

NATIONAL RAILWAY HISTORICAL SOCIETY

	CCC	I	N	N	DDD	EEEE	RRRR	SSSS
	C	I	NN	N	D D	E	R R	S
	C	I	N	NN	D D	EEEE	RRRR	SSSS
DECEMBER	C	I	N	NN	D D	E	R R	S
1952	CCC	I	N	N	DDD	EEEE	R R	SSSS

PAST AND FUTURE MEETINGS

Do you know what PRT route formerly operated over most of the present Rt. 70? What class I railroad has only tri-weekly passenger service? The answers to these (Rt. 35, and the Clinchfield R.R.) and many more questions were given in a battle of wits at the last monthly meeting. After Quiz Master Lloyd Glass eliminated the more "uninformed" a panel of four experts was formed to battle it out to a photo finish, with Harry Myers in the lead and Jim Dillon a close second.

December is a time for all sorts of good things, and in this vein it is natural that the monthly meeting should be treated to another film session with our own Walt Zackon. For the few who haven't seen some of Walt's movies this is an opportunity you won't want to miss.

'TIS THAT TIME

This mysterious heading is only to call your attention to the fact that the date for paying chapter & national dues has drawn nigh. Bob Abrams will be glad to serve you with one of his white and blue receipts.

RAH RAH TEAM!!

The annual affair that Phila. railfans always risk pneumonia to witness is over again for another year. We found ourselves again standing alone except for swirling papers and dust as the last train left the Army-Navy game, 1952. Here are a few facts for the record:

The Pennsy supplied only 28 trains this year, fewer than ever before. They were pulled by 29 GG1s and contained 227 coaches, 112 pull-mans; 30 diners, 4 observation cars, and one horse car disguised as a refreshment car.

The B&O supplied their usual 9 trains with 108 cars, but to the chagrin of the steam fans all were headed by 2 & 3 unit frt. & pass. diesels, which for the first time were towed right down to the stadium with their trains.

The PTC supplied only 70 cars this year's lineup, 10 less than last year. It is rumored that one of our members was very much crestfallen when only 13 of them were nearsides, the rest being 8000's.

STEAM NEWS

The Congressional frequently operates with an "ersatz" stainless steel parlor car. The railroad roof quickly gives it away as being a conventional parlor car painted silver.

The Pennsy has installed 6 new Train Departure Bulletin Boards in its Suburban Station. Replacing boards of the chalk and blackboard type, the new boards are equipped with movable metal numbers.

The Western Maryland has applied to abandon all Baltimore-Cumberland passenger service, retaining only the Cumberland-Elkins-Durbin runs. FCD's (the new Mack rail buses) were to have kept these trains running had they been able to operate the signal system. Two guesses as to what becomes of the H&F passenger trolleys when the WM train go off.

The B&O has purchased 3 more RDC's to operate in suburban service Pittsburgh to Versailles.

The Pennsy will operate 8 Phila.-Harrisburgh trains with diesels during the Christmas rush due to a shortage of electrics. They are probably #19, 527, 581, & 35 West; and #36, 602, 604, & 526 East.

CONTROLLER CLICKS

The L&N (Laurel Line) has received permission to cease passenger service, which event will probably take place before Christmas.

Car 362, bodocked in crepe and appropriate parting phrases, made its last trip from Getty Sq. to the carbarn in Yonkers November 12th.

Believe it or not: Locust St. Subway trains commence operation Dec. 14th. 8th St. station has received extensive new signal equipment & a man's room in preparation for the event.

The new inbound unloading platform at Bridge St. terminal on the F&D El is just about completed and should go into operation very soon. One stop down the line at Margaret-Orthodox, finds the long awaited moving stairs also nearing completion.

Have you seen the "new" nearsides with the altered windows and sans safety screens? Somewhat like the 2100 class PCC's with a small window-sill height safety window and the regular sash on top of this.

THANKS

The Editors would like to take this opportunity to thank the numerous contributors to this issue. Keep up the good work.