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PAST MEETINGS

Our past two meetings have been exceptionally well attended and the large gatherings found the programs well worth coming to. For January Walt Zackon presented some of his super film productions, these chapters in his ever-growing serial of railroading dealing primarily with Walt's visit to Colorado and the alim gages.

February meeting gave us Dr. Roland Holroyd and another of his fascinating talks this time dealing with Canada, Newfoundland and the far nothern regions of the Artic. Dr. Holroyd excited us as much with his words as Walt did with his movies, and both programs gave us much to think about for those forthcoming summer vacations.

ELECTRIC NOTES

With the February change of schedules the P&V and PST sank further into an austerity program. Trains have disappeared on the P&V with the advent of the super expresses, which stayed super for only two weeks when stops were added at Villanova and Bridgeport. Wynnewood Road locals have now replaced alternate Bryn Mawr trips on weekdays and Strafford trips on Sundays. Operation of trains on the PST has also taken another sag, as well as the other trippers, both car and bus.

New York area is rapidly becoming a blighted sea of unused street car tracks. Latest to join the ranks was the Flatbush Ave. line on March 4th. This reduces Dodge land, once the proud possessor of 70 car lines, to a meager 9 routes which are due to dwindle to 3 shortly. Over Newark way Public Service shocked the fans by cutting back Orange line to Roseville carhouse effective with the last car at 4:45 AM March 1st.

PTC is installing additional trackage at Olney Avenue to make switching operation at this point completely automatic. This will eliminate the last manually controlled tower from the Broad Street System.

The Locust St. subway should soon be a reality. If you have been following the legal notices you have seen that most of the contracts for electrical and rail work have been let, and even some of the station stairways have been opened.

It is with a feeling of pleasure that we can mention the opening of a new operation instead of a discontinuance of an old one. Of course, we are referring to the new Milwaukee Avenue subway in Chicago which opened with much fanfare at 12:01 AM February 25th. The Logan Square Division of the Rapid Transit, equipped with 75 new cars, is operating on the four mile line

LIBRARY NOTES

Our librarian reports that an especially fine book for those planning Western vacations is now on the shelves and available. It is "Rails That Climb" by Bollinger. It is a colorful story of the Denver & Salt Lake Ry. and is very well illustrated.

STEAM NEWS

With the withdrawal of weekday service on the PRR between Norristown and Reading the joint service and interchangeable ticket arrangements came to an end. New timetable forms of both roads have now been issued, effective February 5th. The Sunday train from Broad St. to Reading and back remains. Track work is progressing on the low level at 30th St., the new trackage extending towards Arsenal Interlocking. New moving stairs are being installed for the upper level platforms at 30th St. The day train from Emporium to Erie has been discontinued. Permission has also been granted to remove the Sunbury - Wilkes Barre train upon twenty days notice to the public. A pick up in freight traffic has brought some of the big M-1's back in service in the Philadelphia area. Work is also being done on the south side of Penna. Blvd. toward digging for new tracks in Suburban Station.

Effective Jan. 18th the B&O placed two RDC-1's in service between Brunswick and Washington and on several runs Washington to Baltimore. A daily strata-dome sleeper has been added to the Capitol Limited. Another dome sleeper was placed on the Shenandoah going West from Washington on odd days and East on even dates. These cars are in addition to the coach strata-dome cars on the Columbian. Tower "X" at Locust St. has been replaced by a new all-electric interlocking located within the passenger station. CTC will soon control the main line of the Monongah Division between Gratton and Parkersburg. Permission has been granted to drop the Flora - Beardstown gas car, one of the longest runs of such equipment on the road.

The Reading has single-tracked its Rockhill tunnel north of Perkasio to accommodate the movement of larger cars.

The San Juan, D&RGV's last regular narrow gage all-passenger train puffed to oblivion on January 31st. The last train carried nine cars in each direction and, in defiance to the elements of weather which had opposed them for 70 years, they operated amidst swirling snow and sub-zero temperatures. The Silverton, of Bomahawk fame, will again run thrice weekly this year it was definitely announced. Also still running is a short Chama to Luce - temporarily.