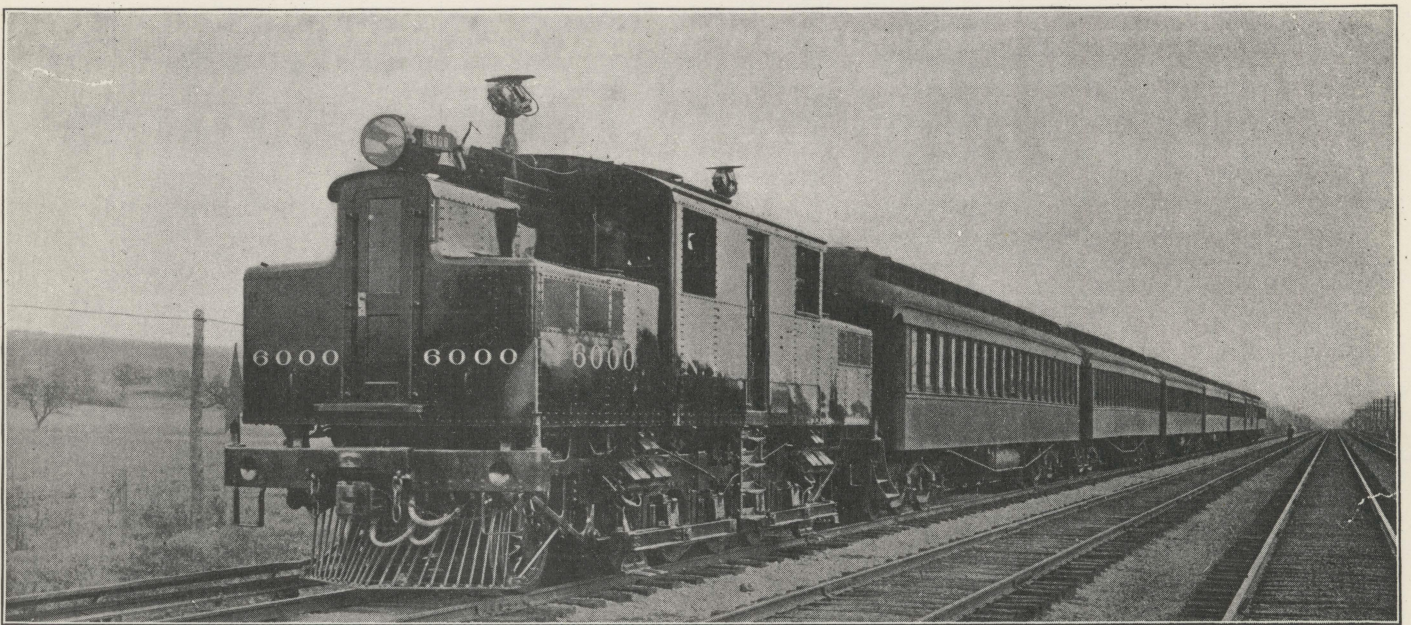


# NOVEMBER 13, 1966

## NEW YORK CENTRAL R.R.



NEW YORK CENTRAL LOCOMOTIVE AND TRAIN

In the history of railroading in New York few dates were more important than September 30, 1906 when the first electric train left Grand Central Station for High Bridge. The institution of electric operations resulted in the Park Avenue reconstruction and the building of the present Grand Central Terminal. It seems hard to believe that anything remains from that day so long ago, but much does. To commemorate this historic event the Electric Railroaders' Association, Inc. will operate a special train with the same type electric locomotive that was used sixty years ago. Known as the "S" Class motors, these engines have operated in switching service in Grand Central Terminal for the last fifty years. Join us as we recreate the days when these 1906-built electrics hauled all that was famous on the New York Central Railroad.

## HUDSON & HARLEM DIVISION

The Harlem Division, along the banks of the scenic and winding Bronx River, passes through Scarsdale, Bronxville, Fleetwood and White Plains. This line has an elegant and rustic backdrop that is popular with riders and photographers. The Hudson Division, along the mighty and majestic Hudson River, is the water level route into the greatest city in the World. On the New Jersey side the Palisades form one of the most striking and spectacular views in North America. The ride behind the "S" motor along these tracks will bring back the days when railroading was king, and wood and varnish were standard, to this most scenic railroad route into New York City.

## HARMON TOUR

Harmon Shops, the Central's main repair facility in the New York area, is a sprawling, massive shop that has serviced steam, electric and diesel-electric equipment. The full range of present motive power and equipment, from the oldest to the newest, will be available for photography. Our group will have a one-hour guided tour of this facility.

## WEST SIDE FREIGHT LINE

After switching to diesel-electric power, we will cover the freight-only West Side Freight Line from Spuyten Duyvil to 30th Street, Manhattan. This line has almost every form of railroad construction en route. From the low-level bridge over the Harlem River, it continues under the George Washington Bridge and on to 135th Street at the base of the wooded hills of upper Manhattan. Between 120th and 70th Streets we will travel through a vaulted tunnel under Riverside Park. The line to 30th Street is in an open cut between 9th and 10th Avenues. The last passenger train over this line ran in 1950!!! This will be an almost once-in-a-lifetime opportunity to ride the line. Don't miss it.

REFRESHMENTS WILL BE AVAILABLE ON BOARD THE TRAIN

ELECTRIC RAILROADERS' ASSOCIATION, INC. Trip Committee  
145 Greenwich Street, New York, N.Y. 10006

Enclosed is my check for \$\_\_\_\_\_ for \_\_\_\_\_ tickets for the  
New York Central Trip, Sunday November 13, 1966

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY, STATE, ZIP \_\_\_\_\_

Please make check payable to Electric Railroaders'  
Association, Inc. and enclose a self-addressed stamped  
envelope.

FARE: Adults \$ 8.75  
(after Nov.8th-\$10.00)

Child \$ 4.50  
(after Nov.8th-\$ 5.50)

LV: Grand Central Terminal 9:30AM EST