

CINDERS

PHILADELPHIA CHAPTER

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Henry Dickinson

Editor

RESULTS OF ANNUAL ELECTION

President.....James S. Myers.
Vice President.....Willard H. Hart
Secretary.....John Francis
Treasurer.....William E. Blakslee
Historian.....Joseph M. Mannix
Announcement of the members of the various committees will be made next issue.

MEETING THURSDAY MAY 20

The next regular monthly meeting of the Chapter will be held on Thursday, May 20, at 8:15 PM. Meeting will be called to order promptly at that time so everyone is asked to be punctual. Featured on the program will be Joe Mannix delivering a talk on the history of the PTC and Hugh Gibb telling of his experiences in the you-all country. Both men are noted for their excellent material and a large crowd is expected to hear them.

APRIL - MONTH OF TRIPS

April, 1948, will go down in our history as the month in which we had our greatest number of fan trips.

On the 10th of the month, forty members of the Chapter journeyed to Morrisville, Pa. for a trip over the private line of the Warner Co. Train consisted of their new Diesel and 2 PRR gons complete with picnic tables. After the tour, refreshments were served by the Warner Co. which further endeared them to the hearts of the members.

April 17th found us on the sad mission of saying good-bye to two excellent car lines. Our #1 Birney car was seen wending its way over Route 75 and bouncing merrily on its way to Bustleton via Route 59. Many pictures were taken to be filed away and reminisced over later. The already bussed Route 73 was also covered.

April 30th found us again on a saddening trip. This time the last run of the Octoraro Branch train to Oxford, Pa. Twenty members were on hand for the last trip of train #793. The gas car made its last trip down the 31 mile branch amid the clicking of camera shutters and the popping of flash bulbs. And so another great era in Philadelphia suburban travel comes to an end. 'High' spot of the trip was the return of twenty dejected rail fans via Balto. Motor Coach bus to Media.

WHAT FARE, PLEASE?

Philadelphians must remember the past history of their transportation lines anymore, to be able to tell what fare is required when they board a bus. Since the company ran out of letters the system is getting complicated.

ELECTRIC ITEMS

by J. M. Mannix

The smoke has cleared around Frankford and the new reroutings and improvements are beginning to work smoothly - for the time being. No longer do trolley wheels hum on 75 Or 75 nor the portion of 59 north of Cottman but the Arrott St. Terminal is certainly far more efficient thru the rebuilding. Elsewhere 'round town you'll find Rt. 64's western terminus is now 33rd St. instead of 24th -- the 8000's from 75 are mostly on 33 (sorry Eastwickites) - there is new rail on 12th from Master to Thompson and on 15th from Spring Garden to Callowhill. The 33rd & Walnut St. wiggle should be interesting when completed. In the deal, 13 and 42's will make like Sunday drivers and ease slowly from the center of the street at 32nd, to the south curb at 33rd, to make a "proper" left hand turn. And lastly - how high is your pile of rebate slips?

RUTHERFORD TRIP

BEYOND EXPECTATIONS

The Chapter's Reading Co. Railroad Special operated to Rutherford Yards on May 2nd was a great success. Five hundred persons were aboard as the eleven car train left Philadelphia with engine #202 at the head end. At Reading engine #134 was picked up to help on the hills on the Cornwall RR. Engine #134 hauled the special back to Phila. A poor stop was made at Lime Rock but was later set right by a good stop at the Cornwall Iron Mine. Ample time was had for photographing the Reading and Western Maryland power at Rutherford. Two Pennsy engines were seen nesting in the round house and it seems they are regular boarders there. A good run was made back to Phila. over the main line arriving in the big city just a few minutes late.

There is nothing definite on any future fan trips but we are working on one on the Pennsy over the Octoraro Branch and the two trips submitted by H. Stineman are in the hands of the Reading Co.

New Harrisburg-Reading timetable has all connections from Phila., both trains and busses leaving from Union Bus Terminal. It must be annoying as the devil to have those Reading Company expresses passing the windows of the Hotel Essex at 13th & Arch. -- That model railroad write-up in Sundays paper should have been Reading not here.