

Roster of Woodland Depot Fire Victims

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NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

P. O. BOX 7302 PHILADELPHIA, PA. 19101



Cinders

NOVEMBER, 1975

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Our Meeting:

OUR ANNUAL AUCTION!!!! Dig through your attic and your collection and assemble those goodies you no longer need in your collection, and bring them to the Philadelphia Chapter Annual Auction, to be held

on Friday evening, November 21, 1975. As usual, dinner (BY ADVANCE RESERVATION) is at 6:00 p.m., and our Auction will start at 7:30 p.m. Our usual Business Meeting will be dispensed with, except for very pertinent items, and the Auction registration begins at 7:00 p.m. A copy of the auction form and rules are enclosed, and they are exactly as they were last year. BRING A FRIEND, AND WE'LL SEE YOU WITH A SUITCASE LOAD OF GOODIES ON NOVEMBER 21!!!

ADVANCE RESERVATIONS FOR DINNER ARE NECESSARY: Please remember our standing policy that advance reservations must be made if you intend to partake of the buffet dinner. Please phone reservations to Frank Tatnall, at 828-0706, before Monday, November 17. A note to Box 289, Plymouth Meeting, PA, 19462, mailed before Saturday, November 15, will suffice. DEADLINE FOR RESERVATIONS: Monday, November 17.

BALTIMORE MUSEUM TRIP FILLED TO CAPACITY: The November 15 outing to the Baltimore Museums is filled to capacity, according to Sam James, who is handling the outing. While this is written before the excursion, of course, it is hoped that the day will prove to be a pleasant outing for those taking part.

BUDD - BLACK RIVER & WESTERN OUTING TO DRAW FROM WIDE AREA: Those who went to the Budd Plant tour on November 8, will have the company of directors from as far away as Florida, who are here for the NRHS Annual Meeting on November 9. Full report on the outing at the November meeting and in the next issue of CINDERS.

TRACTION-MINDED????: "In Transit" column editor E. A. Seibel has asked to be relieved of his duties as soon as possible. Anyone who is seriously interested in providing a column of transit news for CINDERS monthly, please contact your Chapter President.

Woodland Depot Fire Guts 65 Cars

One of the worst fires in the history of electric traction struck SEPTA's Woodland Depot on Thursday, October 23. The spectacular early-morning blaze destroyed 59 PCC cars and six pieces of work equipment, including utility car U-34 (former Hog Island type 5001), which was to be restored for "Independence Loop" Bicentennial service next year.

SEPTA's estimates of the damage ran as high as \$33 million. The fire was confined to Bays 1 and 2 of the block-long depot, having started in a car in the shop area and quickly spreading to the wooden roof of the century-old structure.

Service on the four subway-surface routes (11, 13, 34 and 36) which operate out of Woodland was badly snarled, but a number of "old green" General Motors buses were brought out of dead storage and pressed into service. SEPTA later announced plans to keep the buses operating on Route 11-Woodland Avenue until late November, when cars shifted from Luzerne Depot would revive the rail operation.

The impact of the disaster on SEPTA was, of course, severe. Although the City Division had owned 380 PCC cars prior to the fire, only about 250 of these were operable --not enough to adequately equip all 12 trolley routes. An application was filed recently with the Urban Mass Transportation Administration for funding to acquire 75 Light Rail Vehicles for the subway-surface lines, but the earliest these cars could be delivered is in 1978 or 1979. Undoubtedly, additional LRV's will now become a pressing need if SEPTA intends to continue its trolley operations at somewhere near 1975 levels.

By the end of the month contractors had begun clearing debris left in the wake of the fire, including the ancient brick wall along 50th Street which had to be knocked down for safety reasons. A visit to the dismal scene, however, revealed that the gutted hulks of the cars--including 23 which had been refurbished and painted in the "Gulf Oil" scheme--remained on display as stark evidence of the tragedy. A huge crane was soon moved in and the task of loading the tons of twisted, blackened metal into salvage trucks began.

Reports quickly surfaced that SEPTA was shopping around for used PCC's which could be borrowed or leased from other properties. One source declared that the Toronto Transportation Commission was willing to lease 50 of its ex-Kansas City and Birmingham cars which are now surplus. Efforts would also be made to rescue as many sets of trucks as possible from the burned cars so that the Toronto PCC's not need be regauged.

The short-term solution--for Woodland, at least--will be to transfer cars from Luzerne as quickly as storage space is made available at the fire scene. (The two remaining bays, of course, are already crowded with cars.) To furnish the additional equipment, Route 56-Erie Avenue will be converted to bus.

In a related development, all of the serviceable 2700-series cars stored at Germantown Depot were moved to Luzerne on Sunday, November 2, using a portable track connection installed at Broad and Erie from Route 23 to Route 56. They will be used to beef up the Luzerne fleet, but, as a result, it appears that 23 will remain a bus operation for a long time to come rather than on the "temporary" basis announced last June because of sewer construction work.

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WOODLAND DEPOT FIRE, Continued from Page 2

The following is a roster of the cars believed to have been destroyed in the fire. We have received two different versions, and we are going to publish the original roster as it was received, and note what may be corrections, additions, or deletions. For those who desire to verify and submit corrections, please have them in the hands of F. Tatnall or L. Eastwood prior to November 26.

WORK EQUIPMENT DESTROYED:

C-136 sweeper
 C-141 sweeper
 D-38 line car
 U-34 utility car (ex-5001)
 W-40 wire car
 W-41 wire car

REVENUE EQUIPMENT DESTROYED: [(G) indicates "Gulf Oil" paint scheme]

2031 (G), 2033(G), 2039, 2040(G), 2046, 2048, 2058(G), 2063, 2064, 2068,
 2070, 2082, 2088
 2125(G), 2127, 2128, 2130, 2132(G), 2135, 2136, 2137, 2140(G), 2145, 2148,
 2049(G), 2152(G), 2153, 2157, 2162, 2167, 2173(G), 2176, 2178, 2179(G),
 2180, 2188, 2189(G), 2195, 2198(G), 2200(G).
 2511(G), 2512, 2514, 2551, 2573(G), 2596.
 2601 (G), 2604(G), 2609, 2621, 2649.
 2735(G), 2752(G), 2759(G), 2793(G), 2794, 2795(G), 2800(G).

The summaries we have received indicate 59 revenue cars destroyed, however, the above listing only contains 58. Alternate versions of cars destroyed and not destroyed would total out to 59, and we are listing these as follows: Cars not shown above, but believed destroyed: 2177, 2199, 2633, 2661, 2731, 2705, and 2771. On the other hand, cars shown above as destroyed, but believed to NOT have been damaged, as follows: 2033, 2058, 2511, 2512, 2793, and 2794.

We will publish those verified corrections we receive in the December issue of CINDERS, for those of our members and readers who do keep rosters.

PHILADELPHIA CHAPTER NEWS (Continued from Page 1)

1976 DUES: Dues bills for the 1976 year will be in the mail towards the end of November. Examination of our finances for the past year, and anticipated expenses during 1976, to include an increase in postage, will most likely result in a \$1.00 per member increase in dues for next year. This would bring the total National and Chapter dues level to \$10.00 per year, and our only other alternative would be to cut services, which would mean lesser content in your newsletter. Discussion on this matter at the meeting.

NEW MEMBERS:

GAUS, Alfred G., Jr., 8213 Rockwell Avenue, Philadelphia, PA 19111 (215-745-0691)

DEADLINE FOR DECEMBER CINDERS: Due to our early meeting date in December (the 12th), the deadline for the December issue of CINDERS will be Thursday, November 27, 1975(Thanksgiving Day). We will attempt to include Army-Navy consists, so send them in.

"ON THE SCENE"



with El Simon

.....In the past month, the Amfleet situation has not changed much at all. BUDD finished the first order of 57 cars on October 17. This was made up of 46 Amcoaches and eleven Amcafes. By the end of October, Budd hadn't delivered any of the second order of cars. The follow-on order consists of 200 cars - all of which will be various types of Amcoaches and Amcafes. Amclub 20110 was delivered in early November, the first of this type of car.....At this time, I still haven't heard any hard news on the types of cars included in the last 200 Amfleet car order - reportedly, AMTRAK does not have to decide on just what car types will be included until December..... During October, only one additional head-end power car went into service - #1293, for a total of four cars in all. Five other cars are still being rebuilt from short baggage cars, but they haven't arrived yet. Because one of the original three power cars - a converted coach - had to be returned to Illinois for repairs, the use of Amcoaches on train 173 and 178 has been on a sporadic basis.....For the future, rumors abound about the fate of the 26 new electrics. As I write this, the most prevalent rumors say that the units will go to the PENN CENTRAL for freight service.(presumably paid for by Conrail). Yet other sources say AMTRAK will operate the new units after all. There are over forty Army kitchen cars in storage which would be a source of the power cars which will be required if the familiar GG1's are to cope with the full utilization of the Amfleet.....I understand that AMTRAK has ordered some electrics from ASEA of Sweden. Again, a rumor, but one given credence by their problems with the E60's. Any way you look at it, life is not going to be dull around here..... AMTRAK has retired most of the Pullman-Standard-built cars it purchased from PENN CENTRAL last winter. Only a few cars were refurbished from this group, probably because of their deteriorated condition. However, the Budd-built cars purchased at the same time have either been refurbished or at least are still carried on the active roster.Six Empire Service coaches have been retired recently. Five were not considered suitable for refurbishing while 6420 had been damaged in a rear-ender at Welland, Ontario, involving a TH&B (CP) Budd RDC.....The last car in the shops from the February 24 derailment of the E60 test train came from Beech Grove on Oct. 23. This was coach 6446. Except for the recent Floridian derailment, I believe only six cars remain in Amtrak Shops as the result of earlier wrecks. They include a baggage-dormitory, four sleepers and a coach. Sleeper 2718 has been out of service since March 31, 1974. The first dome coach to be written off was 9420, damaged in a wreck on the C&O last January.....Speaking of dome-coaches, AMTRAK assigned the 9561-62 to the Adirondack in mid-October. These are ex-WABASH cars - the only class without leg rests (since the Blue Bird was a day train). Sister 9560 is currently in the shops and will probably join the others. DELAWARE AND HUDSON repainted the red stripe in AMTRAK's scheme yellow to match its own scheme, but left the Amtrak name and arrow emblem intact. A "buffer car" (a coach or baggage car) is always used to keep the Alco PA4 and its (ahem!) exhaust relatively far from the dome car.....The use of C-C power on AMTRAK trains east of New Haven, CT has been prohibited by PENN CENTRAL. The immediate effect was to trade four SDP40F's (598-601) to Harrisburg in return for four E8's (314, 316, 318, and 322). But, it also means the P30CH's will be used elsewhere (reported on BN to Seattle) and the Corridor trains will have to wait for the arrival of new B-B units next Spring. Hence, another reason for converting more cars to power cars. (The P30's would reportedly operate with six ex-BN heater cars already owned by AMTRAK as well as six E9B's now being converted to steam generators at Paducah).....DELAWARE AND HUDSON 206 has been returned from Hoover Industries after major rebuilding for Adirondack

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"ON THE SCENE", Continued from Page 4

.....All leased cars have been returned by AMTRAK except 3 BURLINGTON NORTHERN coaches (1078, 1096-97) for the Arrow Head, one Butterworth diner ("Phoebe Snow") for the State House, and PENN CENTRAL 3231-43 (snack-coaches used mostly in the Corridor). The diner, incidentally, has been out of service for many months due to fire damage and it is presently at Morrison-Knudson for repairs. Therefore, the State House is assigned an ex-SARTA FE lunch counter-dorm.....The only other non-AMTRAK cars left are 105 PENN CENTRAL coaches, one parlor (7138), and one PC club car (4444) in Corridor Service. Another tavern car (4438) and four parlor-observations (7126-7129) are no longer in active service. The coaches, of course, will rapidly disappear as the Amcoaches get into service. As for the club car, I wouldn't be surprised to see it replaced by a standard AMTRAK lounge, since it operates on two of the few trains which are not scheduled to be replaced by Amcoaches at this time.....The schedule changes effective October 26 and October 31 are highlighted by the inauguration of the Lake Shore Limited. Wisely, AMTRAK has assigned ex-NEW YORK CENTRAL coaches, diner-lounges and sleepers, when available, to insure more familiarity by maintenance crews. The final consist was settled as six cars to New York and two to Boston, and a "galley lounge" (3320 series) between Albany and Boston. Four sets are required for the Boston cars, and three for those to New York.....Only 166 AMTRAK cars at October 15 had only received an intermediate overhaul, as the corporation continues to send cars back in for a heavy overhaul. The majority of these cars are Budd-built cars which were deemed to be in better condition when purchased.....Other schedule changes are summarized as follows: AMTRAK has discontinued service at Elizabeth, Rahway and Metuchen, NJ. A new round trip (weekdays) is added from Philadelphia to Harrisburg - west at 4:33 p.m., and east at 9:00 p.m.....The Broadway Limited and National Limited have had their schedules lengthened (by over an hour) to accommodate PENN CENTRAL's poor track west of Pittsburgh.....An additional train at 2:00 p.m., New York-Albany, while the east-bound Lake Shore Limited represents an addition in the other direction.....Chicago-Milwaukee service was slightly rescheduled and now consists of two Turbo round trips and two round trips by one set of conventional cars. One Turbo will be a through train to or from Detroit. This move will help to release the unrefurbished MILWAUKEE ROAD coaches and helps add refreshment-snack service again.....The Arrow Head adds Sandstone and Cambridge, MN and the Panama Limited adds Hazelhurst, MS. Chicago-St. Louis service has been slightly rescheduled and one Turbo was replaced by a conventional train. The train consists of two coaches, a lunch counter-diner and an ex-GREAT NORTHERN parlor-observation and carries the old Abraham Lincoln name once again..... The Inter-American is 55 minutes faster - mostly between Austin and San Marcos, due to use of MKT track instead of HoPAC, and now connects in both directions with the Nden at Laredo.....The Lone Star leaves Houston over 2 hours earlier now and can be now operated with three sets of equipment in a pinch. The San Francisco Zephyr runs one hour later both ways and adds Winnemucca, NV. The Sunset Limited now stops at Schreiver, LA and Benson, AZ.....The San Joaquin is later southbound and earlier northbound and adds Wasco as a stop.....Chicago-Detroit Turbo service has been rescheduled to permit the operation of one through train to Milwaukee, and also to provide a more even service.....The round-end tavern-observation formerly assigned to the Champion are now assigned to the Panama Limited. When this train is operated as a separate entity again in December, it will have a mid-train 3330-series car for a lounge..... Florida service this winter will be limited to three trains, but I understand at least one extra (all-coach) section of the Silver Meteor has been scheduled to leave Miami on January 4, and others may be scheduled.....All AMTRAK-owned diesels in active service are believed to be in Amtrak livery except 13 E8's at New Haven and 12 at Harmon which, of course, are PC black. Also, two FP7's at Oakland are still SP grey.....

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"ON THE SCENE", Continued from Page 5

.....Understand the Conrail color scheme will be black with the name Conrail in white. Very original.....The number of Baldwin switchers stored at Camden(Pavonia) has been reduced to 12, but two (8334 and 8338) were noted with capped stacks, indicating that they may eventually see service again.....perhaps as replacements for some of PRSL's more feeble Baldwins. At least one PRSL Baldwin road-switcher (6024) is still active, while 6016 and 6025 are stored.....Meanwhile, READING's first four Silverliner IV's from the new group were delivered in October. READING will get four cars, then PC will finish up with the last 26 cars in its order. READING should start to receive its cars in earnest in February. Incidentally, RDG's cars will be 101-170, so the even-numbered car will be the higher-numbered car in any set. On PC, it is the lower-numbered car. Only LONG ISLAND follows the Reading practice of starting a number series at 01 instead of 00....."Red car" scoreboard stands now at 113, with 71 cars used on PC in the Philadelphia area on rush-hours.....30 more Army kitchen cars will be rebuilt to "dual purpose" baggage cars for use with the Amfleet cars. The numbers will be 1350-1379 and it is not known at this time whether these cars will include head-end power.

Odds & Ends....

BY FRANK G. TATNALL, JR.

.....Once again its the GG1 to the rescue. In the past, the tireless G's have hauled in Metroliners, Silverliners, E44's and even diesel units which failed on the road. But on the morning of October 2 one of the old-timers strode across the Penn Central high line in West Philadelphia with General Motors' pride and joy in tow--big C-C electric #1975--plus its TrailVan train TV-2. The 6,000-hp GM6C experimental unit had burned out its main transformer, and is reportedly out of commission for up to three months.....News on the GENERAL ELECTRIC front is also gloomy. AMTRAK's Board of Directors has refused to accept the 26 E60CP electrics because the 6,000-hp units failed to meet specifications and almost a year of testing and tinkering has not solved the problem. The Federal Railroad Administration insists that the E60's poor tracking characteristics will limit them to 80 mph....To hedge its bets, AMTRAK has contracted with ASEA of Sweden to furnish one of its lightweight 6,000-hp RC4 electrics for testing in the Corridor next summer. Some modifications in the unit's electrical system as well as on its appliances will have to be made, of course, before the Swedish locomotive can begin six months' of tests under the 11,000 volt catenary.....GENERAL ELECTRIC's P30CH diesel units are also running into acceptance problems with AMTRAK, and have been ruled out for New Haven-Boston passenger service.....After several months in storage, PENN CENTRAL's ex-NEW HAVEN rectifier electric 4973 returned to freight service on October 10, hauling TV-2 from Harrisburg to Philadelphia. The streamlined E40 unit (NH Class EP-5) has generally been confined to piggyback service, but has been seen hauling freight trains between Waverly (NJ) Yard and Morrisville.....Sister E40 #4977 has also been returned to the active roster, but four other such units remain stored at Harrisburg in derelict condition.....LANCASTER CHAPTER's Horse Shoe Curve excursion on October 19 was a huge success, with more than 1100 fare-paying passengers squeezing aboard the 18-car special made up mostly of PC corridor equipment. Two AMTRAK SDP40's handled the train west of Harrisburg.....Eight special cars, including SOUTHERN RAILWAY track inspection car "Buena Vista", rode the rear of Train 31, the National Limited, out of Philadelphia October 10, as part of a tour arranged by AMTRAK for a group of Congressmen and staff people. The tour included a visit to Beech Grove Shops near Indianapolis, a ride on a Turbo out of St. Louis, and return of the eight cars to Washington on the James Whitcomb Riley. (PLEASE TURN TO PAGE 7)

ODDS AND ENDS, Continued from Page 6

.....Several PENN CENTRAL officials and headquarters personnel were transferred to the embryonic ConRail organization when CR opened its temporary general office October 15 in the 1818 Market Street Building. Richard D. Spence, former vice-President-operations at SOUTHERN PACIFIC, is the new president of ConRail, which is due to take over PC and segments of other bankrupt carriers on March 1, 1976. Congress in effect approved USRA's Final System Plan for the Northeast by failing to act on it one way or the other before the November 9 deadline imposed by law. Meanwhile, CHESSIE SYSTEM is poised to acquire most of the READING COMPANY and ERIE LACKAWANNA but is insisting that Congress first indemnify it against creditor claims in excess of the \$54.5 million purchase price agreed upon with USRA. Firm commitments on the CHESSIE deal, as well as on acquisitions by other solvent carriers, must be signed within 30 days of November 9.....ConRail, and not AMTRAK, will operate the Northeast Corridor after the March 1 takeover from PENN CENTRAL, according to recent indications from Washington. This would be a reversal of the position taken by USRA in its Final System Plan, which recommended shifting most Corridor freight traffic to the paralleling lines of CHESSIE, READING and JERSEY CENTRAL. Chessie, however, now is refusing to sell its Philadelphia-Baltimore line to ConRail.

.....FRA has announced plans to upgrade passenger service in the Northeast Corridor at a cost of \$1.2 billion. The program is aimed at achieving "99 percent on-time performance" together with top speeds of 110 mph. It is far less ambitious than the original 150-mph scheme devised by Congress and rejected recently by Transportation Secretary Coleman. That program, Coleman estimated, would have cost upwards of \$4.8 billion.

.....Jacob Kassab has resigned as Secretary of Transportation for the Commonwealth of Pennsylvania. The change will apparently have no effect on Philadelphia rail expert E. L. Tennyson, who stays on as deputy secretary for local and area transportation.....

.....MAINLINE STEAM FOUNDATION, whose maiden effort in the excursion business was its successful October 25 double-header trip on LEHIGH VALLEY, is now planning a "Blue Comet Nostalgia Special" on December 6 with the same two locomotives (ex-FLORIDA EAST COAST Pacific 148 and ex-CANADIAN PACIFIC ten-wheeler 972). The train will operate over the JERSEY CENTRAL and NEW YORK & LONG BRANCH from Raritan to Bay Head Junction, NJ, and return. Tickets are \$19.95 each (no half fares) from Mainline Steam Foundation, Inc., P. O. Box 231, Convent Station, NJ 07961. FLYERS AT NOVEMBER CHAPTER MEETING!!!.....

This year's Army-Navy football game, scheduled for November 29 at JFK Stadium in Philadelphia, will feature only six special passenger trains--one less than last year.....

...Two trains will originate in Washington, two in New York, and Silverliner specials will come in from Paoli and Trenton. The first Washington train, due at Stadium at about 11:00 a.m., will consist of ten new Amcoaches and a power car, plus GG-1, of course.....

.....The reported deal whereby READING would loan five GP39-2 locomotives to the DELAWARE AND HUDSON for tests has fallen through.....MOHAWK AND HUDSON CHAPTER reports that New York State has signed an agreement with PENN CENTRAL to partially finance repair work on PC's fire-damaged Poughkeepsie Bridge. But the railroad still has to secure permission from its bankruptcy judge before the agreement takes effect and work can begin.....

.....During the recent political campaign, Philadelphia Mayoral Candidate Thomas Foglietta charged that sections of the Frankford Elevated are "structurally unsound", and that the City Administration had diverted funds for repairs elsewhere. The story received little attention, however, and Foglietta lost to incumbent Mayor Frank Rizzo.....

The City Planning Commission has added \$8.9 million to the cost of the proposed center-city rail tunnel between Reading Terminal and PC's Penn Center Station. The increased estimate brings the total cost of the 1.8-mile, six-year project to \$307.7 million, of which the Federal Government is committed to pay 80 percent.....USRA has taken no action on the READING COMPANY's petition filed last August to abandon all of its passenger service, because of SEPTA's failure to provide certain subsidy payments.....

Latest red-white-blue Bicentennial unit is ERIE LACKAWANNA SDP45 #3638, which made its first trip in new dress October 24 out of Croxton, NJ.....BLACKHAWK CHAPTER'S

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Spike and Tie also reports that BALTIMORE AND OHIO's GP40-2 #1977 has received the Bi-centennial treatment.....Swedish automaker VOLVO is understood to be working on orders of 60-foot articulated trackless trolleys for Seattle and San Francisco..... As a result of several Jersey Arrow cars having been damaged in that July flood at Trenton, a small group of MP54 (MA9) MU cars has been shifted back to PENN CENTRAL commuter service out of New York. Anyone interested in riding these ancients on the Corridor main is directed to Train 3833 leaving Penn Station, NY, at 3:25 p.m., Monday-Friday. There's at least one other round trip normally operated with MP54's..... There were a number of "strange faces" at PENN CENTRAL's Race Street Enginehouse on October 7: GE E60 electrics 950 and 965, GE P30 diesel-electric #700, AMTRAK SDP40F #598 in for tests, and AMTRAK E8 #284, rebuilt with head-end power plant for Amcoach service.GREYHOUND has fired another shot in its continuing war with AMTRAK. The bus boys are advertising their new "Non-stop Runway" between Philadelphia and New York, meaning that a shiny Americruiser is ready to leave every half-hour between 5:00 a.m., and 9:00 p.m.....SEPTA RED ARROW DIVISION opened a new section of double track on the Media Line October 14 at Beatty Road Station.....The union representing RED ARROW's 350 trolley and bus operators called off at the last minute its threat to strike on November 3. Final agreement was near on a contract which would settle a dispute going on since the five-day strike last April.....On the same day that SEPTA's Woodland carbarn burned (October 23), the headquarters building of the PENNSYLVANIA-READING SEASHORE LINES in Camden (22 Federal St.) was extensively damaged by fire. PRSL probably will not move back in.....Here's a rundown on the Light Rail Vehicle program at BOEING VERTOL: San Francisco car 1200, which was tested last summer in Boston, is back at Vertol's Eddystone plant, to be stripped down and rebuilt; SF 1201 was shipped to the FRA test center near Pueblo, CO, in September and 1202 left for the same destination on October 11; Boston 3400 has recently been operating on the Eddystone test track and will go to Budd Company for air-conditioning tests and heating tests later this month; Boston 3401 has been completed and should go to Pueblo the week of November 10. A large number of additional LRV's are in various stages of construction and work will soon begin on the first of 200 rapid transit cars for Chicago Transit Authority. Body shells for the latter cars are coming from Portugal.....PENNSYLVANIA-READING SEASHORE LINES passenger service has been given a temporary reprieve to December 31, but defeat of the Transportation Bond Issue by New Jersey voters dims the prospects for permanent continuance.....The RINGLING BROTHERS - BARNUM & BAILEY "Red Unit" circus train - 35 cars behind two GG1's - will leave New Haven on the morning of December 1 enroute to its home base in Florida. It should pass through Philadelphia about 1 p.m., bound for Potomac Yard, VA, where RF&P will take over.

URGENT!

URGENT!

URGENT!

URGENT!

WANTED: We are attempting to locate Chapter records prior to 1952.

Missing are the minutes and official correspondence, including trip records, etc. Anyone knowing the whereabouts of these articles, please contact your President any evening between 7 and 9 p.m., at 215-947-5769.

These records are needed for the 40th Anniversary booklet preparation, as well as for the Chapter's permanent archives.