

CINDERS

JANUARY 1992



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Volume 53 Newsletter of the Number 1

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

BOMBARDIER EXCURSION BIDS FAREWELL TO OLD NINTH STREET BRANCH

Philadelphia Chapter will sponsor the first public excursion with SEPTA's Bombardier push-pull equipment on Sunday, March 29, one week before the six-month shutdown of the four-track Mainline between Wayne Junction and center city. The former Reading Ninth Street branch will be completely rebuilt over the next two seasons, with new track, bridges, catenary and signal systems obliterating much of the old Reading heritage.



The five-car special train, hauled by one of seven SEPTA AEM-7 electric locomotives, is scheduled to leave West Trenton station at 9:00 AM, picking up Jenkintown passengers at 9:30, then stopping at Wayne Junction and the Upper Level of 30th Street at 10:10. Free parking is available at West Trenton and Jenkintown. The special will then cover three lines which rarely or never see the Bombardier trains: Chestnut Hill West, Airport and Norristown. Several photo opportunities and a lunch stop are planned, as well as a run through Amtrak's New York-Pittsburgh subway at "Zoo." The train will return to 30th Street about 3:25 PM, Wayne Junction at 3:45, Jenkintown at 3:55 and West Trenton at 4:20.

This will be the first railroad excursion sponsored by the Chapter since the farewell trip for the Budd Pioneer cars in June 1990. It also marks the first occasion in which SEPTA has permitted its most modern equipment to be used for a public excursion. The AEM-7 locomotives and 35 aluminum coaches were delivered to SEPTA in 1987, three years before the ancient Blueliner cars were retired.

Because of the high cost of this venture, a large turnout of passengers is essential. Chapter members are urged to promote this rare opportunity to ride one of the few locomotive-powered SEPTA trains on a weekend excursion.

Tickets are priced at \$35 per person and may be ordered by mail by sending a check payable to "Philadelphia Chapter NRHS" to the Chapter at P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing a stamped, self-addressed envelope. Tickets will also be on sale at the January and February monthly meetings at Jefferson Alumni Hall, Philadelphia. Questions may be referred to Trip Committee Chairman Frank Tatnall evenings at 215-828-0706.

LAST CALL FOR 1992 DUES!

Members are reminded that, if their 1992 dues are not paid, you will not receive a February issue of *Cinders*. Your mailing label on each issue of *Cinders* is coded in the upper right hand corner. If it reads "9212," then your dues for 1992 are paid and you're safe. If it reads "1991", then you should look for your checkbook and remit your dues, prior to January 31.

National dues are \$14.00 for 1992 and Chapter dues are \$11.00, or total \$25.00. Chapter-only dues for those members holding their "home" membership through another chapter are \$12.00. Dues remittances should be made payable to "Philadelphia Chapter NRHS" and sent to: David Kopena, Treasurer, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.

CANCELLATION ALERT

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting night, Chapter officers will make a decision in advance as to whether to hold the scheduled meeting. If in doubt, members should call 215-947-5769 for a recorded advisory on the meeting.

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

CHAPTER OFFICERS

President.....Michael L. Burshtin
Senior Vice President.....Douglas W. Watts
Vice President & Treasurer.....David L. Kopena
Secretary.....Marie K. Eastwood
National Director.....Frank G. Tatnall, Jr.
Historian.....Larry DeYoung
Editor.....R. L. Eastwood, Jr.

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Equipment.....Harry Garforth
Membership.....Sheila A. Dorr
Newsletter.....R. L. Eastwood, Jr.
Program.....Douglas W. Watts
Publications.....Peter M. Senin, Jr.
Publicity.....Thomas F. Moran
Trip.....Frank G. Tatnall, Jr.

MEETINGS: 7:45 PM, third Friday of each month (except second Friday in December) at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 PM (\$18.00 per person), cash bar 5:30 PM, Meeting 7:45 PM.

ANNUAL MEMBERSHIP DUES: \$25.00 per person, which includes Chapter and National dues. Chapter-only dues \$12.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter membership.

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

CINDERS is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding Cinders should be directed 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

OUR MEETING:

Our January program will feature 40 YEARS IN TRANSIT, a multi-media slide show presented by Harold H. Geissenheimer, Vice President, LS Transit Systems, and a widely known transit executive. Mr. Geissenheimer is a retired General Manager, San Francisco Municipal Railway, former General Manager, Chicago Transit Authority and former Director of Operations, Port Authority Transit of Pittsburgh. Philadelphia Chapter is most fortunate to have the opportunity to see and hear Mr. Geissenheimer's career story.

The evening begins with our usual sit-down dinner in the Eakins Lounge at a cost of \$18 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, JANUARY 14, 1992, to National Director Frank Tatnall at 215-828-0706. This is a strict reservation deadline, and we ask that you please specify when ordering if you desire a fish dinner. There will be a cash bar beginning at 5:30 PM.

Don't miss this excellent program which we are privileged to present, on Friday, January 17, 1992.

Looking ahead, our February 21, 1992 program will feature the annual Ray Muller Slide Contest, and our March 20 program will be a lecture by Member Larry Eastwood on the December 7, 1921 head-on collision on the Reading Newtown Branch near Woodmont, PA.

NEW RAIL PASSENGER BOOK ATTRACTS MEDIA ATTENTION

Supertrains: Solutions to America's Transportation Gridlock is the title of a major new book on the need for more and better passenger trains in the U.S. Written by High Speed Rail Association Vice President Joseph Vranich, a former Amtrak and NARP official, the book describes the various means of improving rail transportation, how to combat the highway and aviation lobbies and the need for a one-cent-per-gallon gas tax to further upgrade Amtrak services.

The publisher, St. Martin's Press, says that Supertrains has generated more requests from television and radio talk shows than any of the 239 titles now listed in its catalog. Famed Author Tom Clancy, in his foreword to the book, says "What if someone were to invent some magical new mode of transportation that was safe, energy-efficient and environmentally benign? Someone has. It's called a train. This is an important book." In an editorial in the December issue of Trains, Associate Editor Kevin Keefe asserts that Supertrains could galvanize public opinion in the way Rachel Carson's Silent Spring did for the environmental cause or Ralph Nader's Unsafe at Any Speed did for auto safety. Noting Vranich's report that surface travel demand in the U.S. is expected to double by the year 2020, Keefe concludes that "For anyone who takes this prediction seriously, Supertrains should be required reading."

The book may be purchased at major bookstores or ordered directly from: Publishers Book & Audio, P. O. Box 120159, Staten Island, NY 10312, at \$35 per copy plus \$3 shipping and handling (\$1 S&H for each additional copy). Checks should be made payable to "Publishers Book & Audio" or use American Express, Visa or MasterCard (giving account number, expiration date of card and signature). Telephone orders are accepted at 800-221-7945 (extension 577).

If sufficient Chapter members express interest, a special group order can be placed at a reduced rate (minimum of 12 copies). Those interested should contact National Director Frank Tatnall at the January 17 Chapter meeting or by telephone at 215-828-0706.

FRIDAY, JANUARY 17, 1992

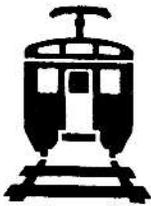
Eakins Lounge, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, Philadelphia, PA (three blocks
south of Market East station)
Dinner at 6:15 PM (\$18 per person); Meeting at 7:45 PM
Parking in Wills Eye Hospital garage, 9th Street above
Locust (\$5.00 after 6 PM), or Parkway Garage, also 9th
above Locust (\$5.75 after 6 PM), Downtown Garage,
Walnut Street east of 10th (\$4.00 after 5 PM)

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

The \$354-million RailWorks reconstruction project was the subject of a public hearing held by SEPTA on December 19, during which considerable information was brought out on plans for handling the 20,000 rail riders to be affected by the program. From April 5 to October 3 of this year, the four-track Mainline between Wayne Junction and the center city tunnel will be taken out of service for the replacement of 25 deteriorated bridges, as well as track, overhead catenary, signal and communication systems along four miles of the former Reading Ninth Street branch. The project will be completed over a four-month period in mid-1993.



Centerpiece of SEPTA's alternative service plan is the new Fern Rock Transportation Center, located adjacent to Fern Rock terminal of the Broad Street subway. Passengers on the R2 Warminster, R3 West Trenton and R5 Lansdale-Doylestown routes will lose their one-seat rides to and from center city, as they are forced to transfer between their trains and the subway at Fern Rock. On weekdays, these trains will run to Wayne Junction but on the weekends they will be turned back at Fern Rock. The new transportation center will be opened to the public on January 19, more than two months prior to the start of RailWorks construction.

Completion of the new express tracks in the subway north of Erie Avenue will make it possible to move passengers between Fern Rock and City Hall stations in 15 minutes. (SEPTA is currently working on improvements at the dingy City Hall station to brighten it and to improve passenger flow.) Express trains will operate on a five-minute headway weekdays until 8:30 PM, and at 15-minute intervals on Saturdays until 6 PM.

Service on three other "Reading-side" routes will be suspended for the duration of the project. On the R6 Norristown Line, express buses will operate during peak periods between the three Norristown stations and center city and between Conshohocken/Spring Mill and center city. Otherwise, patrons will have to rely on existing bus service or the Route 100 rail line to 69th Street. Riders of the R7 Chestnut Hill East Line will have shuttle bus service between the six northernmost stations and Chestnut Hill West, St. Martins or Carpenter stations on the West Line, weekdays only. On the R8 Fox Chase Line, expanded Route 24 express service will link the four northern stations on the line with Bridge Street terminal of the Market-Frankford el during peak periods. During the hearing, complaints were voiced on SEPTA's decision to charge railroad fares on the R6 express buses to and from center city, rather than transit fares or--as one witness suggested--reduced fares to compensate riders for the loss of direct rail service. SEPTA also reported that it plans extensive maintenance work on Norristown Line trackage during the shutdown periods.

While current service levels will be continued on the R2, R3 and R5 lines north of Fern Rock, some services on the "Penn side" of the system will be expanded to handle diverted passengers. The R7 Trenton route will get 30-minute off-peak and Saturday service along the Northeast Corridor, which parallels the West Trenton line. R8 Chestnut Hill West trains will operate every 20 minutes during peak periods, at 30-minute intervals off-peak and Saturdays and hourly on Sundays, to help accommodate the displaced Chestnut Hill East passengers. Other routes radiating west and south from 30th Street will retain their present service levels, with most trains being turned back at Market East Station via "Juniper" and "Vine" interlockings within the tunnel. The exceptions will be the R6 Cynwyd trains and existing rush-hour Bombardier trains which will turn at Suburban Station.

SEPTA appears to be well aware of the threat of ridership losses arising from the apparent reluctance of some rail passengers to use the Broad Street subway or other alternative routes. In fact, the Authority's staff has devised a detailed strategic plan to minimize the defection of these customers to private automobiles, not only during the RailWorks period but after normal service resumes. "The long-term benefits will more than justify any temporary inconvenience for...riders on the affected lines," said Leroy C. Howell, manager of communications for RailWorks. "Since the shutdowns cannot be avoided," he continued, "SEPTA has chosen alternative commuting scenarios that will create the least amount of service disruptions. At the same time, SEPTA has embarked on a comprehensive public information and education program to fully inform its riders about RailWorks..." That program is budgeted for \$2.5 million.

Nonetheless, several groups represented at the hearing, including the Delaware Valley Association of Railroad Passengers, complained that SEPTA had ignored their pleas to do the work under traffic. A DVARP spokesman conceded that it is now too late to avoid the shutdowns, but that SEPTA still could maintain some through service to center city by using diesel-powered trains over CONRAIL lines between Wayne Junction and "Zoo," and thus into 30th Street Station. DVARP also advocated electrifying the short connecting track between the Norristown Line and AMTRAK's mainline at North Philadelphia. Execution of the present plan, DVARP charged, will cost SEPTA at least \$25 million in lost revenue. The group pointed out that SEPTA, alone among the dozen or more commuter rail systems in the U.S., uses no diesel equipment in passenger-hauling service.

PHILADELPHIA EXPRESS (Continued from Page 3)

One surprise at the hearing was the announcement by a representative of Railway Management Services, which is helping prepare a bid to privatize SEPTA's dormant Newtown branch, that CONRAIL has agreed to allow the operation of two rush-hour trains in each direction between "Newtown Junction" and "Zoo," so that RDC-equipped trains can run directly between Newtown and 30th Street. Negotiations with AMTRAK were continuing, said RMA President Tom Povlitz, who is working with Robert Regensburger of Short Line Railroad & Development Corp. (see December Cinders). SEPTA has extended until January 31 its deadline for submission of proposals to lease and operate the Newtown branch.

Among SEPTA witnesses at the hearing were Chapter Members Tom Collins and Harry Garforth of the Planning & Development staff.

Several other construction projects are directly related to RailWorks. One is the new Temple station to be built on the Mainline near 10th & Berks Streets for opening next year. Another is a maintenance-of-way yard on the site of the old Port Liberty freight yard just south of Wayne Junction, on which construction has started. Housed here will be SEPTA's new track geometry car. Concurrent with the opening of the Fern Rock transfer station will be closure of the nearby Fern Rock and Tabor stations, even though street access to the new facility will be limited. Logan station will also be closed for the duration of RailWorks.

Chapter Editor Larry Eastwood presented a program December 5 on the deadly collision between two Reading trains near Bryn Athyn exactly 70 years earlier, on December 5, 1921. Twenty-seven were killed in the accident which Larry has studied in detail and documented in a large display. He told the story of the tragedy before a packed house at a historical society meeting in Bryn Athyn, which was reported by the Inquirer. The same program will be presented by Larry at our March 20 Chapter meeting.

The NORAC Book of Operating Rules was revised and reissued effective January 1. First issued in 1988, the NORAC rules govern operations on SEPTA, AMTRAK, CONRAIL, NJ TRANSIT and several other northeastern roads..... That notorious building in Lansdowne where radium was extracted during the 1920's is directly beside the tracks of SEPTA's West Chester Line. The building on South Union Avenue once received railroad cars full of radioactive ore via the Pennsylvania Railroad. Now, decades later, the building is a hazardous waste site and the Environmental Protection Agency is spending millions of dollars to detect dangerous levels of radiation in the neighborhood--even advising several families to evacuate their homes.

The Pennsylvania Convention Center Authority will seek new bids for renovating the historic Reading Terminal trainshed in Philadelphia, which is to become the grand entrance to the \$523-million convention center being built in center city. In a previous round of bidding, the lowest base bid received was \$67.6 million to restore the structure, the Inquirer reported..... Another question related to RailWorks is whether SEPTA ever intends to clean up the unsightly "graffiti wall" alongside the Mainline tracks between Suburban and 30th Street Stations..... SEPTA has installed wheelchair facilities in its entire MU car fleet, although married pairs have only one wheelchair stall..... SEPTA has again taken most of its ticket vending machines out of service at locations other than center city, because of recurring vandalism..... Service on the Norristown Line was interrupted at 5:30 PM December 11, when train #0643 pulled down the catenary wires near Miquon station. It was determined that thieves had cut supporting wires in order to steal the copper when the overhead came down, knocking out the power..... A passerby discovered the body of a woman on SEPTA's Schuylkill River bridge at Norristown on December 30. The body appeared to have been thrown from the Dannehower highway bridge which passes above the track at that point.

President Bush signed the massive six-year Intermodal Surface Transportation Efficiency Act of 1991 at a Texas ceremony on December 18 (see December Cinders). The \$151-billion measure authorizes an unprecedented \$31.5 billion for transit programs--much more than the Administration had sought--but the bill was labeled as a "jobs program" which made it politically golden. Press reports indicate that Pennsylvania will gain a total of \$7.4 billion for highways, bridges and mass transit over the life of the legislation--assuming that Congress actually appropriates the full amount. Pennsylvania Senator Arlen Specter said that SEPTA alone should receive about \$1.1 billion, which represents a 40-percent increase over the present level of Federal support for SEPTA. "We're really now in a position to rebuild the infrastructure the way it needs to be rebuilt," SEPTA Chairman J. Clayton Undercofler told the Inquirer in a later interview.

SEPTA figures show a reduced deficit for the three months ending in September 1991 versus the same period of 1990. City Transit Division produced an operating loss (before subsidies) of \$45.7 million in 1991 compared with \$46.8 million in 1990, the Railroad Division loss was cut from \$28.1 million to \$24.2 million, and Suburban improved from a \$6 million loss to \$5.5 million, for a total SEPTA loss for the period of \$75.4 million versus \$80.9 million..... A recent Boston Globe editorial complained that MBTA's director of employee relations devised an attractive early retirement program which left the "T" shorthanded in certain jobs. Thomas Webb took advantage of his own program, then hired on with SEPTA as its director of labor relations.

One of the concerns expressed at the recent hearing on the April RailWorks shutdown was that the Transport Workers Union's three-year contract with SEPTA expires March 15. Failure to agree on a new contract by that time could threaten a strike of the City Transit Division, including the Broad Street subway..... Secretary of Transportation Samuel K. Skinner was named last month to the powerful post of White House Chief of Staff, replacing the embattled John Sununu who resigned..... As part of the recently approved transportation bill, the Urban Mass Transportation Administration was renamed the Federal Transit Administration.....

PHILADELPHIA EXPRESS (Continued from Page 4)

Philadelphia Mayor Edward G. Rendell has appointed local Attorney Judith E. Harris to be city solicitor, the City's top lawyer. Harris is a member of the SEPTA board and the daughter of a SEPTA bus driver.

Trolley Route 23 is currently scheduled to return to rail operation over its entire length with the start of the spring schedules on February 27. The segment of the 12-mile route north of Erie Avenue saw the cars return on October 27, but convention center construction has delayed the change on the southern section. During the summer new rail was installed in Germantown Avenue between Broad Street and Glenwood Avenue, and a new turn-back loop was built at Rising Sun Avenue to replace the tight turn at Tioga Street. Pullout cars from Luzerne depot use Old York Road trackage to reach Germantown Avenue.....Those 19 PCC cars sold to San Francisco's MUNI are still stored at Luzerne.....Old P&W cars stored at the 72nd Street shop in Upper Darby include Strafford cars #162 and 164 and Bullets #202, 206 and 209. The 164 and 206 are used occasionally in work service.

Route 11 trolleys returned to the rails via Woodland Avenue and Main Street on December 22, following repair work on a bridge at 60th Street.....Those electronic service information signs in the subway surface stations really work.....SEPTA promises that regular service will be operated on the Frankford el until March 6, when reconstruction of the 69-year-old structure will begin anew.....The 21-mile Blue Route between Chester and Plymouth Meeting was opened to traffic December 19. Officially Interstate 476, the highway has been on the drawing board since 1956, but encountered tremendous opposition on environmental grounds. PennDOT installed signs on the AMTRAK overpass in Radnor reading "Amtrak/SEPTA" and above the P&W right-of-way with the legend "SEPTA Norristown Trolley." At present, SEPTA does not plan to reroute any bus lines onto the new freeway.According to recent ads, SEPTA now operates 128 different routes.....The year 1992 will mark the 100th anniversary of electric traction in Philadelphia.

The Federal DOT is preparing to issue proposed rules for the drug testing of transit workers, with actual testing to begin next year. Proposed rules for alcohol testing will come late in 1992.....SEPTA last month fired the conductor of the Market-Frankford train that dragged an elderly woman to her death at Girard station in October. An investigation found that the 21-year employee failed to check that all passengers were clear of the train, as required by SEPTA rules.....The Broad Street and Market-Frankford Lines operated all night on New Year's Eve, instead of shutting down after midnight.....Broad Street express trains are stopping at Race-Vine for a 60-day trial period.....Subway surface riders suffered two disruptions last month, the first on Sunday, December 15 when an overhead trolley wire fell in the tunnel. The same thing happened during the morning rush hour four days later, forcing the diversion of cars to the 40th Street subway station.A southbound Route 23 trolley car skidded into an automobile on January 3 near Wayne Junction station, causing a rear-end collision with a school bus. Several children were slightly injured.



AMTRAK introduced its new fleet of General Electric 3,200-hp locomotives on December 4, when unit #501 was previewed for the Amtrak board at Washington Union Station. All 20 of the widenose, freight-style units with their unique paint scheme were delivered last month, and are assigned to trains west of Chicago. Their arrival permitted Amtrak to set aside the last of its six-axle GE P30CH locomotives.....AMTRAK is still modifying its three RoadRailer experimental trailers and their

"CouplerMate" transition device, which will link the highway-type vehicles to the rear of passenger trains. The work is being carried out at the Bear (DE) facility, prior to the start of high-speed testing.....Those VIRGINIA RAILWAY EXPRESS RP39-2C locomotives which appeared on AMTRAK trains last fall (see December Cinders) have been leased by power-short MARC for Washington commuter service. VRE's own "Express" service is to begin in March.

AMTRAK is planning to alter "Zoo," "North Philadelphia" and "Shore" interlockings in Philadelphia to fully separate its tracks from those of CONRAIL. Construction may start this year. "Shore" tower is soon to be closed and "North Philadelphia" will be next, the latter interlocking to be renamed "Glenwood" as the New York mainline is taken over by the CETC control center.....To clarify an item in last month's column, the approach medium cab signal aspect for trains approaching the Frankford Junction curve applies only on westbound tracks 3 and 4.....AMTRAK operated two special trains from Washington to Philadelphia for the Army-Navy football game on December 7. The 11-car "VIP" train headed by AEM-7's #911 and 941 with CONRAIL theater car #9 on the rear ran to 30th Street Station, while the five-car public train behind freshly-painted F40 diesels #203 and 329 terminated in Conrail's South Philadelphia yard.....F40 #203 and other recently-painted units now sport a white frame stripe.

AMTRAK is installing new escalators at the west end of the 30th Street Station concourse, leading to the recently-opened parking garage.....Congress has reduced the third-year cost recovery requirement for AMTRAK's Atlantic City service from 80 to 75 percent, starting next May (NARP).....AMTRAK office car #10000, leased from William Kratville, is being refurbished on the West Coast (Mohawk & Hudson Chapter Call Board).....Dedication of the visitors center at Horse Shoe Curve near Altoona is scheduled for April 25, but it is doubtful that a planned AMTRAK special to the event will be run (Howard Bender).....With the closure of "Harris" tower in Harrisburg last November, Harrisburg Chapter has renewed its efforts to acquire the building from AMTRAK.....AMTRAK's Harrisburg-to-Atlantic City train 693 was stranded just west of Parkesburg December 5 when F40 #345 ran out of fuel.....Correcting another item from last month, President Bush signed the Fiscal Year 1992 transportation appropriations bill on October 28, not October 2.

PHILADELPHIA EXPRESS (Continued from Page 5)

CONRAIL last month said that it will take an after-tax charge of \$420 million to \$450 million against fourth quarter 1991 earnings, to cover the cost of a tentative labor agreement with the United Transportation Union, the sale of under-utilized branches and other assets, and various environmental cleanups. Conrail said that, while the UTU agreement will require cash payments, the rest of the charge will have little or no effect on the company's cash position.....At the end of 1991 CONRAIL common stock reached an all-time high of \$84.75 per share on the New York Stock Exchange.....In spite of CONRAIL's denial that a merger with UNION PACIFIC is in the talking stage (see November Cinders), reports persist that certain major railroads are still interested in creating a single transcontinental system in the U.S. Traffic World Magazine points out that one factor in this is the new competition from CP RAIL, which already spans the continent across Canada with dips into this country--including its newly-acquired DELAWARE & HUDSON.



Two Commerce Square Building in center-city Philadelphia beginning in July, with all moves to be completed by December.....CONRAIL has issued a 1992 calendar with color photos for each month, several of which were taken by Chapter Members Larry DeYoung and Doug Watts.

CONRAIL has announced a tentative agreement with UTU to allow the use of two-man crews on "through" freight trains, subject to ratification by the membership. The agreement, which includes a \$10,000 payment for each worker and an additional \$65,000 for those who voluntarily give up their jobs within 30 days, also allows the company to phase in two-man crews on "regular" trains beginning in 1995, eliminating the brakeman's position. Workers who elect to remain on a reserve board without a regular job would be paid a flat \$29,000 per year. The agreement is similar to those negotiated by the UTU with NORFOLK SOUTHERN, BURLINGTON NORTHERN and NORTH WESTERN (Traffic World).....CONRAIL will move its headquarters employees into the new

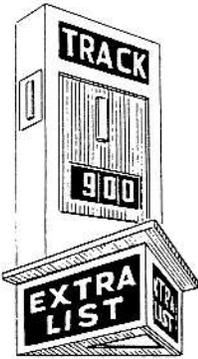
Delaware River Port Authority's new international container terminal has been completed, but lies idle because of a disagreement within DRPA over who will operate it. The terminal is built on CONRAIL property at the east end of Greenwich yard adjacent to Packer Avenue Marine Terminal, and will be served by Conrail, D&H and CSX. Meanwhile, CP RAIL is saying that the nearby Railport container terminal, a privately-run facility, is too small for its needs in handling import and export containers between Philadelphia and Canada..... CONRAIL has developed a satellite monitoring system which watches over high-value shipments of fresh fruits and vegetables moving in refrigerated cars, trailers and containers. This Remote Perishables Monitoring system (RPM) utilizes equipment which continuously checks refrigerator unit operation, inside and outside temperature and transmits the information via satellite technology to a central location (Railway Age).

The B&O Museum's "Royal Blue" special on December 7 carried nearly 900 passengers over the freight-only CSX (ex-Baltimore & Ohio) route from Baltimore to Philadelphia and return. The 11-car special, hauled by MARC GP39H-2 #71 and F9PH #83, traveled over CONRAIL from Park Junction to "Zoo" (including a 40-minute wait for a stalled freight train), then via AMTRAK and SEPTA to the Upper Level of 30th Street. A SEPTA shuttle train took many of the riders to the Gallery at Market East.....MARC is in need of additional locomotives, and has been looking at the BN E9's soon to be replaced by new METRA units in Chicago commuter service.....In response to those Drexel University signs, Penn has now placed its own large signs on the CONRAIL High Line bridges above Walnut and South Streets.....The big Reading Shops mall is under construction on former railroad property in Reading, just south of the old locomotive shop and adjacent to CONRAIL's yard.....Bethlehem Steel said last fall that it is ending its plan for joint ownership with British Steel PLC, a move which apparently will doom all steelmaking in its home city of Bethlehem.

Alvin R. ("Pete") Carpenter has been named president of CSX TRANSPORTATION, and onetime UNION PACIFIC operations chief Jerry R. Davis is CSXT's new chief operating officer. Carpenter had been executive VP for sales & marketing while Davis was EVP operations.....Editor Larry Eastwood wrote to CSX commending the railroad for the fine job it did at last year's NRHS convention in Huntington, WV. The letter was published in the November/December issue of CSXToday.....CONRAIL train PGAL8 departed Philadelphia for Allentown on December 28 with CSX C40-8 #7599 and CW40-8 #7653 as sole power....."Women and the American Railroad" is a major photographic exhibition now showing at the B&O Railroad Museum in Baltimore. It will move to the Railroad Museum of Pennsylvania, Strasburg, in April (Women's Transportation Seminar).

NJ TRANSIT has begun work on reconstructing the high-level platforms at Trenton station, and has built a new low-level platform on the south side of the station. The 20-month project will cost \$4.4 million (Jersey Central Chapter News).....NJT is consolidating its administrative offices in a new building located just east of Newark Penn Station (News).....The man killed by an NJT Atlantic City train November 8 in Haddon Township was ruled a suicide. He reportedly threw himself in front of a train on the Race siding.....NJT has been running newspaper ads stressing the comfort of riding its buses and trains. They are titled "Perchance to dream".....NJT's GP40PH-2's weigh 294,000 pounds each, probably the heaviest four-axle locomotives ever built.....NJT has applied a special paint job to bus #6875, honoring its "Roadeo" winning driver, Steve Van Sant.....Former AMTRAK SW1 #735, later operated by the defunct Anthracite Railway, has been leased to Tank Car Corp. of America, Oreland, PA. The unit was built in 1941 as New York Central 8476.

Reading Railcar Repair Company is back in business in the old locomotive shop at Reading. The firm was shut down for a period but now has a \$1.3-million contract to rehabilitate U. S. Navy munitions cars (P&R Chapter Colebrookdale Local).....Bethlehem Steel has sold its Freight Car Division at Johnstown, PA to TMB Industries of Chicago, headed by the former chairman of Pullman Company. It will be renamed Johnstown America Corp., retaining its 1,000 employees (Railway Age).



JANUARY 25, 1992: "Snowflake Special" excursion from Boston, MA to Albany, NY via Conrail Boston Line over Berkshires, sponsored by Mystic Valley Railway Society. Chartered Amtrak train leaves South Station 8 AM, with option of visit to historic Deerfield, MA or sleigh rides. Fares: \$60 adults, children \$45, including lunch and choice of activity. For information and reservations, write Mystic Valley Railway Society, P. O. Box 486, Hyde Park, MA 02136-0486, enclosing stamped, self-addressed envelope (telephone 617-361-4445).

JANUARY 25: SEPTA PCC excursion over subway-surface lines, sponsored by Wilmington Chapter NRHS. Special car leaves Elmwood depot, Elmwood & Island Avenues in Southwest Philadelphia at 12 Noon. Fare \$20 per person. Order tickets from: PCC Trip, c/o Steve Barry, RD #3, Box 414, Elmer, NJ 08318, making checks payable to "Wilmington Chapter NRHS" and enclosing stamped, self-addressed envelope.

JANUARY 31: Railroad film night sponsored by Canal Museum at Dana Engineering Hall, Lafayette College, Easton, PA. Three-hour program begins at 8 PM. Donation requested. For information telephone 215-250-6700.

FEBRUARY 15: EastRAIL '92 multi-media slide presentation hosted by Railpace and Railfan & Railroad Magazines, sponsored by Jersey Central Chapter NRHS, at Chatham High School auditorium, 255 Lafayette Avenue, Chatham, NJ. Free shuttle bus service will be provided from and to NJ Transit Chatham station. Eight programs run from 10:30 AM to 7:30 PM, with 90-minute lunch break. Tickets: \$12 adults, \$8 for those 16 and under. Order tickets from: EastRAIL, P. O. Box 700, Clark, NJ 07066, making checks payable to "Jersey Central Chapter NRHS."

FEBRUARY 22: "New England States Limited" excursion from Boston, MA to Brattleboro and Bellows Falls, VT and return via Conrail and Central Vermont, sponsored by Mass Bay Division RRE. Amtrak special train leaves South Station 8 AM, Back Bay Station 8:05 AM. Fares: \$45 adults (\$50 after February 10), \$25 children 4-12 (\$30 after February 10), extension to Bellows Falls \$5 adults, \$3 children, first-class service aboard Caritas \$225. Various tour and shopping options available at extra cost. Order tickets from: Mass Bay RRE, P. O. Box 697, Groton, MA 01450, enclosing stamped, self-addressed envelope.

MARCH 1: Annual train show and sale sponsored by Jersey Central Chapter NRHS at Mother Seton High School, Garden State Parkway Exit 135 at Clark Circle, Clark, NJ, 9 AM to 3:30 PM. Model trains, railroadiana, books and collectibles for sale, with operating layouts displayed. Admission: \$4 adults, children under 12 free. For information write: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066.

THROUGH MARCH 3: "Speed, Safety, Comfort: Images of the GGI" exhibition of Pennsylvania Railroad GGI memorabilia at Railroad Museum of Pennsylvania, Strasburg. Regular Museum admission charges and hours apply. Exhibit is made possible through a grant from Lancaster Chapter NRHS.

MARCH 14-15: Railroad and train show sponsored by West Jersey Chapter NRHS at Cherry Hill Armory, Grove Street & Park Blvd., Cherry Hill, NJ, 10 AM to 5 PM each day. Admission: \$3 adults, children under 12 free. For information telephone 609-829-4222.

MARCH 19: Spring lecture "Transportation & Industrial History" by NRHS Member Mitchell Dakelman, 8 PM at Canal Museum, Route 611, Easton, PA. Admission free. For information telephone 215-250-6700.

MARCH 21: "Sugartime Special" excursion from Boston, MA to White River Junction, VT and return via Conrail and Central Vermont, sponsored by Mystic Valley Railway Society. Amtrak train leaves South Station at 8 AM. Fares: \$55 adults, \$40 children (includes lunch). Order tickets from: Mystic Valley Railway Society, P. O. Box 486, Hyde Park, MA 02136-0486, enclosing stamped, self-addressed envelope. For information telephone 617-361-4445.

MARCH 29: First public excursion with SEPTA AEM-7 and Bombardier equipment, sponsored by Philadelphia Chapter NRHS. Train leaves West Trenton 9 AM, Jenkintown 9:30 AM, Wayne Junction 9:45 AM, 30th Street Station 10:10 AM. Tour will include Chestnut Hill West, Airport and Norristown Lines. Lunch and photo stops will be included. Fare: \$35 per person. Order tickets from: Bombardier Excursion, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope.

DELAWARE VALLEY CHAPTER OFFERS "CINDERS IN SUMMER" VIDEO

"Cinders in the Summer" is the title of Delaware Valley Chapter's third video production, which is now available for \$19.95 per copy (plus \$2 for mail orders). Photographed during 1991, this professionally narrated and edited production features footage of Blue Mountain & Reading's Northern #2102, steam on the restored New Hope & Ivyland, ex-Southern 2-8-2 #4501 in action on Norfolk Southern, and Berkshires 765 and 1225 running side-by-side at the NRHS Huntington convention.

Total running time of the VHS tape is 31 minutes. Mail orders should be sent to: Delaware Valley Chapter NRHS, P. O. Box 14, Penns Park, PA 18943-0014, with checks made payable to "Delaware Valley NRHS."

PHILADELPHIA CHAPTER JACKETS NOW AVAILABLE

Members who ordered NRHS jackets through Philadelphia Chapter may pick up the jackets at the January 17 monthly meeting. The flannel-lined polyester jackets, produced in dark blue with white NRHS logo, were delayed in delivery because of a manufacturer's error in printing the logo.

Wayne Bode arranged for the group order of the jackets. Anyone who cannot attend this month's meeting should contact Wayne through the NRHS national office (215-557-6606) on Monday, Wednesday or Friday during business hours to arrange for delivery.



I trust that you have all had an enjoyable Holiday season and are looking forward to the promise of whatever 1992 holds for each of us.

An analysis of Amtrak's Thanksgiving weekend on the Northeast Corridor reveals that capacity was up a bit but that ridership appeared down, so that standees were not as common. On the Wednesday before Thanksgiving, for example, Amtrak used some four-car Silverliner IV sets, borrowed from SEPTA and run between New York and Philadelphia. One set actually deadheaded down to Newark, DE to begin its eastbound run as Train 5178 (I didn't see many on board as it arrived 30th Street).

Later in the evening on Wednesday, MARC commuter cars made their first appearance on Trains 4080 and 4188, each made up in Baltimore from equipment released from MARC runs there. (The expanding MARC system received more new cars from Sumitomo [Nippon Sharyo] in 1991; these can be identified by lifting lugs at the upper corners of the car. This year, none of the rebuilt Pennsy sleepers-turned-coaches was used. They are normally limited to trains on the former B&O lines and, in any case, are themselves going through a refurbishing process.) The number of MARC cars borrowed each day was ten Wednesday-Saturday, but jumped to 22 on the Sunday after Thanksgiving.

Other commuter equipment borrowed for the weekend included four MBTA trainsets totaling 26 cars, operating on Boston-New Haven runs, connecting with electric-powered Amtrak consists to and from points west. Two sets, apparently operated in engine-cars-engine formation went back to Boston as a connection off the advance Montrealer from New Haven.

At least four rebuilt GP39's from the future Virginia Railway Express were noted (V01-V03 and V05). One was seen at Washington's Ivy City facility and three were used on Harrisburg and Atlantic City trains.

On Sunday, December 1, I was on hand at Newark for the biggest day of all. Andy King, whom I see each year, came over from New York and later Mike McEnaney, of the Long Island-Sunrise Trail Chapter, joined us as he has for several years. Using a total of three spotters makes this endurance exercise a bit easier on the biggest travel day of the year.

If you examined the special Thanksgiving weekend timetable issued by Amtrak, you had a pretty fair idea of the trains operated. Train 8044, for example, was extended from its Harrisburg-Philadelphia schedule through to New York (Train 44 from Pittsburgh was late). The other "long" Silverliner run did not materialize as Train 1633 was terminated at Philadelphia and its passengers transferred to Train 175.

Metroliner Service required 81 cars, formed up of 11 six-car and three five-car sets. This year, I noted only one non-standard car, an Amfleet II coach, while a few Metroliner Service cars filtered onto regular trains. The unique 9800 was not used during the holiday period, by design. Cab car 9709 (former 809) made several trips over the holidays, this being the former Capitoline you see usually gracing Penn Coach yard in Philadelphia. Four other "quickie" cab car conversions retain their 800 series numbers and could be found running mostly on Chicago-Milwaukee service.

Outside the Corridor, Empire Service borrowed 14 coaches (Horizon fleet) from Chicago, with the Windy City, in turn, operating Superliners on Chicago-St. Louis-Kansas City, Chicago-Grand Rapids and Chicago-Indianapolis trains and METRA push-pull equipment on Chicago-Milwaukee runs. On Sunday, Amtrak operated some chartered buses on selected routes to speed college students directly to their campuses. Fortunately, weather posed no problem for this operation. An advance section was operated on three Albany-New York trips (plus one additional on Thursday and two Sunday). It's not known how many potential passengers were turned away, however, by the new all-reserved policy to points west of Albany. Five conventional (Amfleet/Horizon) trainsets were operated, including one on each side of the Maple Leaf between New York and Toronto. Custom Class service was available in Amclub 20145 for the train which included the car.

Out west, consists out of Oakland were protected by the 25 Horizon cars assigned to San Joaquin service. The San Diegos operated Amfleet cars and the four Caltrain gallery cars, but no extra sections. Noteworthy was the size of passenger loadings passing through Los Angeles on San Diego-Santa Barbara trains. The Seattle-Portland Mount Rainier doubled in size, using spare Superliner/Hi-level cars.

On some final notes, Amtrak borrowed 12 Silverliner IV's from SEPTA on Wednesday, upped the number to 16 Thursday-Saturday and topped out at 20 on Sunday, always operating in four-car sets.

(Continued on Page 9)

ON THE SCENE (Continued from Page 8)

For the record, Amtrak operated the following extra sections over the weekend on days noted:

	<u>Tuesday</u>	<u>Wednesday</u>	<u>Thursday</u>	<u>Friday</u>	<u>Saturday</u>	<u>Sunday</u>	<u>Total</u>
Standard	3	23	14	2	9	37	88
Metroliner		6			5	15	26

Thursday and Saturday loadings were certainly not as heavy as Wednesday and Sunday, but capacity was nevertheless increased and extra sections operated. Maximum capacity offered on non-reserved trains was over 42,300 seats on Wednesday and more than 51,400 seats on Sunday.

Anyone who has visited a major station on a day like Wednesday or Sunday can get a feel for how it must have been in the old days. It's hard to describe the electricity in the air, and while cars are a lot more standardized than when I started looking at Pennsy holidays, the maximum effort of the old days is reflected in the efforts Amtrak performs today. Amtrak once again did its best and, in most cases, trains were found operating close to their scheduled times.

Amtrak has announced that it will test the Swedish X-2000 train from Asea Brown Boveri on the North-east Corridor between New York and Boston beginning in 1992. The train, using tilt technology, will be tested in an effort to reduce travel time between the two cities to near three hours. If successful, Amtrak may order such equipment as early as 1993.

California's new Capitol Corridor route between San Jose, Oakland and Sacramento (with some service to Roseville) was inaugurated December 12. Eight Horizon coaches and two Horizon dinette-coaches were sent from Chicago to Oakland, with their place taken partially in the Windy City by six coaches and two Amfleet cars (with trainlines) transferred from the East.

All twenty of the new General Electric units are believed to have been now delivered. All of the 500's are to be assigned to Los Angeles for service on the Sunset, Southwest Chief and San Diegans. Meanwhile, Amtrak GE P30CH #705 arrived in New Orleans on December 15, and appears to have been the last Amtrak Pooch to see revenue service.

Viewliner sleepers seem to be operating on the Executive Sleeper between New York and Washington these days, their retention toilets assisting while passengers sleep on board in New York's Penn Station.

North of the border, VIA Rail Canada's new schedules are slated to take effect on Sunday, January 19. The Gaspé train has apparently received a one-year reprieve while politicians figure out what to do with the line since most of the freight traffic has dried up.

Not all news is good however, as Ontario Northland's Northlander trainsets will be withdrawn in February and replaced with rebuilt GO Transit equipment. Snack bars will replace full diners and 13 employees will be furloughed. The present equipment was built in 1957 for a pioneering Dutch-Swiss TEE service in Europe.

The Province of Quebec and CN have reportedly settled on a plan to rebuild the Montreal electrified commuter line, mostly likely with new MU cars (other reports claimed new locomotives and cars). Meanwhile, the 1911-vintage English Electric units, suffering from cracked truck frames, have mostly been withdrawn from service and one morning train now receives a diesel, coasting downgrade through the tunnel into Central Station. There are still 15 vintage coaches assigned to this service.

The 20 new cars from Bombardier for Connecticut, delivered in 1991, are split between ten cars for Grand Central service and ten for Shore Line East service. Five cab cars (6211-6219, odd numbers) and five trailers (6270-6278, even numbers) will operate on Grand Central trains, while Shore Line East will see four cab cars (1691-1697, odd numbers), two trailers (1614, 1616) and four trailers with underfloor HEP power plants (1640-1646, even numbers). All twenty cars are numbered.

In Chicago, BN and METRA are apparently having differences over the new locomotives equipped with universal train control and designed to replace the venerable E8 and E9 cab units. BN apparently wishes to retain a captive fleet of units and METRA wants to randomly assign the units. For the time being, prototype F4OPHM-2 #185 is working out on the former Rock Island route.

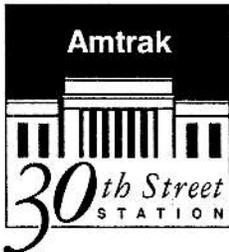
AMTRAK 1992 TRAVEL PLANNER IS NOW AVAILABLE

The 1992 edition of "Amtrak's America" travel planner booklet is now available at ticket offices, sales offices and travel agencies. The 84-page full-color publication describes a host of travel packages, Amtrak routes, train accommodations and hotel services. Amtrak's first-class metropolitan lounges and Keystone Classic Club car are included.

The booklet may also be obtained by writing to: Amtrak Travel Planner, P. O. Box 7717, Itasca, IL 60143.

FIRE CAUSES TOTAL SHUTDOWN OF 30TH STREET STATION

At 4:40 PM on Monday, December 23 thick smoke began billowing up to the SEPTA platforms at 30th Street Station. Soon after, passengers and employees in the cavernous main concourse began to smell the acrid smoke but Amtrak trains continued to arrive and depart on this very busy pre-holiday evening.



A small army of Philadelphia firefighters rushed to the scene and began battling the flames which had erupted in a closed-off section of the building beneath the north tower. The fire site, which formerly housed a bowling alley and before that a Greyhound bus terminal, was being used as a contractors' storage area during the \$100-million restoration of the historic 60-year-old station. In little more than an hour the blaze went to six alarms, requiring the efforts of nearly 300 firefighters.

By 5:45 PM the heavy smoke had forced the evacuation of most offices, including "Penn" tower which controls switches and signals north and south of the station proper, but the CETC center and national operations center on the eighth floor were not evacuated until 6:19 PM. This forced the shutdown of all Northeast Corridor interlockings south of Philadelphia, delaying or halting trains which could move only on "straight-rail" routes or where employees on the ground were able to manually line switches. Over the next few hours several Conrail trains were also held at points such as Perryville, MD, unable to gain access to Amtrak's mainline.

The last train to leave 30th Street was #42 for New York with AEM-7 #932 at 6:30 PM, at which time all remaining passengers and employees were ushered out of the building.

SEPTA service through the Upper Level was halted an hour earlier, at 5:25 PM, because of the smoke conditions, creating a severe disruption of service on both the "Penn" and "Reading" sides of the system. Empty trains which normally pull out of Powelton yard near 30th Street to load at center city stations could not be moved, and thousands of homeward-bound passengers had to seek alternate transportation.

Because of the evacuation of its power directors, Amtrak was unable to shut down the 12,000-volt catenary power in the station area until just before 8 PM, making it hazardous for firefighters to direct streams of water near the tracks. Amtrak also cut off catenary and signal power as far east as "Holmes" interlocking in Northeast Philadelphia. Westbound Amtrak trains were halted at Trenton and northbound trains at Wilmington, much to the distress of throngs of passengers as documented by local television news crews. Some riders were transported to or around Philadelphia by hastily-ordered buses.

A total of 32 Amtrak trains were either terminated or substantially delayed, including train #60 enroute to Montreal which had to be backed up from "Phil" interlocking to Wilmington. It was finally allowed to proceed northward behind GP7 diesels #772-779, pantographs down on AEM-7's 941-902. The delay: six hours and 40 minutes. Train 42, which had left 30th Street at 6:30, was "walked" through "Holmes" interlocking at 8:07 PM. The only other use of diesels was GP40TC #196 which pulled train #125 west from "Holmes" and the #772-779 on train #175.

West of Philadelphia, R5 trains shuttled to and from Overbrook with bus connections to center city, and some shuttle service was provided on other lines.

After nearly 4-1/2 hours, the fire was declared under control at 9:20 PM, and dispatchers reoccupied CETC at 10:20 after fire officials okayed limited use of the building. Catenary power was restored to all tracks between "Holmes" and "Phil" at 12:40 AM on the 24th, and tracks 3 to 10 in the Lower Level were reopened at 1:15. SEPTA resumed normal service that morning, except that no trains were permitted to stop at 30th Street.

The fire caused extensive smoke and water damage to the station, especially in the SEPTA area and in the restrooms. The contractors' section was in ruins and gaping holes could be seen in the brick wall on the Arch Street side where firefighters had chopped through in order to gain access and vent smoke. Cost of the cleanup was estimated at \$2.5 million, but no structural damage to the building was found. Nine firefighters and two civilians were taken to the hospital suffering from smoke inhalation or other injuries.

Crews worked over the Christmas holiday scrubbing down walls and mopping floors in the public areas. Heavy soot deposits were reported throughout the north tower offices, but those in the south tower were little affected. Within 24 hours the concourse had returned to normal, with air freshener being sprayed about to eliminate the lingering odor of smoke. However, two elevators to the train level remained out of service. SEPTA resumed its stops at the Upper Level on Thursday morning, the 26th.

Investigation by Federal agents and the fire marshal's office later established that the cause of the near-disastrous fire was arson.

RAILROAD RADIO FREQUENCY GUIDE FOR DELAWARE VALLEY

To assist readers in using their scanner radios, Cinders presents the following update of radio frequencies in use by the railroads throughout the Delaware Valley area. These frequencies are expressed in terms of Megahertz (MHz).

The Association of American Railroads (AAR) has formulated a master list of frequencies to identify the nearly 100 channels in the VHF (very high frequency) "high band," as assigned by the Federal Communications Commission. In use by most major railroads, these channels fall within the 160-161 MHz range. Certain other carriers, including private plant switching operations, utilize UHF (ultra high frequency) channels in the 400 and 500 MHz range.

Large railroads generally confine their road operations to one or two channels in each geographical area, with other channels often employed for auxiliary functions such as yard switching, maintenance of way, shops and police activities. A few roads utilize dual channels for dispatcher-to-train and train-to-dispatcher transmissions, although that is not the case for carriers in this area.

LOCAL CARRIERS	ROAD CHANNEL	AAR CHANNEL	MHz	USE
Amtrak	1	54	160.92	Road
	Yard 1	10	160.26	Philadelphia yard
CSX Transportation	1	08	160.23	Road, Philadelphia yards
	2	14	160.32	Dispatcher (rarely used)
	3	28	160.53	Wilmington yard
Conrail	1	46	160.80	Harrisburg Line west of Philadelphia, Lehigh Line west of Allentown, Reading Line Albury and west, Morrisville Line, Pittsburgh Line, Delmarva area
	2	64	161.07	Philadelphia terminal, Trenton Line, Lehigh Line Allentown and east, Reading Line east of Albury, Enola, Roylton and Port Road branches, Chester secondary
	3	50	160.86	North Jersey branches, South Philadelphia and other yards
	4	58	160.98	South Jersey branches, River Line (North Jersey), Passaic & Harsimus Line
Delaware & Hudson	(Uses Conrail and CSX channels on trackage rights)			
SEPTA	2	16	160.35	Mainline through tunnel to "Zoo," Airport, Chestnut Hill West, Ivy Ridge and West Chester Lines
	3	19	160.395	Yards
	4	90	161.46	Mainline north of tunnel, Chestnut Hill East, Doylestown, Fox Chase, Neshaminy, Norristown and Warminster Lines
	6	64	161.07	Conrail lines, Bethlehem running track
	7	54	160.92	Amtrak lines
	NJ Transit	1	86	161.40
2		54	160.92	Amtrak lines
3		64	161.07	Conrail dispatcher
AREA CARRIERS			MHz	USE
Black River & Western			161.085	All operations
Blue Mountain & Reading			161.31	All operations
Brandywine Valley			462.7625	All operations
			464.5625	
Carbon & Schuylkill			161.31	All operations
Chestnut Ridge			154.515	All operations
Delaware Coast Line			160.455	All operations
Eastern Shore			160.695	All operations
			161.445	
Landisville			160.485	All operations
Maryland & Delaware			161.695	All operations
Middletown & Hummelstown			161.505	All operations
Morristown & Erie			160.23	Road
			161.10	Yard
New Hope & Ivyland			160.425	All operations
New York, Susquehanna & Western (Southern Division)			160.485	All operations

(Continued on Page 12)

RAILROAD RADIO FREQUENCY GUIDE FOR DELAWARE VALLEY (Continued from Page 11)

AREA CARRIERS	MHz	USE
Octoraro	160.545	All operations
Philadelphia, Bethlehem & New England	160.215 160.575	All operations
Reading, Blue Mountain & Northern	161.25 160.80	Road Conrail dispatcher
Shore Fast Line	160.335 160.92	Road Amtrak dispatcher
Steelton & Highspire	161.19 160.425	All operations
Strasburg	161.235	All operations
Upper Merion & Plymouth	160.485	All operations
West Jersey	161.025	All operations
Wilmington & Western	160.755	All operations
Winchester & Western (New Jersey Division)	161.31 160.98	Road Conrail dispatcher

Happy New Year

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