



INTERURBAN TRAIN, purchased from the Chicago, North Shore & Milwaukee Railroad, will be used by Red Arrow Lines between 69th st. and Norristown.

Red Arrow Buys 2 Trains With Bars, Air-Cooling

Red Arrow Lines has purchased two air-conditioned electric trains for service on its P & W line between Norristown and 69th st., it was announced today.

Each of the trains has four cars, although not of standard size. An entire train will seat 146 in upholstered comfort.

The third car of each has a section known as a "tavern lounge" with a bar.

Merritt H. Taylor, president of Red Arrow, said he was considering the possibility of serving beverages.

"If our patrons want it we will do our best to provide it," said Taylor.

110 Miles Per Hour

The trains were the property of the now defunct Chicago, North Shore & Milwaukee Railroad. They once commuted—at 110 miles an hour—between Chicago and Milwaukee.

Taylor described them as "the most modern interurban trains in the country."

He bought them from the defunct railroad and is having

them towed here by the Pennsylvania Railroad.

"When they arrive we are going to put them in our shops to check them out," said Taylor. After that, they will be taken on test runs.

If all goes well, they should be put into service by November, Taylor added. Then the Red Arrow will "retire" some of its older equipment.

Switched From Railroad

When the trains were in use in Chicago, they switched directly from the North Shore's tracks onto the electrified elevated and subway tracks belonging to the Chicago Transit Authority, and thence to the center of the city.

Red Arrow presently uses only one or two electric cars at a time over the P & W line, rather than longer trains. The run from Norristown to 69th st. takes 23 minutes during peak hours.

The line services many points between the two terminals such as Ardmore, Bryn Mawr, Villanova, Radnor and Rosemont.