

# CINDERS

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NO. 6

Donald W. Kehl

STAFF

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## COMMITTEE APPOINTMENTS

### PROGRAM & ENTERTAINMENT

Willard H. Hart

Lloyd Glass

### PUBLICITY COMMITTEE

James A. Mulliken

Homer Stineman

### HOUSE COMMITTEE

John Francis

Harry S. Myers

Joseph M. Mannix

### TRIP COMMITTEE

Henry Dickinson

Joseph M. Mannix

### EDITORIAL STAFF

Donald W. Kehl

Henry Dickinson

Additional committees will be announced at a later date or as the need arises.

## ABANDONMENTS AND ROUTE CHANGES

The Reading Company has announced that on June 3rd they will cease operation over 6.7 miles of rail from Kimberton to Byers. Kimberton is where the Delaware & Lancaster RR branched off to link up with the RDG RR branch at St. Peters. (1891-1895)

A city ordinance has been passed permitting the PTC to construct the necessary trackwork to reroute #12 line on to Lombard and South Sts and at the same time changing the direction of traffic on said streets. Switches are to be installed at 22nd & Lombard and 23rd & South Sts. Also special work is to be put in at 9th St. to allow the South & Lombard St. cars to be turned back.

## TRANSIT IN DES MOINES

According to the Des Moines Street Railway Guide local transit is serviced by three different types of vehicles. They are street cars, curbliners and motor coaches. Those 'curbliners' are free-wheeling gadgets with two poles and more widely known as trolley coaches. Wonder if they really do pull in to the curb or are they like some we are intimate with?

## GET WELL FAST

The Staff was very sorry to hear that member Leslie Ross is in the hospital. We wish you a speedy recovery Leslie and hope to see you at the next meeting.

## LOST

Jacque Singer has informed your Editor that his coat was inadvertently left in the clubroom last meeting. It was grey-tan and if you have seen it, tell Jacque.

## ELECTRIC ITEMS

As you read this our new PCC's should be arriving daily. The first of the 110 new units were to arrive May 25th or shortly thereafter. 13th Street from Walnut to Market is receiving new rail and on Norris St. from 13th to Broad, ties foundation and paving are being renewed on the present rail while street repairs are in progress. The overhead is down on Rt. 75's old private right-of-way and most of the rail has been removed on Castor Ave north of Cotman.

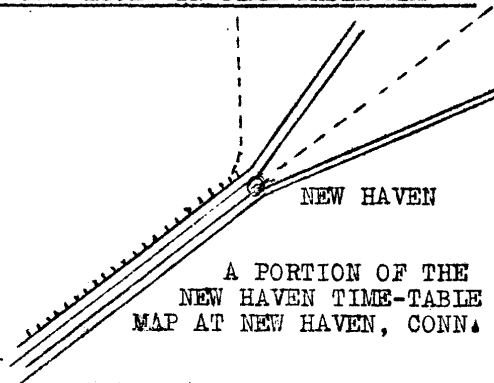
Now that the pleasant weather is here and the amusement parks are reopening, we were wondering the other day how the Fairmount Park Transit might have made out today if they could have charged 12¢ a ride as is necessary with the bus instead of 8¢. But more ironic still, is the tale we heard from a certain reliable party to the effect that a bloc of PTO officials tried hard to have the company take over the little line before it's abandonment but were unable to put across the idea due to factors such as operation losses, liability and insurance risks which outweighed their argument of good publicity and public relations. And lastly, as suspected, the operators of Woodside Park are not too pleased with the public's response to reaching their play spot by bus.

'Round the country, we find that Texas Electric wishes to abandon rail operations. Chicago will shortly place orders for 130 high speed cars for the new Milwaukee Ave. Subway extension. The North Shore Line is still strikebound and up in the baked bean region, Metropolitan Transit Authority is seeking permission to take over additional Old Colony trackage for the new Boston suburban service. The overhead wire is reported down on the Shore Fast Line in Ocean City and on the main land. Stretches over the meadows still have overhead. Eastern Mass. St. Ry. died a horrible death on May 2 at 10:30(AM or PM). We imagine the end was hastened by the delivery of some new ACF's from our W. Philly factory. Conn. Co. is now down to her last open car #1437. Is this the last open car in the U. S. belonging to a street railway company? There are only six routes left on Conn. Co.----- Thanks to Joe Mannix, Don Kehl and Jacques Singer for above copy.

**NATIONAL RAILWAY  
HISTORICAL SOCIETY**  
MAY 20 1948  
PHILADELPHIA, PA.

**NEW DATER****FOR TICKETS**

The trip committee has acquired a dater to be used to validate all future tickets sold for fan trips and inspection tours. A reproduction of the imprint is shown above. We believe the dater will give our tickets a more professional look.

**A 'NEW LOOK' IN TIME-TABLE MAPS--**

A PORTION OF THE  
NEW HAVEN TIME-TABLE  
MAP AT NEW HAVEN, CONN.

Number of lines indicates number of tracks.

-----  
Indicates Freight only trackage.

=====  
Indicates passenger and freight trackage.

.....  
Indicates electrified line.

A railfan must have moved into the New Haven's map department to have such an informative map published. Other roads please copy.

**JERSEY-CENTRAL  
ABANDONMENT**

The Central Railroad of New Jersey has abandoned passenger service on May 5th, 1948, on that portion of the Newark Branch between Jersey City and West Side Ave. (3.8 miles) Service on this branch was split as a result of damage to a drawbridge over the Hackensack River several years ago. Passenger service continues between Kearny and Newark.

**NEW COLOR SCHEME ON D. L. & W.**

Coaches on the "Route of the Phoebe Snow" are sporting a new color combination consisting of gray, gold and maroon. This is quite a colorful selection of hues and should make the DL&W passenger trains a target for Kodachrome fans.

**PROVIDENCE LOSES MORE TROLLEYS**

United Electric has abandoned the so-called tunnel lines in Providence. The only line left operating is now the Buttonwoods Line.

**MEMBERS PROVIDE****INTERESTING MEETING**

The May 20th meeting proved to be an exceedingly popular one, with the entertainment under the auspices of two of our able members: Messrs. Gibb and Mannix.

Mr. Gibb described his recent ramble through Rebel Land in such convincing terms that it was all one could do to keep from acquiring a southern accent as the gathering rode the "Caroline Special" with the speaker. The fact that coach travel is very light in the South was made quite evident as we "climbed aboard" train after train of two-coach consists. Many points of historical interest were also visited and commented upon as well, before we finally rumbled north of the Mason-Dixon and home.

Mr. Mannix took us back in time to the establishment of the first limb-loosening, horse-killing stagecoaches. From this point he brought us back to the present era via a garter, two corset stays and rail lines of all descriptions. The Delaware Ave. loop on Market St., the City Hall subway station, the histories of the cable lines, and many more interesting facts have undoubtedly been stored away in the members' minds for future use at meetings and on trips.

Don Kehl

**PHILADELPHIA & WESTERN**

The Philadelphia & Western Railroad Co. was formally opened at 6 AM on May 22, 1907, when the first car left Union Terminal Station at 69th St. for Strafford.

The P & W in the trip to Norristown, uses the trackage from 69th St. to Villanova which is on the route to Strafford, and then branches off at Villanova for Norristown. The extension from Villanova to Norristown was opened to the public on Aug. 26, 1912. Before the public opening the company took a party of newspaper men on the 69th St.-to-Norristown trip on Aug. 21, 1912.

**SEEN AT OCEAN CITY**

Reading Company engine #351 an old Atlantic type (4-4-0) is now resting peacefully at Ocean City N. J. It is interesting to see just what the old timer is down at the seaside for. Do old locomotives get vacations, too?

FOR SALE