

CINDERS

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OUR DECEMBER MEETING

Our December Meeting featured "Santa Fe Night" with Mr. J. L. Klippel, General Agent, Phila., AT&SF, as guest of honor. Mr. Klippel gave us a short talk on the duties of pass. and frt. agents in Phila. Rev. Wise gave an interesting talk on the Santa Fe and presented two books to our Chapter library. Santa Fe films closed a most enjoyable evening.

FUTURE FIELD TRIPS

Our first field trip for the new year is now being planned. It features a combined rail and trolley trip using RDC's to Atlantic City via PRSL and a special trolley on the ATC between Longport and the Inlet. More details in February issue.

AT THE LOOP

PTC is now installing 3rd rail in the 8th-Locust St. tubes. Sat. operation of Ridge Ave. trains through to Eric Ave. is to be continued. All work at the 46th St. end of the Market St. ramp is completed. Due to sewer construction there is temporary single track on Route 10 near 37th & Lancaster, also on Routes 26/50 at Adams and Rising Sun. A number of PCC's at Luzerne have had the interior window guards placed back in the cars. Bright green exterior paint scheme on all 5200/8000 cars is now being applied. The 2700 series PCC cars on Route 25 are featuring all ivory tops. Have you noted the new yellow-black discs for station signs, 63rd to 46th St?

Good news has been received relative to the Red Arrow Lines. The State Highway Dept is going ahead with original plans to widen West Chester Pike, Highland Park to Manoa with the PST tracks in the center. The offer to sell the trackage to the State has been rejected. We have been informed by the Suburban Traffic Committee (the group making a study on the Red Arrow Conversion plan) that they have received over \$62.00 from members in N.Y. area of the ERA. The Committee is most gratified by this response and believe that this money will not have to be used due to the decision of the State Highway Dept to retain the tracks in their plans. This action on the part of railfans in NY and vicinity shows excellent spirit. During the recent Dec. snowstorm the PST cars continued to run despite stalled autos at crossings.

The P&W ran many extra trips during the storm, the former LVT stub track, 69th St, being in constant use. Dec 16th the NB track Bridgeport to Gravel pit crossover was out of service. Villa Nova Tower was "manual" on that date.

***WE SALUTE THE ROUTE OF SNOW AS IT ENTERS ITS SECOND CENTURY OF SERVICE**

OUT ON THE HIGH IRON

A pleasant surprise was the visit to your editors home by Roger Frederick, USAF, on Christmas Eve. Roger was on leave and enroute to his new station at Biloxi, Miss. He brought us up to date on NYC and LV activities in the Sampson, NY area. It was good to see him.

For the fourth year passengers on the B&O watched for the huge, gaily lighted and trimmed holly tree at Jackson (near Aikon) Md. This year the entire setting was most beautiful and all trains reduced speed as train crews announced its approach. The pre-Christmas rush was well handled by the B&O with extra sections noted by our members of the Royal Blue, National and Capitol Limiteds passing through Philadelphia and Wayne Jct. stations.

The Pennsy put on an excellent show for those of our members out in force at North Phila. to witness an endless parade of extra sections of nearly all Wash.-NY trains and those to the West including the Jeffersonian. All kinds of extra equipment was pressed into service, one Wash. train being made up of 11 Reading non-diaphragm coaches. Tuscon red GG-1s with gold striping will haul the new Congressional and Senator. Eight are to be red and our members have spotted 4910 and 4912 already. The new Budd cars are being delivered and placed under covers at Camden, Baltimore and Altoona. The present tenments at Broad St. Station have been given notices to vacate by Apr. Petitions have been filed to reduce Cumberland Valley service to one round trip. Broadway Station is undergoing quite a lot of construction connecting the platforms with the Bridge Line station.

The Reading has placed another order for 24 diesels in addition to the 40 now on order. With complete diesellization not too far distant plans are being made to convert Reading Shops over to all diesel activities.

N&W will build 15 new switchers at Roanoke of the O-8-0 type, Class S.

Latest Southern schedules show that the Blue Ridge Ry. and Danville & Western RR have been combined with, and under the name of Carolina & Northwestern.

The Canadian National has placed new orders for forty-nine diesel locomotives.

The Southern Pacific is planning to sell its lines in Mexico to the Mexican Government.

We have learned that the last B-8 switchers have been scrapped by the PRSL.