

PHILADELPHIA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

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RED ARROW CALLING

With a nip in the air and the autumn foliage painting the landscape this is just the time of year for a trip over the Red Arrow Line. Make a day of it by joining the Society in its two-car MU fall tour of the system on Sunday Nov. 16th.

MEETINGS - PAST AND FUTURE

The Southern Pacific R.R. presented an excellent film, "This is My Railroad," at the October meeting. It was a delight to the steam fans, for nearly every piece of motive power billowed black smoke and wisps of steam. The picture dealt with all phases of the railroad thru year-round operation.

Next month, with Lloyd Glass as quiz master, the Society will have one of its always-popular quiz programs. Sharpen your wits and come on down for anstimulating evening of questions and answers.

SPARKING ALOING

After many years of trying to outguess the inner sanctum of PTC planning, the juice fans were rewarded recently with a list of long-range conversions. The list of the first seven more or less definite conversions or abandonments includes routes 10; 65 (already applied for), 31, 33, 43, 66, & 70. In the additional list of "We would like to convert if we can get the money" lines appear routes 7, 8, 39, 52, 57, 63, 64, 79, and 81.

Examining the routes involved and the various city projects with which they are allied we are inclined to agree with those who say the program will undoubtedly take 3 to 5 years to accomplish.

The sad remnants of the LVT became even sadder recently with the Oct. 26th demise of two more lines. The demise of the S. Bethlehem and Hellertown routes left the once-proud system with only two or three lines, depending on how you count. Less than 40 cars are now able to answer the daily call to duty.

Are you a 3rd Avc. Ry. fan? If so, you had better hurry to Yonkers before November 9th for on that date service on the once far-flung system will end with the abandonment of the few remaining lines now running in Yonkers & Mt. Vernon.

RAIL NOTES

The Pennsy's attempt to remove passenger service from the Schuylkill Valley Branch has aroused a storm of protest, so much so that a second hearing for cross examination and testimony was made necessary. Your reporter was present and notes that most of the testimony offered in the 1st hearing was from people originating in Horristown and traveling to Suburban Station, which classes the service as a convenience, not a necessity. An interesting sidelight to the hearing was that offered by the railroad on the Sunday only train to Reading. This averages 20 to 30 patrons on a normal trip, but swells to about 140 passengers on the once a month visiting day at Pennhurst. Schuylkill Valley Bus Lines will replace this service if the train is removed.

The Perkiomen Valley train of the Reading has disintegrated to little more than a mixed consist. When seen recently it was composed of a road switcher, combine, 3 frt. cars, and a caboose. It sounds like the train to ride, before the inevitable end comes.

Have you noticed the big 2700 HP Lima 6-wheel-truck diesels burbling up the Pennsy's Main Line? They replace the L1s in Phila.-Bryn Mawr-Paoli pusher service.

The Bethlehem branch of the Reading is sporting a new train, "The North Penn," featuring coaches which are reconditioned but NOT AIR-CONDITIONED. These cars are part of a general coach rebuilding program by the Reading.

Have you noticed that the Reading no longer includes the Doylestown branch in any paper schedule? Card form #81 is the only one showing Lansdale-Doylestown service.

B&O #36 now leaves Washington 1 hour later than formerly, making it again possible to travel in daylight over the scenic Erie-P&LE-B&O route from Cleveland to Philadelphia.

We need your help. CINDERS can be only as good as its readers help make it. Any comments and news, especially of local interest, are always greatly appreciated. Send all mail to: CINDERS, 225 Cornhill Ave., Drexel Hill, Pa.