

# CINDERS

PHILADELPHIA CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

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NO. 1

## EDITORIAL COMMENT

Your publication, CINDERS, greets the year 1947 with a new heading - marking just one of the numerous improvements we have planned for the new year for the Phila. Chapter, N.R.H.S. Many new and unusual surprises are in store for members. And speaking of members, if you wish to continue in good standing for this year, better send in your check or money order today.

We have noted with interest the recent letters in the public press from our fellow member, Edward P. Haines. Ed quotes facts and figures in proving that rail transportation is best for a city such as Philadelphia..

## IMPORTANT NOTICE 1947 DUES PAYABLE JANUARY 1st.

Our Treasurer, Bill Blakslee has reminded us (sadly) that all member's dues are due and payable on the 1st day of January. Payment in the sum of \$3.00 should be sent direct to the Treasurer, William E. Blakslee, 1441 N. 16th Street, Philadelphia, 21, Pa. Checks or money orders should be drawn to the order of the "Phila. Chapter, National Railway Historical Society.

As many members already know, only \$1.00 is retained for local Chapter activities, the other \$2.00 being the National Dues, covering the "Bulletin" subscription.

Members not remitting will be automatically dropped from the records of the Society.

## OUR ANNUAL CHRISTMAS PARTY

On Sunday, December 22nd, our Annual Christmas Party was held in the club-rooms of the Chapter. Those who attended were treated to a good time, plus refreshments, plus some excellent movies presented by Milton Pricokett. Some of the gifts brought in by participants for distribution at the party proved quite amusing to the receivers. The presence of several members of the fair sex made our gathering so much more enjoyable.

## INFORMAL GET-TO-GETHER

On Tuesday, January 7, 1947, our informal meeting will be held in the club-room in the B & O Station. These meetings will be a monthly feature on the first Tuesday of each month, in addition to the regular third Thursday meeting. Will we see you there?

## MR. THOMAS H. BATEMAN, SPEAKER AT REGULAR DECEMBER MEETING

The regular December meeting was privileged to hear from Mr. Thomas Bateman who told the members present something of the purchasing and stores departments - and their trials and tribulations. The subject was of unusual interest to rail fans because the theme of rail way purchasing and supply had not been presented in the past by any speaker. Mr. Bateman was able to relate first-hand experiences, and followed-up his talk with excellent motion pictures taken personally on trips all over the country. We hope to see more of his pictures in the near future.

## E. G. BUDD INSPECTION TRIP

Reserve the date--Saturday, January 18th, 1947 for the Chapter's inspection tour to the Red Lion plant of the E. G. Budd Mfg. Co., home of Budd's stainless steel rail cars. Arrangements have been completed for transportation to reach the plant. Transportation will leave Frankford & Bridge Sts (in front of carbarn) at 1:30 P.M. and will stop at Bustleton Ave. & Lott St. (northern terminus of Route 59) at 1:45 P.M. Fare will be 35¢ round trip.

As reservations are limited, it is suggested that all members intending to participate, send in their reservation today - (with 35¢ for transportation) to James S. Myers, 5005 N. Sydenham St., Phila., 41, Penna.

In connection with our tour of the Budd Plant, our January regular meeting will feature a program by the E. G. Budd Mfg. Co. Remember this is at our regular meeting. January 16th, 1947.

## READING COMPANY NOTES

The Reading's "Crusader" is again operating between Phila. and New York on it's former schedule, having been out-of-service since its unfortunate wreck in October. Still in operation is the special Reading train between Phila. and Bethlehem solely for employees of the Lehigh Valley RR who were transferred when the Phila. offices shut down. This 3 car train makes the round trip six days a week.

## THOUGHTS IN THE SUBWAY

What ever happened to the "Courtesy and Safety" campaign on PTC?

FIELD TRIPS

Because many of our members have received literature from another railfan organization, we wish to emphasize in this column that the N.R.H.S. has endorsed any plan for advance payment of coming railfan trips. We wish to state that all trips sponsored by the NRHS are run purely on a non-profit basis.

A. A. R. CONVENTION  
COMING TO ATLANTIC CITY

On June 22nd, 1947, the A. A. R. Convention will be held in Atlantic City, N. J. Exhibits of rail equipment and items of rail fan interest will be on display. This is the first A.A.R. Convention to be held in this area since 1937.

ADVERTISEMENT

The Staff of "CINDERS" is now able to announce a mimeograph service available to the members. Work will be done at very reasonable rates. We will supply stencil and paper at cost. If you issue photo lists, equipment rosters, or sell anything, you should avail yourself of this low cost service. The more work done now, the sooner the machine will belong to the Chapter. Send your copy to Henry Dickinson Jr., 109 W. Ashland Ave., Glen Olden, Penna., and an estimate will be given promptly.

...PRR NOTES...  
by Bill Blakslee

The Pennsy suspended permanently the following trains on Dec. 14: #2, The Pennsylvania Limited, eastbound, between Pittsburgh and New York; #10, The Akronite, eastbound, between Harrisburg and New York; and #82 and #83, The Steel King.... Two other trains had their departure time changed on December 23rd. They are #3974, a Germantown-Chesnut Hill local which now leaves Suburban Station at 5:02 PM, and #631, The Susquehannock, with its new leaving time of 5:03 PM, from Broad St. Sta....It is reported that 16 gondolas loaded with rail will be required when the PRR renews rail in Suburban Station in the near future....This reporter's favorite train, #725, the Reading Local, leaving Broad Street every Sunday at 12:10 PM, is still going strong. For the past few weeks it has been powered by an H9 on the smoky end. Why not try it sometime --it's the nearest thing to an Off the Beaten Track trip....That local pulled by a GC-1 still travels between Media and Philadelphia every weekday....

Don't forget your dues. Paid now, they will reap dividends later.

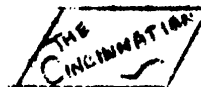
ELECTRIC ITEMS

by Joseph M. Mannix

Louisville Rys. will convert 2nd St. Line early in Jan. to bus operation, using busses traded for PCC's from Cleveland. Survey yet to be made on public's choice of bus or PCC operation for 4th St. Line - heaviest in city....During November Pullman Standard shipped 35 PCC's (57 pass.) to Chicago Surface Lines.... St. Louis Car Co. shipped 2 PCC's to Twin Cities Rapid Transit Co. in Minneapolis...also 100 cars to St. Louis Public Service.... First order received for a PCC export. One complete unit and 2 knocked down will go to Atelier de Construction Electrique de Charleroi of Belgium, during 1947....Red Arrow has officially ordered 14 double end one man interurbans....Los Angeles plans \$80 million subway to be finished in ten years....Fort Wayne last street cars are good for another year. No material for trolley coach conversion....Detroit expects its 78 PCC's for Woodward Ave. about March....ATA gave away 2 old street cars to winners in a "Kilroy" contest. One was supplied by Boston El and the other by IARY.

VISIT TO MODEL RAILROAD LAYOUT

The Phila. Chapter will visit the West Jersey Chapter model railroad on Jan. 31st. It operates as the Delaware, Susquehanna and Western Railroad. Details at the next meeting.

B&O INAUGURATES NEW TRAIN

On Sunday, Jan 19th, the B&O will inaugurate a new all-steam powered train known as "The Cincinnati". This train will run from Baltimore to Cincinnati in 12 hours leaving the terminals at 8 AM daily. Four Pacific type locomotives have been streamlined for this fast stepper. They are class P7d, 5300 engines (5301 to 5304 incl.). New tenders have been built with a capacity of 20,000 gallons of water and 25 tons of coal. Engines will run from Baltimore to Grafton and Grafton to Cincinnati. The new design is built around the parallelogram. The engines have been operating on #35 and #36 this past week. All seats are reserved.

What is your favorite steam railroad and why? Tell the editors in a short note. No trolley lanes, please.