



CINDERS

MAY 1994



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Volume 55

Newsletter of the

Number 5

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

OUR MEETING:

FRIDAY, MAY 20, 1994

Eakins Lounge, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, Philadelphia, PA (three blocks south
of Market East station)

Dinner at 6:15 PM (\$18.75 per person), Meeting at 7:30 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 (\$5.00 after 6 PM)

SPECIAL NOTE: Our May 20, 1994 meeting will be held in Room 139 at the Jefferson Alumni Hall. Our usual dinner will be held in the Eakins Lounge. Please watch for directions.

Our guest speaker will be Rodney Fisk, whose firm is involved in the privatization bid for operation of SEPTA's Newtown branch, and well as potential operation on the Bethlehem branch. This program promises to be highly interesting, and you'll want to attend to hear the latest on passenger service restoration along these lines, both dormant for more than ten years.

Our usual sit-down dinner will be held in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$18.75 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, MAY 17, 1994 to President Tatnall at 610-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner.

We urge you to join us on May 20 to find out when we might expect to ride a rail passenger vehicle again to Newtown or Quakertown with Rodney Fisk. Please note that our June 17 program will feature Walter Pogue of Lancaster, who was to have been with us in January.

CHAPTER OFFICERS AND COMMITTEE CHAIRS ARE LISTED

Following the election of Chapter officers last month, President Tatnall has reappointed all of the committee chairs. Below are listed these officers and committee leaders together with their evening telephone numbers. Members are encouraged to call each person directly with matters relevant to his or her responsibilities. (In some cases callers may reach an answering machine, in which case the call will be returned.)

President.....	Frank G. Tatnall, Jr.	(610) 828-0706
Senior Vice President.....	Douglas W. Watts	(215) 242-0729
Vice President & Treasurer.....	William M. Gardiner	(215) 632-7016
Secretary.....	Marie K. Eastwood	(215) 947-5769
Historian.....	Larry A. DeYoung	(215) 646-0924
Editor.....	R. L. Eastwood, Jr.	(215) 947-5769
Equipment/Trip Committee.....	Michael F. Hopkins	(717) 355-2035
Membership.....	Sheila A. Dorr	(610) 642-2830
Program.....	Douglas W. Watts	(215) 242-0729
Publicity.....	Thomas F. Moran	(609) 858-2980
Sales.....	Harry Garforth, Jr.	(215) 671-0983

"STEAM'N THRU GEORGIA"

1994 NRHS Convention - Atlanta, GA - June 22-26, 1994

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

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MEETINGS: 7:30 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 (\$18.75 per person), Meeting 7:30 PM.

ANNUAL MEMBERSHIP DUES: \$26.00 per person, which includes Chapter and National dues. Chapter-only dues \$13.00 per person per year. Membership applications should be forwarded to: Post Office Box 7032, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only status.

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

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

FAMOUS PHILLY CHAPTER FANTRIPS OF THE PAST

(Fourth of a Series)

One of the more scenic Philadelphia Chapter excursions in recent years was the "Susquehanna & Reading Special" on Sunday, October 2, 1983. The 15-car train, consisting of 12 Amfleet coaches and three Amcafes for food service, departed from 30th Street Station at 10:06 AM behind F40PH locomotives #274 and 359. Operating westward on Amtrak's ex-Pennsylvania Railroad mainline toward Harrisburg, the special diverged at Parkesburg onto the low-grade Atglen & Susquehanna branch--designated by Conrail as the Enola branch--and entered freight-only territory. Opened by the PRR in 1906, this branch had never boasted regular passenger service.

Even in 1983, the A&S was still a double-tracked railroad, but was used by a steadily decreasing number of freight trains because of Conrail's decision to concentrate its east-west freight traffic on the former Reading line directly out of Harrisburg. (A few years after the NRHS special passed over it, nearly 33 miles of the A&S were abandoned between Parkesburg and "Port" interlocking near the Susquehanna River.)



A dramatic view of the Susquehanna Valley greeted the 887 revenue passengers as the train approached Safe Harbor dam, as the A&S clung to the top of a ridge high above the river. Numerous pleasure boats could be seen skimming along far below, with the Port Road branch to Perryville, MD hugging the east bank of the wide Susquehanna. At Safe Harbor the special eased across a massive curved steel viaduct and began the long descent to "Port," where the Port Road connected. Running close to the river the train passed through the old towns of Columbia and Marietta, then crossed to the west shore by means of the Shocks Mill bridge, which had been severely damaged in the 1972 Hurricane Agnes flood but later rebuilt.

With the notorious Three Mile Island nuclear generating station looming on the opposite bank, the special proceeded west into Conrail's vast Enola yard and actually passed over the inactive eastbound hump. Joining the Pittsburgh mainline at Marysville, the train curved onto the famed Rockville bridge, at 3,850 feet the longest stone-arch span in the world, and entered the capital city of Harrisburg.

After a 35-minute stop at Amtrak's historic Harrisburg station, soon to receive a \$14-million restoration, the special backed westward to "Harris" tower and switched to Conrail's ex-Reading Lebanon Valley branch now known as the Harrisburg Line. The last regularly-scheduled passenger train to use this route was the Queen of the Valley, which made its final run from Harrisburg to Allentown on June 30, 1963. The NRHS special followed the same course eastward through Hershey, Lebanon, Myerstown and Wernersville, the latter station with a still-standing platform shed, then on to Sinking Spring and West Reading. At "Valley Junction" the train entered the Reading Belt branch, continuing eastward over this freight bypass to Birdsboro.

As the stainless-steel special rejoined the mainline, passengers were alerted to an unusual meet: George Hart's Ten-Wheeler #972 had paused for a whistle salute as it returned from Philadelphia with an excursion commemorating the 150th anniversary of the charter of the Philadelphia & Reading Railroad, predecessor of the Reading Company.

Sprinting down the Schuylkill Valley through Pottstown, Phoenixville and Valley Forge Park, the NRHS train continued over the former Reading Mainline through Bridgeport, West Conshohocken and West Falls. A climb up the rare-mileage Belmont connection to Amtrak's "Zoo" tower was the final attraction of this unique fantrip, and the train pulled into the lower level of 30th Street Station at 6:43 PM, just a few minutes late.

Everyone, it seemed, enjoyed the scenery on this sunny early-fall day, and the trip proved a financial success for Philadelphia Chapter. A one-of-a-kind design was created for the occasion by Member Joe Manix (see inset), and many badges bearing this design were sold on board. Both Amtrak and Conrail cooperated to the fullest in operating the "Susquehanna & Reading Special," whose route can never be duplicated.

FREIGHTHOPPER'S MANUAL BLASTED BY "RAILWAY AGE"

The FreightHopper's Manual is a paperback book which proclaims on its cover "Every red-blooded American should hop a freight at least once in his life." Needless to say, Senior Editor Gus Welty of Railway Age, in his review published in the March 1994 issue, rips into the people who actively promote this dangerous activity. "I have no problems with the genuine hobo who grabs a freight train and takes his chances because it's the only option he has...My problem is with the dilettante amateur freighthoppers, who know that what they're doing is illegal but do it anyhow, because they think it's a fun or macho thing to do. I've said many times, I'd love to see one of them come up against a real 'bo who'd lay one alongside the amateur's head and then steal his credit cards..."

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA will unveil a \$32-million plan this month for overhauling the dingy Suburban Station concourse, the Daily News reports. The four-year facelift will transform the 1930-vintage underground concourse into a bright, attractive retail area, with store space increased from 143,000 to 203,000 square feet between 15th and 18th Streets. As envisioned in a \$300,000 study by the architectural firm of Dan Peter Kopple & Associates, pedestrian access will be improved by means of glass-enclosed structures to be built at the station's four street-level entrances, and attention will be given to preserving the historical ambiance of the 64-year-old complex. A single entity will be named to manage the various properties now owned by SEPTA, the City and private firms.



The SEPTA board last month approved the leasing of additional ground at Thorndale yard, Chester County, from AMTRAK for the purpose of building a new station on the R5 Parkesburg line. The transaction is part of SEPTA's overall lease of 47 stations and adjacent parking areas along AMTRAK's Northeast Corridor and Harrisburg mainline.....SEPTA will purchase one additional acre of property from CONRAIL for parking lot expansion at Langhorne station, on the R3 West Trenton line.....DVARP reports that SEPTA has selected one station in each of the five counties it serves for a restoration program to be financed with Federal "transportation enhancement" grants. They are Allen Lane (R8), Haverford, Radnor, Strafford and Doylestown (all R5).....Abington Township wants to restore the deteriorating Victorian station at Meadowbrook, and will apply for a \$500,000 Federal grant. SEPTA and the U.S. Postal Service, which maintains an office in the building, will also contribute, and PennDOT has agreed to spend a half-million dollars on parking lot expansion.

SEPTA reissued all of its Regional Rail public timetables May 1, including the joint Glenside-Jenkintown-center city schedule which is often delayed.....Peoria Locomotive Works switcher #1500 remained out of service at Wayne electric shop in late April, awaiting movement orders.....An 18-year-old Philadelphia girl committed suicide on March 16 by leaping in front of SEPTA train 535 near Penllyn station.....A 21-year-old Delaware Valley College senior from Stillwater, NJ died early on April 10 when he was struck by SEPTA train 1578 near New Britain station. The victim was walking in the gauge of the Doylestown Line track with a friend, who later told police that they were intoxicated at the time of the accident.....Service on the R3 West Trenton line was disrupted the evening of April 29 because of downed wires near Trevoze station.

SEPTA's board has approved the lease of the former Pennsylvania Railroad Octoraro branch to PennDOT rather than to Chester County. The 36-mile line extending from Wawa, PA to Sylmar, MD is operated in part by the OCTORARO RAILWAY under sublease from Chester County, and OCTR also operates the former Reading Wilmington & Northern branch from South Modena, PA to the Delaware state line (18 miles) now owned by PennDOT. SEPTA reports that PennDOT wishes to terminate its present subsidies to OCTR and bid out the contract for both lines to a new operator, effective July 1. The two branches connect at Chadds Ford Junction.....The American Public Transit Association has asked Congress for legislation authorizing the Federal government to resolve disputes in which commuter rail authorities seek to operate on rights-of-way owned by private freight railroads (Railway Age).

The City wanted to utilize \$18 million in tax credits from the restoration of the Reading Terminal trainshed to help rehabilitate the vacant headhouse, but the plan was vetoed by the Internal Revenue Service. Because the City does not pay Federal taxes and therefore cannot use the credits itself, the idea was to sell them to a private group and apply the proceeds to the projected \$46-million restoration of the century-old headhouse at 12th & Market Streets. The historic building is intended to serve as grand entrance to the adjacent Pennsylvania Convention Center, as well as providing commercial office space.....After a public open house on March 20, the trainshed was officially opened as the Grand Hall of the Convention Center. A three-year, \$54-million rebuilding of the single-span trainshed has restored this magnificent structure to public use after nearly a decade in limbo. The last SEPTA train pulled out of the cavernous shed on the evening of November 6, 1984, as a charter to Philadelphia Chapter NRHS.

SEPTA and other commuter rail authorities have until May 5, 1995 to comply with a Federal Railroad Administration mandate to install event recorders in all control cars and locomotives.....SEPTA currently has nine Silverliners out of service for structural repairs. They are #109, 114, 130, 255, 275, 357, 9010, 9019 and 9023.....Peter Kostmayer, regional administrator for the Environmental Protection Agency and a former Bucks County Congressman, was held up at gunpoint on April 2 while waiting for a SEPTA train at Devon station. He was not injured but within an hour two 17-year-olds were arrested and charged with the crime.

SEPTA has renumbered two more Silverliner IV's to indicate that their transformers are PCB-free: #181-182 to 427-428. Another two will also be changed: #322-323 to 429-430, bringing the 400 series to 30.....SEPTA picked up some additional business on its Airport Line when cab drivers began boycotting International Airport May 1 to protest a new \$1.50 exit fee and \$20 flat rate to center city. SEPTA's fare is \$5 per person.

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

.....Cab signals on the Chestnut Hill West #1 track were activated last month. They have been in service on #2 track for many years.....With the May 1 schedules, SEPTA is stopping six Doylestown R5 expresses at Pennbrook station, in an effort to relieve parking congestion at nearby Lansdale.....The first issue of the new Main Line Welcomat newspaper on April 27 ran an article entitled "Nothing quite so holy, as the local to Paoli," the busiest and "arguably the best-run" of SEPTA's rail lines.



SEPTA's deficit after subsidies for the month of March was \$710,000 and its cumulative deficit for the first nine months of Fiscal Year 1994 was \$16.8 million. Although revenue performance has been stronger than expected, it did not offset the decision to forego a fare increase in January. On Regional Rail, year-to-date revenues were 2.1 percent over budget, but the deficit for the nine months was \$5.4 million after subsidies. The Authority projects a total deficit of \$15 million to \$18 million at the end of FY 1994 on June 30.....The Federal FY 1995 budget approved by the House of Representatives restores the \$200 million in transit operating subsidies which had been eliminated in President Clinton's proposed budget. However, the House cut the capital outlays for transit by the same amount (DVARP).

SEPTA is proposing an operating budget of \$687 million for Fiscal Year 1995 starting this July 1. This is projected to split almost evenly between revenues and subsidies: \$345 million from the farebox and \$342 million from government support. (The budget assumes no reduction in Federal subsidies and a \$24-million increase in State funding.) The proposed budget represents a ten-percent increase over the current spending plan, even though \$6 million in anticipated revenues from the aborted fare increase will not be realized. Current levels of service and maintenance are to be continued, and \$500,000 will be added to the marketing budget. SEPTA claims an \$8-million annual saving through its continued hiring freeze, lower accident claims and reduced health insurance costs. A hearing on the FY 1995 capital budget is scheduled for May 20.....Michael T. Burns has been named SEPTA's chief mechanical officer. He was formerly assistant general manager-railroad operations for Boston's MBTA.

Work continues on the new cab signal system along the Norristown High Speed Line, but cut-in has progressed only as far south as Bryn Mawr. Problems with equipment on the new N5 cars is reportedly hampering the project.....NHSL ridership has dropped from a weekday 9,200 ten years ago to about 7,000 now, with 60 percent moving in reverse of the "normal" flow. Still, there has been substantial recovery from the dark days when service had to be suspended due to a lack of operable cars.....N5 #144 derailed in the 69th Street yard on April 8 because of spreading rails, with some truck damage noted.....SEPTA is exploring with PECO Energy the possible use of compressed natural gas as fuel on some Suburban Division buses.....PECO is asking Montgomery County to take over repair and maintenance of the Schuylkill River dam which lies just west of SEPTA's Route 100 bridge between Bridgeport and Norristown. The dam was built by the Schuylkill Navigation Company in 1836 for canal traffic, and was taken over by PECO in 1923 for its Barbadoes Island generating station.

ABB Traction has set up an office in the 1818 Market Street building as its local headquarters for the Market-Frankford car project.....A final drawing of the M4 car exterior has been completed and submitted to SEPTA.....SEPTA is stepping up work on the Frankford E1 Reconstruction Project, with deck replacement in progress on the single-column section between Bridge-Pratt and Church stations and between Huntingdon and Berks. Rebuilding of the long bridge over AMTRAK, between the Erie-Torresdale and Tioga stations, will also begin this year. Completion of the Girard station reconstruction is scheduled for this fall. The goal is to restore full train service over the e1 by the time the new M4 car deliveries are completed in 1997.

The annual "Try Transit Week" is scheduled for May 16-20. Look for some special events on SEPTA and PATCO.....SEPTA will hire a consultant to set up a computer-based voice response system for handling telephone inquiries from the public.....Construction of the new Midvale bus maintenance shop will begin next month. The \$50-million project will continue for about two years.....SEPTA has discovered cracks in the corners of the floor structure in the Broad Street Kawasaki cars, requiring immediate repairs.....SEPTA has begun redesigning the covers of its bus timetables with a drawing of the front end of a Neoplan. This will replace the ridiculed "sliding bus" graphic used for several years.

SEPTA again this season will run Broad Street subway express trains to all Phillies home games at Veterans Stadium. The "Businessperson's Special" day games scheduled for May 18, June 29, July 20, August 4 and 18 will feature three express trains, as did the April 19 special. On that date the Phillie Phanatic handed out "excuse notes" at Suburban Station for baseball fans to give their bosses.....The City introduced a new series of Wednesday "Make It a Night" promotions to encourage people to shop and dine in center city. SEPTA will join in the effort.....Some of SEPTA's recent monthly TransPasses sport unusual artwork, such as drawings of antique trolley cars (Mike McNaney).....A female candidate for SEPTA's police force has filed a sex discrimination suit against the Authority, claiming that a physical fitness test is biased against women. Of 195 SEPTA police officers, ten are women.....The spring issue of the New Electric Railway Journal carries a seven-page feature entitled "Light Rail in Philadelphia," with color photos.



For many years AMTRAK has been bedeviled by a shortfall in funding, and the chickens are finally coming home to roost. A recent study by the General Accounting Office, Congress' watchdog agency, concluded that Amtrak has deteriorated to such an extent that it cannot continue to operate a viable national system without significant increases in Federal and state funding. The GAO asserted that "if Amtrak is to continue to provide intercity passenger service at its present level, to offer quality and reliable service and to improve its overall financial condition, it can do so only if it receives substantial operating and capital funding.

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)

While the headline in one Philadelphia-area newspaper--"Amtrak on its deathbed"--is probably an exaggeration, many now believe that Amtrak is indeed on the critical list. There is widespread agreement in Washington that 12 years of hostile Republican administrations forced Amtrak to hunker down in a "survival strategy," devoting management resources to the task of coaxing minimum financial aid from Congress rather than concentrating on service improvements, equipment maintenance and future planning. Former Amtrak Board Member Paul Weyrich places much of the blame for Amtrak's low estate on retired Amtrak President W. Graham Claytor, Jr. "Graham Claytor was the Mikhail Gorbachev of public transportation," Weyrich said. "Initially he did exactly what needed to be done, but he stayed much too long. The longer he stayed, the more decisions were postponed." Weyrich, however, acknowledged that Claytor saved Amtrak in the early 1980's by turning back President Reagan's budget slashers, who wanted to "zero-out" Amtrak.

In mid-March testimony before a House Appropriations Subcommittee, newly-named AMTRAK President Thomas M. Downs endorsed the GAO's report. "We are now promising a service we can't deliver. We're selling dis-appointment at the same time we're selling transportation," Downs said. "My fear is that this is the precise formula that 30 years ago led to the rapid decline and near demise of rail passenger service in this country... If there's one thing that history shows about railroading, it is that this is a capital-intensive industry. Locomotives, cars, shops and track all require constant reconstruction and investment," he concluded. But Subcommittee Chairman Bob Carr, Democrat of Michigan, gave Downs a less than positive response: "What you're getting is about what America is willing to afford (and) it's not going to get much better. My advice is to listen to the money, not to the dreamers" (AAR Rail News Update, Washington Post).

For Fiscal Year 1995 beginning this October 1, President Clinton has proposed a 15-percent increase in AMTRAK's appropriation, to \$788 million (not including Northeast Corridor Improvement funds), but this is still \$137 million less than what Amtrak says it needs. Clinton has also submitted to Congress a bill to re-authorize Amtrak's existence for another three years, and its 25-year contracts for operation over the freight railroads expire in 1996.

AMTRAK's recently-issued Annual Report for 1993 shows revenues of \$1.4 billion, a six-percent increase over 1992, and expenses of \$2.1 billion (up five percent), for a revenue-cost ratio of 80 percent--highest in Amtrak history. Passenger miles increased from 6.1 billion to 6.2 billion but systemwide on-time performance dropped from 77 percent to 72 percent. Ridership in 1993 was 22.1 million on intercity trains and 29.3 million on contract commuter lines.....AMTRAK began 1994 with 429 Heritage cars ranging in age from 30 to 47 years. There is no cost-effective way to retrofit old sleepers with retention toilets, but Congress has required Amtrak to have an all-retention fleet by November 15, 1996 (NARP).....At the end of FY 1993, AMTRAK had 108 locomotives and 660 cars in service beyond their recommended overhaul deadlines (NARP).

AMTRAK's spring-summer Northeast timetable effective May 1 features a blue cover with photo of the Manhattan skyline. It contains a note that the new Cherry Hill station will open in early summer and Amtrak Atlantic City trains will stop there instead of at Lindenwold. Another note states that a new centralized control (CETC) system will be placed in service in the New York area during late summer, and this will require "reduced train service for one weekend." The cover also contains a reference to the 25th anniversary of Metro-liner service this year.....AMTRAK has been running a series of two-page ads in Time and other national magazines, with the headline "If you've never taken the train, what exactly have you missed?"

AMTRAK has announced that it will spend \$11.3 million this year to refurbish 37 "Clocker" Heritage coaches and six E60MA electric locomotives for Philadelphia-New York service. The threadbare, 40-year-old coaches will each receive \$300,000 in improvements, and the E60's will be upgraded for service until 1996 when they are to be replaced with new units, Amtrak President Thomas Downs said.....AMTRAK last month closed "Penn" interlocking station, replacing it with a new CETC-5 dispatcher. This "tower" was actually located within 30th Street Station, as is the CETC center. At the same time, the CETC-6 dispatcher's territory was expanded to include "Zoo" interlocking to Morrisville, although both "Zoo" and "North Philadelphia" towers remain open.Former PRR caboose #477180 is still free of graffiti in the Green Acres Garden beside the AMTRAK mainline just west of North Philadelphia station. The caboose was donated by the PRR Technical & Historical Society through Bennett Levin, its former president.

State funding for AMTRAK's expanded Harrisburg-Philadelphia service runs out next month, with no word as to what level of service will be offered after that time.....F40PH diesels retrofitted with ditch lights include #302, 331, 393 and 395 (Mark Sublette).....F40 class unit #200 was spotted at Race Street terminal, Philadelphia, in March, still sporting a crude handmade number board on the engineer's side.....Trespassers, including many non-passengers, continue to swarm across AMTRAK's four main tracks at both Overbrook and Bryn Mawr stations, where there are no center fences (but pedestrian tunnels are available). Amtrak has apparently given up on any enforcement efforts--until someone is killed.....AMTRAK has discontinued the complimentary stationery packs formerly placed on sleeping cars (Mark Sublette).....Passengers on the Pennsylvanian can now purchase Express Meals--hot chicken or pasta entrees (NARP).

AMTRAK has signed a contract with Integrated Systems Solutions Corp. for the "outsourcing" of numerous computerized data functions formerly provided by an in-house Amtrak department. Similar to contracts signed by certain freight railroads, Amtrak estimates the deal can save as much as \$100 million over its ten-year life, and allow Amtrak management to concentrate more closely on running the railroad (Amtrak Newsbreak).....The Inquirer reports that a U.S. Justice Department suit against the Northwestern Institute of Psychiatry in Fort Washington and its former administrators has been settled for \$1.4 million. The government decided to continue the suit against several other individuals and companies in an alleged kickback scheme which involved referrals of AMTRAK employees to the hospital for treatment of substance-abuse problems.....Train #20 the Crescent had to be terminated at Trenton on April 22 when E60 locomotive #610 filled with smoke, and flames erupted in its transformer. The 174 passengers were transferred to train #174 (Alan Feinstein).....New P40BH locomotive #837 was the second unit behind F40 #329 on train #41 Broadway Limited on March 9. This was the first sighting of a Genesis unit on the Broadway (Harrisburg Chapter Rail Review). (Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)

AMTRAK passengers experienced a major service disruption on the Corridor May 1 when the pantograph of AEM-7 #920 hauling train #182 was damaged by defective catenary near Aberdeen, MD. The train continued northward for ten miles before the pantograph snagged the catenary at 9:42 AM near "Prince" interlocking. Southbound train #89 was then halted when lead AEM-7 #923 became fouled by a hanging insulator at "Prince" and other trains soon reported pantograph damage. Passengers on #182 had to be transferred to #667 and delays to all trains persisted into the evening. At least two trains, #61 and #20, were pulled past the scene by GP9-GP7 diesels #767-782.



CONRAIL has posted a \$32-million loss for the first quarter of 1994, after taking a one-time charge of \$51 million to cover a voluntary retirement program for 330 non-union employees. The result compares with a loss of \$28 million in the same 1993 period. Total revenues were \$847 million versus \$816 million a year ago, owing largely to a 7.-percent rise in freight volume, but higher costs associated with the severe winter weather adversely affected the bottom line.....CONRAIL has issued its Annual Report for 1993, showing net income of \$160 million compared with \$282 million in 1992. Revenues were up a bit, from \$3.35 billion to \$3.45 billion, and employment at the end of 1993 totaled 25,406, up slightly from the previous year.....According to a Business Week tabulation, CONRAIL CEO James A. Hagen in 1993 received \$666,000 in salary and bonus, not including a bonus of \$411,000 in restricted stock. Highest-paid railroad officer was Drew Lewis, CEO of UNION PACIFIC CORP., who took home \$2.8 million in salary and bonus.

CONRAIL last month was still recovering from the effects of Winter 1994, with freight train performance improving markedly. But many trains still ran late, mainly because of persistent locomotive and crew shortages--and a continuing surge in traffic. By the end of March the locomotive out-of-service ratio had dropped to nine percent--still too high--as Altoona's Juniata shop struggled to catch up with the backlog of freeze-damaged units.....A CONRAIL locomotive working northward on the Stony Creek branch from Norristown on April 15 set a long string of brush fires, bringing out firefighters from 20 local departments to battle the blazes. Several townships demanded meetings with the railroad to try to recover some of their costs (Joe Boscoe).....CONRAIL installed or upgraded automatic protection at 130 grade crossings last year, including 17 in New Jersey and ten in Pennsylvania. Many of the latter were located on the Stony Creek branch.....CONRAIL and other carriers will pick up intermodal business as the result of a tentative agreement reached last month in the 23-day strike by the Teamsters Union against 22 major trucking firms. Part of the agreement will permit the truckers to divert up to 35 percent of their freight volume to rail piggyback service.

CONRAIL plans to begin clearance work this spring in the vicinity of "Zoo" interlocking, paving the way for double-stack container traffic to the Port of Philadelphia by next year.....CONRAIL has signed a major agreement with PECO Energy for delivery of coal to the Eddystone and Cromby generating stations, worth up to \$13 million in revenues.....Standard & Poor's reports that by the year 2000 some 60 percent of electric power in the U.S. will be generated by coal--good news for the railroads.....That 3,000-unit fleet of new 48-foot containers to be formed this year by CONRAIL, NORFOLK SOUTHERN and UNION PACIFIC (see April Cinders) will be administered by EMP, a joint venture.....Rumors surfaced again recently of a possible merger between CONRAIL and UP.....CONRAIL reports that last year it contributed a total of \$81,743 to various political candidates.....Chapter Members Larry DeYoung and Doug Watts were winners in CONRAIL's 1993 photo contest for employees, both in the non-railroad category.....A local CONRAIL train derailed three boxcars in Hatfield on March 24.....CONRAIL will operate an Operation Lifesaver inspection train on May 16 from Harrisburg to Allentown.

NJ TRANSIT's board has approved a record \$545.3 million capital program for Fiscal Year 1995, of which \$314.6 million will be contributed by the Federal government. The largest single item is \$49.5 million for construction of the new Secaucus transfer station on the Northeast Corridor (Jersey Central Chapter News).New Transportation Commissioner Frank J. Wilson says that he will provide Governor Whitman with an estimate of the State's future transit and highway needs, to help determine whether an increase in the State gasoline tax may be needed (Alan Feinstein).....Joseph Crawford, NJT's senior VP of operations, will leave this month to become senior VP for operations of Morrison Knudsen Corp. (Alan Feinstein).....The State is considering a three-percent cut in subsidies to NJT this year.

(Continued on Page 7)

ADDENDA TO MOTIVE POWER ROSTERS OF SHORTLINE/REGIONAL RAILROADS

The following additional changes should be made to the listings of shortline motive power rosters, as published in the February, March and April issues of Cinders:

EAST BROAD TOP RAILROAD, Rockhill Furnace, PA (3-foot-gauge) - Delete M-5A and M-5B (both sold)

NEW JERSEY TRANSIT RAIL OPERATIONS (NJT), Kearny, NJ

Add	4203	B-B	GP40PH-2**	D/E	EMD	1968	Former Conrail 3222 (Note 6)
Add	4204-4205	B-B	GP40PH-2**	D/E	EMD	1969	Former Conrail 3262, 3263 (Note 6)
Add	4206	B-B	GP40PH-2**	D/E	EMD	1968	Former Conrail 3220 (Note 6)
Add	4207	B-B	GP40PH-2**	D/E	EMD	1965	Former Conrail 3005 (Note 6)
Add	4208	B-B	GP40PH-2**	D/E	EMD	1968	Former Conrail 3191 (Note 6)

Note 6: Rebuilt by Conrail 1994 from GP40's

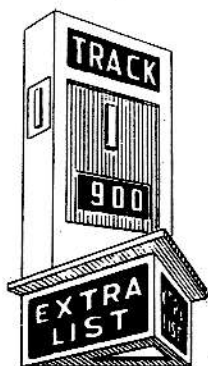
** - Equipped with head-end power

READING, BLUE MOUNTAIN & NORTHERN RAILROAD (RBMN), Port Clinton, PA

Add	800-802	B-B	SW8	D/E	EMD		Former Conrail
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STEELTON & HIGHSPIRE RAILROAD (SH), Steelton, PA - Delete 4061 F7A (Incorrect listing)

VIRGINIA RAILWAY EXPRESS (NVTG), Washington, DC - Delete 3210 and 3268 GP40 (Returned to lessor)



MAY 14, 1994: Delaware Transportation Festival at Amtrak station, Wilmington, DE, sponsored by Delaware DOT, Amtrak and American Lung Association, 10 AM to 5 PM. Admission free. Rail equipment displays, free SEPTA train rides, model railroad exhibit and vendor tables will be featured, along with prizes including Amtrak tickets. Philadelphia Chapter will again be represented with a table. For information, telephone DelDOT at 302-577-2025.

MAY 15: North Philadelphia "LRV-PCC Showdown" excursion over segments of SEPTA Route 23 and 56 trolley lines, sponsored by Buckingham Valley Trolley Association. LRV #9111 and green PCC will be used. Trip leaves Germantown depot, Germantown Avenue and West-view Street at 10 AM, Broad Street & Erie Avenue at 10:30 AM. Numerous photo stops are scheduled. Fare: \$25 per person. Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063-1826, making checks payable to "BVTA." For information, telephone 610-565-0528.

MAY 20: Public hearing on SEPTA's Fiscal Year 1995 capital budget and FY 1995-2006 capital program, starting at 10 AM in third floor board room of SEPTA headquarters, 714 Market Street, Philadelphia. Public is invited.

MAY 21: Railfan Day on Middletown & Hummelstown Railroad, Middletown, PA, with diesel mixed train operating over entire railroad. Numerous photo opportunities will be offered. Train departs Race Street, Middletown at 11 AM. Fares: \$6.50 adults, \$3.75 children (\$2 extra in caboose). With box lunch, fares are \$13 adults and \$10 children. For information, telephone 717-944-4435.

MAY 21: "First State Flyer" rare-mileage excursion on Delaware Coast Line Railroad from Lewes to Georgetown, DE and return, sponsored by Baltimore Chapter NRHS. Queen Anne's Railroad 0-6-OT steam locomotive and cars will be used. Train leaves Lewes station 10 AM. THIS TRIP SOLD OUT.

MAY 21: "Festival Flyer" excursion from Alexandria to Front Royal, VA and return via Norfolk Southern, with J-class 4-8-4 #611 on the point, sponsored by Potomac and Washington, DC Chapters NRHS and Chesapeake Division RRE. Train leaves Alexandria 8 AM, returns about 8 PM. Fares: \$66 adults, \$44 children, \$160 first class, \$195 in Pullman Dover Harbor. Tour of Skyline Caverns \$7.50 adults, \$5 children (2-15). Order tickets from: Steam Train Excursions, P. O. Box 151, Alexandria, VA 22313-0151, enclosing stamped, self-addressed envelope.

MAY 22: "Oak Ridge Flyer" excursion from Alexandria to Oak Ridge, VA and return via Norfolk Southern, behind J-class #611, sponsored by Potomac and Washington, DC Chapters NRHS and Chesapeake Division RRE. Train leaves Alexandria 7:15 AM, returns about 9 PM. Additional event is Oak Ridge Festival at estate of Thomas Fortune Ryan, featuring food, crafts, entertainment and optional tour of Oak Ridge mansion. Fares: \$74 adults, \$50 children, \$189 first class, \$229 in Pullman Dover Harbor. Order tickets as in previous item.

MAY 31: Ringling Bros. and Barnum & Bailey 40-car Blue Unit circus train moves from Hershey, PA to South Philadelphia via Conrail. Expected arrival about 12 Noon. Circus will play at Spectrum June 1-12, then train will depart Philadelphia early on June 13 for Tulsa, OK via Conrail.

JUNE 11: Pennsylvania Railroad Day at Railroad Museum of Pennsylvania, Strasburg, PA, co-sponsored by Pennsylvania Railroad Technical & Historical Society. Events include slide lecture by Ivan Frantz entitled "PRR's Involvement in the Civil War." Regular museum admission charges apply. For information, telephone 717-687-8628.

JUNE 16-19: Annual American Rail Heritage Conference at Penn State Altoona campus, Altoona, PA, sponsored by Penn State University Continuing Education. For information, write: Penn State Altoona, 3000 Ivyside Park, Altoona, PA 16601-3760 (telephone 814-949-5048).

JUNE 22-26: "Steam'n Through Georgia" NRHS national convention in Atlanta, GA, featuring steam and diesel excursions on Norfolk Southern, shortline excursion on Georgia Northeastern, New Georgia dinner train, seminars, tours, banquet, railroadiana show & sale and Airliners International convention. Full information is contained in brochure and order form mailed to all NRHS members. Inquiries should be directed to: '94 NRHS National Convention, P. O. Box 2003, Smyrna, GA 30081-2003 (telephone hotline 404-736-1431).

PHILADELPHIA EXPRESS (Continued from Page 6)

The last of the old shop buildings on the Baldwin Locomotive Works property in Eddystone will soon meet the wrecking ball, according to an Inquirer report last month. Most of the 90 buildings on the sprawling 600-acre site have already been torn down, but those remaining were used for warehouse space in recent years. Completed in 1928, the plant built thousands of steam and diesel locomotives as well as other heavy machinery before its final closure in 1971, after the complex had been sold to Armour & Company. The last diesels emerged in 1956. While most of the acreage to be cleared will be used for development, including possible retail use, the X-shaped office building--easily visible from passing AMTRAK and SEPTA trains--will survive.

DELAWARE & HUDSON and SOO LINE will disappear June 1 as public identities, with all traffic on CANADIAN PACIFIC RAIL SYSTEM lines to move under the same "CPRS" reporting code. D&H and Soo, however, will remain as underlying corporations.....CP RAIL has begun a new expedited carload service between Montreal and points on U.S. connections, to be known as "Golden Arrow Service".....The current Bell Atlantic Yellow Pages telephone book contains two full pages of information on Pennsylvania tourist railroads in its up-front "Showcase Pages" (Bert Pennypacker).....MARC began a new parlor car service April 1 on Brunswick-Washington trains 276-281. The car is rebuilt former MARC coach #160 (now #190), which was originally built by Budd in 1949 for the PRR as a 21-roomette sleeper named Braddock Inn. MARC has tastefully equipped the car's interior with 18 swiveling parlor seats, and restored the original name (Mark Sublette).....The May issue of Railpage News-magazine contains a 16-page "Railfan's Guide to Philadelphia" by P&R Chapter Member Rob Palmer.....The University of Scranton reportedly will take over administration of the Steamtown National Historic Site from the National Park Service, as well as running the museum and visitors center for which admission will be charged. The University expects to make up the \$700,000 shortfall in Steamtown's Federal funding for Fiscal Year 1995.

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(Part IV)
(Corrected to April 1, 1994)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
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WESTERN MARYLAND SCENIC RAILROAD, * Cumberland, MD

199	B-B	RS3	D/E	Alco	1954	Delaware & Hudson 4075 (Note)
734	2-8-0		Steam	BLW	1916	Lake Superior & Ishpeming 34
800	B-B	FPA4	D/E	Montreal	1959	VIA Rail Canada 6780 (Note)
893	B-B	FPA4	D/E	Montreal	1959	VIA Rail Canada 6793 (Note)
1689	C-C	RSD5	D/E	Alco	1954	Chicago & North Western 1689 (Note)

Note: Owned and operated by private contractor

WILMINGTON & WESTERN RAILWAY(WWRC)/WILMINGTON & WESTERN RAILROAD, * Marshallton, DE

3	B-B	S2	D/E	Alco	1949	Rohm & Haas 3 (Note)
37	2-8-2T		Steam	Alco	1924	Pacific Lumber 7
92	2-6-0		Steam	Canadian	1910	Canadian National 92
98	4-4-0		Steam	Alco	1909	Mississippi Central 98
114	B-B	SW1	D/E	EMD	1940	Ocean City Western 114
4662	Railcar	OEG350	D/E	Pullman/Brill	1929	Pennsylvania 4662
8408	B-B	SW1	D/E	EMD	1940	Baltimore & Ohio 8408

Note: Owned by private individuals

WINCHESTER & WESTERN RAILROAD (WW), NEW JERSEY DIVISION, Bridgeton, NJ (Note)

459	B-B	GP9	D/E	EMD	1955	Norfolk & Western 2459
475	B-B	GP9	D/E	EMD	1955	N&W 2475
517	B-B	GP9	D/E	EMD	1958	N&W 2517
520	B-B	GP9	D/E	EMD	1958	N&W 2520
732	B-B	GP9	D/E	EMD	1955	Conrail 7323
811	B-B	GP9	D/E	EMD	1959	N&W 1481

Note: Locomotive also based at Millville, NJ

WINCHESTER & WESTERN RAILROAD (WW), VIRGINIA DIVISION, Gore, VA

351	B-B	RS11	D/E	Alco	1957	Norfolk & Western 351
403	B-B	GP9	D/E	EMD	1954	Southern Pacific 3403
445	B-B	GP9	D/E	EMD	1955	SP 3445
498	B-B	GP9	D/E	EMD	1956	N&W 2498
709	B-B	GP9	D/E	EMD	1956	Conrail 7090
863	B-B	RS11	D/E	Alco	1959	N&W 2863
2910	B-B	RS11	D/E	Alco	1959	South Central Tennessee 29
3605	B-B	RS11	D/E	Alco	1956	Central Vermont 3605
3611	B-B	RS11	D/E	Alco	1956	CV 3611

YORKRAIL (YKR), York, PA

1500	B-B	CF7	D/E	EMD	1953	Santa Fe 2417 (F7A 275L)
1750	B-B	GP9	D/E	EMD	1956	Baltimore & Ohio 6544
1752	B-B	GP9	D/E	EMD	1956	B&O 6537
1754	B-B	GP9	D/E	EMD	1956	B&O 6490
1756	B-B	GP9	D/E	EMD	1956	B&O 6486

ABBREVIATIONS

Elec - Electric
D/E - Diesel-electric
G/E - Gas-electric
D/M - Diesel-mechanical
G/M - Gas-mechanical
* - Non-common carrier

Alco - American Locomotive Company/Alco Products, Inc., Schenectady, NY
ABB - Asea Brown Boveri, Vasteras, Sweden
BLH - Baldwin-Lima-Hamilton, Eddystone, PA
BLW - Baldwin Locomotive Works, Eddystone, PA
EMD - Electro-Motive Division, General Motors Corp./EMC-Electro-Motive Corp., LaGrange, IL
GE - General Electric Company, Erie, PA
GMD - General Motors Diesel, Ltd., London, Ontario
MK - Morrison Knudsen, Boise, ID
RLI - Republic Locomotive Incorporated, Greenville, SC

SOURCES

American Shortline Railway Guide, edited by Edward A. Lewis
Conrail Technical Society Journal, David Patch, Editor
Diesel Locomotive Rosters, compiled by Sy Reich, published by Wayne Publications
Extra 2200 South, Doug Cummings, Editor
Railpace Newsmagazine, Tom Nemeth, Editor
Railfan & Railroad, Jim Boyd, Editor
The Short Line, G. M. McDonald, Editor
Trains, Kevin P. Keefe, Editor
Crew Caller, West Jersey Chapter NRHS, William J. Coxey, Editor
Harrisburg Rail Review, Harrisburg Chapter NRHS, Fred Wertz, Editor
Hostler, Hawk Mountain Chapter NRHS, Kenneth Bealer, Editor
Jersey Central News, Jersey Central Chapter NRHS, Carl Perelman, Editor

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The Editor requests that corrections and additions to this listing be directed to his attention.



Amtrak's spring schedules which took effect on May 1 included a pleasant surprise for Lake Shore Limited passengers--the addition of a dome coach between Albany and Chicago--primarily for its value as a sight-seeing aid, but also useful for overflow coach seating (frankly, I'll bet the seats in this car are more comfortable than in numerous other coaches). If Conrail clearances permit, the car could conceivably continue through to Springfield, MA some day, providing a vantage point to see the Berkshires. The three cars came from the City of New Orleans, recently converted to Superliners.

A fourth Lake Shore Limited consist was formed as of April 1, which means that the train will not turn the same day at New York. As a result, a late eastbound train will no longer translate to a late westbound departure. With the schedule change, an earlier westbound departure has now restored connections to certain western trains in Chicago. The Lake Shore's Slumbercoach will now operate from New York instead of Boston, allowing for more efficient dealing with bad-order cars. (Several other Slumbercoach lines end in New York, so it's more practical to keep a scarce "protect" car there.)

Also on April 1, the Broadway Limited and the Cardinal swapped food service cars, with a full diner now running on the latter train (which serves more meals on a Chicago-New York round trip than does the Broadway Limited). The Broadway will make do with a second Amlounge II until the fall, when diners should again be freed up by the partial re-equipping of the Capitol Limited with Superliner equipment.

As of last report, 36 new Superliner II cars had been received by Amtrak, formed of 19 sleepers, ten transition sleepers and seven diners.

Reports suggest that Amtrak is planning to eliminate the distinctive buffet-style dining featured on its Florida trains. Options under consideration include enhanced food service in the lounge cars for coach passengers and serving Continental breakfasts in the rooms of sleeper passengers who prefer this. Another possibility would be to offer an "early bird" dinner at a reduced price.

The long-awaited service between Boston and Portland, ME will probably not start until the Spring of 1995. Delays in obtaining funding have pushed back the beginning of track work (and the route apparently needs a lot of work to bring the speed up to a commercially-attractive level). Two scenarios are being considered--one with three round trips and the other with four each day. One trainset would be cycled each day to and from South Station for servicing via the Grand Junction branch. A total of four trainsets, each consisting of four cars, would be required. Each train should consist of a cab car, two coaches and a food service car.

There are two possibilities for providing cab cars. One would be to lease the idle 1979 MBTA Pullman Standard cars (similar to NJT's Atlantic City cab cars). An alternative would be to rebuild two Capitoline coaches and two clubs still stored at Wilmington shop. The remaining cars will probably come from a few cars California is expected to return as it installs new "California" double-deck cars.

The "California Car" order under construction at Morrison Knudsen will include (in Phase I) 48 commuter cars, including six with cabs, and 40 intercity versions. The latter will consist of 20 coaches, ten cab cars and ten food service cars. These state-funded cars will be used to expand service but will, I understand, release a few Amfleet cars sent west to allow for the addition of the Capitols and the expansion of San Joaquin service several years ago.

Amtrak's March board meeting approved the retirement of three locomotives and 17 cars. Most are wreck victims not deemed worth the cost of refurbishing, given new equipment on order and projected requirements. The list included F40's 262 and 312, plus brand-new GE P40BH 819, baggage cars 1128, 1131, 1139, 1168 and 1174, baggage-dorms 1613 and 1619, diner 8557, Amfleet I coach 21248, Superliner coach 34083 and hi-level transition coach-dorm 39908.

Six former C&NW bi-levels have been retired and apparently sold to a Wisconsin dinner train operator, who had been leasing the cars. Their old C&NW numbers have been restored, but their Amtrak numbers were 9600-01, 9617-18, 9621 and 9624. As of early April, the Amtrak stored or retired listing showed some 27 locomotives and 80 cars, including the examples listed above.

Early April found three Connecticut-owned Budd SPV2000's rebuilt to HEP coaches (991, 993 and 999), with one other (994) listed as scrapped, two cars stored (988-989) and six cars in progress (990, 992 and 995-998). Four "steam" cars are still shown on the inactive roster. These include 16-4 sleeper 2534, diner 8027, coffee shop 8324 and dome-coach 9484.

VIA Rail Canada and the governmental agency Transport Canada have drawn up competing scenarios on how to cope with budget constraints in VIA's operations. There is agreement on some trains and differences with others. Reports indicate the following: there is agreement on eliminating the Atlantic (the Ocean would go to six days per week), the Chaleur, Montreal-Jonquiere, Senneterre-Cochrane, Winnipeg-The Pas, Toronto-Niagara Falls (VIA), Toronto-Sarnia (VIA) and once a week Montreal-La Tuque.

(Continued on Page 10)

ON THE SCENE (Continued from Page 9)

Areas of difference are as follows:

Service	VIA Rail Canada Plan	Transport Canada Plan
<u>Canadian</u> (Toronto-Edmonton)	1 per week (2 peak)	
(Edmonton-Vancouver)	3 per week	
(Toronto-Calgary)		1 per week (2 peak)
(Calgary-Vancouver)		3 per week (6 peak)
(Note that the Government plan routes the train over the CP Rail route west of Winnipeg, via Calgary)		
LaTuque-Senneterre	1 per week	2 per week
Sudbury-White River	discontinued	2 per week
The Pas-Churchill	1 per week	2 per week
Skeena (Vancouver-Jasper-Prince Rupert)	discontinued	2 per week
Vancouver Island service	daily	discontinued if court okays

Changes are subject to the final result of negotiations with the railroads and unions (contracts are up for negotiation this year) and changes won't be made until this fall at the earliest. Still, our Canadian friends face a difficult rail passenger future.

RAILROAD RADIO FREQUENCY UPDATE

The following should be added to the list of radio frequencies used by railroads in the Delaware Valley, as published in the December 1993 issue of Cinders:

Conrail - MHz 161.46 (SEPTA Channel 4, Conrail channel 16, AAR channel 90/90) is now used on SEPTA trackage in Lansdale and Norristown area

MHz 160.98 (Conrail Channel 4, AAR channel 58/58) is now used in Morrisville (PA) yard

NJ Transit - MHz 161.40 (NJ Transit Channel 1, AAR channel 86/86) is now used only on Hoboken Division lines and on Atlantic City line. MHz 161.235 (AAR channel 75/75) is used on North Jersey Coast, Princeton and Raritan Valley Lines

Morristown & Erie - MHz 161.40 (AAR 86/86) is used on NJ Transit lines

Octoraro - MHz 160.605 (AAR channel 33/33) is used as road frequency in addition to 160.545 (AAR channel 29/29)

Southern Railroad of New Jersey - MHz 161.40 (AAR channel 86/86) is used to reach Amtrak dispatcher on Atlantic City line

(Information from Amtrak, Conrail, Jersey Central Chapter NRHS and Edward J. Feathers)

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