

CINDERS

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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STAFF

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RECENT MEETING FEATURED

HISTORICAL MOVIE

The January meeting presented the famous Baltimore & Ohio Railroad movie, "History of Development of Land Transportation" which gave a running account of the "Fair of the Iron Horse" held in 1927 at Halethorpe, Maryland.

Showing of the film was a special treat for the members, since the film is no longer available for general exhibition, and was brought direct from the railroad's vaults for viewing at our meeting. The film is unequalled for scenes of historical interest.

ADVANCED CLOSING DATE FOR CINDER'S ITEMS

Beginning with this issue of CINDERS, your editors hope to advance the publication date to the first day of each month - instead of mid-month as heretofore. We are appealing to all contributing members to send in all items for publication on or before the 20th of the month deadline.

SHORE FAST LINE MAKES LAST RUN ON JAN. 17

The timetable stated "nothing will leave more pleasant memories than a trip to Ocean City when taken in the ultra comfort and speed of the 'Shore Fast Line'. A scenic ride thru the beautiful pines between the two most famous beaches on the Atlantic Coast."

After a losing fight by several communities served, the Atlantic City Trans. Co., formerly Atlantic City & Shore RR Co. gave notice that the last day of rail operation for Ocean City Div. cars would be January 17, 1948. Thus the wheels of the oldest interurban cars in the East ceased rolling.

On Sept. 13, 1946 fire destroyed the trestle between Somers Point & Ocean City and was never rebuilt. Since that date, all cars terminated at Somers Point.

Operation between Atlantic City & Pleasantville was over P R S L tracks, using third rail, which still remain in use by PRSL. From Pleasantville, overhead trolley was used. Plans call for retention of one track between Pleasantville and Somers Point for PRSL freight.

ANNUAL BANQUET - - - - - MARCH 2

UNUSUAL RAIL NEWS AS REPORTED BY THE LOCAL PRESS

An elephant aboard the N & W's "Pocahontas" curiously pulled the emergency cord in the baggage car at Crewe, Va., bringing the train to an abrupt halt... Here in our own city, the P.T.C. sheepishly reported theft of thousands of pounds of valuable copper cable from their underground conduits.... While up in Boston's Back Bay Station a weary New Haven locomotive turned over on its side pulling a passenger train into the station.... From Wilkes-Barre comes news that New York City has graciously sent 75 heaping carloads of unwanted, dirty-white snow to nearby coal breakers to exchange for clean, black anthracite.... And though it's not unusual, we thought you might be interested to know that PRR station on the Fort Washington Branch formerly called "Asbestos" is now known as "Wyndmoor".

WE WONDER WHY?

We wonder why the P.R.R. timetable between New York & Richmond (form 7) includes Elizabeth, but not Trenton on the cover listing?

We wonder why P.T.C. car No. 2798, one of the new all-electric PCC's, displays green front markers while other cars in the series carry blue lights?

We wonder why the Market Street Subway between 5th & 8th Streets is of different construction, embodying concrete arches, instead of conventional steel girders.

READING COMPANY NOTES

The Girard Ave. Station of the Reading Company has been completely demolished following PUC approval of discontinuance of passenger service, and at present the Columbia Ave. Station platforms are being rebuilt. The old station building at 9th & Columbia, formerly the main depot for the "Northern" section of the city is not included in the renovation plans.

RED ARROW NOTES

We are happy to announce that after almost 18 months of inactive service car #44 has returned to regular passenger service. Recent mechanical failures among the light weight cars have necessitated this move. All passenger cars are again in running condition, except of course #2 and #4.