IMPOSES \$3,000 "PREP CHARGE" ON HISTORIC CARS

SEPTA reportedly has decided to assess a "preparation charge" of \$3,000 per trip to groups wishing to charter any of its "historic" cars, including the three remaining old Broad Street subway cars and prewar PCC #2054. The probable effect of this new charge will be to discourage any trips with equipment not in regular service.



MAY 21, 1989: "Circle in the Spring" excursion via Metro-North and Conrail from Danbury to New Haven, CT, returning via Woodlawn and Brewster, NY, sponsored by Western Connecticut Chapter NRHS. Train will consist of FL9 diesel locomotives painted in New Haven scheme with Shoreliner coaches. Departs Danbury 8:30 AM via Conrail Danbury secondary track and rebuilt bridge at Shelton, CT, then Metro-North Waterbury branch, New Haven and Harlem Lines to Brewster for tour of new shops. Return to Danbury via Dykemans connection and Danbury secondary, with scheduled arrival at 5 PM. Fares: \$45 adults, \$35 children (7-14). Order tickets from: Westconn NRHS, P. O. Box 129, Falls Village, CT 06031, making checks payable to "Westconn NRHS" and enclosing stamped, self-addressed envelope.

MAY 22: Amtrak will operate special inaugural trains to and from Atlantic City (see story on page 1). Invited guests only.

MAY 27-28: Bangor & Aroostook excursion from Northern Maine Junction to Presque Isle, Brownville Junction, ME and return, including all operable trackage of Aroostook Valley Railroad, sponsored by 470 Railroad Club. THIS TRIP SOLD OUT.

MAY 28: Ringling Bros. and Barnum & Bailey 44-car Red Unit circus train arrives Conrail South Philadelphia yard late PM from Springfield, MA for May 30-June 11 engagement at the Spectrum. Train leaves June 12 enroute to St. Louis. For ticket information concerning performances of the 118th edition of the famed circus, telephone 215-336-3600.

JUNE 3: Excursion on Vermont Railway from Rutland to Bennington, VT, Hoosick Junction, NY and return, sponsored by Mass Bay Division RRE. Train of Green Mountain open-window coaches will be hauled by VTR GP38-2 diesel locomotive, departing Rutland 10 AM and returning about 6:30 PM. Fare: \$49. Bus transportation also available from Boston at \$20 additional. Order tickets from: Mass Bay RRE, P. O. Box 8136, Ward Hill, MA 01835, enclosing stamped, self-addressed envelope. For information, telephone 617-489-5277.

JUNE 4: Excursion on Green Mountain Railroad from Bellows Falls to Rutland, VT and return, sponsored by Mass Bay RRE. Train of GMRC open-window coaches will be hauled by former Rutland RS1 #405, departing Bellows Falls 7 AM, Rutland 11 AM and returning to Bellows Falls about 4 PM. Round-trip fare \$39, one-way from Rutland \$25 when paired with \$10 bus fare in opposite direction. Van service from Bellows Falls to Boston \$12 additional. Order tickets as shown in previous item.

JUNE 4: SEPTA Blueliner excursion to Wilmington, Chestnut Hill East and Norristown, sponsored by Philadelphia Chapter NRHS. Special train leaves Philadelphia 30th Street Station (Upper Level) at 10:25 AM, returns about 5 PM. Lunch stop and photo opportunities. Tickets \$20 per person. Order from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope.

JUNE 11: New Jersey Railroad & Transportation Museum special from Newark to Flemington and return via Amtrak, Conrail and Black River & Western, using NJ Transit equipment, sponsored by United Railroad Historical Society. Fares: \$20 adults, \$10 children under 12, including admission to flea market. Order tickets from: URHS, W-11 Avon Drive, East Windsor, NJ 08520, enclosing stamped, self-addressed envelope.

JUNE 15-18: 4th annual American Railroad Conference at Pennsylvania State University campus, Altoona, PA, sponsored by the University. Program includes presentations on "Thomas A. Scott: Railroad Baron," "Death and Burial of an American Railroad, the Erie Lackawanna," "Pennsylvania Railroad Motive Power Strategies: Steam Diesel and Electric 1920-1957," "ACE 3000: A Locomotive Design Proposal in Historical Perspective," and "Conrail's Operations Today." Also included will be photography trips, tour of Conrail Juniata shop and steam train ride on Allegany Central Railroad at Cumberland, MD. Cost: \$340 per person, including tours, conference materials, meals and accommodations in dormitory facilities (\$300 without overnight accommodations). To register or obtain further information, write: Penn State Altoona Campus, Continuing Education, Ivyside Park, Altoona, PA 16601-3760 (telephone 814-949-5045).

JUNE 17: Wilmington & Western steam special over lines of Octoraro Railway to Kennett Square and Modena, PA, sponsored by New York Division RRE. Connecting bus leaves Radisson Hotel, Wilmington, DE, at 8:30 AM, returns about 5:30 PM. Fare: \$49 (plus \$8 for box lunch). Order tickets from: RRE New York Division, c/o Frank Bollwage, 621 Emerson Avenue, Elizabeth, NJ 07208, enclosing stamped, self-addressed envelope.

JUNE 18: Tour of Amtrak Wilmington and Bear, DE shops, sponsored by New York Division RRE. Bus leaves Radisson Hotel, Wilmington, at 9:30 AM. Fare: \$12. Order tickets as shown in previous item.

JUNE 25: Fourth annual New York Harbor rail facility cruise sponsored by Tri-State Chapter NRHS. Specially-chartered Circle Line vessel will cruise around Manhattan and Staten Islands to gain waterside view of numerous interesting landmarks. Boat leaves NJ Transit Hoboken Terminal at 9 AM, returning about 5 PM. Fare: \$29. Order tickets from: Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07960, enclosing stamped, self-addressed envelope.

JULY 18-23: Annual NRHS convention at Asheville, NC, sponsored by Asheville Chapter and featuring excursions with Norfolk & Western A-class #1218, ex-Nickel Plate #587 and Norfolk Southern diesels, plus annual banquet and tours of historical interest. Special steam-powered train will operate from Alexandria, VA to Asheville and return. Complete brochure has been mailed to all members. See separate article for details. Address of Asheville Chapter NRHS is: P. O. Box 16854, Asheville, NC 28816.

# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA Regional Rail passengers began paying higher fares on April 12, though a court injunction prevented the Authority from increasing TransPass and token prices on the City Transit Division. Fares on the Suburban Transit Division, not covered by the injunction, also went up on April 12, three days after the general increase had been scheduled to take effect. Rail fares were boosted an average of 22 percent. Most passengers learned of the action the previous day when SEPTA employees distributed notices in center city stations.



Bombardier trainsets last month began running on the West Trenton route Friday evenings and Monday mornings, to avoid storing the equipment at Doylestown on weekends as had previously been done. Friday train assignments are #6376-379 and on Mondays #6324-6323. Delaware Car Company will install automatic train control equipment in 290 SEPTA Silverliners, in order to meet Federal Railroad Administration requirements that such equipment be in use on all Northeast Corridor trains by next April 1. Harmon Industries is supplying the ATC sets, which will be modified to respond to stop-and-proceed signals in the center city tunnel as well.

SEPTA reportedly is rethinking its decision to shut down the former Reading mainline in North Philadelphia for three summers, beginning next year. The plan is to close all four tracks to allow replacement of 25 deteriorated bridges, forcing most passengers to transfer to the Broad Street subway at a new station to be built at Fern Rock. Now SEPTA is considering the feasibility of maintaining service on two of the tracks. Solaris destination signs are being installed in many Silverliner IV cars, especially the ex-Reading 100 series. They are placed in the blank number board area above the engineer's cab, and are sometimes difficult to see. New timetables for all lines will be issued effective May 21.

One little-noted feature of SEPTA's fare increase program has been drawing sharp criticism from many riders, and was the subject of a report in the April 26 edition of the *Inquirer*. This is the new policy of charging a penalty for cash fares paid on the train, regardless of whether a ticket agent is on duty at the boarding station. The penalty is 50 cents in Zones 1 and 2 and \$1 in Zones 3, 4 and 5. SEPTA says that only eight percent of its rail commuters normally pay cash fares, and the new policy was instituted to eliminate frequent disputes about whether station agents were or were not on duty.

Blueliner #9135 was finally set aside last month, and some parts have already been stripped from it. This was the last active car still wearing the blue-and-white Reading paint scheme, and was featured on Philadelphia Chapter's excursion last November. Signal failures caused major delays on the Lansdale-Doylestown segment of Route R5 during the week of April 17. Chapter Member Vincent Jakubowski was interviewed for the April issue of *SEPTA Lines*, the slick-paper employee newsletter. Declaring that SEPTA needs a solid funding base, Engineer Jakubowski pointed out that "money spent on track improvements can be a great morale booster for employees and passengers."

Delaware officials are considering a site for a new SEPTA commuter rail station in Claymont. According to a report in the *Wilmington News Journal*, one of the favored sites is on land owned by CitiSteel (the former Phoenix Steel property) near the intersection of Naamans and Ridge Roads west of Philadelphia Pike. The *Inquirer* "Neighbors" section of April 23 carried an article on SEPTA's Paoli service, which the reporter called a "bright spot in the rail system." With 23,200 riders on an average weekday, the Paoli-Downingtown line accounts for nearly one-quarter of all Regional Rail passengers.

One of the more implausible schemes to surface in recent years among State transportation planners is found in a study performed by the Economic Development Council of Northeastern Pennsylvania under contract to PennDOT. The study proposes two daily round-trip trains between Scranton and Philadelphia via White Haven, Lehighton, Allentown, Bethlehem, Quakertown and Lansdale. The scenic but circuitous route would require more than four hours for a one-way trip. SEPTA would be hired to operate push-pull trains to Scranton and to restore five additional daily trips to Bethlehem/Allentown. The ex-Reading Bethlehem branch would be rebuilt and lines of CONRAIL and the DELAWARE & HUDSON would be used west of Allentown. According to a report in *Laurel Lines*, newsletter of the Lackawanna & Wyoming Valley NRHS, "SEPTA has recommended that an upcoming order from Bombardier be enlarged to provide the necessary equipment."

On April 26, Common Pleas Court Judge Samuel Lehrer issued a permanent injunction against SEPTA's fare increases on the City Transit Division, which were to take effect on April 9. SEPTA immediately filed an appeal with Commonwealth Court, but a hearing will not be held until June 7. This has again set in motion considerable doomsday talk about a possible shutdown of the system in two to five months if the increases are not placed in effect soon. With an anticipated \$12-million operating deficit for the current fiscal year ending June 30 and the prospect for growing deficits in future years, SEPTA officials painted a bleak picture of the Authority's financial future. Every day in which the City Transit increases are withheld costs SEPTA more than \$60,000 in revenues, and if the banks withdraw a \$100-million line of credit disaster could be swift in coming.

(Continued on Page 6)

## PHILADELPHIA EXPRESS (Continued from Page 5)



Opponents of the fare increase concur with SEPTA that more money is needed to keep the system afloat, but they insist that funding should come from the State rather than from the pockets of riders, many of whom are poor and have no other means of transportation. Under the current proposal the price of tokens would rise from 85 cents to \$1 each and the price of weekly and monthly TransPasses would go up by \$3 and \$10 respectively.

With the Commonwealth Court hearing more than a month away, the SEPTA board met on May 5 to discuss the possibility of implementing the fare increases in spite of the court order blocking them. This could be done under the provisions of the 1965 State law which established SEPTA, and which gives it the power to increase fares while a court decision is pending. SEPTA Chairman J. Clayton Undercofler III raised the question of "whether or not we can afford to sit and do nothing," and Mayor Goode expressed his support for an immediate increase. If, as appears likely, the board votes on May 8 to proceed with the increases, the three consumer groups who sued to prevent the higher fares last month promise a further court challenge.

Meanwhile, General Manager Louis J. Gambaccini continues to espouse SEPTA's "Action Plan for the 90's," which calls for an investment of \$3.5 billion over the next ten years to "remove the hidden insidious decay that exists throughout the transit and Regional Rail systems." To stress the need for additional funding for SEPTA's operating and capital needs, the Authority has begun running a series of ads to gain public support. One, entitled "Roller coaster financing," spells out the "Action Plan" and emphasizes the importance of stable funding for SEPTA rather than the annual "hat-in-hand" approaches to local and state governments for increased subsidies. A second ad, "Why worry about public transportation if you don't use it?," points out that public transportation serves about 70 percent of the 285,000 people who work in center city Philadelphia and without it "there would be a quarter of a million more vehicles on the road (and) downtown would be a murky sea of cars, parking lots and pollution." The ad concludes that "without the subways, buses and trolleys, the quality of life for everyone would take a downward plunge. Individuals would suffer. The economy would suffer..." Presumably the commuter trains are considered important too.

John F. Tucker III, 39, SEPTA's director of strategic planning and a former chief officer of the Regional Rail Division, has been offered the job of executive director of Florida's Tri-Rail commuter system operating between West Palm Beach and Miami. In early May Tucker told Cinders that the offer was very tempting and that he was still considering it.....SEPTA last month issued its 1988 annual report. Entitled "The mastery of motion," the 52-page photo-filled document emphasizes the work done by SEPTA's 9,000 employees in handling more than a million daily passengers. During Fiscal Year 1988 SEPTA had operating revenues of \$329.2 million, subsidies of \$225.7 million, expenses of \$552.5 million (of which \$59 million was for casualty claims) and an operating deficit of \$500,000. Total capital expenditures for the year were \$142 million, up from \$65.9 million in 1987.

All PCC cars will be transferred from Callowhill depot to Luzerne depot, probably by this fall, to free additional space for buses at Callowhill. New switches must first be installed at 11th and 12th Streets at Girard to allow the Route 15 cars to pull out from Luzerne. These switches will also permit the rail transfer of cars between Luzerne and Woodland shop. It's possible that the Callowhill-based LRV's for Route 10 will be transferred to Elmwood depot.....SEPTA is negotiating with San Francisco Municipal Railway to sell 20 PCC cars to the West Coast system, which needs them for service expansions. Presumably, these will be the first of the 112 cars run through SEPTA's general overhaul program of several years ago.....It's now proposed that all three remaining North Philadelphia trolley routes--15, 23 and 56--will be bused during the summer for various track and street repair projects. SEPTA plans a number of track improvements to these lines.....SEPTA has installed a shoo-fly track for Route 23 cars at 12th & Vine Streets, to allow work to begin on a new 12th Street bridge over the depressed Vine Street Expressway now under construction.

The old Norristown High Speed Line terminal in Norristown will be closed permanently on May 14 and service suspended across the Schuylkill River bridge from Bridgeport until June 20. This is to allow the completion of the Norristown Transportation Center and cutover of tracks to the new upper level platform. These dates may change, but the days of the old P&W terminal dating from 1931 are numbered.....Beginning March 26, all westbound bus traffic on Chestnut Street in center city was detoured to Market and Walnut Streets to allow for construction at Wanamaker's just east of Broad Street. The detours will last about six months..... With the arrival of 144 new Neoplan buses this year, to be numbered 3372-3515, SEPTA's Neoplan fleet will total 1,116 vehicles, making Philadelphia Neoplan's largest worldwide customer.

SEPTA has told the media that it will begin a new campaign this month to improve communications with its passengers and make the system more "user friendly." Route maps and diagrams will appear at bus stops in center city, new graphics will be added at key locations, SEPTA managers will be on hand at Suburban and 15th Street stations each Thursday morning to field questions and red-jacketed "response teams" will be called out during service disruptions to help reduce confusion.

SEPTA is experiencing a new kind of vandalism—scratched Lexan windows on buses and railcars—according to an Inquirer story last month. A typical bus window costs \$400 to replace, and the "etched graffiti" increases maintenance by hundreds of thousands of dollars a year.....Senior citizens have complained to City Council about Mayor Goode's plan to eliminate the half-price discount on peak-hour SEPTA rides, beginning in 1990. The current subsidy is costing the City about \$2.4 million a year, and SEPTA has refused to assume the burden of the cut-rate fares.....The U.S. Department of Transportation has asked for reconsideration of a U.S. Court of Appeals decision last February which requires wheelchair lifts on all new transit buses. The government said the rule will cost U.S. transit agencies \$90 million a year, and that paratransit service offered to handicapped passengers is adequate.

(Continued on Page 7)

## PHILADELPHIA EXPRESS (Continued from Page 6)



The Senate Commerce Committee last month approved a bill to authorize AMTRAK funding through Fiscal Year 1992. This, said AMTRAK President W. Graham Claytor, Jr., "would provide the minimum capital we need during the next several years to make a start on acquiring new rolling stock and improving some of our most obsolete maintenance facilities." The committee also approved a change in Amtrak's contributions to the railroad unemployment fund which could save Amtrak \$16 million over two years, and a prohibition against suits for punitive damages against Amtrak or commuter rail authorities. An effort to exempt Amtrak from the costly Federal Employers' Liability Act (FELA), which covers employee injury cases, failed on a tie vote (NARP News).....AMTRAK has begun the first phase of its "yield management" program (see April Cinders), through which a computerized system makes available more discount seats in periods of low demand and restricts them during periods of high demand. The new program, which is tied into Amtrak's ARROW reservations and ticketing system, is modeled after those used in the airline industry (Amtrak Newsbreak).

AMTRAK is constructing new track west of 44th Street in West Philadelphia, to divert traffic around the work site at Girard & Belmont Avenues where a new overhead bridge is to be built above the railroad. The present bridge dates to 1908. In the same area the West Parkside Business Park is being developed on 66 acres of former Conrail land which the City of Philadelphia purchased for \$795,000 in 1987. This is the site of the Pennsy's old 44th Street yard and 46th Street enginehouse.....Interior renovation work is in high gear at 30th Street Station, with temporary walls erected in the south concourse and in the Upper Level SEPTA concourse. A huge scaffolding in the main concourse allows workers to refurbish the ceiling 95 feet above the floor.

Delaware Car Company of Wilmington has purchased the 13 SPV-2000 body shells which remain at the former Transit America plant in Northeast Philadelphia. The shells will be moved to Wilmington this month for conversion into standard coaches, and possible sale to AMTRAK for use in push-pull service.....After several years of restoration work at Juniata Terminal in North Philadelphia, former Pennsylvania office car #120 is nearly ready for its maiden run. Owner Bennett Levin and his son Eric, a Philadelphia Chapter member, plan to operate the gleaming tuscan red car to Pittsburgh and return on the rear of AMTRAK's Pennsylvanian sometime during June.....AMTRAK will again have National Park Service guides riding the Pennsylvanian this season to describe the history of the Allegheny Mountain region. The guides will be on board Thursdays, Fridays and Saturdays June 8 through August 26 (Newsbreak).....New summer AMTRAK timetables are now available. They become effective May 21....."All Aboard America" fares for travel beginning May 26 are \$189/\$269/\$309 for one, two or three zones of travel (NARP).....AMTRAK has completed signal changes on its #3 track between "Hook" and "Holly" interlockings north of Wilmington to allow both northbound and southbound movements on signal indication.



CONRAIL announced last month that it would enter a joint venture with OHM Corp. of Findlay, OH to build and operate facilities for the disposal of solid and hazardous wastes. Both firms are contributing \$5 million to the project and Conrail will provide up to \$100 million in loans for buying disposal sites. Conrail's late Chairman Richard D. Sanborn was an advocate of entering the waste disposal business, which has a huge potential as eastern metropolitan areas find themselves increasingly hard-pressed to remove their mounting volumes of garbage and trash.....The last of 25 General Electric B40-8 locomotives was delivered to CONRAIL on April 13. Twenty-five EMD SD60's should begin arriving within weeks.

CONRAIL closed its ex-Pennsy Earnest yard near Norristown last month and reopened the nearby Abrams yard. This is the result of Conrail rerouting most east-west traffic via the new "Ford" connection at Norristown, linking the Morrisville Line (Trenton Cut-Off) and Harrisburg Line (Reading mainline).....CONRAIL has signed an agreement with the State of Delaware under which Conrail agrees to promptly repair grade crossing gates or pay penalties to the State for each day the repairs are not completed. A toll-free telephone number can be used by the public to report failures.....Former CONRAIL Chairman L. Stanley Crane has been named "CEO of the Decade" for the transportation industry by Financial World Magazine.

The VALLEY tourist railroad, Essex, CT, has purchased a new steam locomotive from the Peoples Republic of China. It may be unloaded at the Port of Camden, NJ during June (Rick Gladulich).....CONRAIL ran a special train from Scranton to Grand Rapids, MI last month to move ex-CANADIAN NATIONAL 4-6-0 locomotive #1395, purchased by a Michigan fan from Steamtown (West Michigan Chapter Waybill).....Derailment of six cars of CONRAIL train ALENO April 30 at Harrisburg forced the detour of four other freight trains via AMTRAK, Thorndale and the Morrisville Line.....NJ TRANSIT has exercised an option to purchase three additional electric locomotives under a previous contract with ABB Traction. The total of nine ALP-44 units will cost \$41 million.....The long-delayed Camden Transportation Center finally opened on May 6. The \$18-million facility at Broadway & Mickle Blvd. will host PATCO trains and NJ TRANSIT buses.....Gilbert E. Carmichael, 61, a Mississippi auto distributor, has been named Federal Railroad Administrator, succeeding John H. Riley.

### "READING'S EARLY DIESELS" SUBJECT OF "FLAGS" ARTICLE

A comprehensive study of Reading Company diesel locomotives purchased prior to and during World War II appears in the current issue of Flags, Diamonds & Statues, the official publication of Anthracite Railway Historical Society.

Written by Dale W. Woodland, the fully-illustrated article contains descriptions of the OE-1 through OE-10 classes, representing Electro-Motive, Fairbanks-Morse, Baldwin, Alco and, in the case of the 1926 and 1928 boxcab units — Ingersoll Rand/Alco/General Electric.

Membership in ARHS is \$15, including four issues of FD&S, from P. O. Box 119, Bridgeport, PA 19405.



The biggest news this month concerns the delivery of Amtrak's first Horizon fleet cars. Coach 54000 made its first revenue run on trains 311-312 out of Chicago on April 24-25. By April 27, an additional five coaches (54002-54004, 54009-54010) had been shipped west from Boston on the Lake Shore Limited.

For the record, the Horizon fleet will be numbered as follows:

54000 - 54071	standard coaches (82 seats, with 18 cars having luggage racks and only 54 seats)
54500 - 54513	handicapped coaches
53000 - 53011	half dinette
53500 - 53505	full dinette

You'll note that this adds up to 104 rather than the original 100 cars, due to an additional four dinettes having been ordered in March. The 53500's, it appears, are intended for San Joaquin service. All Horizon cars will be fully compatible with both Amfleet and Heritage equipment, and will contain trainlines with the intention of assignment to Michigan push-pull trains, and this would explain why Bear has stopped modifying standard Amcoaches to push-pull types--for the time being, anyway.

On April 5, northbound Train 82, the Silver Star derailed near Emporia, VA, due to a CSX dispatcher mistake, while going through a 15-mph crossover at 59 mph. The two F40's and first eight cars of the Star were derailed. For the record, the damaged equipment was F40's #408 and 213, baggage 1130 and 1215, baggage-dorm 1631, Amfleet II coaches 25022, 25009, 25075 and 25020, and Amlounge II 28008. Within several days, the 25020 had been taken to Wilmington and the 28008 to Bear for repairs. Baggage car 1130 was cut up at the scene and one of the Amfleet II coaches was sufficiently damaged to make it a write-off candidate as well.

The start-up of Amtrak's Atlantic City service is covered elsewhere this issue, but the schedules will require a minimum of three sets of equipment, with sets spending each night in Atlantic City, New York and Washington. On weekends, a fourth set will be needed, leaving New York as Train 659 and being released Sunday evening from Train 652. At this time, Amtrak has five club cars equipped with trainlines for push-pull service to Atlantic City (48122, 48127, 48144, 48146 and Metroliner Service 48976). Six Amdinettes have trainlines (48220, 48221, 48223, 48224, 48240 and 48241) and roughly 40 coaches and five cafes outside the San Diego Line have trainlines. Cab cars 9640-9642 and 9644 have been released, with the 9640 operating at present between Chicago and Milwaukee. The 9641 was assigned to the first crew training runs to Atlantic City in April.

Elsewhere in Amtrak equipment news, bidders on the forthcoming Material Handling Car (MHC) order are Thrall and Bombardier. These cars will have built-in tail lights. Amtrak has finally renumbered coach 21881 to 21281. It had been converted from 60 to 84 seats months ago but not renumbered, causing confusion and annoyance to passengers when assigned to long-haul runs.

VIA Rail Canada's summer consist for 1989 does not show any assigned MLW FPA units, assuming that the order for the GMD F40PH units will be well along. Many trains will be powered by an F40 and a steam generator car, with an F9B unit being used on longer consists. Solid F unit lashups may be found on trains 7 and 8 between Winnipeg and Capreol, trains 22-25 between Montreal and Quebec, the Hudson Bay (lightweight units with a separate steam generator car), the trains from Montreal to Jonquieres and Cochrane, and the Mont Joli-Quebec trains 631-632, as well as the joint VIA-Ontario Northland Northlander.

The Canadian, meanwhile, will feature a somewhat-reduced consist with no through cars from Montreal to allow for the rebuilding of the Budd-built fleet to head-end power. The Skeena between Prince Rupert and Jasper will be added to the westbound Super Continental and run on to Vancouver. As a result, Edmonton will no longer service equipment and the Super will gain some additional capacity on the heaviest portion of its route.

The Park-series dome-sleeper-observations will continue to run on the Canadian and Atlantic. For those who like to sample the room and features of a drawing room, VIA operates such space on the Montreal-Toronto Cavalier, and the Toronto-Cochrane Northland (in both cases, Chateau-series sleepers are used). The Montreal-Cochrane train uses Canada's only surviving former U.S. sleepers--a 10-6 type of which only five remain in service.

In commuter rail news, Connecticut has requested bids on ten more locomotive-hauled cars -- three coaches and seven cabs. MBTA wants 15 more locomotives (they've ordered a whole group of new cars), and MARC is looking for between 18 and 38 more cars. NJ Transit is reported to be requesting bids for 50 additional locomotive-hauled coaches with an option on another 25. The initial 50-car order would consist of four cab cars, six trailers with lavatories and 40 standard trailers. The option would be for four more cab control cars and 21 standard trailers.

(Continued on Page 9)



## ON THE SCENE (Continued from Page 8)

In transit items, the order for New York's R68A subway cars has been virtually completed. At this time, no further cars are on order, but a major rebuilding program continues at Morrison-Knudsen's Hornell, NY facility. A recent trip through the area found a large number of R32 and R42 cars outside the shop, and I note these cars passing through Binghamton on Conrail freight trains. Apart from the Budd-built R32's which have not been rebuilt and air-conditioned, just about the only line using non-air-conditioned cars is the C-Concourse-Eighth Avenue-Fulton Street Local. NYCTA announced that the subway fleet would be graffiti-free by May 12, 1989. Presumably, some R27 and R30 cars have been repainted red for continued service pending completion of the R32 and R42 rebuild program noted above. Also, a major program to overhaul the R46 fleet is to get under way as well. The TA has also ordered seven new 50-ton, 400-hp diesel switchers from Republic Locomotive of Greenville, SC, a firm which previously has only involved itself as a rebuilder of locomotives.

Chicago Transit Authority, meanwhile, has awarded a contract to New York Railcar to refurbish its 2200-series subway cars, built by Budd around 1970. The work will be performed in Brooklyn, NY.

Pittsburgh has completed the last of 12 rebuilt PCC cars (4001-4012, with the 4012 being ex-4000). Massive cost overruns cancelled what was to have been a larger program. Four cars will be rewired for continued service, 1713, 1737, 1745 and 1765, with the first car still painted in the old Pittsburgh Railways red scheme. PCC's operate to Drake Loop from Penn Station via the old interurban line through Overbrook. The Drake loop is too tight for the new LRV's, which go most of the way out on this line, turning into the new South Hills Village terminal. The LRV's also now serve the Library line, operating via Mt. Lebanon.

Philadelphia Chapter's May 19 meeting will feature the Pennsylvania Railroad's K4s Pacific steam locomotive, and I thought I'd include a few notes on the 425-locomotive fleet which formed the backbone of the Pennsy's express passenger fleet.

The K4s was not the Pennsy's first Pacific locomotive, this distinction having gone to the 153 K2's of 1910-1911, built at Juniata shops. Only 12 survived World War II, and they were gone by 1950. Later came 74 K2A's, built at Juniata (except ten at Alco) between 1911 and 1913. Finally, 30 K3's came from Baldwin in 1913.

The K4s prototype, the 1737, was slightly longer, and was built at Juniata in May 1914 (Construction Number 2825). Later renumbered to 3750, it survived until the end (it swapped numbers with 1920-built 3750, which survives as 1737 at Strasburg). Production locomotives didn't start to arrive until 1917, when 41 came from Juniata, followed by 111 in 1918, 15 in 1919 (all with the PRR's celebrated numbering system which ranged from #8 (May, 1918) to 8378 (September, 1918). Later locomotives received more rational numbering, and were produced as follows: 3726-3775 (50 locomotives, Juniata, 1920); 3800-3889 (57 locomotives, Juniata, 1923-- with some blank spaces in the numbering scheme); 5350-5399 (50 locomotives, Juniata, 1924); 5400-5474 (75 locomotives, Baldwin, 1927); and 5475-5499 (25 locomotives, Juniata, 1927-1928).

Five K4s locomotives were streamlined: 3768 (1936), 1120 and 2665 (1940) and 3678 and 5338 (1941). Five locomotives were converted to Class K4sa (612, 1985, 5405, 5481 and 5484).

As good fortune would have it, I was at Camden Terminal Enginehouse on November 12, 1957, when the 5351 made its final revenue run from Pemberton to Camden, and watched the locomotive being cooled down. We walked up to Broadway station to see what the evening replacement power would be, it turning out to be a Baldwin passenger Sharknose (yes, but they didn't last long in Camden!). The last steam I would see in regular PRR service was a B6sb 0-6-0 shifter backing in from Pavonia at Camden.

For the record, on November 12, 1957, the following locomotives were still carried on the books, and their retirement records are indicated in parentheses: 612 (4/58); 830 (4/58); 920 (1959); 1517 (2/58); 3750 (ex-1737 -- 2/60); 3752 (4/58); 3755 (10/58); 3858 (4/58); 3872 (4/58); 5022 (2/58); 5351 (4/58); 5379 (4/58); 5406 (2/58); 5439 (4/58); 5467 (2/59); 5475 (4/58) and 5497 (4/58).

Two longer K5s locomotives were constructed in 1929 (5698 at Juniata and 5699 at Baldwin). Prior to these "production" classes, there were 12 Vandalia K42s locomotives built by Alco in 1910, 1912 and 1913 and the two pioneers, K28 7067 (Alco-Pittsburgh in 1907) and K29 3395 (Alco-Schenectady in 1911), these being slightly larger than the K4s.

## LOCAL MYSTERY: JUST WHAT IS AN INNER-URBAN?

The Pocket List of Railroad Officials is a venerable 700-page guide to officials of railroads, transit lines and rail supply firms throughout the U.S. and Canada. In addition, for each operator it lists total track miles and the number of locomotives, cars and buses owned or leased.

SEPTA's listing in the First Quarter 1989 edition occupies half of an 8-1/2 x 11-inch page in small type, starting with a rundown of the Authority's track and equipment. The final entry in this heading reads: "Suburban Transit Division, Track Miles: 52; Media-Sharon Hill Track Gauge: 5 FT 2.25 IN; Norristown Track Gauge: 4 FT 8.5 IN; Norristown Equip: 19 Inner-Urbans; Media-Sharon Hill Equip: 29 LRVs; 217 Buses; 11 Work Cars."

"Inner-Urbans"? Cinders wonders what these are. The term has appeared in SEPTA's listing for several years but apparently no one there has taken the trouble to query Pocket List to find out what is running on the Norristown Line!

# RAILROAD RADIO FREQUENCY GUIDE Supplement

To assist members who own scanner radios, Cinders presents the following supplement to the radio frequency guide published in the June 1987 issue. In addition to listings for carriers in the Delaware Valley, new and revised frequencies nationwide are also shown. Road frequencies are shown first and important yard frequencies (if any) follow, all expressed in Megahertz (MHz).

## DELAWARE VALLEY AREA

<u>Name of Carrier</u>	<u>Frequency (MHz)</u>
Amtrak.....	160.80
Conrail.....	(1) 160.80, (2) 161.07, (3) 160.86, (4) 160.98. Channel 1 is used for operations on Amtrak-controlled lines; Channel 2 off-Corridor in the Philadelphia area; Channel 3 for certain yard operations and Channel 4 for all operations in South Jersey, on the Harrisburg Line between Phoenixville and Reading, and on lines north of Reading.
CSX Transportation.....	(1) 160.23, (2) 160.32, (3) 160.53, (4) 161.16. Channel 1 is used for road operations on former Chessie lines in this area. Channel 3 is used for certain yard operations. NOTE: Numerous other channels are used in former Seaboard and Louisville & Nashville territories (see CSX listing below).
SEPTA Regional Rail.....	(1) 160.80, (2) 160.35, (3) 160.395, (4) 161.46. Channel 1 is used on Amtrak-controlled lines, Channel 2 on SEPTA-dispatched lines south of Brown (near 9th & Spring Garden Streets, Philadelphia), Channel 3 for yard operations and Channel 4 north of Brown.
Anthracite.....	160.545
Blue Mountain & Reading.....	161.31
Black River & Western.....	502.0375, 507.0375 (UHF)
Delaware & Hudson.....	(Uses CSX, Conrail channels on trackage rights)
New Hope & Ivyland.....	160.425
NJ Transit Rail Operations... Philadelphia, Bethlehem & New England.....	161.40, 160.80 (NE Corridor), 160.23 160.575, 160.695, 160.215
Shore Fast Line.....	160.335
Strasburg.....	161.235
West Jersey.....	161.025
Wilmington & Western.....	160.92, 462.70
Winchester & Western.....	161.31 (New Jersey Division)

## OTHER U.S. AND CANADA

<u>Name of Carrier</u>	<u>Frequency (MHz)</u>
Aberdeen, Carolina & Western.....	466.45 (UHF)
Alabama & Florida.....	466.15, 461.15 (UHF)
Alaska.....	161.355, 161.385, 161.415
Alexander.....	160.62
Allegheny.....	160.29, 161.46, 160.80 (on Conrail)
Alton & Southern.....	160.77, 160.335
Apache.....	452.90, 457.90 (UHF)
Arkansas & Missouri.....	161.44, 160.785
Aroostook Valley.....	160.89
Austin & Northwestern.....	161.52
BC Rail.....	159.57, 161.37, 160.695, 161.52
Belfast & Moosehead Lake.....	160.71, 161.385
Buffalo Southern.....	35.96 (Lowband)
Burlington Junction.....	160.395
Caney Fork & Western.....	160.545
Carthage, Knightstown & Shirley.....	160.695
Catskill Mountain.....	160.365
Central Michigan.....	161.28
Chesapeake Western.....	161.25, 161.19
Chicago, Central & Pacific.....	161.19, 160.755, 161.46
Chicago, Missouri & Western.....	161.28, 161.46
CN Rail.....	161.415, 161.025, 160.785, 160.935, 161.205
Coe.....	161.025
Connecticut Central.....	160.695
CP Rail.....	161.475, 160.845, 161.325, 161.535, 161.205
Crab Orchard & Egyptian.....	160.35
CSX Transportation..(former Chessie lines).....	160.23, 160.32, 160.53, 161.16
(former Seaboard lines).....	160.59, 161.10, 160.29, 160.41
(former L&N lines).....	161.37, 161.52
Dakota Southern.....	161.535
Delaware & Ulster.....	161.385
Dunn-Erwin.....	160.53, 161.28
Duluth, Missage & Iron Range.....	160.35, 160.80, 160.23
East Broad Top.....	461.95 (UHF)
East Erie Commercial.....	161.10
Elgin, Joliet & Eastern.....	160.35, 160.26, 160.725
Eureka Springs & North Arkansas.....	160.275
Everett.....	160.365
Fairmont & Western.....	160.98
Ferdinand.....	160.275

Name of Carrier	Frequency (MHz)
Florida Central.....	160.545
Florida Midland.....	160.545
Fox River Valley.....	160.335, 160.845, 160.935
Franklin County.....	160.98
Fremont & Elkhorn Valley.....	160.245
French Lick, West Baden & Southern.....	151.655
Georgia Eastern.....	160.815
Gloster Southern.....	160.77
Grand Trunk Western.....	160.59, 160.53, 160.845, 161.53, 161.22 (former Detroit, Toledo & Ironton)
Hobo (New Hampshire).....	160.47
Indiana Harbor Belt.....	160.98, 161.07, 161.565
Indiana & Ohio Central.....	160.695
Iowa Interstate.....	161.22, 160.305, 161.61 (RTA lines), 160.23 (CSX lines)
Iowa Southern.....	160.845
Kentucky & Western Tennessee.....	161.145
Kiamichi.....	160.35, 160.92
Knox & Kane.....	160.80, 161.235
Kyle.....	160.935, 160.605
Lake Superior & Mississippi.....	160.38
Laurinburg & Southern.....	160.605, 160.98
Little Rock & Western.....	160.965
Little Rock Port.....	453.75 (UHF)
Louisiana & Delta.....	161.445
Louisville, New Albany & Corydon.....	160.275
Magma Arizona.....	452.90, 457.90 (UHF)
Mass. Bay Transportation Authority (North).....	161.31
McCormick, Ashland City & Nashville.....	469.55 (UHF)
Maine Central.....	160.38, 160.62, 161.25
Mid-Atlantic.....	161.505
Mid-Continent Museum.....	154.515
Midlouisiana.....	160.755, 160.23
Mid-Michigan.....	161.235
Minnesota Valley.....	161.265, 160.305
Mississippi Delta.....	160.50
Montana Western.....	161.49
Monticello & Sangamon Valley.....	160.635
Napa Valley.....	160.695
Napierville Junction.....	160.59
Nash County.....	160.98
Nashville & Eastern.....	160.365
New Hampshire Northcoast.....	160.275
New York & Lake Erie.....	160.92
Nicolet Badger Northern.....	160.155
North Carolina & Virginia.....	161.31
North Stratford.....	161.55
Ohio Central.....	160.845
Ohio Southern.....	160.845
Ontario Central.....	161.37, 161.31
Ontario Midland.....	161.37, 161.31
Otter Tail Valley.....	160.425
Paducah & Louisville.....	160.74, 160.695, 161.235
Panther Valley.....	161.31
Pee Dee River.....	160.53, 161.28
Pigeon River.....	461.825 (UHF)
Pioneer Valley.....	160.335, 161.085
Pittsburg & Shawmut.....	161.16, 160.74
Port Manatee.....	155.955
Rahway Valley.....	160.485
Red River Valley & Western.....	160.365, 161.295
St. Lawrence.....	160.26, 161.16
St. Louis, Iron Mountain & Southern.....	160.845, 161.07
Santa Cruz, Big Trees & Pacific.....	151.91
Sequatchie Valley.....	469.70 (UHF)
Sisseton Southern.....	160.50, 161.415
Somerset.....	160.38
South Branch Valley.....	31.24 (Lowband)
South Carolina Central.....	161.175
Southeast Kansas.....	160.785
Spokane International.....	160.515
Texas City Terminal.....	160.62, 160.725
Tioga Central.....	151.955
Tippecanoe.....	153.245
Trona.....	161.19
Utah.....	161.145, 160.56
Valley (Connecticut).....	160.695, 152.36
Vermont.....	161.01, 160.29, 160.71
Washington Central.....	160.77, 161.295
Willamette Valley.....	160.53, 160.56
Winchester & Western (Virginia Division).....	160.92
Wiregrass Central.....	466.15 (UHF)
Wisconsin Central.....	161.295, 160.26, 160.785
Wisconsin & Southern.....	160.575
Wyoming & Colorado.....	160.515, 160.38

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SOURCES: Various, including Extra 2200 South, Railfan & Railroad, Railpace

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