

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

P. O. BOX 7302, PHILADELPHIA, PA. 19101



Cinders

JUNE, 1972

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IT'S SUMMER (ALMOST)!!! After a busy first half year, it will be good to break away from our many activities for a couple of months, and take it easy. The first 5 months of 1972 have been extremely successful for the Chapter, and plans are now in the works for an interesting Fall and winter season, too. Whether your vacation finds you at the seashore, the mountains, Amtraking, or what have you, we ask you to use caution in travelling for safety's sake.

OUR JUNE MEETING: Will feature four 16mm professionally produced industry films in color and sound. The first film is entitled "Argentine Yard", and is a fine flick telling the story of the Santa Fe's huge facility in Kansas. The second film, a Southern Pacific production, is called "The Grand Enterprise", which was produced as their Golden Spike Centennial film in 1969. Third, the Vapor Corporation has produced a film, "Tomorrow's Speed System Today", and this film features automated train operation. The fourth film must remain a mystery until you see it on the screen, however, it promises to be an enjoyable one, too. As usual, dinner is served in the dining room at 6 pm, and the meeting is upstairs in the Conference Room at 8 pm, all at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. The date is Friday, June 16, 1972. Come out and be present at this last meeting of the current season.

OUR THANKS: to a couple of individuals for some fine efforts on our behalf. First, Mr. Jack Thomas, District Sales Manager for Amtrak, who put on a fine program at our May meeting. Jack willingly answered many questions about Amtrak, and the evening was informative as well as entertaining for those present. Jack has also had mailed to each member a booklet entitled "WHAT IS AMTRAK??", and we are sure you will enjoy it. Also, with this issue of CINDERS, you will receive "CITY-BY-CITY DIRECTORY OF URBAN RAIL SYSTEMS", courtesy of Mr. James L. Moline, Supervisor of Public Relations for the Transportation Systems Division of General Electric. We know you'll want to save this folder for reference.

ADDRESSING SYSTEM NOW IN USE: Commencing with this mailing, we have finally been able to place our Pitney-Bowes addressing system in service. We have secured the metal plates with each member's name on them, and this will provide the Chapter with a much better means of keeping addresses current, plus saving much valuable time.

PHILADELPHIA CHAPTER NEWS (Continued)

SHAMOKIN TRIP IS PERFECT: The Shamokin excursion came off to a very fine execution. The weather cleared as we neared Shamokin on May 21, and everyone thoroughly enjoyed themselves. The trip was a financial success for your Chapter as well. Final figures will be presented to the membership at the June meeting. Our publications sales effort was excellent, too, and members Bill White and John Pawson deserve a big thanks for the job they did all day selling souvenirs. There was a profit to the Chapter of \$70.00 on souvenir sales alone. Crew members Paul Kutta, Frank Weer, El Simon deserve a pat on the back, too, for making the day go smoothly. We have approached the Reading regarding some future trip possibilities, and hope to have information available soon. Quite a number of people chased the trip, and judging by the location of the sun, got quite a few good shots in, particularly above Port Clinton. We turned away more than 150 people on this trip, and each member of the Chapter can be proud of the end result. We've made a lot of friends. There was extensive publicity in a number of newspapers after the trip, including photographic coverage.

ANNUAL DINNER TRIP: PLEASE NOTE THAT THE DATE OF THE ANNUAL DINNER TRIP THIS YEAR HAS BEEN CHANGED FROM Friday, July 21, to Friday, July 14. This change has been necessitated by construction at the Roundhouse Inn in Langhorne, where we will hold the event. A circular on the dinner trip will be mailed to you about June 15. As usual, Bill Wagner will handle all reservations for the evening. The cost of the meal will be \$6.00 to Chapter members, and your Chapter will pick up any additional expenses above that amount, excluding beverages.

CHANGE OF ADDRESS:

TATNALL, Frank G., Jr., P. O. Box 289, Plymouth Meeting, PA 19462 215-828-0706

NEW MEMBERS:

HOOKER, Helen M., 901 Glenroy Road, Philadelphia, PA 19128	215-482-6581
QUIGG, John, Box 381, Danboro, PA 18916	215-348-8410
ROSE, Robert, 8208 Marion Road, Elkins Park, PA 19117	215-635-1773

All of the above information is on the June 1, 1972 Membership Roster, which is enclosed with this issue of CINDERS, except for Robert Rose's address, which needs to be corrected on the new listing, from Philadelphia, PA 19151, to Elkins Park, PA 19117. We have placed telephone numbers on the membership roster where they were available. If yours is not listed and you wish it to be, please drop a card in the mail to your President, and the next printing will contain it. If your address is not correct on either the membership listing or the address plates, please advise us so that we may correct it.

EXTRA MAILINGS: We will be able, from time to time, to secure mailings from the various rail organizations which are of interest to you. You are already receiving material from Amtrak from time to time, and you shortly will receive a copy of the LENS MEN, which is a new publication containing only photographs. This new venture looks as if it has potential as it grows. Your own photos can be used, and we urge you to look it over. All of these items are a fringe benefit, so to speak, of your NRHS and Chapter membership. We urge you once again to introduce other rail enthusiasts to the NRHS and let them take advantage of these benefits, too. There are a multitude of rail enthusiasts in the Philadelphia area we do not know about, and who probably do not know that much about us. It's up to each one of us to acquaint people with the NRHS, so we can grow and become a stronger organization.

"ON THE SCENE"



with El Simon

.....AMTRAK operated a complete set of refurbished equipment on the Broadway Limited in early May, but attrition soon took its toll and now the train is mixed with "conventional" cars for the time being. But, additional cars are in the shops and they expect to field two complete sets of refurbished cars this summer. The observation car is "DANA", and it is equipped with a microwave oven for meal service out of Washington.....10 Metroliners have been repainted in the Amtrak livery (one MetroClub, one Snack Bar-Coach, and eight of the eleven ex-SEPTA Metros).....

.....Since "Trains" published an Amtrak roster of cars last fall, additional cars have been purchased and 4 others written off due to wreck damage. 4 SCL cars were retired after the wreck near St. Petersburg, FL last December; these were baggage-dormitory 5024, and coaches 5466, 5133, and 5600. There is a new Amtrak Car Spotter which lists all of the data on the fleet as of early March. Since then, they have added 15 more cars from BURLINGTON NORTHERN, specifically nine water-baggage cars, and six steam generator cars, and the total now stands at 1277 cars. More cars are under consideration to expand the fleet still more.....Summer schedule changes will be effective on June 11, and they mostly affect western trains. The Chief is back for the summer and the City of San Francisco will run daily. The Coast Starlight will continue to operate tri-weekly north of Oakland. In our area, the Meteor and Champion are combined, but the ghost of the old "Chickenbone" is reincarnated in the new Carolina Coast which also features a lounge, 10-6 sleeper, and cafeteria diner.

.....All of SOUTHERN PACIFIC's notorious automat cars have now been withdrawn. Perhaps the only substandard (in my opinion) service remaining is the snack bar coach service still operating on the 430-mile New York-Buffalo service. That's a long time to exist on sandwiches.....AMTRAK is getting their own diesel and electric locomotives and some diesels and GG1 #902 (ex-4902) have been seen in the new livery. A future Trains magazine will carry all of the details on the old and new numbers.

.....BALTIMORE AND OHIO units sold to Amtrak have turned up on the Floridian and have replaced MISSOURI PACIFIC units on the National Limited, west of St. Louis. No SEABOARD COAST LINE E7's have been purchased, but several were still operating as of early May.....The BUDD COMPANY will wrap up construction of LONG ISLAND's 152-car M-1 order this month. They will then wrap up over 40 years of carbuilding in Philadelphia.....ROHR was the apparent low bidder on the Washington Metro's 300-car initial order. Pullman-Standard was low bidder on New York's R-46 order, which will either be for 750 or 900 cars (reports vary). In any event, this order will mean the retirement of all pre-war equipment by mid-1975.....AMTRAK is using six Budd RDC's to protect the New Haven-Springfield service. They are PC cars which have been recently refurbished.....Work is continuing with great vigor on the New Haven Division of PENN CENTRAL as they are installing high-level platforms and other station improvements pending the arrival of the first M-2 Cosmopolitans this fall. The Hudson and Harlem Divisions will be taken over by MTA on June 1. This allows the use of 48 M-1's (8280-8327) which have been stored since their construction last winter. High level platforms are being installed at certain Hudson Division stations as well.....AUTO-TRAIN's fleet consists of 28 auto-carriers (ex-CN), and 44 passenger cars. These are 11 sleepers, five twin-unit diners, 7 ex-WP dome coaches, 13 full-length domes, and 3 steam generator cars. The diners (TO PAGE 4)

"ON THE SCENE", Continued

are ex-SCL, five sleepers are ex-UP, and the other 22 cars are ex-AT&SF.....
Mexico is reported to be purchasing cars again, and this time it's C&O coaches
 and sleepers.....Eight shops are refurbishing AMTRAK cars. They are: Beech
 Grove (PC), Como (BN), Topeka (AT&SF), Woodcrest (IC), Jacksonville Terminal,
 Hamburg Industries, Auto-Liner (Omaha), and Pullman-Standard. Budd and St. Louis Car
 were reported as being involved in the program by Railway Age, but apparently they
 have not worked on any cars. Most of the cars seen in our area are from Beech Grove.
Three special trains totalling over 50 cars were operated from New York to
 Washington Sunday, May 21. They hauled war protestors and were made up of cars
 normally inactive on weekends (WHERE ARE OUR NRHS FAN TRIPS????). The Texas Chief
 will use twelve E9A&B units which AMTRAK purchased from UP. F units thus replaced
 will be assigned to the Chief. AMTRAK has gotten F units from BN, AT&SF, and SP....
the TurboTrain has been withdrawn from the Washington-Parkersburg run and
 been replaced by Amtrak diner-coach 8411, and coach 7251. The Turbo will be dis-
 played at Transpo '72.....44 of 61 Metroliners are in scheduled service, formed
 up as 4 6-car and 5 4-car sets.....Have a good summer, and we'll see you in
 September with all the summer happenings. - EL SIMON

Odds & Ends....

.....The article on pages 5-8, dealing with the last Railway Post Office
 runs in this country, has been reprinted with permission from POSTAL LIFE, the Maga-
 zine for Postal Employees, published by the U. S. Postal Service. Edward R. Caplan
 is the Editor of POSTAL LIFE, and I am sure you will enjoy this article on a railroad
 operation written from the postal employee's viewpoint. --R.L.E., jr.

.....The Oregon Pacific and Eastern Railway has sent us their 1972 operating
 schedule. The OP&E is just below Eugene, Oregon on Interstate 5, and their 1972
 brochure is available by writing: Oregon Pacific and Eastern Railway, P. O. Box 565,
 101 South Tenth Street, Cottage Grove, OR 97424. In addition to steam operations,
 this group also has ex-SP Budd RDC-1 #SP-10, for use on charter trips.

.....The Old Dominion Chapter, NRHS, will publish the story of Clinchfield
 Railroad's "One-Spot" sometime in June. It's a book written by H. Reid, who we can
 all remember as writing the VIRGINIAN RAILWAY. Whether this book will deal exclusive-
 ly with Clinchfield's steamer #1, or will also touch on the road's history, we don't
 know, but further information should be forthcoming.

.....Old Dominion Chapter, NRHS has a small supply of MEMORIES OF STEAM
 IN RICHMOND, published for the 1966 NRHS Convention in that Virginia city. The
 original issues were spiral-bound, but these ARE NOT. There are over 60 illustrations
 in this 8-1/2x11 paper-cover book, and are available at \$1.00 per copy from:
 Miss Connie Tibbs, 1840 Shady Grove Road, Mechanicsville, VA 23111. Make your
 remittance payable to OLD DOMINION CHAPTER, NRHS.

.....The National Association of Timetable Collectors is a fine organization
 solely devoted to collectors of (what else?) timetables. Their 1972 Convention will
 be held in Waterbury, CT, August 11-13. Information on NATC can be obtained thru:
 Louis W. Goodwin, Lock Box 3, Northfield, CT 06778. Sam James and Paul Kutta are
 both members of this group, and have enjoyed its benefits.

.....Of special interest to local members will be the PENNSYLVANIA RESEARCH
 AND INFORMATION ASSOCIATION, devoted exclusively to the accumulation and preservation
 of Pennsylvania Railroad information. A very detailed brochure is available from:
 PR&IA, 515 Miranda Road, Pittsburgh, PA 15241.

(The following article is published in CINDERS, and reprinted with the kind permission of the United States Postal Service. It appeared in the March-April, 1972 issue of POSTAL LIFE, the Magazine for Postal Employees. Mr. Edward R. Caplan, Editor of POSTAL LIFE, was good enough to permit us to share the article.)

It was a gentle jolt, followed by the unmistakable feeling of movement that penetrates the soles of the feet and goes on up the legs. The men at the cases hardly noticed. They had felt it before. They let their bodies move slightly toward the direction of the movement and then sway back again. They were busy at their profession—their eyes, brains and hands combining to send 35 to 40 envelopes a minute into the pigeon holed cases before them.

The time was 40 seconds past 10 p.m. and train 194 had started on another of its runs from Washington, DC, to New York City.

Train 194—the last of the RPOs.

As the train picked up speed, the men continued their fast pace, knowing that Baltimore—and more

mail—was just 43 minutes away. And after Baltimore, Philadelphia.

The mail they worked had come from Washington, Rockville, MD, Arlington, VA, and Richmond. It was destined for Philly and four other Pennsylvania sectional centers, for Newark and most of New Jersey, Brooklyn, and upstate New York. The train made Penn Station in New York City before 3 a.m.—plenty of time for morning delivery in Manhattan and Brooklyn.

The men in the three RPO cars (a fourth would be added in Baltimore) knew that the faster they worked now, the more likely they could take it easy later. Unlike most clerks, they could finish their work during the tour because they simply ran out of mail to case. As Sam

continued

THE LAST RPO



(Reprinted with permission from POSTAL LIFE, March-April, 1972)
["The Magazine for Postal Employees"]



Lehrer, foreman on the Jersey car, said, "The old cheer was: 'Clean up and sit down'."

Train 194 and its southbound counterpart — Train 191 — are all that's left of the Railway Mail Service, which once totaled more than 1,500 routes, 30,000 employees and over 4,000 individual cars. Changes in the nation's traveling habits spelled doom for most of the nation's passenger trains and for the other RPOs.

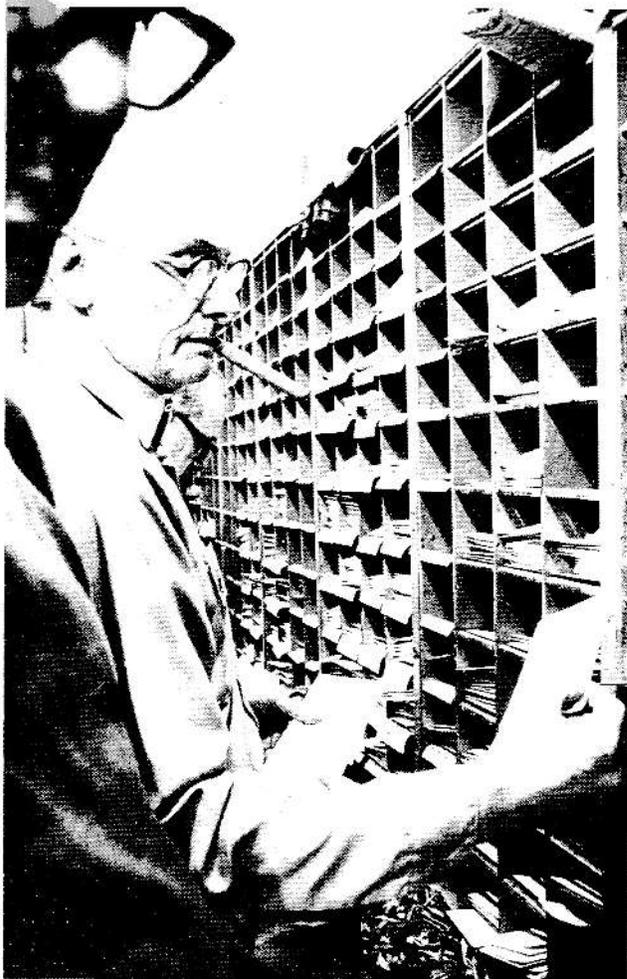
The New York & Washington has survived out of a combination of circumstances. The route offers

large concentration of population and therefore large volumes of mail. The highways between the two metropolises are crowded. Further, the train is not limited to the four RPO cars. There were four storage cars on the night Postal Life went along, and 19 flexi-vans were picked up at Baltimore.

How long will this last RPO continue? There is no answer, other than as long as it's economical and en route distribution is essential. The conditions that make them worthwhile now could be even more applicable in the future.

The men who work the train are mostly veteran Railway Mail Service employees with 20, 30 and 40 years' service. Jim Hughes, the level 9 general foreman of the train, has nearly 46 years with the Postal Service, 43 of them on RPOs. Hughes, whose home is Berlin, NJ, has been on the New York & Washington since 1942. He has been a foreman six years.

Some of the RPO clerks are bitter about what happened to the Railway Mail Service. Says John L. Stryker, a veteran of 21 years, "The Department has given us a dirty



Far left: General Foreman J. J. Hughes takes a turn at casing letters. Center: Distribution clerks (from rear to front) Joseph Matous, Frank Reardon, Albert McClellan, Henry Salwierz, and E. J. Brandon work at the pouch and paper racks. Left: Robert E. Parker puffs on his cigar. Opposite page: Hamilton Jenkins loads a loose-pack sack of letter mail. Far right: E. R. Rotteck (left), Foreman Sam Lehrer (center), and Frank Pierelli (right) try to determine an unusual address.

(Reprinted with permission from POSTAL LIFE, March-April, 1972)
["The Magazine for Postal Employees"]

deal by not letting us know."

Stryker and Tom Clarke, a 23 year veteran, got to reminiscing about old days. They both had worked out of Pittsburgh where the Pitt Dorm Association housed thousands of RPO men for just \$2 a night. It went out of business in 1967 after 55 years.

The \$2 a night fee was important because RPO employees get only \$9 a day for expenses. On that kind of money, you get to know the cheapest places to sleep and eat.

If Washington is their outer terminal, they stay at the railroad

dormitories above Union Station for \$2.25 a night. In New York City, where a mediocre hotel room can be \$18 a night, they stay at YMCAs.

Dave B. Hill, a 28 year RPO veteran, noted that most of the men on the runs are veterans from other lines, although he has been on the N.Y. & Wash. since 1945. Many used their seniority to get on the last route.

Hill, incidentally, wears support hose for his legs. The hours of standing can be hard on the legs. There are no restbars on RPOs.

Some of the employees still wear

.38 caliber revolvers—the foreman, the registry clerk and two doormen on each car. Nobody knows the last time a gun was necessary. The revolver requirement dates back to 1921 when mail train robberies became what the then Postmaster General called "a national epidemic."

It got so bad that the Marines were called out at one time to ride shotgun.

There are 15 to 17 men working in each of the 60 foot RPO cars. That doesn't provide a lot of room and arms are often overlapping at

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(Reprinted with permission from POSTAL LIFE, March-April, 1972)

["The Magazine for Postal Employees"]



continued

the cases, particularly at tie-out time.

The close quarters mean that everyone has to work together—and they do. Watching the Pennsylvania car tie-out as they approached Philadelphia would warm the heart of an efficiency expert. The men are experts in precision. They are also experts in human relations; black and white work together as if there never had been a race problem.

Foreman Lehrer is well aware of value of the spirit his men have.

“ You get some of those southern runs-- 15 hours at a stretch --that's rough. ”

“They don't need a foreman,” he says. “They all know what to do. All I have to do is fill out safety forms and things.”

He exaggerates, but his point is well taken. The veteran crewmen know when and how to do things, and they realize that because of time and space limitations they have to work together. The foremen work right along with them. During the night, all of them, including General Foreman Hughes, took a stand at casing mail.

William McKinley, a sub and a relative youngster with eight years' service, formerly worked the Washington and Charlotte (NC) RPO. “This (New York) run is easy,” he said. “You get some of those southern runs—15 hours at a stretch—that's rough.”

The traveling time on the NY & Wash. is under five hours. L. E. Grass, foreman of the Baltimore car, says that actually 194 does the distance faster than the crack Metro-liner. Grass notes that the train spends up to 30 minutes at each of the three stops.

The crews had started at Wash-

ington at 6:45 p.m. taking on mail, supervising the storage car loadings and starting to work on casing the mail. From 6:45 up to leaving time the mail kept coming in—a total of 699 pouches and sacks for the three cars. At 9:45 p.m. there were sacks flying in the doors of every car.

RPO clerks get paid for eight hours after they work just 6 hours and 25 minutes. The rest of the time is to be spent on preparing headers (although some clerks work blind or partially blind cases), studying schemes, etc.

In past years, the RPO clerks had to keep up a “black book” of postal regulations, and they had two or three examinations a year to prove that they kept their scheme knowledge current. A grade of 95 was required, although after a number of years of experience a clerk didn't have to “put up a case.” The RPO clerks gladly took the tests because theirs was always a coveted job and it still is a level 6.

The train offers quite a breakdown on the mail. The Pennsylvania car, for example, does 55 Philadelphia stations plus 32 directs. The New York car does 42 Manhattan stations, Brooklyn and some of Connecticut. The Baltimore car, which has a smaller complement, does New York City and Jersey mail and also acts as a safety valve for the other cars. At times the Jersey car will do New York mail and vice versa, depending on the volume.

On the trip out of New York, distribution is made on Washington, Delaware, Baltimore City, most of the state of Maryland, much of Virginia and Pennsylvania. Thus, a clerk needs to know schemes for several cities or states. He may work New York City and Brooklyn on the trip up and Pennsylvania and Virginia the next night on the way back.

The cars they work in are almost

museum pieces already; the last RPO was produced in 1963. None of the New York and Wash. cars have air-conditioning and they can be hot when sitting in the stations, the men say.

But the cars have a lived-in look. There are places to store lunches; and shoes and changes of clothing. And each car carries a block of ice—very illegally, in a mail sack—in which milk and soft drinks are kept cool for the break periods and “sit-down” time.

As the train crossed the Jersey marshlands nearing New York City, the mail had been cleaned up. Most of the crew had changed clothes, some of them looking quite dapper in their suits. It was almost 2:30 a.m. and another night's work had



When all the mail is cased, Marty Horen enjoys his lunch.

been done. Now there was time for a can of Pepsi, some story telling and a few laughs. Only Jim Hughes and the other foremen worked, filling out reports on the trip.

A quiet, nearly deserted Penn Station awaited the train. Most of New York City slept—not aware that they would get their mail in the morning because of these men and the last of the RPOs. ■

General Railroad & Transit News:

TRAILER-TRAIN: Ordered 19 89-foot, 4-inch standard level cars from Bethlehem Steel. TTX's huge fleet totalled 59,551 cars as of March 2, 1972.

CENTRAL OF GEORGIA: Received ICC authorization to construct and operate 7.2 miles of railroad to serve a new Georgia power plant. Cost: \$3.9 million.

ERIE LACKAWANNA: Will pick up 26 more 3600 h.p. freight diesels. EMD will supply 13 SD45-2's, and GE 13 U36C's. Delivery in October and November, 1972.

ELECTRO MOTIVE: Has supplied the following "Dash-2" units during January and February, 1972: UP- 50 SD40-2's; KCS- 10 SD-40-2's; L&N- 10 GP38-2's; MP - 45 GP38-2; and SOUTHERN - 25 GP38-2's.

SANTA FE-AMTRAK: 118 Santa Fe carmen are being utilized to repair 180 ex-AT&SF cars being refurbished for AMTRAK at AT&SF's Topeka, Kansas shops. The 118 men were recalled, and include carmen, sheetmetal workers, painters, upholsterers, electricians, carmen helpers, and coach cleaners.

PENN CENTRAL: Has inaugurated yet another non-stop TrailVan train. The train, TV-29, runs from Port Newark, NJ to Harrisburg, PA, leaving Port Newark at 7:45 pm, Monday through Friday. The train is split at Harrisburg for connections for runs to Chicago and St. Louis. A steady string of these westbound containers may be seen at Altoona in the early morning hours (about 8 am) as they all attack the Curve.

ILLINOIS CENTRAL GULF: Is still tied up in the Courts. Hearings began May 22 in St. Louis on an appeal by Kansas City Southern and Missouri Pacific to halt the merger.

PENN CENTRAL: Has completed a \$1.8 million renovation project at Bayview Yard in Baltimore. Capacity of the yard has been increased by more than 300 cars.

PENNSYLVANIA-READING SEASHORE LINES: PRSL has been permitted to abandon 4.02 miles of its line in Camden and Gloucester Counties from a point near Glendora, NJ to a point near Grenloch.

BOSTON AND MAINE: Has been permitted to abandon that portion of its line between Keene and Walpole, NH, subject to conditions and effective 35 days from April 20.

PENN CENTRAL: A fire at Cook's Industrial Lubricating Company in Linden, NJ, disrupted PC passenger service on April 20-21, 1972. Numerous trains were delayed or annulled due to the necessity to cut off overhead power. Train 215 was stuck in the North tunnel, and 6 Long Island M-1's, led by 9525 were dispatched into the North tube (3rd rail not dead, of course) at 5:19 p.m., to take the passengers off #215. They got them safely off and back into Penn Station at 6:03 p.m.

PENN CENTRAL: Has relocated its lower Manhattan ticket office. The Amtrak/PC office, formerly located in the lobby of 30 Church Street, has been relocated to the World Trade Center terminal mezzanine. Tickets will be available at that office for Penn Central and New York & Long Branch commuter services, as well as Amtrak (including Metroliner) trains. Ticket purchasers are advised to then use PATH trains to Newark station to make their connections.

CANTON RAILROAD: May be forced to discontinue operations due to a \$350,000 loss in 1971. President Raymond S. Clark says the road intends to ask the ICC for permission to abandon portions or all of its trackage. The 40-mile long road has been experiencing declining profits for the past 10 years.

WESTERN PACIFIC: Is back in the black again. The road, which lost \$822,000 in the First Quarter of 1971, earned \$1,056,000 through the first three months of 1972. President Alfred E. Perlman (REMEMBER??) says reduction of bad-order freight cars has improved net charges for car hire, thus resulting in financial improvement.

FULL CREW LAWS: Only one state has these laws left, and that is Arkansas. Wisconsin's law was repealed by the State Assembly in an 88-5 vote.

GENERAL RAILROAD AND TRANSIT NEWS (Continued)

CZECHOSLOVAKIA: Estimates it will need 1,000 diesel locomotives and 190 electric units in its 1972-1977 five-year plan. This should practically eliminate all steam power from the East European country.

CANADIAN NATIONAL: CN's TurboTrains will see service again early in 1973. CN on March 29 announced that the trains will be modified so that there will be three 9-car train sets instead of the present five 7-car sets. Horsepower will be increased in the remaining power-dome cars. It will be good to see these beauties letting it out again between Montreal and Toronto.

PENNSYLVANIA-READING SEASHORE LINES: Has a K-9 corps which has reduced vandalism, thefts and attempted assaults on railroad employees in yards by as much as 80% in 1972.

BOSTON AND MAINE: Amoskeag Corporation has thrown a monkey-wrench into the B&M's reorganization plans by filing its own plan. Amoskeag has offered \$2 million cash advance for all of the carrier's voting stock. Amoskeag controls Maine Central and Bangor and Aroostook. Amoskeag's controllers include Frederic C. Dumaine, Jr., who brought the Alco PA's to the D&H when he controlled it. Could the Hoosac Tunnel possibly feel passengers through it again?? Mr. Dumaine has been known for his ideas before.

ROCK ISLAND: Has received a \$1,163,000 grant from the Illinois Department of Transportation to assure continued passenger service from Chicago to Peoria and the Quad Cities. The grant represents 2/3 of the estimated loss on the service. The Rock must keep the trains going until 1975.

ROCK ISLAND: took a dining car and club lounge off the Golden State Limited and refurbished them and placed them on Track 1 in Chicago's LaSalle Street Station and opened them up as a station restaurant, named "TRACK ONE". It opened May 30.

SOUTHERN: Is advertising heavily again in on-line newspapers to drum up patronage for the SOUTHERN CRESCENT. The ads have been appearing in the Washington Post and have been as large as 1/3 page, and have been illustrated.

More Odds & Ends....

.....Rail Fan's Day will be held at Edaville Railroad on Saturday, June 24. See page 6 of the May, 1972 issue of CINDERS for details, or pick up a flyer at the Chapter meeting on June 16.

.....We call your attention to Chapter member Harry P. Albrecht's newest publishing effort, BROAD STREET STATION, 1881-1952. As usual, Harry has come up with some outstanding photographs and has produced another goodie, to be sure. The price of the booklet is \$3.95, and it may be obtained from Harry P. Albrecht, 40 Wilton Avenue, Clifton Heights, PA 19018. Harry will send a brochure on this booklet and all his others for a self-addressed, stamped #10 business envelope.

.....Your Chapter has received the decals which were to be sold on the May 21 trip to Shamokin, and they will be available at the June meeting, together with some railroad coasters. The decals are available with four different locos on them: RDG 2102, NKP 759, D&H 16-18, and Strasburg #4. They are \$1.00 each, and are suitable for lamps, wastebaskets, and other applications.

.....Extra copies of the photo cards of Reading FP7A #901, which was the souvenir handout on the Shamokin trip, will be available at the June meeting, and these cards, suitable for framing, are 20¢ each.