

CINDERS

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Donald W. Kehl

EDITORS

Henry Dickinson

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Joseph M. Mannix

KEEP COOL

KEEP COOL

ELECTRIC ITEMS

JULY MEETING

The regular monthly meeting of the Chapter will be held on July 15, at 8:15 PM sharp. The meeting will be held on board a 'bullet type' car of the Phila. & Western RR leaving 69th St. Terminal at 8:15 PM. All Chapter members are urged to attend. Guests are invited but there will be a slight charge of fifty cents per person. Guests should be accompanied by a member. It is planned to go to Norristown and Strafford in our efforts to keep cool. A stop-over at Strafford is planned to watch operations on the Pennsylvania Railroad and to sample some of the refreshments for which this area is noted. No, not that, I mean ice cream and cake. Remember the time, 8:15 PM.

COMING EVENTS

- JULY 15 - Regular monthly meeting at P&W RR at 69th St. Terminal leaving at 8:15 PM sharp
- AUGUST 3 - Regular Tuesday gab session at our regular meeting place
- AUGUST 15 - PTC trip covering lines and loops in the northern section of the city and commemorating the Tenth Anniversary of PCC cars in the city of Philadelphia. Route and other details in separate announcement.
- AUGUST 19 - Annual Auction Sale at our club rooms. New Auctioneer, New Material, Old Prices, (we hope) so gather your dust collecting items and come out and turn them into valuable cash.

Editor's Note: - We believe the following thumb-nail sketches should prove interesting to our members.

MARYLAND & PENNSYLVANIA RR.

The Baltimore & Lehigh RR., a 3-foot gage road organized in 1881, was sold under foreclosure in 1894. Its Penna. Division became the York Southern and its Maryland Div. became the Balto. & Lehigh Ry. The former was changed to standard gage in 1894, and the latter by July 1, 1900. In 1901 they consolidated to form the Maryland & Pennsylvania RR, which at present has 79 miles of line. It runs from Baltimore, Md. to York, Pa. a distance of 77 miles. There are two branches on the line.

The noble new 2100's, latest in our PCC chain are daily rolling into town and you'll see the one-man jobs being delivered to Luzerne via Spring Garden, N. 8th and Germantown Ave. almost every day. The cars carry front and side signs complete for all points on the following routes: 2, 6, 13, 17, 18, 20, 21, 23, 26, 30, 32, 36, 40, 41, 42, 43, 47, 50, 56, 57, and 65. It is expected that all will be delivered thru 48th & Parkside. Fun up Ogontz Ave. way now is for residents to spot the new units over the 2000's and 2500's that are filling in on Rt. 6 for a starter. Seven came from Callowhill for the job. Rts. 21 and 57 now have PCC equipment on Sundays and Holidays.

Rt. 63 is again operated by trolley, a new curve on temporary fill graces 9th & Catherine to permit cars to travel the route. Looks like the residents of Spruce and Pine really love old 12 after all. They had lots to say about the proposed track and service removal, all against it; asked at a second hearing for at least a bus if the cars must go. That was no mirage; they ARE taking the 5000's on 37 thru the shop again. Speaking of 5000's, some from Rt. 60 have filled in recently on heavy baseball tripper runs on Rt. 54. Rail service on 55 a trush hours will probably be abandoned soon. The loop at City Line is for sale. Resumption of Rt. c on Broad St. has dipped into 55's City Line Business. The remaining wire on the old unused portions of Rt. 75 has now been removed. The track gangs have laid rail recently on 12th St. from Nevada to Diamond (1½ blocks) 31st St. from Susquehanna to York, Olney west of Rising Sun, 5th from Federal to Washington and the wiggle behind Kensington Shop has disappeared in a new block of rail on Jasper St. from Cumberland to Huntingdon that now goes neatly up the middle of the rebuilt highway. Wait don't throw your rebate slips away yet-there may be something we can think of doing with them.

(Compiled by: Ernest Mozer, Mervin Borgnis, and Joseph Mathew Mannix)

Enjoy a safe, pleasant vacation----
GO BY RAIL

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