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Southern Railway Placed Orders For New Equipment

The Southern Railway System has placed orders for itself and other railroads with three of the nation's top-flight railway car manufacturers for 140 new light-weight streamlined passenger cars costing in excess of \$14,000,000 to completely re-equip four of its passenger trains, it was announced by Ernest E. Norris, the railway's president.

"Although details of the new equipment cannot now be revealed," Mr. Norris said, "it will be of latest design and construction and will provide the best in rail transportation to and from major cities and resort areas in the South." He added that delivery of the new equipment in 1947 had been promised by the manufacturers.

The trains in which the new equipment will be used are the Crescent, operating between New York, Washington, Atlanta and New Orleans; the Tennessean, operating between Washington and Memphis; the Southerner, an all-coach streamliner operating between New York, Washington, Atlanta and New Orleans; and the Royal Palm, operating between the Great Lakes and Fla., via Cincinnati and the Southern Railway System.

The orders, which are subject to necessary corporate or court approval, were placed with the Pullman-Standard Car Manufacturing Company for five mail-baggage cars and 71 sleeping cars; with The Budd Company for nine dining cars, 26 coaches and six lounge-coaches; and with the American Car and Foundry Co., for four baggage-dormitory cars, three lounge-bar cars, two dining cars, three mail-baggage cars and 11 coaches.

Eighteen of the 23 cars ordered from American Car and Foundry Company will be of aluminum construction. Mr. Norris said, while all of the remainder of the new equipment will have stainless steel exteriors.

In placing the orders, the Southern Railway Company is acting for itself and as agent for the Cincinnati, New Orleans and Texas Pacific Railway Company (one of the Southern Railway System's lines); Scott M. Loftin and John W. Martin, trustees of the Florida East Coast Railway Company; Louisville and Nashville Railroad Company; the vendors under a proposed Pennsylvania Railroad Equipment Trust; the Atlanta and West Point Railroad Company; and the Western Railway of Alabama.

These railroads will participate on a mileage basis in the cost of the new equipment. The cost to the Southern Railway System will be in excess of \$10,000,000.

"We want to give our customers the finest service possible," Mr. Norris said, in pointing out that the placing of the orders reflects the Southern's desire to proceed as rapidly as finances permit with its extensive betterment program which the war interrupted.

The new cars now being acquired. Mr. Norris said, will increase from 47 to 190 the number of modern light-weight streamlined cars operating over the Southern, and will be used to effect a major improvement in the following trains:

"The Crescent," trains Nos. 37 and 38, operating between New York and New Orleans, will be streamlined and converted into an "all-room" train.

"The Royal Palm," trains Nos. 3 and 4, operating between Florida and Detroit, Cleveland and Buffalo, via Cincinnati, will be streamlined.

"The Southerner," trains Nos. 47 and 48, streamlined all-coach train operating between New York and New Orleans, via Atlanta and Birmingham, will be newly-equipped.

"The Tennessean," trains Nos. 45 and 46, streamlined coach and sleeping car train operating between Washington and Memphis, will also be newly-equipped. As a result, some of the streamlined equipment now being used in "The Tennessean," as well as in "The Southerner," will be diverted to other Southern Railway trains.

"The Crescent" Enough cars for four trains will be assigned to "The Crescent," which operates between New York and Washington over the Pennsylvania Railroad between Washington and Atlanta over the

Southern, between Atlanta and Montgomery, Ala. over the Atlanta and West Point Railroad, and between Montgomery and New Orleans over the Louisville and Nashville Railroad.

"The Crescent" will be converted into a modern all-room train without open-section sleeping accommodations. Other equipment will include smartly-styled room-bar-lounge observation cars; room-bar-lounge observation cars; diners and baggage-dormitory cars; and mail-baggage cars.

Principal cities served by "The Crescent" are New York; Newark and Trenton, N. J.; Philadelphia; Wilmington, Del.; Baltimore; Washington; Charlottesville, Lynchburg, and Danville, Va.; Greensboro, High Point, Salisbury, Charlotte, and Gastonia, N. C.; Spartanburg and Greenville, S. C.; Gainesville and Atlanta, Ga.; Montgomery and Mobile, Ala.; and New Orleans.

"The Royal Palm" Enough cars for four trains will be assigned to "The Royal Palm," which operates between the Great Lakes region and Florida via Cincinnati and the Southern Railway System. North of Cincinnati the train is handled by the New York Central; south of Jacksonville it is handled by the Florida East Coast.

Principal cities served by "The Royal Palm" include Buffalo, Cleveland, Columbus, Detroit, Toledo, Cincinnati, Lexington, Chattanooga, Atlanta, Macon, Valdosta, Jacksonville, Daytona Beach, West Palm Beach and Miami, with connections at Jacksonville to the west coast of Florida.

"The Southerner and "The Tennessean" New light-weight cars will be used to modernize the Southern's present streamliners, "The Southerner" and "The Tennessean," which were placed in service in 1941.

New light-weight all-room sleeping cars will be assigned to "The Tennessean", which operates between Washington and Memphis.

The remaining new cars are being shared between "The Tennessean" and "The Southerner." The latter is an all-coach train operating between New York and Washington over the Pennsylvania Railroad, and thence to New Orleans via the Southern.

The new cars being assigned to these two trains will replace much of their present equipment, which will be used in other trains operated by the Southern.

Nature Study

By Mrs. Thomas S. Sharp

August Skies

"When all the birds have gone to sleep

And all the beasts are still, If you would hear the fairy pipes, Come out upon the hill.

"Come out! Come out! Don't you hear the Airy, fairy pipers underneath the silver moon."

Come! Come!

When, in concerts at Carnegie Hall, New York City, Madame Emma Eames, with her glorious contralto voice would sing this thrilling song, the audience would almost rise as one, so magnetic was the "call." Like the children who followed the Pied Piper, we were ready to follow, in imagination, wherever she might lead, so hungry were we electrically blinded, noise-surrounded pitifully confined people, for God's Great outdoors. We would eagerly buy even half faded flowers sold in the subway stations.

When the "black-out" was first established, thousands, craned their necks to see and enjoy the stars as they had never seen them before. The roofs of apartment houses were crowded with people searching the heavens and asking questions. And to us who nightly see the heavens declaring "the glory of God", are these wonders "just stars" that we casually glance at, usually, certainly not in admiration and awe, as a little mountain girl said to me years ago when I was revelling in the glorious mountain view, with she ever-shifting shadows, "why that! its jest mountains."

The stars we see in the evening skies in August are not among the most brilliant as are those in winter, but they have a spectacular beauty, a "call" to "Come out!" August is an exceptionally good month in which to become acquainted with constellations as the sun sets early while the weather is warm.

Directly overhead, at 10 P.M., in Lyra, the Yre, is Vega, brightest star visible in the summer. It forms a triangle with two little

fourth magnitude stars. Cygnus, the Swan, is due east from Lyra. The six most conspicuous stars of Cygnus form the northern cross, with Deneb, the brightest, at the top of the cross, to the north. Look southeast from Vega and you will find Aquila, the Eagle, with Altair, its most brilliant star, a fainter star just above and another just below. Follow the curve of the handle of the Big Dipper, and west of it you will see Bootes, the Bear Driver, somewhat the shape of a kite with arcatures, its brightest star, forming part of the tail.

"Canst thou guide the Bear (Arcturus) with her train?" God asked Job (Ch. 38:33). Above Arcturus and between Bootes and the kneeling Hercules, is beautiful semicircle of stars, Corona Borealis, the northern crown, according to Greek mythology, the crown worn by Ariadne, daughter of king Minos of Crete, who furnished Theseus with a sword with which to slay the Minotaur, and with a clew of thread by which, he might find his way out of the Labyrinth. Ariadne was carried by Theseus to the island of Naxos, the favorite island of Bacchus. There Bacchus found her and married her, and as a wedding gift presented her with a golden crown encircled with gems. At Ariadne's death Bacchus tossed her crown into the sky. The gems growing brighter and brighter as they mounted, until they were transformed into stars.

"Look how the crown which Ariadne wore upon her mory forehead.

Being now placed in the firmament Through the bright heaven doth her beams display,

And is unto the stars an ornament,

Which round about her move in order excellent".

Spencer.

It was in this constellation that a star, a Nova, T Coronae Boreales, flashed suddenly so as to be visible to the naked eye. It is now visible only through a telescope.

Hercules, the mighty, is between Corona Borealis and Lyra. Six of the stars in this constellation form the outline of a butterfly, winging its way toward the west. To the south below Hercules is the other celestial giant Ophiuchus, supposedly holding Scorpius, the Scorpion, with its hooked shaped tail. The fiery red Antares, its brilliant star marks the heart. This constellation is one of the few which really resembles the thing they are named for, as the curved row of stars which form the tail curl around in a very scorpion like manner. Tea-pot-shaped Sagittarius, the Archer, is southeast of Scorpius. The Big Dipper is in a poor position now lying low in the north, but the "Celestial W", or M-shaped figure as some see it, the "Chair of Cassiopeia, the queen of Ethiopia, is in the northeast. In the east is the "great square of Pegasus", the "Winged Horse", a group of four stars, three of which are in Pegasus only while the fourth is in Andromeda, the chained princess. Search for Draco, the Dragon, long and snaky, winding like a coil of silver cord around the Little Dipper and between it and the Big Dipper, with its head almost

touching Hercules. "Stars cease not to travel—Later hours Paint other legend outlines on the night. They are arranged like golden beds of flowers And the still world admires the glittering sight. Copr. 1946. for Black Mtn. News.

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