

CINDERS

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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NO. 11

James S. Myers

EDITORS

Henry Dickinson Jr.

EDITORIAL

The Editors note with satisfaction the continued steady growth of membership in the Chapter. Philadelphia now has about one-eighth of the total membership in the whole Society. A slow, steady growth is a healthy sign and will enable your Chapter to plan bigger things for the year ahead. Already the trip committee informs us they are planning some fine field trips for 1948.

This issue of Cinders has been delayed so that we might bring you the results of the election for our National Officers. We return to a two page issue this month and hope to continue so until the summer months next year.

READING R.R. FAN TRIP SUCCESSFUL

Aboard a special 9 car train 424 members and friends participated in a most successful fan trip on Sun. Sept. 21st. The Reading rendered its usual excellent support and all those aboard enjoyed the day. Highlight of the trip was a guided tour of Reading locomotive shops. Most commented feature was the on-time operation of the special train. The Trip Committee (also your Editors) wish to thank our co-sponsors, the Penn-Jersey Railroad Club for their cooperation and support.

SUGGESTION COLUMN

It is suggested the local news papers cease referring to Rt. 61 as a trolley line and instead use the designation "coach line". In this way the trackless trolley coach type of vehicle will be identified as being separate from either a gas bus or street car. More of this type of vehicle will be seen on the city streets in the future and so of course they will appear in the news more frequently.

(We invite our readers to send in their comments and suggestions for publication. Your suggestion should be of the constructive type.)

RAILROAD PUBLICITY SUBJECT

OF SEPTEMBER MEETING

Members attending the September chapter meeting were treated to an interesting talk on the experiences of Mr. Wiand, Publicity Dept. of the PRR who told how railroads issue news stories to the press and how a former reporter fits into the scene.

NEW MEMBERS

A most cordial welcome is extended three new Chapter members who joined during recent months;

Mervin Borgnis
1949 W. Pacific St.,
Philadelphia, 40, Pa.

John S. Cooper
313 Berkeley Ave.,
Palmyra, N. J.

A. O. Fleischman
63 Oxford Ave.,
Bridgeton, N. J.

NATIONAL MEETING

At the Annual Meeting held in our meeting rooms on Sunday, Oct. 19th, the following were elected officers of the Society for the ensuing year.

Edward G. Hooper	Pres.
E. Lewis Pardee	Vice Pres.
Roy Cross	Vice Pres.
Harry Thomson	Vice Pres.
James S. Myers	Secretary
Hugh R. Gibb	Treasurer
Richard S. Clover	General Counsel
Leon R. Franks	Editor

Our own, Willard Hart has been appointed National Historian showing that the good work he has done locally has been appreciated. A new Board of Directors was elected, a listing of which will appear in the next issue of the Bulletin. A representative group of Phila. Chapter members turned out to see Society's leaders at work.

TRAIN OF TOMORROW

On Monday, Oct. 13th, the Chapter was the guest of the American Institute of Electrical Engineers and the General Motors Corp. at a private showing of their "Train of Tomorrow". The viewing was prefaced by a few choice words by Mr. P. A. McGee of the Electro-motive Corp. Your Editors were not in wholehearted agreement with Mr. McGee's facts and figures which tended to belittle the steam engine. Of course, Mr. McGee is selling diesel locomotives now instead of electrifying the Reading Co. suburban area and so maybe that accounts somewhat for his partiality towards those oil imbibing monsters.

ELECTRIC ITEMS

by Joseph M. Mannix, Jr.

Out 69th St. way we notice the P & W is using a new rush hour schedule arrangement that has eliminated the Norristown Limiteds, and made all Stratford cars express to Ardmore Jct., and spread the Bryn Mawr locals evenly in-between. Fifteen minute service to Norristown has been instituted on Saturdays and Sundays. During the hours the more frequent schedule is in effect the LVT Limiteds leave 69th St. on the hour and on the half hour. The 50 series green cars are out of regular service and the high level outbound platform is not used for the Bryn Mawr locals. Business continues heavy and the extension on the Norristown Terminal platform is a welcome addition for accommodating the many 2 car trains operated. Across the El tracks at 69th, we understand that PST is being near swamped with one of the heaviest Fall traffic records in their history. The 14 new streamliners will be a welcome addition to the equipment available now.

Let's hop the El and ride into town. You'll see the eastbound Millbourne station rebuilt after the fire. You'll be interested to know that someday those awful rush hour jams on the line will be relieved by longer trains. Dept. of City Transit informs us that the new Market St. Subway stations will be 515 feet long-long enough for a 10 car train of 500 class cars. Of course, the older platforms will have to be lengthened by PTC. Elsewhere around PTC you'll probably see those ragged 6000's from Rt. 23 bobbing up all over town these days.

You boys with color film ought to dash to Darby and snap little 1 spot. The Birney just came back from Hancock and Lehigh all spic and span for Rt. 62. All the old rail below Lester is out and the wire will come down soon. A block of new city street rail has been added at 88th St. and the T further out is in pretty good shape. New loading platforms now grace the neat stretch along the Island Road divided highway.

Lancaster's last trolley line ceased operation on Saturday, Sept. 20. Cars have all been destroyed by burning except one Birney purchased by our Lancaster Chapter and turned over to a local museum for exhibition.

TIMETABLES

The Reading Co. has split its Harrisburg-New York timetable in to two public tables. (Rdg. to Harrisburg and Rdg. to Allentown) Both tables still show through service as well as local.

Our award for the most confusing timetable of the year goes to the Atlanta & St. Andrews Bay RR. (intimately known as the "Bay Line") They have issued a new public schedule of 8 folds, complete with pictures of territory served and showing connections coast-to-coast. With all this the railroad only runs one round trip daily. Equipment is a 3 car train, consisting of 2 coaches and 1 Pullman (Atlanta to Panama City, Fla.)

WHITE TIE, TOP HAT & TAILS

We note that "Life" magazine is glamorizing the Ma & Pa RR with the help of Lucius Beebe, attired in his usual top hat and tails. Palm trees decorated our sacred flat car and caviar was served his guests as the train wound its way through the beautiful Muddy Creek valley.

NEWS NOTES

Reading has finally completed installation of new Green St. turntable, for handling Gclass passenger engines with larger tenders. Job required three months to complete.

Niagara, St. Catharines and Toronto discontinued rail passenger service from Port Colbourne to Port Dalhousie on Sept. 27. This leaves only a few local lines in St. Catharines for passenger car service. Freight only operates on all other portions of system. Reason for discontinuance was too much freight traffic.

Now that PRSL has gone back to using E6's on the Atlantic City Broad St. trains, the modernized K4's are now used in helper service on "the hill" between 46th St. and Bryn Mawr.

The B & O has completed laying new rail on its eastbound track through Glenolden. This is the first in twenty years in this section. One trip of the Sperry detector car showed the need for the new rail.