

40th Anniversary -- 1936 - 1976

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

P. O. BOX 7302 PHILADELPHIA, PA. 19101



Cinders

FEBRUARY, 1976

PRESIDENT: R. L. Eastwood, Jr., P. O. Box 41, Huntingdon Valley, PA 19006
1ST VICE-PRESIDENT: Frank G. Tatnall, Jr., P. O. Box 289, Plymouth Meeting, PA 19462
2ND VICE-PRESIDENT: John R. Pawson, 1712 Alba Road, Willow Grove, PA 19090
SECRETARY: George V. Arnoux, 2208 Murray Street, Philadelphia, PA 19115
TREASURER: Earle P. Finkbinder, 1401 Riverton Road, Cinnaminson, NJ 08077
DIRECTOR: Albert J. Pfeiffer, Jr., 220 Lorna Drive, Hatboro, PA 19040
EXCHANGE EDITOR: William P. Maciver, Jr., 200 E. Willow Grove Ave., Philadelphia, PA 19118 (PLEASE SEND ALL EXCHANGE COPIES TO THIS ADDRESS)
MEMBERSHIP DIRECTOR: Samuel L. James, 114 Myrtle Avenue, Havertown, PA 19083
PUBLICATION SALES: Harvey Seligsohn, 1220 Fanshawe Street, Philadelphia, PA 19111

40th Anniversary Banquet March 13

---This story & other Chapter News on P. 14

"FAREWELL TO THE READING" EXCURSION SET FOR 3-21-76

PHILADELPHIA, PA., February 6, 1976.

The Philadelphia Chapter, National Railway Historical Society will operate a "Farewell to the Reading" excursion over the Reading Railroad on Sunday, March 21, 1976, from Reading, Pennsylvania to Port Reading, New Jersey.

This special trip, the only known "good-bye" trip on any of the ConRail-bound rail lines, will utilize the equipment of the Reading's push-pull train, which we've used on so many of our successful excursions in the past few years.

To commemorate this last RDG passenger excursion, and to mark the end of 143 years of outstanding service to passengers and shippers alike, the Chapter will produce a commemorative glass mug which will be given to all passengers on the train on March 21. This mug will be a lasting souvenir and reminder of the "Fast, Friendly Service" which Philadelphia area people have come to know.

The excursion will depart Reading's Franklin Street Station at 9:30 a.m., ET, stopping for passengers at Pottstown at 9:53, and Phoenixville at 10:11 a.m. The trip is expected to return to Reading at about 7:06 p.m. (PLEASE TURN TO PAGE 12)



"In Transit"

by ROBERT L. CAMPBELL

.....MEMPHIS, TENNESSEE has a proposal to operate a trolley car line from downtown to its new convention center over ILLINOIS CENTRAL GULF tracks, and is seeking funds for a feasibility study. It hopes to use second-hand trolley cars.....In a recent snowstorm, the MBTA (Boston) outdid SEPTA in unavailability of streetcars. On December 24, the T managed to operate 46 cars out of 190 cars scheduled from a total fleet of 290 cars. On December 26 its main power plant was out of commission.....PORT-AUTHORITY TRANS-HUDSON's extension to Plainfield, NJ has been rejected by UMTA, because of high cost (\$278 million) and the disbelief that the JERSEY CENTRAL could be revitalized by the extension.....MARTA (Atlanta) has received \$430 million to date in Federal funds for its new rapid transit system.....COLUMBUS, OHIO wants to build a downtown transit center to include AMTRAK service as well as local and inter-city bus service.....CHICAGO TRANSIT AUTHORITY is installing cab signalling on the Skokie Swift and Ravenswood lines.....Since raising fares to 50¢, the NYCTA ridership has dropped 7% (4% on subways, 11% on buses).....SEPTA sweeper C129 may be converted to a trolley car.....Changes in service made by SEPTA on January 18 include: Broad St. Subway (from 7-1/2" to 8" on Saturday base and from 10" to 15" during the late evening); Route 36 (from 12" to 13" weekday base and from 10" to 12" Saturday afternoon); Route 53 (from 20" to 30" late evening); Route 15 (from 15" to 20" late evening, and from 12" and 8-3/4" Sunday morning and afternoon to 15" and 10"); Route 23 (from 7" to 8" Saturday afternoon, and from 10" to 12" Sunday afternoon); Route 66 (from 10" to 12" early evening daily); Route 75 (from 15" to 20" Saturday base). Numerous minor rush hour cuts and adjustments have also been made.....For 1976, the MASSACHUSETTS BAY TRANSPORTATION AUTHORITY Budget expenses will be \$230.9 million and the deficit will be \$153.3 million.....SEPTA's Weekend Cultural Loop Bus will resume operation into the Art Museum on Friday, February 27, to coincide with its reopening. The one trip on the ART Museum Route (5:05 p.m. to Center City) which operated during the closing will continue as now, Monday to Friday.....A recent transportation bond issue signed by Massachusetts' Governor Dukakis in January will provide for the extension of the Blue Line to Revere, the Orange Line southwest (Bedford) and the Red Line westerly (Arlmont), with matching funds from the U.S. Also included in the \$300 million was \$35 million upgrading rail passenger service and \$280 million for roads and bridges.....PARIS Metro is ordering 1,000 aluminum(not steel) subwaycars from Franco-Belge for \$270 million.....METRORAIL (Washington, DC) is hoping to open its first 4.6 mile segment from Dupont Circle to Union Station on Saturday, March 27 (or maybe May 1).....SEPTA would like to use the 8-mile PENN CENTRAL Hentown Square Branch as a trolley line from 69th Street via Garrett Road to the branch.....Sureframe of Portugal is supplying stainless steel shells for 200 cars for the CHICAGO TRANSIT AUTHORITY being built by Boeing-Vertol.....SEPTA's "Quick-Fix" project to rehabilitate the Frankford Elevated for the next decade is expected to begin February 16. This entails operating bus service between Bridge and 5th Streets to connect with short-routed trains to and from 69th Street Monday thru Friday nights. On Sundays when needed single tracking will be done as with the current project of re-routing the lower end of the Frankford El into I-95 including the use of temporary structures south of Girard Avenue while the work is in progress and relocated the Fairmount station to center over Spring Garden Street. Single tracking on January 16-18 weekend, and on Sundays, March 21 to completion. (PLEASE TURN TO PAGE 3)

"IN TRANSIT", continued from Page 2

.....The equipment shortage continues on SEPTA, with over 40 trolleys and 60 buses required not available for service, on some days in January. It appears that SEPTA will get 30 cars from Toronto by the summer season. In the meantime, to alleviate the shortage, Route 34 will be shifted to operate from Callowhill Depot and Route 15 will operate as a bus from Luzerne Depot effective March 7, 1976.....The MBTA wants to extend its prepaid pass program to allow individuals in smaller companies to sign up (instead of a 25-person minimum) and to abolish the 6-month waiting period to re-enter the program after withdrawing. 18,000 commuters in 117 companies now participate in this plan of having the transit fare paid for by payroll deduction.....SEPTA will hold hearings on February 6 to relocate the northern terminus of Route 6-Rail (along with Route 6-Bus and C-Bus) to a location on the west side of Ogontz Avenue between 79th and 80th Avenues (about 2-3 blocks south of present).....A plan by Baltimore to put light rail service on the 16-mile Northern Central line from Penn Station to Cockeysville is in limbo because some do not wish to delay any further the recently stalled 10-mile, \$720 million subway. It would cost about \$40 million and take 3-4 years to install service on the ready-made right-of-way.....On February 17, SEPTA will hold hearings for a proposed express service on Route A and G1 using Ridge, Domino Lane, Leverington, the Green Lane Bridge and the Schuylkill Express.....SEPTA's vehicle requirement (not including spares), effective January 19, for trackless trolleys is 83 and for surface cars 171 (235 if Routes 23 and 56 were included).....SEPTA is due to take over SCHUYLKILL VALLEY LINES on March 1.....MTA of NEW YORK is seeking \$76.3 million from MTA to install welded rail on 88 track miles of the LONG ISLAND and 90 miles on the Harlem and Hudson Divisions of PENN CENTRAL, as well as automatic speed control on ex-NYC lines and reverse signalling and CTC on the LIRR.....CHICAGO SOUTH SUBURBAN MASS TRANSIT DISTRICT has ordered 36 Highliner cars for the ICG from Bombardier-MLW of Montreal (\$27.2 million). The plant at La Pocatiere is currently building 423 rubber-tired cars for Montreal.....Denver RTD is seeking qualified architectural firms to assist in designing the first 20-25 miles of its rapid transit system, and also a proposal for a small-scale demonstration project using marketing and behavioral theory techniques.....10 prototype trolleys for Toronto will be built by the Swiss Industrial Company of Berne, to be delivered in late 1977. The remaining 190 cars will be Canadian-built. The Peter Witt Tour Tram may be eliminated this summer because of loss of fares.....SEATTLE hopes to add 28 miles of trackless trolley routes to its 30-mile system and buy 45 coaches.....DUKE UNIVERSITY (Durham, NC), has awarded a contract for design of HOVAIR, an air-floated PRT using linear induction motors, to Otis Elevator for passenger and freight service at its medical center.....TANDY CORP, owner of the .7 mile trolley subway shuttle, is building a downtown office & retail complex which may require expansion of the line (former Leonard's Store) in Fort Worth, TX.....PATCO may buy its 46 new cars from Canadian Vickers at a cost of over \$500,000 apiece (but less than GE's desired \$900,000). Budd is willing to turn over all its proprietary data to Canadian Vickers, which it was not to GE. A joint contract with SEPTA to include Broad St. subway cars appears out of the question due to the automation and high-speed of PATCO.



"Sometimes I wish you didn't work at the car shops...!"

"ON THE SCENE"



with El Simon

.....Well, the EGO program has not moved forward as rapidly as everyone hoped, but six units are still running with varying degrees of success - usually, 950 (the one active boiler-equipped unit) is assigned to the Silver Meteor. The five HEP units (965-969) are usually on trains 165-164 and 204-221. When a third train is operated, it seems to be 206-217. Two more units (971-972) have come down from Erie, however, and these have gone into acceptance testing.....As I mentioned in the January issue, Christmas was not as heavy as Thanksgiving. Lower volume plus the arrival of more Amcoaches had the impact of reducing the need to borrow vast quantities of Boston and Connecticut commuter coaches. A few did operate, and these carried a sticker apologizing for the use of "substandard" cars during peak periods. Strange, however, that Amtrak doesn't consider "Clocker" coaches to be sub-standard nowadays.....Modification of Amcoach trucks has begun and only eight more cars have been delivered in the last month - coaches 21091-21095 and Cafes 20011-20013. Since the appropriate locomotives are not yet available in sufficient quantities, production delays at this time are likely not to disrupt plans very much.....The second Midwest train to receive new cars is Train 391-392, the Shawnee. Presumably, the bi-level coaches assigned to this train were transferred to the Illini. If more cars are transferred to Chicago, it's rumored that the Blue Water will be next.....For January, AMTRAK's roster showed only a few changes. Coach 5468 was reinstated (it had been supposedly a casualty of the Floridian wreck, but was repaired for continued service). Otherwise, two PENN CENTRAL "Clocker" coaches bit the dust - these were ex-NEW YORK CENTRAL 1402 and 1408.....These above cars (there are about 13 left) are continuing to fall by the wayside as 1417 and 1423 have been set aside during January (while the eleven surviving P70's still soldier on).....Parlor cars rendered surplus by the introduction of Amfleet cars have been reassigned to the Lake Shore, along with a Slumbercoach. They will use the parlor cars as lounge cars. In addition, the diner on these trains is to be changed from an ex-NEW YORK CENTRAL diner-lounge to an ex-SOUTHERN PACIFIC full diner to cope with the load. (Currently, sleeper-lounges 3253-54 and 60 operate Buffalo-Chicago to provide extra snack/meal service on the heavy west end of the run).....Two of the unrefurbished cars were coincidentally involved in a derailment on the BURLINGTON NORTHERN, so GREAT NORTHERN 9464 and NORTHERN PACIFIC 458 have gone into the shops. NP 458 was noteworthy as it was the last first-line diner to operate in its pre-Amtrak livery.....AMTRAK reduced the consists on many trains around January 12, to reflect current loadings - mostly long-haul trains were involved. For example, the Champion and Silver Meteor each lost a sleeper and a coach or two.....The AMTRAK renumbering of E units consisted of 15 rebuilt E units (originally numbered in the 200 series and including 302), which became 437-449 and 2nd 403 and 413. It may be Amtrak wanted to group them with the newer 400-series E9's. As noted last month, the five HEP E8's are now numbered 495-499. By mid-December, all five had left the Chicago area, and most were in New Haven - Boston service. There, they operate with conventional steam-equipped E8's on trains, and not exclusively on Amcoach trains.....Now, E units see service from Chicago only on the Milwaukee trains, to Port Huron and on the two conventional trains to St. Louis. At least 15 units remain active in that area.....New 700 series GE's work Amfleet and bi-level trains and team up with SDP's or heater cars 1916-1917 on the Panama Limited. If more Amcoaches are transferred to the Chicago area, they will pull these trains as well.....RAIL SYSTEMS, INC., is now an independent corporation and no longer affiliated with ROHR. It's into the program to refurbish 30 Army kitchen cars for joint Amcoach-conventional use. None have been released yet, however.

(PLEASE TURN TO PAGE 5)

"ON THE SCENE", Continued from Page 4

.....AMTRAK dome coach 9457, out of service at least two years, has finally emerged from Woodcrest after a heavy overhaul.....The number of red MU's on PENN CENTRAL held constant at 99 cars, but the 17 surviving New Jersey-owned MA9F's have been moved back to Jersey service (including the Princeton Shuttle). Car 423 was recently transferred from NJ ownership to PC ownership to make up for several wreck-damaged cars.....

.....PATH continues to rebuild earlier PA1 and PA2 class subway cars - has only about 60 to go, and they should be complete by about June 1 at this rate. Many cars have received interior plaques naming them after a community served directly or indirectly by PATH.....

.....The 86 coaches currently assigned to Boston consist of 58 NEW HAVEN stainless steel coaches, 14 "American Flyer" coaches and 14 P70's. The latter include the last six surviving 3700-series reclining seat versions - the last survivors of a 1966 rebuilding at Altoona. 31 coaches are still in IH orange, and 13 P70's are PENNSY red; everything else is PC green. P70's 3709 and 3719 are assigned to the Providence-Westerly train, and have Rhode Island emblems at each end.....PENN CENTRAL has 29 Baldwin switchers left - all stored at Camden (10) and Wilmington (19). Included are 4 road-switchers, 8300-8303, but no 660 hp machines remain. Otherwise, most activity in retiring locomotives over the past three years was pretty much limited to retiring 244-engined Alco's. Though many are stored, there are still 15 S1's and S-3's at New Haven, Meadows and Wilmington. 80 of the larger S2, S4 and T6 units are assigned to DeWitt(Syracuse), Morrisville, Meadows, New Haven, and Meehawken. 13 RS1's are assigned to Buffalo, DeWitt, Meadows and Morrisville, and 4 RSD5's are assigned to DeWitt. Finally, 87 RS3's are assigned to Baltimore, Buffalo, Conway, DeWitt, Enola, Harmon, Hartford, Meadows, New Haven, Brewster and Utica - with the greatest concentration in New Haven and DeWitt. All F units (100 F7A, 19 FP7 and 10 F7D) are assigned to Collinwood and, to a small degree, Stanley (Toledo). By now, 35 Alco RS2 and RS3 units have been re-engined with EMD V12 engines (from retired E units) and they are numbered 9950-9984. Several see service in our area.....Getting back to passenger cars, Railway Age showed the following commuter cars on order for our area at year's end: 16 cars for PC and 62 for RDG (384-399 and 109-170, respectively). 76 cars remain on a 144-car order for the New Haven Line. Rapid transit backlogs consist of 242 Washington and 736 New York cars (RA6's).....Railway Age projects likely 1976 orders in this area as 160 MU's for ERIE LACKAWANNA, plus 12 coaches for Port Jervis trains. SEPTA may buy 30 more cars (10 PC, 20 RDG) to finish off the remaining old MU's in Philadelphia. In rapid transit, they suggest 100 cars might be ordered for the Broad Street Subway, and 70 cars for PATH's Plainfield extension (now deemed unlikely). Finally, 100 trolleys might be ordered for SEPTA (75 city and 25 Red Arrow).....Projecting ahead 5-10 years, RA suggests that EL would get 40 more MU's to replace completely its old MU's. LONG ISLAND would replace all of its pre-MTA cars with 60 more MU's and up to 300 turbo-electric coaches. PENN CENTRAL will need 50 cars to replace P70's on the NEW YORK & LONG BRANCH.Rapid transit needs are seen as 60 Baltimore, 192 PATCO, 500 New York, and 70-170 SEPTA (I'm not sure why) and 176 Washington. Finally, SEPTA may get as many as 185 trolleys, including 35 Red Arrow cars - if all of these projections ever come to pass.....AMTRAK has begun its long-awaited yard consolidation in the Chicago area by taking over PENN CENTRAL's 12th Street coach yard. They intend to transfer the comparatively limited activity at BURLINGTON NORTHERN's 14th Street and SANTA FE's 18th Street Yards as soon as possible. Penn Coach Yard here in Philadelphia goes AMTRAK on January 28 and Sunnyside (NY) February 12.....Corridor schedules will change on February 15, with a large number of changes. The most important changes are the elimination of some evening and weekend Metroliners and the transfer of one Turbo round trip to Grand Central once again. The other Turbo is rescheduled as a Providence-New York run - down at 6:05 a.m., in the morning and back from New York at 9:05 p.m. The first train to Boston from Philadelphia will run only on Saturdays east of New York, so the Amfleet cars will be transferred to the 7:15 a.m. train. Some new names will appear or reappear, such as the Bicentennial, Betsy Ross, Colonial, Chesapeake, and Narragansett.Incidentally, AMTRAK has projected purchase of 102 cars in 1976, 218 in 1977, 198 in 1978 and 45 in 1979 - a total of 563 cars to go with almost (PLEASE SEE P. 7)

40th Anniversary Progress Report

As our 40th Anniversary booklet project progresses, there still remains a serious need for certain material in order to insure a complete record of the Chapter's first 40 years.

Chapter members Joe Mannix and Homer Stineman have generously donated of their time and collections in order that we might Xerox for permanent Chapter records, old issues of CINDERS from the 1940's and 1950's. This material has provided us with a great deal of information on Chapter activities from this period, and particularly from those months and years when official records are missing. We are at this time attempting to reconstruct the official records of the Chapter, and your assistance is needed, so that we might leave a complete record to those who follow us.

Below is briefly listed the records we have and don't have for the years from 1947 through 1975. Prior to 1947, we are reconstructing the records of the Chapter from NRHS Bulletin copies in the collection of Joe Mannix.

It is our goal to have the 40th Anniversary booklet published by Summer, 1976. Joe Mannix has done a great deal of artwork on the front and rear covers of the book, and the gathering of material continues. As material is completed for each year, the folder for that year is being turned over to various volunteers who will write a summary of activities for that year. Following this step, the draft copy for the year will be written and typed.

We do need a great deal more photographs of Chapter trips and activities. They need to be black and white, and if you have negatives and can supply 5x7 prints, please contact your President or Joe Mannix. The years most needed are those from 1936-1966. We've been loaned some material, but there are many other trips which were noteworthy that we desire to provide photographic coverage from.

Your continued assistance will provide to you and your fellow members a fine, lasting memory of the many excellent Chapter activities of the past 40 years.

The following information is needed to complete our historical files:

- 1947 - Minutes of Chapter meetings.....complete file of CINDERS is on hand.
- 1948 - Minutes of Chapter meetings.....complete file of CINDERS is on hand.
- 1949 - We need any issues of CINDERS produced after Vol. 49, No. 6 (July). Also, no minutes are available.
- 1950 - No minutes - complete file of CINDERS is on hand.
- 1951 - No minutes - complete file of CINDERS is on hand.
- 1952 - We have copies of CINDERS, Volume 52, Nos. 1-5 (May), and then November and December. Were there issues in between?? No minutes or other material.
- 1953 - We have CINDERS through July, but none after. No minutes or flyers.
- 1954 - CINDERS for year complete. Minutes available after May, when Milton Prickett became Secretary, but none prior to May. Bill Hooker - Who was your Secretary when you were elected in May, 1953???

40TH ANNIVERSARY PROJECT (Continued from Page 6)

- 1955 - CINDERS is complete for the year. We have minutes for the following months: January, March, September, October, and November.
- 1956 - CINDERS and minutes appear relatively complete.
- 1957 - We have issues of CINDERS for January-May, July, and November-December. Were other issues published??? No minutes of September and October meetings.
- 1958 - No minutes of Chapter meetings. Were any issues of CINDERS produced??
- 1959 - We need minutes for the year. Theodore M. Meyers was Secretary in 1959. Anyone knowing of his whereabouts is asked to contact your President. We have the following issues of CINDERS for 1959: June-July, August-September, November-December. If there were other issues printed, and members have them, we would like to secure good Xerox copies of these issues for our permanent records.
- 1960 - We need minutes for the entire year. We have CINDERS as follows: January-February, March-April, Mid-Summer, September-October, November-December. If you have other issues, please have Xeroxes made and send to L. Eastwood.
- 1961 - We have minutes of meetings from May through December, but not for the beginning of the year. The only issue of CINDERS available is January-February. We need other issues of CINDERS, if published, plus the minutes for January through April.
- 1962 - We have all minutes for the year, but no CINDERS. Were any issued??
- 1963 - We have all minutes for the year, but no CINDERS.
- 1964 - All minutes are again on file, but no CINDERS.
- 1965 - All information for year is complete.
- 1966 - All information for year is complete.
- 1967 - No minutes from November or December meetings, although we do have meeting notices. George Baumann was secretary at that time. We need Volume 3, Numbers 3 and 4, plus 5 of CINDERS. Xerox copies will be fine.
- 1968 - Records appear complete.
- 1970 - No minutes prior to April. After that, records complete.
- 1971-75 - All records are complete.

"ON THE SCENE", Continued from Page 5

800 now on order.....AMTRAK has stated that much of its network would have to be axed if President Ford's budget cuts are enacted. Amtrak would keep only the Corridor, and the following trains: Coast Starlight, Panama Limited, Broadway Limited, Empire Builder, Southwest Limited, Sunset Limited and the New York-Florida fleet.

ConRail Fires Up For April 1 Start

At 2:00 p.m. on Thursday, February 5, President Ford signed into law a momentous piece of legislation---the Railroad Revitalization and Regulatory Reform Act of 1975. The \$6.4 billion measure actually represents a somewhat watered-down version of a bill approved by Congress last December but delayed because of Administration objections to some of its provisions. After considerable horsetrading among Congressional and Department of Transportation staffers during the holiday recess, a revised version of the omnibus rail-aid bill was agreed upon and passed by both houses of Congress on January 28.

Major changes in the bill include a scaling back in grants for upgrading of Northeast Corridor passenger service from \$2.4 billion to \$1.6 billion and creation of a Government Investment Committee (composed of the Secretaries of the Treasury and Transportation and the chairman of the U. S. Railway Association) to supervise funding of the new Consolidated Rail Corporation.

The law provides \$2.1 billion in loans to ConRail plus \$1.6 billion in loans and loan guarantees to other railroads to help them rebuild track and repair equipment. In addition, it authorizes \$360 million to subsidize freight operations on unprofitable branch lines which are not included in the ConRail system, \$125 million to keep rail commuter service going for three more years and \$200 million for electrification of certain high-density mainline routes.

The major objective of the new law, of course, is to put ConRail on the track as successor to the seven bankrupt Northeast railroads---Penn Central, Lehigh Valley, Erie Lackawanna, Jersey Central, Reading, Lehigh & Hudson River and Ann Arbor. When the new company officially opens for business on April 1, it will be operating more than 15,000 miles of line, while Chessie System and other solvent railroads will take over some 3,000 miles of railroad from the bankrupts---principally the Reading and EL.

At this writing, however, there is still considerable doubt as to whether Chessie and certain of the other solvents (notably the Southern) will actually exercise their options to buy portions of the bankrupt systems, or whether difficulties in reaching agreement with the unions involved will cause them to back out at the last moment. They have one week from the signing date to decide once and for all; if they pull out, ConRail will be obligated to take over most of the Reading, EL and PC trackage earmarked for Chessie and Company.

Meanwhile, work continues at ConRail's Philadelphia headquarters on the myriad of details required for startup of unified operations on "C-Day", or "Day 1". Items such as a paint scheme for the road's 3,800 locomotives still has to be resolved---the much discussed black-with-white-lettering-and-red-nose motif had not received final approval and the question of a "CR" logo was still to be resolved. Even permanent staff appointments had not yet been announced.

Other problems cropped up, too. One of the more serious was the January announcement by Amtrak's board of directors that the passenger corporation would purchase rather than lease the 450 miles of Northeast Corridor for \$85.1 million. Though sanctioned in the law, such a purchase would hamper ConRail freight operations in the heavily-travelled Corridor and possibly result in the eventual transfer of most through freight trains to other, non-electrified routes. Meanwhile, Penn Central's trustees said they were going to ask the DOT for \$60 million in additional funds to keep the railroad running until the April 1 takeover by ConRail. At about the same time (PLEASE TURN TO PAGE 9)

CONRAIL FIRES UP FOR APRIL 1 START, Continued from Page 8

USRA approved loans of \$79.2 million to ConRail to pay for materials and supplies needed to start operations, and \$26 million to the Delaware and Hudson for the purchase of new locomotives and acquisition of certain PC and EL lines in the Wilkes-Barre (PA) area.

A court ruling early in January aided ConRail by restraining trustees of the bankrupt carriers from disposing of any important assets designated for transfer to ConRail. Among these were 445 miles of profitable line in Canada now leased by Penn Central but which PC trustees had tried to spin off into a separate company controlled by the trustees and not ConRail.

Much speculation continued on the composition of CR's locomotive fleet and what new purchases may be contemplated in the first year of operation. The size of the freight car fleet was not yet known with any degree of certainty, and the first new cars to be built for ConRail---1,100 open hoppers at Reading Shops---did not receive "CR" reporting marks because of accounting problems but went into service bearing the temporary but familiar "RDG" identification.

All of this can only lead rail watchers to the conclusion that the next few weeks will be an extremely interesting period of history in the making as this unprecedented reshuffling of operations and identities engulfs the Northeast railroad scene. Many familiar names will soon disappear, lamented by some but not all, so the word to the wise is: get your pictures NOW!!!

Odds & Ends....

BY FRANK G. TATNALL, JR.

.....More than a century ago the railroads opened the way for development of South Jersey's famed seashore resorts. There were years of booming traffic, of course, with jammed excursion trains pulling out of the Camden ferry terminals every few minutes on hot summer mornings. But gradually paved roads and automobiles came to the area and by the time the Pennsylvania Railroad and Reading Company merged their competing routes in 1933 to form the PENNSYLVANIA-READING SEASHORE LINES, their passenger trains were in trouble. Now, almost 43 years later, the last of those "seashore flyers" are about to die. On January 30, PRSL asked the New Jersey Public Utilities Commission for permission to discontinue all of its remaining service between Lindenwold and Atlantic City/Ocean City/Cape May, effective February 7. The PUC, however, ordered the railroad to keep the trains running pending a decision in the case, which may come by the end of the month. A public hearing was scheduled for February 10 in Atlantic City. PRSL's action followed the cutoff of state subsidy payments for the Commuter Operating Agency on January 31---payments which had totaled \$860,000 in 1975.....Monday, February 2 was the first day since 1962 when PRSL had to run its passenger trains without cash assistance from the state---and it was a bad day. Though there had been a snow and ice storm that morning, the solitary RDC left Ocean City on time at 6:22 a.m. It soon halted at nearby Crook Horn swing bridge which was frozen in the open position. After considerable delay the bridge was closed and the car proceeded to Palermo---where it promptly collided with a truck. A radio message brought the Cape May car down from Tuckahoe to pick up the stranded Ocean City passengers, but, alas, the rescue vehicle was found to be running on only one engine and died before reaching Winslow Junction. Finally, a diesel locomotive was summoned to tow the ailing RDC and its passengers to Lindenwold, where arrival was at 11:15 a.m.....DELAWARE AND HUDSON will launch its 1976 excursion season with back-to-back trips from Wilkes-Barre, PA to Oneonta, NY and return. It's expected that a brace of rebuilt Alco "PA-4's" will head the April 24-25 trips.

(PLEASE TURN TO PAGE 10)

ODDS AND ENDS, Continued from Page 9

.....DELAWARE AND HUDSON's two well-known Baldwin "Sharks" have returned to freight duty out of Binghamton, NY, following several weeks of convalescence in Colonie Shops...
A three-car PATCO train skidded on the stub track at Ferry Avenue station, Camden, on the morning of January 26, crashing into the platform at 13 MPH. Lead car 222 sustained most of the damage, although cars 221 and 115 did not go unscathed. Part of the station roof collapsed under the impact, narrowly missing a group of passengers boarding an inbound train. One person on the first train was slightly injured. Ex-NIA-GARA JUNCTION work motor 404 assisted in the cleanup operations and normal service was resumed the next day. The damaged cars are expected to be repaired and back into service within three months.....That PENN CENTRAL collision at Trenton station on January 2, reported here last month, actually involved a train of seven GE Silverliner IV's (273, 298, 370, 371, 321, 320 and 276) which backed into a standing draft of eight MP54's at 15 MPH. The last five GE's were derailed.....PENN CENTRAL has reported a net loss of \$194,135,533 for the first 11 months of 1975, compared with a net loss of \$147,082,121 for the same 1974 period. Actually, the 1975 loss would have been \$301,635,533 but a credit of \$107.5 million in Federal grants helped reduce that figure.....The FEDERAL RAILROAD ADMINISTRATION has paid off \$50 million in PC trustee certificates which are in default. These certificates represent funds loaned to the big bankrupt in 1971 under Government guarantee.....FRA extended another helping hand to the PENN CENTRAL by continuing a waiver of safety standards on 6,400 miles of substandard PC track. This is track on which repairs had not been completed by the end of 1975, although only 120.7 miles of mainline is involved and that has now been fixed. About 48 percent of the remaining branchline track will be transferred to ConRail, which must complete its restoration by December 31, 1976.....Here's an update on BOEING-VERTOL's Light Rail Vehicle program: BOSTON cars: 3400 at Budd Company for climate tests; 3401 at the high-speed test center, Pueblo, CO; 3402 testing at Boeing's Eddystone plant; 3403 to 3416, under construction at Eddystone; SAN FRANCISCO cars: 1200, stripped for rebuilding at Eddystone; 1201 and 1202, testing at Pueblo; 1203 to 1220, under construction. Boeing plans to deliver three pilot cars to Boston by early April for operator instruction only. Balance of the 175-car order will be delivered between September, 1976 and Spring of 1978. It is also expected that 21 cars will be delivered to San Francisco in late 1976, with the balance of the 100 cars on order scheduled for delivery in 1978. Cleveland's Shaker Heights line is also reported to be interested in 60 of the LRV's. Apparently there is a demonstration project brewing, and if an agreement on cost-sharing can be worked out, look for one of the articulated Boeings to be running on SEPTA's "Independence Loop" this year---or possibly on the Red Arrow instead. Pittsburgh, Shaker Heights and Newark are also reportedly interested in running such a demo car, if funds can be secured from UMTA in Washington.....Some time ago we mentioned that the ever-faithful GGI's have hauled in all sorts of newer locomotives which failed on the road--including EMD's experimental electric No. 1975. Now, AMTRAK's E60 No. 968 has been added to the list. On the bitter-cold Sunday morning of January 18, the big C-C unit was piloting Train 165 (the Murray Hill) from New York to Washington when it halted at Rahway, NJ with an electrical failure. Passengers were transferred to a following train while GGI 919 (ex-PC 4924) was summoned to the rescue. Soon the 35-year-old "G" had the upstart in tow, hauling 968 and its five Amfleet cars all the way to Philadelphia.....On a more positive note, work began in December on a \$2.3 million program to refurbish eight passenger stations along the Northeast Corridor, including Philadelphia's 30th Street Station (but not North Philadelphia). The Federal dollars required are being channeled through Amtrak to the Penn Central.....As part of its nationwide effort to upgrade service, AMTRAK has constructed seven entirely new stations at various points on its system and has plans for at least nine more. Among them is a new facility at Altoona, PA, which will replace the mobile unit now serving that city as its "station".....PENN CENTRAL President Jervis Langdon, Jr., has been named to Amtrak's board of directors, succeeding ex-PC Chief William H. Moore..... (PLEASE TURN TO PAGE 11)

ODDS AND ENDS, Continued from Page 10

.....Former AMTRAK President Roger Lewis resigned from the board in January, having previously been replaced as both chairman and president.....Privately-owned car Strasburg has received a beautiful new paint job at the Strasburg Rail Road shop---Great Northern green and orange with Empire Builder lettering. Sporting its new name, Oliver C. Joseph, the open-platform office car departed Strasburg rails on January 31 when it was picked up by Penn Central local freight P-76 at Leaman Place. The following week, it moved from Harrisburg to St. Louis on Amtrak's National Limited, destined Belleville, IL.PENN CENTRAL Inspection car 76 (formerly 30) has been parked at 30th Street Station in recent weeks. Unlike PC's other four business cars which are painted in Amtrak colors, 76 has an eye-catching American flag paint scheme applied at 12th Street Coach Yard, Chicago.....EMD's experimental electric locomotive No. 1975 has been repaired and on January 14 began hauling PC piggyback trains between Harrisburg and Meadows Yard, NJ.....READING COMPANY passenger trains 1, 2, and 4 has to be detoured the morning of January 28 because of high water on the Morristown Branch near Conshohocken. All three trains operated over the freight line between Bridgeport and West Falls and the Richmond Branch to Wayne Junction, reversing ends at that point. They also made a side trip across the bridge to DeKalb Street Station, Morristown. Trains 1 and 2 are RDC-equipped, while No. 4, of course, is the famed "push-pull" consist. Local MU trains were terminated at Manayunk until the tracks were reopened about 8:30 AM.....AMTRAK E60 No. 965 and five Amfleet cars made a trial run from New York to Harrisburg and return on January 5-6, replacing standard equipment on Trains 43/42 on those days only.....After an absence of several months, two PENN CENTRAL MP54's have replaced the lone Jersey Arrow in Princeton "Dinky" service, effective January 6. The Arrow's longer wheelbase was apparently causing excessive flange wear on the curve at Princeton Junction.....READING COMPANY has removed all 300 coin-operated lockers from the train floor at Reading Terminal, following the tragic bombing at LaGuardia Airport in New York just before Christmas.....The on-again, off-again project to build a tunnel linking Reading Terminal and Suburban Station now appears to be off---again. The City of Philadelphia is refusing to sign the contract drawn up by the Urban Mass Transportation Administration, which contains a "lid" on the Federal Government's promised contribution of \$240 million. Thus, any overruns in the project's estimated cost of \$300 million--such as those caused by inflation--would have to be borne by an already deficit-ridden city. Though an ardent champion of the 1.7-mile connection, Mayor Rizzo is unlikely to soften his position on the contract.....Northwest Illinois Chapter's Northwestern Limited reports that 20th Century Fox has started work on a movie entitled Super Chief, starring Gene Wilder. The action takes place on a trip from Los Angeles to Chicago, as Wilder gets involved in a series of comic misadventures. Remember that grand old flick Broadway Limited, shown at a Philly Chapter meeting two years ago???.....Spotted at Luria Brothers' Modena, PA scrap yard on January 25: PENN CENTRAL Baldwin RS-12 8306, DS44-10 8276, Alco S2's 9653, 9791 and S4 9741.....Lukens Steel Company, Coatesville, has at least three of its four standard-gauge switchers, Nos. 39, 40 and 41, painted in Bicentennial colors.....AMTRAK is reported to be replacing the inboard bearing housings on its Amfleet cars because of small cracks which have appeared in the housings of some cars.....ROHR CORPORATION, the big aerospace outfit which has moved into the transit car field, (BART, WMATA), is reported to be in serious financial trouble because of sizeable losses on the Bay Area and Washington car orders, plus its people-mover and turbine train projects. One of its few moneymakers is the Flibble division---builder of a large segment of SEPTA's bus fleet.....PENN CENTRAL's proposal to eliminate handling of privately-owned passenger cars in freight service, mentioned here last month, has reached the railroad Classification Committee, which held a hearing January 10 in Chicago. The committee was deluged with protests on the proposed rule, which would affect the handling of private cars on all major U. S. railroads. A decision will probably be announced in about a month.....The U. S. Senate committee has approved a bill which would advance the start of Daylight Saving Time from April 25 to March 7. Whether the bill can be acted on in time by Congress and the President is uncertain.....

(PLEASE TURN TO PAGE 12)

ODDS AND ENDS, Continued from Page 11

.....If you have a dog, cat, chimpanzee or other pet, don't take it on an AMTRAK train. Last month the passenger corporation announced that it would no longer allow pets in coaches, sleepers or parlor cars, except for seeing eye dogs. Animals will still be carried in baggage cars if they are in closed, secure containers.....UTU News reports that CHESSIE SYSTEM's 300-man police force made 1,688 arrests in the first ten months of 1975. Reported crimes included 805 thefts of goods from freight cars, 234 thefts of copper wire, 579 stonings of trains, 51 shootings at trains, 492 track obstructions, 1,133 acts of vandalism and 554 trespassings.....Intercity buses in the U. S. suffered a six percent decline in ridership in 1975 compared with the previous year, according to the National Association of Motor Bus Owners.....The DEPARTMENT OF COMMERCE will provide \$1.1 million for a cleaning and repair program on AMTRAK cars, which will include the hiring of 81 workers in 12 cities. Philadelphia will be one of those cities.....AMTRAK will cut round-trip fares by 25 percent between Boston, New York, Philadelphia and Washington, beginning February 15. The reduced fares will not apply between Noon and 6:00 PM on Fridays and Sundays, nor on Metroliners.....AMTRAK President Reistrup took a test run on Canada's LRC (Light-Rapid-Comfortable) experimental train last month, and promptly announced that AMTRAK would lease a pair of the five-car LRC's for trial service in the U.S. The prototype version, consisting of a low-slung plow-nose diesel locomotive and single coach, has been running in revenue service out of Toronto for the past year.....When the CUNARD liner Queen Elizabeth II struck a reef early last month she had to put into Norfolk rather than complete her cruise to New York. An 18-car special train was hastily chartered from AMTRAK, leaving Norfolk on January 5 and travelling to New York via N&W-SCL-RF&P-PC. On-board services, however, were reportedly inadequate and Amtrak was on the receiving end of a good deal of criticism from the displaced cruise passengers.....UNITED CAB ASSOCIATION has asked for a Public Utility Commission hearing aimed at forcing PENN CENTRAL to allow United cab drivers to pick up fares at 30th Street Station. For 35 years Yellow Cab has had an exclusive contract with the railroad.....BALTIMORE AND OHIO is seeking permission to abandon its nine-mile Landenberg Branch between Willsmere and Hockessin, DE, over which the WILMINGTON AND WESTERN operates its seasonal steam excursions. W&W is trying to acquire the line for continued operation.....Early in February ten more of PENN CENTRAL's ancient MP54 commuter cars appeared at Thorndale Yard near Coatesville, enroute to Luria Brothers at Modena, PA for scrapping. They were "bride-and-groom" married pairs 466-901, 480-922, 485-916, 491-910, and 493-905. All remaining E3 sets are now out of service.....CHESSIE SYSTEM reported 1975 earnings of \$91 million on operating revenues of \$1.29 billion, second only to its all-time high of \$1.32 billion in 1974.

"FAREWELL TO THE READING" EXCURSION SET FOR MARCH 21, Continued from Page 1

A special lunch stop will be made at West Trenton, NJ, at 11:40 a.m., where the passengers on the excursion may enjoy a home-style dinner prepared by Freddie's Tavern, which is close to the station. The meal will include Stuffed Capon, Baked Potato, Vegetable, Salad and Beverage. In addition, the Tavern itself will be open at 12 Noon. The cost of the meal is \$4.50, and this will be the only opportunity for food service during the entire day.

Much freight-only trackage will be covered on this trip, for those rail enthusiasts who are trackage specialists. Freight only lines include from Bridgeport to West Falls, the Richmond Branch from West Falls to Nicetown Junction, the Low Grade Line from Nicetown Junction to Newtown Junction, the freight-only portion of the New York Short Line between Cheltenham Junction and Neshaminy Falls, and, of course, the Port Reading Branch. The last and only modern trip to operate on the Port Reading Branch was the June 23, 1962 Iron Horse Ramble from Philadelphia to Port Reading.

Tickets are very limited, and interest is high - ordering early is advised.

U. S. Steel Fairless Works Loco Roster

LOCO #	C/N	Date	Builder	Model	HP	Notes
1	3341	?	Davenport			Used at National Tube Plant at Morrisville, PA for about 7 years.
GE 1	75281	-51	BLH	S-12	1200	Used at another U.S.S. plant prior to coming to Fairless
GE 2	75282	6-51	"	"	"	
GE 3	75283	-51	"	"	"	
GE 4	75284	-51	"	"	"	
GE 5	75285	-51	"	"	"	Cut cab left side-Fairless Works
GE 6	75286	-52	"	"	"	" " right " -BLH
GE 7	75287	-52	"	"	"	" " " " "
GE 8	75288	-52	"	"	"	" " " " "
9	12L571	2-52	F-M	H12-44	"	
10	12L572	2-52	"	"	"	
11	12L573	2-52	"	"	"	
12	12L574	2-52	"	"	"	
13	12L575	2-52	"	"	"	
14	12L576	2-52	"	"	"	
15	12L577	2-52	"	"	"	
16	12L578	2-52	"	"	"	
17	75542	-52	BLH	S-12	"	
18	75543	1-52	"	"	"	
19	61274	5-53	Whitcomb		225	Re-engined 1964 with Allis-Chalmers Model 16000 AC diesel engine
20	5573		Plymouth	20tonJDT		Re-engined 1964 to Allis-Chalmers Model 11000 AC
21(1st)	69319	6-40	Alco	HH1000	1000	Ex-Oliver Mining 902, scrapped 1971
21(2nd)	16640	3-52	EMD	SW9	1200	Ex-Apalachicola Northern 705, purchased 4-20-71.
22(1st)	69323	6-40	Alco	HH1000	1000	Ex-Oliver Mining 906, scrapped 1968
22(2nd)	16641	3-52	EMD	SW9	1200	Ex-Apalachicola Northern 706, purchased 4-20-71.
23	12L647	-51	F-M	H12-44	1200	Ex-PRR 8337, retired PC 6-28-68.
24	12L640	-52	F-M	"	"	Ex-PRR 8330, " " "
25	12L387	1-51	"	"	"	Ex-NYC 8309, " " 9-24-69
26	12L613	1-53	"	"	"	Ex-NYC 8310, " " "
27	12L669	1-53	"	"	"	Ex-USA 1845, purchased 3-17-72.
28	38396	5-73	GE	80 ton		
243	1401	-41	EMD	SW1	600	Ex-EJ&E 293, not owned by U.S.S.
BF-1	6257		Plymouth	35 ton		Ex-U.S.S. Duluth Works 9

Information from Richard O. Adams, Yardley, PA, December, 1975

Our Meeting:

NEW YORK, SUSQUEHANNA & WESTERN; LEHIGH & HUDSON RIVER; LEHIGH & NEW ENGLAND; NEW YORK, ONTARIO & WESTERN: A fine slide program presented by Robert Mohowski (of Railroad Model Craftsman and Railfan)

and John Treen, covering the daily operations of these colorful lines, much of which are only a memory to us today. You'll want to see this program as we continue into our 40th Anniversary year with special programs from the past. The date will be Friday evening, February 20, 1976, and dinner will be served at 6:00 p.m., with the program and meeting commencing at 7:30 p.m., all at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. Make sure you're present to see this historic rail program.

DINNER RESERVATIONS: Reservations for the buffet dinner, WHICH ARE MANDATORY, must be made by Tuesday, February 17, 1976, either by mail to F. G. Tatnall, Jr., P. O. Box 289, Plymouth Meeting, PA 19462, or by phone to 215-328-0706. CALL RIGHT NOW!!!! Dinner will carry the usual \$6.00 price. If reserving by mail, please remember that Monday, February 16 is a U. S. Postal Service holiday and no mail deliveries will be made.

40TH ANNIVERSARY BANQUET RESERVATION FORM INCLUDED WITH THIS ISSUE: The Reservation Form for the 40th Anniversary Banquet of the Philadelphia Chapter will be found enclosed with this issue of CINDERS. The Banquet, of course, is to be held on Saturday evening, March 13, 1976, at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. Mr. Robert G. Lewis, Publisher of Railway Age, will be our guest speaker, and Bob will put on a fine program of slides dealing with Philadelphia area rail and transit activities at the time of the founding of the Chapter. Bob, and his brother, J. Hansell Lewis (who will be at the banquet, too), are founding members of the Philadelphia Chapter. Reservations are strictly limited to 250 people, and you'll want to order tickets early to insure that you are accommodated. There will be door prizes of railroadiana awarded as an added attraction. Members who are able to provide door prizes are asked to contact President Eastwood. The Banquet will be considered the official monthly meeting of the Chapter, although no business will be conducted. Our next regularly scheduled monthly meeting will take place on Friday, April 9, which is the second Friday in April, due to Good Friday falling on the 16th. We hope to see many old-timers out to the banquet, and spouses, too. Cocktail hour will begin at 6:00 p.m., and dinner will be served at 7:00.

DEADLINE FOR CINDERS: Material for the March issue of CINDERS should be in the hands of Larry Eastwood on or before February 27, 1976. CINDERS will be mailed on or about March 4, depending upon what late-breaking news is occurring with regard to the ConRail start-up.

NEW MEMBERS: We take pleasure in welcoming a whole group of new members to our Chapter this month, and we hope they will enjoy their association with us. If you have a friend interested in railroading, please share your NRHS association with him by bringing him to a Chapter meeting.

CUMBEY, Alan F., 773-11 Montclair Drive, Claymont, DE 19703 (302-798-1183)
 CUPRYS, Gregory J., 1106-B W. Clements Bridge Rd., Barrington, NJ 08007 (609-547-8746)
 FUENTEVILLA, William, Esq., 3900 Chestnut St., Apt. 227, Phila., PA 19104 (215-387-6158)
 HART, Andrew J., 340 Huntley Road, Upper Darby, PA 19082 (215-352-9274)
 JUKES, J. Arthur, 409 W. Olney Avenue, Philadelphia, PA 19120 (-)
 RICE, John H., 331 W. School House La., Philadelphia, PA 19144 (215-843-5758)
 VOGT, Albert F., 1038 Pine Street, Philadelphia, PA 19107 (215-923-3878)
 WATTS, Douglas W., 440 Bonsall Ave., Yeadon, PA 19050 (215-623-0322)

CHANGE OF ADDRESS:

MULLIGAN, Philip, Erringer Place, Apt. 29B, Philadelphia, PA 19144 (Phone remains same)

(MORE CHAPTER NEWS ON PAGE 15)

PHILADELPHIA CHAPTER NEWS (Continued from Page 14)

SLIDE CONTEST WINNERS: The Chapter's annual slide contest at the January meeting attracted 12 contestants in six fields of competition. This year, for the first time, the regular categories were restricted to slides taken during the past five years and a sixth, "Oldies but Goodies" division added. As usual, a host of excellent slides was served up during the preliminary program and many had to be weeded out before the final judging.

Here are the winners by categories:

Steam

1. John Burke (British Columbia Royal Hudson)
2. Ray Muller (ex-Reading, D&H Northern 302)
3. Larry Steingarten (East German Railways)

Diesel

1. Larry Steingarten (Maine Central EMD Geeps and U-Boats)
2. Gerry Williams (Bush Terminal GE Unit)
3. Harvey Seligsohn (Amtrak Turboliner)

Mainline Electric

1. Ray Muller (Amtrak GGI-PC MP54's)
2. Gerry Williams (Reading MU's)
3. John Burke (Milwaukee Road "Little Joes")

Traction

1. Dave Engman (Vienna trolleys)
2. Phil Mulligan (SEPTA PCC)
3. Harvey Seligsohn (SOAC in Broad Street Subway)

General

1. Larry Steingarten ("meal service" on National of Mexico)
2. Ray Muller (Guatemala plantation line)
3. Not awarded

Oldies

1. Phil Mulligan (Japanese steam)
2. Howard Lynch (Southern Pacific Alco PA's)
3. Bill Volkmer (PRR Baldwin Sharknose)

Prizes were awarded to the winners and thanks expressed to all entrants. Serving as judges were President Eastwood, 2nd Vice-President Pawson, and members Rodger Fredrick, Rich Gladulich and George Metz.

PUBLICATION SALES: Harvey Seligsohn has received another shipment of Vanishing Vistas large size color photo cards, and will have these at the February meeting. Also, there are only a few remaining copies of the Reading Terminal booklet remaining available for sale, and newer members might want to have a copy of this publication, a reprint from RRHS BULLETIN, Volume 33, Number 6, 1968, for their collection. The cost is \$1.00 per copy, and they will be available at the February meeting. The number of copies on hand is now less than 25, so pick yours up today. Also available from the Publications Committee are copies of William S. Young's fine 32-page album, IRON HORSE RAMBLES, 1959-1964, A Memorial Album, published in 1971. The album is priced at \$3.00 per copy, and small supply will be available at the February meeting. Make sure you have your copies of both publications for your files now while they are still available.

A Nostalgic Look Back.....



GREAT BRITAIN *the mighty Pageant*

Visit Britain and enjoy the mighty pageant of history, romance and modern gaiety all delightfully combined. On one hand a pageant of abbeys and cathedrals such as York, Durham, and Canterbury...a pageant of fashionable events—Ascot, Epsom, Doncaster, Wimbledon, Ranelagh, Cowes...a pageant of historic shrines—of Shakespeare, Burns, Scott, Milton...a pageant of beauty, in Britain's unmatched countryside. On the other hand, a pageant of gaiety and revelry, night clubs, new hotels, theatres, dance bands that synopate all Europe. • If the Continent beckons, the British Railways offer a choice of 15 Steamship Routes from England, giving access to all parts of Europe—Paris by the favourite "Golden Arrow" service—Berlin by the famous Harwich routes. • To make it easy for you to choose, we have prepared some interesting holiday suggestions for combined trips in Great Britain, including Steamship, Rail, Hotel accommodations, meals and sightseeing—everything. Here's a sample:

30-DAY TOUR—ALL EXPENSES—\$420

New York, Liverpool, Lake District, Glasgow, Tromachs, Edinburgh, Oban, Caledonian Canal, Inverness, Aberdeen, Beaumar, Balmoral, Melrose, Abbotford, Durham, York, Lincoln, Peterborough, Ely, Cambridge, London, Southampton, New York.

For free illustrated literature, with maps and full details write Dept. 33.

T. R. DETER, General Traffic Manager

ASSOCIATED BRITISH RAILWAYS Inc.

551 Fifth Avenue, New York



PENNSY OFFERING ATTRACTIVE TOURS

No one need offer the high cost of traveling as an excuse for staying home this summer. So wide in scope, varied in character and cheap in price are the tours and excursions arranged by various railroads this year that no one need be denied the pleasures and thrills of vacation travel this season.

Among the delightful trips offered by the Pennsylvania Railroad, for example, is a four-day jaunt to Detroit and Cleveland on June 27. A party of Philadelphians will leave the city that day under the guidance of a railroad tour manager for a full Sunday of sightseeing in the automobile city, including a visit to Father Coughlin's charge, the Shrine of the Little Flower; a delightfully cool day-night sail to Cleveland on a Great Lakes steamer during the next afternoon and evening and a day in the Ohio metropolis.

The travel route provides interesting and enjoyable train trips in both directions over the famous Horse Shoe curve and through the scenic beauties of the Adirondack Mountain region. All travel details will be cared for by the railroad and yet the cost of the entire trip, including meals, hotel accommodations, rail fare and steamer passage averages but \$10 a day from Philadelphia.

And then there are the attractive Mayflower tours, also personally conducted, which give the traveler five days of carefree travel through historic New England with stops at the old town of Plymouth of Pilgrim fame; Lexington and Concord, where the Minute Men fought and died; Boston, rich in historic tradition, and the beautiful New England coast at Martha's Vineyard and Oak Bluffs.

Using the Pennsylvania to New York, the tour party boards one of the palatial steamers of the Fall River line for an overnight sail to Fall River, where motor coaches are used for the trip to Plymouth and Boston. Following a day of sightseeing in the haked bean city, the party motors to the seashore, skirting the famous Buzzards Bay and passing through Woods Hole to Oak Bluffs, a beautiful bay shore resort, where an overnight stop is made.