

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

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



Cinders

DECEMBER, 1975

Christmas Greetings

AND BEST WISHES FOR THE NEW YEAR

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. Finkbner, 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

A Holiday Message

As we near the end of another year, and enter the 40th year of our Chapter, let us reflect upon the immediate past and bring hope for the future, as well as that of the industry we follow.

The tightness of our American economy has been deeply felt by the rail industry, now going through some of its most trying days. Coupled with the ills of the industry, which spread from Portland, Maine to Tucumcari, New Mexico, must also be the hope that the health of the industry can improve through ConRail. Diligent effort on the part of all concerned - labor and management alike - will be necessary in order that a viable, efficient rail transportation system may serve our Nation in the years to come.

Our 40th year, then, will be historic - for us, for the rail lines. Together, we as rail enthusiasts will have the opportunity to share in the history that is being made before our own eyes. We also will find ourselves doing our part to preserve this period for those rail enthusiasts who will follow in our footsteps.

Our coming Anniversary, our Convention, and the American Revolution Bicentennial all point to an exciting 1976 for us. Marie and I extend our Most Sincere Wishes for Health, Peace and Prosperity in 1976, as well as for a Festive and Joyous Holiday Season to you and your families.

Larry Eastwood
R. L. EASTWOOD, JR.,
President

Our Meeting:

OUR DECEMBER MEETING will feature four motion picture films sure to please any rail enthusiast. Program Chairman Tatnall has gathered from the World and at home these fine color and sound

productions, to help us close out the 1975 year in a festive way:

Railway with a Heart of Gold - story of the Talylyn narrow gauge railroad in Wales.

Protecting Railroads Against Nature - Swiss film on winter rail operations in the Alps.

Spotlight on Swiss Railroads - 25 years of progress on Europe's most spectacular rail system.

225,000 Mile Proving Ground - an AAR film supplied by the NRHS Film Library, sure to contain some fine scenes.

Come out and bring a friend to the December meeting, Friday evening, December 12, 1975. Dinner (buffet style) as usual at 6:00 p.m., and our meeting at 7:30 p.m., in the Conference Room of the Engineers' Club, 1317 Spruce Street, downtown Philadelphia.

DINNER RESERVATIONS: Reservations for the buffet dinner, which are mandatory, must be made by Monday, December 8, 1975, either by mail to F. G. Tatnall, Jr., P. O. Box 289, Plymouth Meeting, PA 19462, or by phone to 215-828-0706. CALL RIGHT NOW!!! Dinner will be the usual \$6.00 price.

DUES BILLS IN MAIL: A \$1.00 increase in the dues for 1976 was approved by the members present at the November membership meeting. 1976 dues bills have been mailed and you should have received yours by now. Please renew your membership promptly. If you joined after September 1, 1975, and you received a 1976 bill, please contact Treasurer Finkbiner and let him know.

CHANGE OF ADDRESS:

FINKBINER, Earle P., 1401 Riverton Road, Cinnaminson, NJ 08077 1-609-829-5204.

NEW MEMBER:

KOBUS, Lee, 4446 N. 15th Street, Philadelphia, PA 19140 215-455-0478.

AUCTION RESULTS: The Chapter auction saw a total of \$458.75 worth of railroadiana change hands. Dick Short contributed \$4.00 worth of material to the Chapter, and Frank Weer contributed \$11.25 worth of material. Together with the 10% commission, the Chapter received a total of \$59.25 from the auction. Your support is sincerely appreciated. Special thanks to auctioneers Tom Flanagan and Rodger Fredrick for their entertaining services. Sorry we weren't able to get through all the material offered for sale, but save it for next November, and we'll try again!!!

BUDD PLANT-BLACK RIVER & WESTERN OUTING HOSTS 55 PEOPLE: 55 NRHS members and friends took part in our field trip to the Budd Plant and the Black River & Western Railroad on Saturday, November 8, under perfect skies. The Budd people gave us an excellent tour, highlighted by the fact that the new Amfleet equipment was under construction with a work crew on duty on that Saturday. Hugh Jenkins' doodlebug was in fine running order, and we had a fine trip the length of the BR&W.

BALTIMORE OUTING HOSTS 42: Amtrak and the Baltimore Streetcar Museum, plus the Baltimore & Annapolis Railroad all played host to 42 Chapter members and friends on November 15 for a field trip to the Baltimore Streetcar Museum and the B&O Railroad Museum. Another perfect weather day presented itself, and the Montrealer in both directions was excellent, although the poor dining car crew did have difficulties on the return trip in the evening due to a fire in the kitchen. Due to the success of the above two outings, we will be

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"ON THE SCENE"



with **El Simon**

.....AMTRAK issued new menus for most "regular" trains which carry diners. Separate breakfast, lunch and dinner menus are provided - each with a distinctive color cover. Special menus are still featured on trains like the Broadway Limited and the Florida trains.....AMTRAK has been improving the first class services on the Broadway Limited. Since October 29, the sleeper-lounge runs through to New York and fresh hors d'oeuvres are set out before dinner. The sleeper-lounges assigned are the recently-refurbished "Metcalf", "Wawasee", and "Woodland Stream".....A suggestion for an evening's "circle trip": Take the Montrealer from 30th Street to New York and return ten minutes later on the Merchants Limited. You could have dinner northbound and sample the new Amfleet on your return. Should the northbound train run late, you could drop off at Newark.....Speaking of the Amfleet, deliveries had reached 89 cars by the end of November. Highest cars delivered are coach 21068, Amcafe 20010, and Amclub 20118. 27 cars were delivered in November along - quite a performance!!..... And, it looks like there will finally be new power to pull the new cars as the new E60CP electrics and P30CH diesels have been approved for 95 MPH service. A relatively small part was engineered for the trucks on these units which reduced the truck shimmy. Now, the 965 passed a test trip to New Haven on the 24th-25th of November, and 950 made the first revenue runs on November 26 and 28, pulling trains 204-213-220-229 between Philadelphia and New York. So, the most significant turn-around in my memory has apparently salvaged a multi-million dollar program and paved the way for introduction of still more Amfleet cars in service.....Ten more E60's (five with boilers and five with HEP for Amfleet cars) are en route and should enter service in December. The other fourteen units (5 HEP, nine boilers) should soon follow from Erie.....As for GGI's, my guess is that AMTRAK will return the ten leased units (4930-39) and will not use any lower-numbered PC units, as often happens today. But, I expect that the thirty owned units (900-929) should stay on the active roster for some time to come.....Getting back to the Amfleet, Wednesday, November 26 saw the use of six sets of cars, totalling 52 cars on Trains 168, 170, 178, 169, 173, 177, 179, and 183. These cars helped considerably, although some trains still were swamped with holiday standees. AMTRAK still seemed to run short of cars - a holiday tradition of long standing.....Sleeper-lounge 3250 - "Metcalf" is fresh from a heavy overhaul at Woodcrest shops which altered its appearance greatly. Gone is the stainless-steel beneath the windows, replaced by flat, welded steel panels. This has been done to several cars deemed worthy of keeping. Other such cars, built with a steel frame under stainless steel sides, are being retired if corrosion damage is detected. A number of ex-NYC Empire Service coaches are in this category.....You can always tell when and where a shiny-looking AMTRAK car was overhauled by looking at the air reservoir or the trucks. The shop's initials and the date the car is released appears there and that's how I keep track of Amtrak's refurbished cars. The shops performing AMTRAK overhauls and their initials are Beech Grove (BG), Topeka (TP), Woodcrest (WC), Auto-Liner (AL), Como (CO), Rail Systems (RSI), Mechron (ME), and Emerson Shops-Rocky Mount (EMR). Cars like the Amfleet are stencilled "NEW BUDD" and the date.....There are to be at least six varieties of cars in the Amfleet. To date, there are to be 18 Amcafes, 18 "Interim diners", 109 Amcoaches, 15 Amclubs, 58 long-distance coaches, and 16 long-distance Amcafes. These account for only 234 of the 492 cars, so more variety may yet emerge as the rest of the order becomes known.....AMTRAK operated seven extra sections in the Corridor on the Wednesday prior to Thanksgiving and scheduled 13 extras for the Sunday after Thanksgiving - all to

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"ON THE SCENE", Continued from Page 3

handle the extra crowds.....A brief lull in PENN CENTRAL's replacement of red MU cars occurred in November while READING received eight new cars. 28 more cars remain on the PC order, and 105 old MU's remain. 70 old cars are still assigned to Philadelphia trains as of November 3. 37 are on the Paoli line, 13 on the Trenton-New York line, 19 run to Media, and 36 to Chester-Wilmington. As the 28 cars on order will replace about 42 old cars, it seems likely a few trains of old cars may remain. But, more intensive use of existing cars could do the trick.....Almost sixty ex-NEW HAVEN coaches are now assigned to Boston and they now equip most of the PENN CENTRAL's "Purple Line" commuter trains. But, a recent check still found eight P70's and nine "American Flyer" coaches still soldiering on. It will be interesting to see if displaced "clocker" coaches are moved up to Boston to replace these cars.....In TRANSIT ITEMS, we note the following: TRANSPORT OF NEW JERSEY has only eight Active PCC's in the old grey scheme. 18 cars have now received the new colors and red, white and blue. The remaining four cars (numbered 8, 18, 29, and 30) are stored and, of course, are still gray.....In the wake of the Woodland Depot fire, over forty air cars have been transferred to Woodland from Luzerne Depot. At least 17 were sent down when the 2700-series cars were moved from Germantown Depot in early November, and 26 others were transferred after Route 56 became a bus on November 16. Luzerne has received at least 24 of the cars Germantown was able to start up, but 17 are known to still be at Germantown and 12 other 2700's could be at either location - it's hard to keep track.....The RED ARROW DIVISION was repainted at least one Brilliner (5), six St. Louis cars, and five "80" cars in the "Gulf Oil" livery.....For the future, I understand thirty (30) cars are to be acquired from TORONTO, and these should permit the restoration of streetcar service on either Route 23 or 56 - lines which are presently being served by buses.....The cars which TORONTO will sell are probably going to be a mixed bag of cars - some may be ex-KANSAS CITY cars like our 2251's and others may be ex-BIRMINGHAM cars, which would be Philadelphia's first PULLMAN-built PCC's.TAMPICO, MEXICO has ceased streetcar operations and its cars have been transferred to Mexico City.

Army-Navy

by El Simon and Frank Tatnall

A total of six special trains operated to the Army-Navy Game at Philadelphia on Saturday, November 29, 1975. Two were Silverliner specials from Trenton (4 cars) and Paoli (9 cars) and the four remaining trains from New York and Washington, with consists as follows:

Train W-2: GG1 924, Amtrak Power Car 1295, Amcoach 21023, Amcafe 20006, Amcoach 21020, Amcafe 20009, Amcoach 21047, Amcafe 20000, Amcoaches 21017, 21045, Amcafe 20005, and Amcoach 21036.

Train W-3: GG1 927, "Lionelives" 416, PC Coaches 1579, 1588, 1569, 1545, 1570, 1572, 1530, 1502, Amtrak Bar 8399, PC Coaches 1508, 1515, 1509, 1534, and 1500.

Train N-1: GG1 926, PC Snack-Coach 3241, PC Coaches 1529, 1513, 1504, 1578, 1523, 1537, 1514, PC Snack Coach 3243, PC Coaches 1501, 1535, 1574, 1541, 1594, and Private Car #60 - "Hampton Roads"

Train N-2: GG1 906, MTA coach 2128, 2110, PC Bar car 4423, MTA coaches 2122, 2108, 2109, Amtrak Coach-Lounge 3902.

"N" Trains, of course, are from New York, and "W" trains from Washington. In some cases different GG1's were used on in and out trips.

Odds & Ends....

BY FRANK G. TATNALL, JR.

.....Wednesday, November 26 was a red-letter day for AMTRAK and GENERAL ELECTRIC. On that morning, almost a year after its arrival in Philadelphia, trouble-plagued E60CP #950 embarked on its first revenue run as it pulled out of 30th Street Station precisely at 9:00 a.m., with Clocker #204 for New York. All went well and the big C-C electric arrived back at 30th Street at 3:50 p.m., with the three Corridor coaches of Train 213. Because 950 is equipped with a steam boiler, it can handle standard cars...on Friday, the 28th, in fact, a red P70 coach was coupled directly behind the hulking E60 on its eastbound run!! Acceptance of 950 and sister 965 represented a sharp about-face on the part of Amtrak, which less than a month before had announced its rejection of all 26 E60's because of their well-known truck problems. Installation of special Teflon wear plates to the truck bolsters, however, has apparently reduced the severe lateral motion to the point where the units are considered safe at speeds up to 85 miles per hour. This finding was established after several tests in mid-November on PENN CENTRAL's main line in New Jersey, and the 965 made a successful daylight test run from Philadelphia to New Haven and return on November 24 and 25, hauling a GE test car and five Amcoaches. The other 24 E60's are still to be delivered, tested and accepted, so it may be some time before they become a common sight along the Corridor.....Reports also indicate that AMTRAK is accepting the 25 GE P30CH diesel-electric units, some of which have been moved to Washington, DC, and some to Chicago. To date, however, none has gone into revenue service.....Meanwhile, GENERAL MOTORS' GM6C, the 6,000 hp straight electric freight locomotive which tested last summer on the PC, is laid up at Halethorpe, MD, with a burned-out main transformer. The damaged component has been sent back to the manufacturer in Sweden for repairs, which will not be completed before early next year.BOEING-VERTOL is running into major design problems with its Light Rail Vehicles. Projected losses are so great, according to insiders, that Boeing will drop its LRV program completely after delivering the current orders of 175 cars for Boston and 100 for San Francisco.....LATE NEWS BREAK!!!! Ten E60CP's were delivered to PENN CENTRAL's Wilmington Shops on Saturday, November 29: 952-955, 957, 958, and 966-969. First six have boilers, last four have HEP.....President Maxwell and his staff will take a last look at the entire ERIE LACKAWANNA system on an inspection trip December 1-3, 1975, powered by two E8's, 2 business cars, and "Pride of Youngstown".NEW HOPE & IVYLAND has been assured by Penn DOT that it will receive almost \$260,000 in state Bicentennial funds for upgrading passenger service between its two namesake towns.....USRA has authorized the spending of \$136 million for improvement of PENN CENTRAL properties designated to ConRail. Included is the installation of 360 miles of welded rail, surfacing of 5,052 miles of main track and 457 miles of yard track, and placement of 2.1 million cross-ties. All of this is in addition to an earlier \$57 million program approved by USRA for repair of 190 PC locomotives and almost 9,000 freight cars and cabooses.....PENN CENTRAL has sold two MP54 MU cars to the WASHINGTON TERMINAL COMPANY for possible use in shuttling employees between Ivy City and Union Station. One of the cars has even been painted blue. WT 300 is ex-PC 618, and WT 301 is ex-659.....READING Budd RDC 9160 journeyed to Jim Thorpe, PA, on November 26 for use by Congressman Daniel Flood and other officials. The party rode LEHIGH VALLEY's former JERSEY CENTRAL Branch to Nesquehoning and Hometown, a line which will be abandoned under the ConRail plan unless a state subsidy is forthcoming.....All of READING's remaining Alco power is stored - ten C424's (5201-5210), two C430's (5211-5212), and 12 C630's (5300-5311) - and all are up for sale. Neither CHESSIE nor CONRAIL has expressed any interest in acquiring the units, although representatives of the Alco-heavy DELAWARE AND HUDSON have been down to look at them.

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.....READING's second quartet of married-pair Silverliner IV MU's were delivered by GE on November 25. Their numbers are 105 to 108 and will apparently be the last new cars received by the RDG for several more months.....PENN CENTRAL's two ex-NEW HAVEN E40 electrics were (as of late November) in regular freight service out of Morrisville, PA, generally to South Amboy and Waverly, NJ. Units 4973 and 4977 have become fixtures on PC's single-track, electrified Jamesburg and Amboy branches, generally leaving Brown yard near South Amboy about 9:00 a.m., daily except Sunday with Train A-1..... Governor Shapp has nominated Deputy Secretary George S. Pulakos to succeed Jacob Kassab as State Secretary of Transportation. A former public works director of Erie County, Pulakos is an expert in highway construction and maintenance.....SEASHORE TROLLEY MUSEUM has notified SEPTA that it will not release its -x-Philadelphia Nearside car 6618 for use in next year's proposed Bicentennial Loop service. The museum cited 6618's extreme age and the risks involved in exposing a one-of-a-kind car to the rigors of daily operation on the streets of Philadelphia. Plans to use four other historic trolleys, however, are still being pushed.....PENN CENTRAL has painted one of its business cars in red, white and blue Bicentennial colors, numbering it 76. The car is based at Southern Region headquarters in Indianapolis.....Rumors persist that ex-CANADIAN PACIFIC Hudson 2839, being restored at Northampton, PA, for excursion use, will be tried out soon on a LEHIGH VALLEY freight train.....Telephone service on the Metroliners received a one-month extension to November 30, pending further negotiations between Amtrak and the Government.....After 136 years, REA EXPRESS has gone out of business. The national small shipments carrier, successor to the railroad-owned RAILWAY EXPRESS AGENCY, was ordered liquidated by the Federal bankruptcy judge after efforts by the Brotherhood of Railway and Airline Clerks to reorganize the company failed. REA was the direct descendant of the original express service which started handling shipments between Boston and New York in 1839.....Four unions representing 70,000 railroad maintenance workers agreed in mid-November to postpone their threatened Nationwide strike to December 4, to allow time for a Presidential emergency board to explain its recommendations for settling the long dispute.....Don't miss the two-part documentary, "Eleanor and Franklin", scheduled for broadcast on January 2 and 3, 1976, on ABC-TV (Channel 6 in Philadelphia). Considerable footage was shot at the Keysville, VA depot using SOUTHERN 2-8-2 #4501 and a string of heavyweight cars, depicting scenes from the career of President Franklin D. Roosevelt.....After several months of construction, the automobile-free Chestnut Street Transitway in downtown Philadelphia was opened on November 24. The \$7.4 million project, stretching from 8th to 18th Street, succeeded in unearthing several segments of long-forgotten rail which had been buried beneath the asphalt since the end of trolley service on Chestnut Street in 1956.....The AMERICAN FREEDOM TRAIN, currently barnstorming in California, is due to arrive in the Philadelphia area in late June of 1976. Difficulties are being encountered, however, in finding a suitable display location along the READING main line near Valley Forge, which is, of course, the preferred location.....The DELAWARE RIVER PORT AUTHORITY announced on November 19 that its plans for a mid-city loop subway in Philadelphia would have to be deferred because of funding problems. The plan envisions construction of a \$125 million PATCO line from 8th Street west under Arch Street to 19th, thence south to Locust Street and east to the present station at 16th. New stations would be located at 11th and Arch and at 19th and Market. In August, DPRA asked the governors of Pennsylvania and New Jersey to approve a \$306 million program to extend PATCO to Mount Laurel (13 miles) and Glassboro, NJ (17 miles). The Federal Government would be tapped for 80 percent of the cost.....Former Mayor James H. J. Tate has resigned from SEPTA's Board of Directors, warning that SEPTA "cannot adequately serve the public" as long as it operates at a deficit. The transit agency's budget for 1976 reportedly contains a deficit of \$139 million which will have to be met by city, county, state and Federal subsidies.....

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.....A New Jersey Supreme Court judge ruled on November 28 that higher fares on the State's commuter rail and bus lines could take effect on December 1. The new fares, which represent increases of up to 50 percent, were mandated by the New Jersey Commuter Operating Agency in an effort to close a \$20 million gap in State subsidies which the Legislature has failed to appropriate. Further savings will be effected through service cutbacks to be phased in by the end of the year, although it is still uncertain whether or not funds will be made available for continuance of passenger service on PENNSYLVANIA-READING SEASHORE LINES.....Feverish planning continues at ConRail as the days tick away toward February 27, 1976--otherwise known as "conveyance date" or "Day 1"--when the new railroad officially takes over major parts of the PENN CENTRAL and other Northeast bankrupts. CHESSIE SYSTEM, SOUTHERN and a number of other solvent carriers have until December 9 to formally agree to purchase various segments of the ERIE LACKAWANNA, READING, and PENN CENTRAL as set forth in USRA's Final System Plan. On December 10, the bankrupt roads will begin posting discontinuance of service notices on more than 5,000 miles of "light density" branch lines which USRA has determined should be abandoned unless operating subsidies are forthcoming from shippers, states, or local governments. Service will stop on these lines effective February 7, 1976 if such subsidies have not been agreed to by that time. A number of the affected lines in this area, however, are expected to receive such subsidies and thus be saved from extinction--including the RDG's Newtown Branch and part of the Perkiomen Branch.....DELAWARE & HUDSON has applied for a \$37.6 million loan from USRA to be used for the purchase of locomotives and for line acquisitions, such as the PC's Wilkes-Barre Branch which was offered to D&H under the Final System Plan.....Reports persist that the 152-mile stretch of LEHIGH VALLEY main line between Van Etten Junction, NY and Niagara Junction, NY, near Buffalo, now slated for abandonment under the ConRail plan, will be rescued by New York State and operated by either the D&H or NORFOLK & WESTERN. LV is currently engaged in large-scale rail and tie renewal on this line.....The ConRail takeover is posing a threat to rail commuter service here in the Philadelphia area because continued commuter service here is not contemplated in the Final System Plan, nor is acquisition of such purely passenger facilities as Reading Terminal and Suburban Station. SEPTA will thus be obliged to purchase and eventually operate the commuter lines itself, rather than paying a partial subsidy to PC and RDG as at present. Nevertheless, ConRail sources indicate that an interim agreement may be negotiated with SEPTA to keep the commuter trains running after February 27, since it would be politically unwise to suddenly halt service on all 13 PC and RDG routes. As a sidelight to this, the READING COMPANY's trustees have revealed that they will ask SEPTA to pay more than \$25 million for the Reading Terminal property at 12th and Market Streets. SEPTA has offered \$2.7 million.....The first order of freight cars constructed for ConRail is now rolling out of READING's Reading, PA Shops. The 1100, open-type hopper cars will carry "CR" reporting marks.CANADA SOUTHERN, the company which owns PENN CENTRAL's main line through southern Ontario, may not be conveyed to ConRail because of legal difficulties. The leased line may instead set up its own local operations as the Canada Connecting Railway, granting overhead trackage rights to PC and other lines.....Steam, sparks and snow will again be the formula when EAST BROAD TOP RAILROAD holds its annual Winter Weekend Spectacular on February 14 and 15, 1976. Double-headed passenger and freight trains - plus trolleys of the SHADE GAP ELECTRIC RAILWAY - will be in operation. Information from Sherman Shook, 160 Andover Street, Wilkes-Barre, PA 18702.

From our Mailbox:

Vice-President Tatnall received a note recently, part of which is quoted:

"Thanks for the copy of Cinders just received. There is more news in this publication than in most publications that cross my desk. I look forward to it each month.

....."

Ara Mesrobian
7410 Connecticut Avenue
Chevy Chase, MD 20015

Ara, of course, is well known throughout the NRHS for his outstanding photo work, and we appreciate his taking time to pass these comments along. Thanks, Ara.

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planning future field trips in the coming months. Please submit suggestions to Paul Kutta, Special Projects, 1359 Green Hill Ave., West Chester, PA 19380. Also, special mention should be made and thanks to Sam James for his assistance in handling reservations for the Baltimore outing.

WOODLAND CAR ROSTER IN JANUARY: The revised roster of cars destroyed in the October 23 Woodland Depot fire was submitted to us, however, it still contains a discrepancy or two, and we want to verify these discrepancies before we print the final version. We should have this list in January CINDERS.

DEADLINE FOR JANUARY CINDERS: All material for publication in January, 1976 CINDERS should be in the hands of Larry Eastwood on or before January 2, 1975. CINDERS will be mailed on or about January 7, and our meeting date will be January 16.

40TH ANNIVERSARY: We still need some volunteers to write summaries of numerous years of the Chapter's history. How about some of you old-timers volunteering to write summaries of Chapter activities for the years 1940-1962 - pick out two - three- four years, no more, and chip in and do your part to get the 40th Anniversary booklet ready. Remember, deadline for material is December 31.

READING EXCURSION: A request has been filed with the Reading Company for an excursion on either Sunday February 15 or Sunday, February 22, 1976, as a "Farewell to the Reading" excursion. We hope to have an answer to our request as quickly as possible, so we can begin publicity work. Hopefully, information may be available by the December meeting.

40TH ANNIVERSARY BANQUET ON SATURDAY, MARCH 13: Our 40th Anniversary banquet will be held on Saturday, March 13, 1975. Location will be announced at the December meeting, if plans are finalized. Please mark the date on your calendar.

"IN TRANSIT" EDITOR STILL NEEDED: We still need an "In Transit" editor to compile a monthly column of transit news for our members. The column need not be lengthy and a rough draft is sufficient. We'll transform it into print. See your Chapter President at the December meeting.

SLIDE CONTEST IN FEBRUARY: Our annual slide contest will be held in February. Members with rules change suggestions should submit same to Frank Tatnall before January 15.