

CINDERS

PHILADELPHIA CHAPTER

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EDITORS

Henry Dickinson

EXTRA! EXTRA! EXTRA! EXTRA! EXTRA!
ANNUAL ELECTION APRIL 15

The annual election of the Chapter officers will be held at our regular business meeting on Thursday evening, April 15.

Enclosed with this issue of Cinders will be found your ballot to use in voting for your choice. These are the only official ballots and no others should be used. Make your choice of candidate and mail in the enclosed envelope to arrive in the Acting Secretary's hands before the meeting night. Ballots may be turned in at the meeting. Ballots will be opened and counted by the Nominating Committee at the meeting. This new system for election of officers was adopted by a majority of the members so that everyone might have a vote in selecting Chapter officers for the coming year.

APRIL TRIP OF THE MONTH

Inspection tour of Warner Company private railroad near Morrisville, Pa high-lights current month's program on Sat. April 10th.

Have you sent in your Reservation Coupon yet? We must have your early reply to give our host, the Warner Company, sufficient advance notice -- whether you expect to use your own transportation or travel with the group to the site.

MAY TRIP OF THE MONTH

The Reading Company will be our host for the month of May with an inspection trip to Rutherford, Pa. on the 2nd. Details are now available and flyers will be sent to members shortly. Reservations should be made early as accommodations are limited.

HERE AND THERE

What member of the Trip Committee tried to take his girl home on a "blue dog", after the Annual Banquet?

Willard (Timetable) Hart is stumped! He recently acquired some timetables from South America, but he can't read 'em. Si, Si, Senor.

Remember when the Pennsy gate signs used to read "CONNECTING AT PAOLI FOR WEST CHESTER"?

BIRNEY TRIP CREATES MANY 'FIRSTS' IN N R H S HISTORY

FIRST time a Birney car has been on Chestnut St.

FIRST time we have visited Kensington Shops.

FIRST Birney car ever to be televised.

FIRST street car ever to be intentionally televised.

The trip on March 6th made many more FIRSTS too numerous to mention here.

After the jaunt thru town very competent PTC officials showed us around both the main shops and the Hancock Paint Shop where the various stages of a street car's 22 day rehabilitation job were thoroughly explained and observed.

NEW MEMBERS

Philadelphia Chapter extends a hearty welcome to the following new members:

Charles E. Lahner
179 W. Roselyn St.
Philadelphia, 20, Pa.

Walter A. Zackon
395 Rand St.,
Camden, N. J.

Walt. Zackon is also an officer of West Jersey Chapter.

ALL OUT FOR MEETING

ON APRIL 6th

Next meeting of the Chapter will be Tuesday, April 6th, when we return to our regular meeting room. It was unfortunate that the largest turn-out in years, 65 fans to be exact, had to be squeezed into a small room for the March meeting; but there can be no excuse for your not coming out on April 6th.

At this meeting, you will have a chance to meet the candidates for chapter offices for the coming year.

LARGEST CTC MACHINE INSTALLED

The largest CTC machine in the world has been placed in operation at Savannah, Ga. This single machine controls 244 miles of Seaboard trackage between Hamlet and Savannah (via Columbia or main line). This CTC, together with portions on the Virginia Div., has just recently been "cut in".

What member made a 'graceful' exit from the last business meeting up in the owl's nest?

READING INAUGURATES NEW TRAIN
"THE WALL STREET"

On March 1st the Reading placed a new 5 car steam train in New York service, "The Wall Street". Hauled by a new coal-burning Pacific type locomotive #210, built at Reading Shops, it is one of ten now under construction (210-219). Uses General Steel Casting's one-piece bed frame, Baldwin Loco. Works boiler, roller-bearing trucks, and lubricators on driving axles. The cylinders are 25" x 28" with 260 lb boiler pressure, developing tractive effort of 48,340 lbs.

Present tender is only temporary. New tenders are awaiting certain vital parts, and also have one-piece underframes.

Train has 3 coaches, a diner and club car. All cars open to coach passengers. Seating capacity is 246 plus 32 diner seats. Coach seats are reclining type, with wide vision breather-type, wash windows that will not "fog". Each car is decorated with different color combinations. Trucks of coaches are new 4 wheel all-coil spring type, also made by General Steel Castings Corp.

Only complaints--the designers failed to line up the coach seats with the windows, leaving 12 "blind" seats in each coach, and the schedule-makers haven't considered Sunday travel, the one day the average working man, like you and I, could enjoy a trip aboard the train.

ROUTES 75 AND 59
CONVERSION APRIL 18

The conversion of Route 75 to trolley coach and route 59 to gas bus will take place on April 19 and 18 respectively. Trolleys will operate on both routes for the last time on April 17. The focal point for last trip ride groups should be Frankford Ave & Margaret St. See you there Sat. April 17th.

Contributors this month- J. Mannix, W. Hart and W. Blakslee

TRENTON CUT-OFF

The PRR built the forty-five mile cut-off from Morrisville, Pa., across the Delaware from Trenton, to the Philadelphia Division at Glen Loch, near Downtown, to get through-freight trains around Philadelphia instead of having to thread the terminals here. This line was built in 1889-1891, at a cost of \$3,142,000 or about \$70,000 per mile. Electrified service over it began on April 15th, 1938.

ELECTRIC ITEMS

We go to press amid stacks of rebate slips, red, black, green, piled around us and believe us we're saving them. Yes sir, maybe they'll be good for something, but believe us, an aspirin tablet with every fare would have been better. The PUC forgets details in handing out orders and Federal Courts remember them, so we sit amid piles of rebate slips---but if we look out over them we see many new developments on PTC.

Some of the folks on 5th St. between Erie and Wyoming are talking up an idea to have 53 run to 3rd & Wyoming when 75 is converted. 4000' are operating temporarily between Fox Chase and Lawndale on Rts. 26 & 50, while sewer construction closes the north loop--temporary crossovers are in use--and we hear that Rt. 15 will receive the bulk of the new PCC due soon. PTC will lay 15 miles of rail this year.

Out suburban way, we hear P&W is considering purchase of new equipment as Mr Taylor's influence is being felt in increased riding and closer headways, while up in Allentown, LVT 1103 is the latest Easton Limited to come out of the shops. New seats are going in and the cars are being thoroughly overhauled. The future of the Easton line looks more trolley than ever. The new buses bought for this route are in service elsewhere and are distinguishing themselves by using gas at the rate of but 3 miles to the gal. PTC Rt. 63 has temporary Ford buses replacing near-sides as a result of street cave-in at 9th & Christian. The hearing before the PUC scheduled for March 10th requesting abandonment of rail service on Spruce & Pine Sts between 2d and 22d Sts. (Rt. 12) was called off with no official explanation. Maybe total abandonment is next.

FIRST BIRNEY STREET CAR

The first single-truck Birney street car was introduced into Bell-ingham, Wash., Fort Worth, Texas and Keokuk, Iowa at practically the same time, in 1916. The two former cities were served by Stone & Webster properties. None of the three cities which introduced the once universally-popular single-truck safety car have trolleys at the present time.