

CINDERS

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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RED ARROW NIGHT

FEATURES JOE MANNIX

The November meeting of the Chapter was designated as "Red Arrow Night". A chronological history of the Philadelphia Suburban Trans. Co. was presented by Joe Mannix. Mr. Mannix' remarks told briefly of the purchases of equipment by the company and its organization. Following Joe's interesting talk the members were treated to a showing of Kodachrome slides taken by several of our members.

SUCCESSFUL TRIP OPERATED OVER UNUSED RAILS OF PTC

On Sunday, Nov. 30, forty members and friends of the Chapter enjoyed a trip over the little used rails of the far-flung PTC system. The trip left Woodland Depot on the advertised and although there were unforeseen delays enroute we were able to return to the depot on schedule. Those on the trip enjoyed the sight of Syd (Quaker City) Walker pushing an out-of-town bus on Wallace St. Of course that wrecked automobile at 21st & Montgomery couldn't be blamed on John Francis. Now that we have covered rails that have never been used on other fan trips, we can relax in the satisfaction of a job well done.

CHAPTER DUES PAYABLE IN JANUARY

Our Treasurer, Bill Blakslee is again reminding us that our dues for Chapter and National membership will again be due and payable on January 1, 1948. At the November business meeting, the members approved by vote the sum of \$3.50 as the amount for the year 1948. So better save some of the Christmas Club funds for the N. R. H. S.

OBSERVATIONS IN BALTIMORE

After a recent week-end in Baltimore your Editors wish to report that Route #8 from Towson to Catonsville has been rerouted over the elevated and Route 26 operating to Sparrows Point is still operating two car trains on a frequent headway. More changes and substitutions are due in Baltimore.

CHRISTMAS PARTY ON DEC. 18

The Chapter celebrates the happy Yuletide spirit with its Christmas Party on December 18th. The party will be held in place of the regular monthly business meeting.

Features of the event will be refreshments and music with carol singing by the members. Lloyd Glass has graciously consented to stage the party. As customary, we will have our gift exchange. All participants are asked to bring a wrapped gift, costing not more than 25¢. Festivities get under way at 8.00 P.M. sharp. Come early so as not to miss any of the program.

NEWARK TROLLEY PASSES

Another trolley line will clang out of business in Newark, N. J. Dec. 14 when the Public Service Co-ordinated transport abandons a route first laid from Broad Street along Central Avenue to East Orange in the early 1890's. The line was later extended from the Pennsylvania Station in Newark to West Orange.

LEHIGH VALLEY RAILROAD SEEKS TO ABANDON SERVICE

The Lehigh Valley Railroad filed a grievance with the Public Service Commission complaining that the one commuters' train it operates through Union County took in an average of \$320 a month in 1946 and cost an average of \$3,420 a month to operate. The net loss for the year, the company said, was \$36,000 and it asked permission to abandon the enterprise. The line runs from South Plainfield to Communipaw, a distance of 25.5 miles. The line is served by trains #52 and #53 on weekdays only.

NEW MEMBERS

A warm greeting is extended to the following new member of our Chapter:

Mrs. Pauline M. Borgnis
1949 W. Pacific St.,
Philadelphia 40, Pa.

STEAM NOTES (STATION DIV.)

Idle E6's are supplying steam for the comfort of passengers in the Trenton Passenger Station.

That vacant spot on the first floor of Reading Terminal formerly occupied by the Union News stand is the site of the new escalator.

ROUTE OF NOV. 30 TRIP

The following is printed so that those who participated might trace the route for thier records.

Left Woodland Depot, Woodland, 58th, Baltimore, 60th, Callowhill, 58th, Vine, Haverford, 41st, Market, 40th, Spruce, South, 27th Lombard, 25th, South, Spruce, 38th, Lancaster, 41st, Ogden, 40th, Parkside, 48th St. Loop, Parkside, Belmont, Lancaster, Spring Garden, 7th, Norris, Germantown, 4th, Girard, 5th, Berks, Howard, Norris, Front, Berks, 12th, Filbert, 13th Norris, 15th, Wallace, 10th Filbert, 11th, Montgomery, Marshall, Berks, Front, Amber, Lehigh, Frankford, Huntingdon, Coral, Susquehanna, 8th, Germantown, Glenwood, 8th St. Loop, Glenwood, 10th, Germantown, Somerset, 11th, Cambria, Germantown, Old York Rd. Luzerne, Private-right-of-way, 10th, Luzerne, Old York Rd., Erie, 15th, Indiana, Broad, Cambria, 12th, Dauphin, Franklin, Spring Garden, 8th, Arch, 20th, So. Col- lege, ridge, 20th, Montgomery, to 21st then reverse, Montgomery, 20th, Ridge, 21st, York, 22nd, Ridge, 19th, Walnut, Woodland, Spruce, 42nd, Chester, 49th to Woodland Depot.

It is interesting to note that we crossed Columbia Ave no less than 12 times, yet never rode one block on it.

ARMY AND NAVY PUT
ON ANNUAL SHOW

The Army & Navy game was held again this year at the Phila. Stadium with the usual transportation show. The crowd was handled in the regular good order made possible by expert planning on the part of the PTC, PRR B&O and police.

The Pennsylvania had the lion's share of the arrangements as usual. They operated 40 trains headed by 38 GG1's, 2 K4s' and one P5a. They used 513 cars ranging from the President's Pullman palace through ordinary Pullman, tourist Pullman, coaches, combines, and last but not least a horse car. Cars seen were from the New York Central, Boston & Albany, New Haven, Long Island, Lehigh Valley and Pennsylvania Reading Seashore Lines. There were also tourist Pullman from the Scout, Challenger and Californian.

B&O was represented by 7 trains consisting of 7 4400's and 72 cars. The B&O was handicapped by the small space available for use as a station.

The PTC ran 93 trolley cars in special service for the game. Innumerable other cars were added to the regular runs on route 20 and 79. Another job well done.

ELECTRIC ITEMS

There can be little doubt in any fan's mind that this has been real- one of PTC's heaviest early winter seasons. At times during the rush hour it seems that some depots toss all types of cars into a big pool and use anything anywhere as needed. We've seen modernized 8000's on 6 and 57, straight 8000's on 26, 6000's back on 50, 75 and the Market St. surface lines. There are only a few cars in storage at 32nd and Dauphin, the remaining ones having been scrapped recently.

Then too, you'll see mechanics ride the Broad St. subway trains at times during the rush hour making minor repairs while the train is in service. One such gentleman fixed a sticking door between Olney & Erbe Aves. one evening recently.

Route 65 makes a neat turn now at the new 7th & Walnut Sts. inter- section. Elsewhere the track gangs have laid new rail thru the Francis ville section of 21 northbound, on Frankford Ave. from Somerset to Le- high; on 26th from Girard to Poplar Somerset St., Kensington to Amber; on 34th, Huntingdon and Lehigh forming 54's western loop and Fair- mount from 16th to 19th. Also sev- eral blocks on Ellsworth St. east of Broad St.

We understand the two Brilliners still stored in Luzerne are not slated for shopping as yet, al- though the company is still study- ing thier future. The third Brill- liner (2023) is in daily service out of Luzerne depot on Route 53.

SHUT-INS

The Chapter sends best wishes for a speedy recovery to Ben Burkholder, now convalescing at the Fitzgerald-Mercy Hospital in Darby. Here's hoping we see you again real soon.

Our Secretary, Harry Myers, is well again and will probably be active at the December meeting. Harry was happy while in the hos- pital because his bed commanded an excellent view of Olney Ave. and operations on Route 26. Who does the supervising now, Harry?

CONGRATULATIONS

We extend congratulations to our good neighbor, the Penn- Jersey Railroad Club which has now acquired meeting quarters in the Abington, Pa., YMCA.

SEASONS GREETINGS

The Officers of the Chapter and the Editors of this publication wish to take this opportunity to wish you all a Merry Christmas and a Happy New Year.