

# **Reading Company Hershey Trip 5·8·71; SEPTA Streetcar Excursion 5·31·71; Special Combination Offer on Page 2!**

## **NATIONAL RAILWAY HISTORICAL SOCIETY**

**PHILADELPHIA CHAPTER**

**CINDERS**



APRIL, 1971

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### **APRIL, 1971 MEETING NOTICE**

## **"A Traction Potpourri" (Chicago & Points South)**

A most interesting narrated slide program will be presented by the well-known Chicago railfan, Mr. William C. Janssen. Featured will be recent developments on the electric railway scene in the Chicago area; both operating and museum properties will be included.

Also included will be a fascinating selection of South American traction scenes taken during the late 1950's when that area was still a trolley fan's delight. Mr. Janssen knows his subject well, having spent his entire career in the interurban electric railway field; he is presently employed as Assistant Superintendent - Mechanical Department of the Chicago, South Shore and South Bend.

Friday evening, March 19, 1971

The Engineers' Club

1317 Spruce St.

Dinner at 6:00 P.M., Meeting at 8:00 P.M.

# Philadelphia Chapter News:

HERSHEY EXCURSION: Tickets for the Hershey excursion are selling well at this time. We must point out, however, that we MUST sell 300 tickets in order to successfully operate this trip. Therefore, everyone must do his little part in selling tickets. Flyers will be available at the April 16 Chapter meeting, as will tickets. We again ask that those going order their tickets EARLY. Remember, \$2.00 per ticket penalty after April 27. Also, see special combination ticket offer for Chapter members and their families in SEPTA Streetcar notice below. Let's make the Hershey trip a big sellout and lay the groundwork for more future railroad excursions.

SEPTA STREETCAR EXCURSION: Our Chapter will operate a SEPTA streetcar excursion on Memorial Day, Monday, May 31, 1971. Tackage covered will include Routes 6, 23, 50, 53 and 56. The trip will leave Old York Road and Erie Avenue at 10:15 a.m. Tickets are \$6.50 before May 15, 1971, and \$7.00 after that date. Expected return time will be sometime near 4:00 p.m. SPECIAL BONUS: For CHAPTER MEMBERS AND THEIR FAMILIES ONLY, if you purchase tickets for the May 8 Hershey excursion on the RDG, your cost on the SEPTA streetcar trip will be only \$4.50. Please use the enclosed flyer to order tickets.

1971 DINNER TRIP: Bill Wagner has announced that the 1971 dinner trip will take place on Friday, July 16, 1971. Reserve the date. We will take the 5:59 Reading Norristown Local from Reading Terminal, and dinner will be served at 7:00 p.m., at the Valley Forge Hotel in Norristown. Further details will be coming in a future issue of CINDERS. But, keep the date open.

RAILFANS' GUIDE TO PHILADELPHIA: John Pawson has advised that he needs certain items of information in order to proceed with publication of this valuable reference work. The area of coverage will include Philadelphia, Montgomery, Bucks, Delaware, and Chester counties, plus the Birdsboro area, and the Strasburg area in Pennsylvania, and the Trenton-Princeton-Flemington area in New Jersey, and the Wilmington-New Castle-Newark area in Delaware. South Jersey would not be covered except for PATCO. Some of the information needed has been located, but help is specifically needed in any of the following areas:

1. Current car rosters, including work equipment (class, numbers, motors, controls, builder, date, type of car) of SEPTA city street cars, rapid transit cars, Red Arrow Division, and PATCO; also PC MU equipment.
2. For comparison purposes, statistical info on each trolley, rapid transit and railroad suburban line (number of cars in service at various times, cutbacks, headways, schedule speed, average weekday ridership, etc.).
3. Current track maps including shop trackage of the trolley and rapid transit lines.
4. Information on "Lieper's Railroad".
5. Radio frequencies used by nearby railroads and transit operators.
6. Info on the railroad grade between Kimberton(near Phoenixville) and St. Peters.
7. Info on other abandoned, half-finished, or projected rail lines, such as the Philadelphia and Chester County, PRR Darby Creek Low Grade Line, PRR bypass of Trenton, PRR Roxborough Branch, Reading's Philadelphia and Northern, the Delaware River and Lancaster, or others.
8. Approximate operating times of local freight trains & switching runs.
9. Info on the Philadelphia Belt Railroad.

PHILADELPHIA CHAPTER NEWS (continued)

10. Industrial railroads and locomotives (company number, loco type, builder's number, builder, date).
11. Info on abandoned trolley lines (brief history and remnants such as substations and grades), particularly the Montgomery and Chester (Phoenixville-Spring City); Phoenixville, Valley Forge and Strafford; Trenton, Bristol and Philadelphia; West Chester Street Railway; West Chester, Kennett and Western; Manayunk and Roxborough; and Wilmington city and suburban lines.
12. Info on area trolleys which have survived (including condition and location), other than at museums and on operating lines.

The information needn't be in "polished" form - a great part of it will be transferred to 3x5 cards anyway. Everyone assisting will of course receive acknowledgement in the publication, as well as having the satisfaction of contributing to a Chapter project. Information may be given to the Editor, John Pawson, at any Chapter meeting, or mailed to him at 1712 Alba Road, Willow Grove, Pa. 19090.

CINDERS: We will be trying various formats in these issues of CINDERS. The format used in this issue, although perhaps taking a bit more space, should be easier to read. The Staff of CINDERS needs your comments on the quality of the newsletter. We solicit and welcome comments of all nature on content, layout, etc.



## "ON THE SCENE"

**with El Simon**

This is a new column in CINDERS, and will become a regular feature, containing El's comments and notes on primarily the passenger equipment scene as he sees it. The Staff.

PENN CENTRAL began the 1971 "Pony Expresses" with the Bowie edition from Philly. The bar car is Kent County, a former NH baggage-parlor lounge which is now PC green but retains its parlor chairs. It is thus like Windham County, which provides meal service on the SOUTH WIND between Chicago and

Louisville.....Equipment shortages continue to produce some improbably assignments. One day in early February, both 6DB lounge cars were shopped and the two sides of the BROADWAY LIMITED used former NH parlors 7100 and 7106 instead. As these cars are only equipped with 36 parlor chairs, it is presumed that the diner crew slept in regular sleepers that night.....the last active PRR diner is 4522, now in PC livery and assigned to trains 4 and 31. It had been stored briefly at Philadelphia but was reactivated for the New Jersey Chamber of Commerce special to Washington in early February. Shortly thereafter, ex-NYC diner 4552 came a cropper at Huntingdon, Pa., and 4522 has taken its place on 4 and 31.....the U. S. DOT has rejected bids received by SEPTA for new MU's in the Philly area. Now, new specifications will have to be drawn up and it could be as long as 9 months before the cars will be ordered, let alone delivered. We understand PC is to overhaul about 24 MA9's(MP54's) this year.....two sets of "dead" MU's are being pulled by FL9's on several New Haven line runs out of Grand Central. They total 15 cars and, from observation, appear to be composed of whichever MU's happen to be unserviceable that day. The cars retain their NH numbers and liveries.....not so with the nine former NH MU's (2 motors and 7 trailers) assigned to New Brunswick-New York service. Five additional cars came from Altoona on January 22 to form a 9-car train (1380-86, and 1373-74). The set made a few trips to Philadelphia during the February holidays..(CONTINUED)

"ON THE SCENE", by Elbert Simon (continued)

....The "Baggage Car" commuter bar car is PC 400, formerly 4549 and the last of the standard MU combines. Contrary to PC publicity, the car had been in active service between Washington and Baltimore before it was rebuilt. Seven streamlined combines now belong to the States of Connecticut and New York, but they are all used as standard baggage-coaches.....Under current schedules, the only locomotive-hauled trains on the old New Haven line leave Grand Central between 4:05 and 6:05 p.m., and arrive only in the morning rush-hour. All other trains on this line are now normally MU's.....P&LE has replaced its old coaches in commuter service with four streamlined coaches from the L&N. They are from the group ACF built in 1946 for the "Georgian" and the "Humming Bird".....LONG ISLAND has retired at least 15 of the double-deck cars but some still operate on rush-hour Babylon trains. I visited all of the terminals recently except that in Babylon (which has its own yard), and found no double-deck cars.....there seems to be some confusion over which Metroliners are SEPTA cars. Eleven cars were to be purchased by SEPTA for Harrisburg-Philadelphia service, but the cars never went into service, and, in fact, are back at Budd. The eleven coaches which are not in service are 806, 809, and 822-830.....two JERSEY ARROWS have been burned. Car 107 is off the roster, and car 109 will probably never operate again.....as a memory test, think of which American passenger-carrying cars built after World War II were not air-conditioned. I can think of these cars: LIRR 3500-3519, RDG 889-896, and NYS&W 1-16(?) - not sure of numbers.....Reading has repainted six MU's this year, on a schedule of two cars per month. Several cars are at the shops for derailment repairs, but generally Reading uses a very high percentage of its fleet in scheduled service. In early March, the reserve coaches (5 of 8) made several trips to West Trenton when MU's ran short. Two Alco RS3's were used, including 465, reportedly the last steam-equipped Reading road-switcher.....

....ILLINOIS CENTRAL has received the first of 130 new gallery MU's from St. Louis Car. They will largely (but not completely) replace the existing fleet of 274 MU's, some of which may be leased to the South Shore Line until new cars can be ordered for that company.

....BUDD has 34 M1's to go as this is written. Long Island's Metropolitans have largely replaced electric cars built before 1953, including the unique double-deck cars. Vintage cars, including those three ex-Reading cars remain on diesel sections, however. (NOTE: LIRR reported to me on 3/22/71 that the three RDG cars had been sold to Sarnelli Bros. of Staten Island, a scrap dealer--L. Eastwood). These last M1's will terminate Budd production of passenger cars, although Red Lion will then build 80 similar cars for Westchester County service under a General Electric contract. Hi-level platforms therefore are to be installed at outer stations this summer. These cars are due to be delivered between July and October, 1971.

....READING has repainted another "blue car" - 9123. It has returned to service after several months. My records indicate some five 800 series MU's are out of service and presumably at Reading Shops. They are: 808(not seen in over 6 mos.), 831 (in RDG Term. accident 1/71), and 807, 851, and 877 (presumed to have been in RDG Term. accident 2/71).

....PENNSYLVANIA-READING SEASHORE LINES has cleaned house on March 17, sending 5 Baldwins to the scrapyard from storage at Camden. Gone are 6000, 6022, 6023, 6027 and 6033. Remaining on the roster are 6003, 06, 13, 16-21, 24-25, and 28-32 (16 Baldwins). 6006 is the only S-8, and can usually be found with a road-switcher at Cooper's Point in Camden.

....JERSEY CENTRAL has repainted 44 coaches in blue and yellow, but this program seems to have ended. 35 of 38 push-pull cars, the one observation (1178), and 8 standard coaches were involved.

....RAILPAX is acquiring 1500 cars from the 22 railroads still providing long-haul service for their start-up. The roads are: ATGSF, B&O, CGA, C&O, C&NW, BN, MILW, RI, D&H, D&RGW, GT, GM&O, IC, L&N, MP, N&W, PC, RF&P, SCL, SP, SOU, and UP.

# General Railroad & Transit News:

SOUTHERN PACIFIC: We understand that "amazement" is the word to be applied to the upswing in business on the SUNSET LIMITED since it was put on a tri-weekly basis last fall, and re-equipped with diner, lounge, and sleeping cars. The through New York-Los Angeles sleeper service usually requires two cars, and business in the retained "automat" car has dropped considerably since the diner was reinstated.

LEHIGH VALLEY: The order for the two GP38's was cancelled due to financing problems, and PC will pick them up instead. The LV has also consolidated its New York harbor carfloat operations with PC. All LV cars are now handled by PC tugs and carfloats from Greenville, N. J.. The four LV float bridges at Jersey City, N. J., have been closed.

PENN CENTRAL: PC has indicated that it will sell its interest in the scandal-plagued Executive Jet Aviation firm. The Civil Aeronautics Board, finding that the financially-disgraced railroad had illegally acquired control of the airline, ordered PC to divest itself of the carrier in October, 1969. Since that time, the carrier has sought and won several extensions, pleading the inability to find a buyer; now the PC says the sale can soon be consummated.

CHICAGO AND NORTH WESTERN: A thief with a Casey Jones complex stole a C&NW locomotive, piloted it 27 miles over mainline crossings and through switches, and crashed it head-on into another engine recently. No one was injured but damage to both locomotives was extensive, a railroad spokesman said. About 250 commuters from Lake Geneva, Wis., and Crystal Lake, Ill., were forced to ride buses to other stations to go to work.

READING COMPANY: Add GP7 #635 to the list of green and yellow RDG units. In answer to a question raised in another publication, the following units are the only ones having the Bee-Line slogan: SD45's 7600-7604; GE U30C's 6300-6304, and Alco C630's 5307-5311. The earlier C630's don't have them.

LOUISVILLE AND NASHVILLE-MONON: The merger of the Monon into the L&N has been delayed due to petitions filed by the SOO, the DT&I, and the L&N itself. The SOO has objected to trackage rights granted the Milwaukee Road into Louisville. The DT&I has requested more restrictive traffic regulations of the L&N on the new route. The L&N itself has objected to the labor stipulations set down by the ICC, especially the requirements for Monon shops to stay for 10 years.

BLACK RIVER AND WESTERN: BR&W has acquired another loco. It's former U. S. Army 7079, 65-tons, built 4/41, 400 h.p. The BR&W has retained the engine number 7079, but has painted the unit green with yellow lettering.

PENN CENTRAL: In regard to the PRSL GP38's and IHB SW1500's recently delivered, and shortly afterward repainted to PC, it seems that PRSL and IHB are even worse off financially than PC, and could not pay for the new units. They were returned to EMD, which sold them to PC through the same financing deal which covers the 127 units now being delivered. Now that they belong to PC, there is an excellent chance that they may be renumbered into PC's own number series for GP38's (7900's), and SW1500's (9500's).

PRIVATE RAILROAD CARS: They're still in use!! One belongs to a lady who lives on Shelter Island, N. Y. She takes the car on her annual trip to Miami, at a reported cost of \$10,000.

JERSEY CENTRAL LINES: The New Jersey State Commuter Operating Agency has approved a \$2 million emergency subsidy to the bankrupt CNJ. William Ozzard, chief of the Public Utilities Commission, and also a member of the agency, said: "We may have given it (CNJ) a final transfusion in order to avoid a wake".

CANADIAN NATIONAL: The CN TurboTrains have been withdrawn from service again, because of "mechanical difficulties".

GENERAL RAILROAD AND TRANSIT NEWS(continued)

DELAWARE AND HUDSON: The D&H agent at Dannemora, N. Y. (branch freight line to Plattsburgh), has passenger tickets, but has been with the line only two years and doesn't know how to sell them, so he sends travelers to Plattsburgh where they would have to go to catch a train, anyway. He needn't worry - discontinuance notices were seen posted in Grand Central Terminal March 29 for the LAURENTIAN and the MONTREAL LIMITED - last runs April 30. Save one of those PA's, please!!!!

COUDERSPORT AND PORT ALLEGANY: C&PA was kept running for several months after the ICC abandonment approval in May due to additional complaints from shippers and the EL. However, a new ICC order was issued 11/16/70 allowing abandonment 12/21/70 or any time thereafter. While salvage operations during the winter are unlikely, operation could well be discontinued. No embargoes issued as of 12/3/70.

LEHIGH AND HUDSON RIVER: A decline in traffic on the L&HR has led to storage or sale of its RS3's. Numbers 12 and 3 have been sold to the Vermont Railway. #12 renumbered 601 and repainted. No. 3 at Burlington, Vt., 12/30/70, has yet to be renumbered or repainted. L&HR #4 has been sold to St. Johnsbury and Lamoille County to become their #204. They have 3 RS3's now, and two GP9's.

CHICAGO AND NORTH WESTERN: has begun a survey of its riders at Kenosha, Racine, and Milwaukee to determine the regularity of their patronage. If it can be proven that a majority do not ride on a regular basis, the railroad can claim that its passenger service north of Kenosha (the end of the Chicago North Line commuter zone) is not commuter in nature, but intercity, and hence can be abandoned forthwith under the terms of the Railpax legislation.

PACIFIC GREAT EASTERN: Work is expected to begin soon on a 200-mile extension from Fort St. John northwestward to Fort Nelson, B. C. Bids will also be sought for 100 miles of tracklaying, and a contract will also be let for an additional 100 miles of roadbed clearing.

PORT AUTHORITY TRANSIT CORPORATION(PATCO): has added an additional train to the afternoon rush-hour schedule of the Lindenwold line. The new schedule permits departure of trains from the 15th-16th and Locust Streets station every 6 minutes or less beginning at 4:34 p.m. on weekdays.

WASHINGTON TERMINAL: has repainted RS1 #40 from black to royal blue; lettering same style, but silver instead of yellow.

JERSEY CENTRAL LINES: has asked ICC authority to abandon the Water Street Branch of the railroad, a total distance of 6.05 miles, in Bridgeton, N. J.

GULF MOBILE AND OHIO: Railpax is getting nearer. The entire passenger service department of GM&O has been fired as of April 30.

NEW JERSEY D. O. T.: Commissioner John Kohl disclosed that New Jersey is prepared to "go it alone" if necessary to obtain 70 new high-speed multiple-unit electric cars to serve Penn Central commuters. He said the state is also prepared to buy the cars from European, Canadian, or Japanese manufacturers if that is found the most economical method. At the same time, Kohl made a definite promise that all new cars in the future will be built with a seating arrangement for two persons on each side of the aisle. New Jersey Governor William T. Cahill is strongly urging the bi-state Port of New York Authority to build a new railroad tunnel between New Jersey and New York. The tunnel, emerging near West 48th Street in Manhattan, would provide midtown access for Jersey commuters.

TORONTO TRANSIT COMMISSION: Rumor has it that the Rogers Road streetcar line in Toronto will be converted to trolley coach operation on completion of the Yonge St. subway extension a few years hence. That extension will release a number of TTC units currently in use on the 97-YONGE route, which will itself be converted to motor buses at that time; some of the surplus trolley coaches will enable TTC to convert the east end of the St. Clair rail route to twin-wire operation.

JOKE: Hear about the new version of Monopoly?? The first player to own four railroads goes bankrupt.

GENERAL RAILROAD AND TRANSIT NEWS(continued)

DENVER & RIO GRANDE WESTERN(NARROW GAUGE): This year's "Silverton" schedule calls for operation May 29 through October 3. Stopover in Silverton has been reduced to 1-1/2 hours, with arrival back in Durango at 5 p.m. Second section, which usually starts in late June, is to run one hour later.

PENN CENTRAL: U. S. DOT has awarded \$1 million to New Jersey to cover 2/3 of the cost of a new, enlarged and relocated commuter station on the Penn Central's main line between New York and Philadelphia at Metuchen, N. J.

PHILADELPHIA: will modernize six subway stations at a total cost of \$2.8 million, of which \$1.9 million will be provided by the U. S. UMTA. Improvements will include closed-circuit TV surveillance for all six stations, which are on the Broad and Ridge lines.

SEPTA(RED ARROW DIVISION): Projections for 1971 show a loss of at least \$800,000; out of every dollar taken in, 75¢ currently goes for wages. Subsidies are being requested from the State, but little hope is held for the plea to get any action.

ST. JOHNSBURY AND LAMOILLE COUNTY: At Morrisville, Vt., on the StJ&LC, the railroad station has been converted into a local youth center and is called the "Grand Central Station". The Champlain Valley Chapter of the NRHS is trying to get the old StJ&LC combine now at the Shelburne Museum, Burlington, Vt.

PENN CENTRAL: plans to abandon 819 miles of track in the near future. The longest stretch to be abandoned is 118.4 miles linking Remsen and Lake Placid in New York. Another long link to be voided is 61.5 miles of Lehigh Valley Railroad "trackage rights" from Wadsworth Junction to Lackawanna, N. Y. PC can now use its own rails.

CLEVELAND TRANSIT SYSTEM: The new Campus Rapid station at E. 34th and Pittsburgh Avenue, S.E., opened for business March 1. But, unless motormen are careful, some passengers might not find the station's platform under their feet when they exit from the Rapid cars. It turns out that the \$100,000 station was built only 32 inches longer than the six-car trains CTS has in use during the rush hours, and motormen will have to stop their trains "right on the dime" in order for all passengers to be able to exit to the 3-1/2 foot high platform.

SHAKER HEIGHTS RAPID TRANSIT: is trying the installation of heavily-tinted Plexiglas window guards on at least one of its ex-St. Louis Public Service PCC's.

CHICAGO, ROCK ISLAND & PACIFIC: You might be interested to note that one of the two inter-city trains still running on the Rock has a new car, Big Ben, ex-DGRGW dome-observation-lounge now owned and operated by Bill Butterworth of DePorter-Butterworth Tours between Rock Island and Chicago every day. The dome has dual-facing booths and the car is carpeted with a shag rug with deep pile throughout. Soft lights, music and conversation in the vestibule end (with libation) or swivel reclining seats in the round end for reading. It comes complete with attendant and features breakfast in the morning, dinner in the evening (in the diner), and the inclusive ticket costs just a few dollars more than the conventional coach price.

LONG ISLAND-PENN CENTRAL: Effective 3/1/71, all PC traffic to or from the LIRR will move via Selkirk Yard instead of the Greenville float bridges, which are now closed to this traffic.

TELEVISION APPEARANCE: Carmen Webster, owner-operator of Model Railroad Equipment Corp., New York City, will appear on the TV program, To Tell the Truth, on Monday, April 19, 1971. In Philadelphia, Channel 6, WFIL-TV, will carry it.

PENN CENTRAL: A Federal judge has set April 26 for the final liquidation of assets of the Boston and Providence Railroad, 33 years after the line went bankrupt and 83 years after its last train ran. The line is a part of the PC. PC is "purchasing" it, \$2 million in trust, 50 miles of track between Boston and Providence, and parts of two stations.

WALT STRINGER HAS SENT US THIS LATE NEWS:

PENN CENTRAL: The following PC diners are now stored at 30th Street: twin units (K-kitchen, D-diner) 4622D-4623K, 4620D-4621K, 4616D-4617K, 4611D-4610K, 4590D-4591K. Single unit 4520(PRRI), 4521, 4524. The following single unit diners have been seen in service on the Spirit and the Broadway: 4545, 4550, 4552.

PC ran a special fight train to the Frazier-Clay fight on Monday, March 8. It was extra train "PX" and departed 30th St. at 6:30 p.m., with GG1 #4926, 11 coaches, and two PC business cars. The coaches were all 1400 and 1500 series cars, and were reserved. PC had one car, Abbotts Dairies another, and the Henry Stewart party had three. There were also seven snack bar attendants on board with mobile carts selling booze.

READING COMPANY: RDG boxcar #19807 now has painted on at least one side - SHARE IN FREEDOM - BUY U. S. SAVINGS BONDS, in red white and blue, and has a large eagle on the car door. It was at the PC's South Philadelphia yard on 3/6/71.

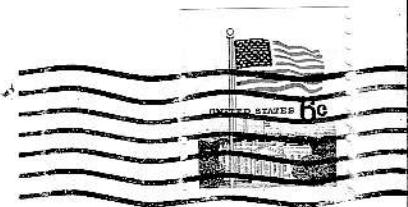
PENNSYLVANIA-READING SEASHORE LINES: 5 RDC's (numbers not known) have been renovated and two more are at Reading now. PRSL expects to have at least 9 of the 10 finished by summer.

Had an interview with the PRSL p.r. man recently; learned that since 1933, date of formation, 1942 was only profitable year from PRSL. Lost \$4.6 million in 1969. Line has 530 employees. The Millville and Glassboro trains were discontinued 11/15/70. GP38's were not bought due to lack of money. SW1500 buying plans are rumor only. Three new yard cabooses (Class N11) - box on platform type - bought in 1970 - built in PC's Despatch Shops. Ridership on passenger trains includes 250 steady commuters: 175 from Atlantic City, rest from other South Jersey points. They would like more GP38's as soon as possible.

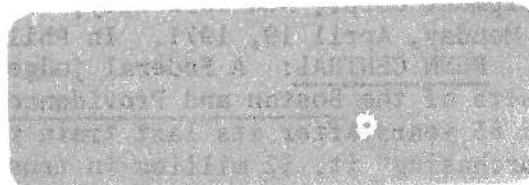
ODDS AND ENDS:

BEDFORD COUNTY RAILROAD: A new railroad in Bedford County, Pa., has been formed, and it is known as the Bedford County Railroad, having leased the PC's Mt. Dallas Branch between Bedford and Everett, effective January 1, 1971. It is composed of railfans and some Bedford area businessmen, who have purchased ex-BC&G #13, at Somerset, and have taken it to Bedford for use on the new railroad in freight service. Passenger service will also be operated during the summer, and the road hopes to lease a Penn Central diesel then for freight service. Most of the branch line's traffic consists of cars between the Penn Central and the Everett Railroad at Everett. Meanwhile, it is reported that the Everett Railroad's #11, and all passenger equipment are for sale. However, it is hoped the steamer will run again this year.

**Robert L. Eastwood, Jr.**  
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To:



**SEPTA & Hershey - How about YOU??**