

SPECIAL CONVENTION ISSUE

CINDERS

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OFFICERS

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OBITUARY

It is with the deepest regret we announce the passing in July of member Harry G. Lewis of the McCallum Apts., Germantown. Mr. Lewis joined the Society in 1938 and we have indeed lost a true friend.

A MESSAGE FROM

OUR NATIONAL PRESIDENT

The 1948 Annual Convention in Baltimore celebrates the passage of another successful year of progress by the National Railway Historical Society, another year added to the years that have seen many changes in the improvement and growth of the Society, and in another way, few changes.

To me, our Society as it stands today, is a symbol of what may be accomplished by steadfastness of purpose, good fellowship, cooperation and faith in our organization. A roster of membership printed just twelve years ago shows a surprising number of familiar names, names of men well known to each of you today who are still taking an active part in our affairs and activities. Their continued interest is a heritage of which we are justly proud and provides a firm foundation on which to face the future with confidence. We are not the largest railfan organization, but we have an enviable reputation for square dealing. By all means, let us stick together and keep up the good work.

E. G. Hooper

A MESSAGE FROM

OUR CHAPTER PRESIDENT

It is with a warm welcome I greet the members of the Society, many of whom will gather for a comprehensive 3 day convention in Baltimore over Labor Day weekend. These annual conventions provide an excellent opportunity for making new friends and meeting old acquaintances. To all our friends and members - Greetings from Philadelphia.

J. S. Myers

This special edition of CINDERS is being distributed at the convention in Baltimore as well as our chapter members.

READING FAN TRIP

Sept. 19 is the date of our fan trip over lines of the Reading and Central of New Jersey. The enclosed flier carries the details of the trip. We hope to see every Chapter member that is able make this trip, as it is the last steam trip this year. Come out and don't forget to patronize the diner.

CONVENTIONS IN RETROSPECT

- 1938 - Philadelphia
Remember our trip on the Reading to Downingtown?
- 1939 - Brooklyn
The year of the Fair-the Trylon and Perisphere.
- 1940 - New Haven
Remember the open cars
- 1941 - Pittsburgh
A swell ride to Charleroi on the interurban.
- 1942 - Elizabeth, N. J.
Then came the war years.
- 1946 - Buffalo
The TH&B was fascinating here.
- 1947 - Boston
Who can forget the Edaville RR.
- 1948 - Baltimore
We know it will be good.
- 1949 - ?????

RAILROAD EXHIBIT - FEATURE

OF READING BICENTENNIAL SHOW

Of interest to the fans in this area is the railroad exhibit now on display at the Reading, Pa. Bicentennial Fair.

The Reading RR has a new G-3 passenger locomotive, several newly rebuilt passenger coaches designed for their Main Line run and a modern hopper car on view. The Pennsylvania RR has a giant T-L passenger locomotive, their new "Overnight Coach" and freight equipment on display.

It is gratifying to see the importance being given these exhibits.

ELECTRIC ITEMS

Put down your guns, boys, Red Arrow has no intention of replacing the West Chester rail service as reported on August 19th by the contemporary press of our area. Just a reporter's buildup, it seems, of a simple application for a school bus service on the Pike. Rt. 5 will be our next PCC route unless the Transport Workers Union wins its' battle to keep two men on each Rts. 5 and 65 car after Sept. 12th. Rt. 65 is slated for straight 8000's under PTC's plans - that is until its abandonment altogether under the City's plans. That is part of the super-duper central city reroutings that will also involve Rts. 9, 47, 50, 43, 3, 23 and 20 in various ways, large and small. An early start is also hoped for for the 33rd St. rerouting of Rt. 13 and 42 and up town the present loop at Germantown & Butler will be converted into a bus terminal while short lined Rt. 23's will loop via 13th and Venango Sts. for the subway pickup. Rt. 37 now has 8000's entirely and the 6000's are back on Rt. 70 until the city starts permanent reconstruction of that sagging sewer on 52nd St. The boys that lay the rail have been working on Rising Sun Ave, north of Adams, Poplar St. from 16th to 15th, 40th St. from Market to Spruce and of all places 7th St from South to Race.

(Credit for the above goes to Ernest Mozer, Mervin Borgnis and old man modesty himself.)

ORCHIDS TO THE PENNSY

Orchids to the Pennsy for their new 1600 series coaches that have been in service these past two months on some New York-Washington and New York-Philadelphia "clocker" trains. These air-conditioned, modernized PTC's have retained their original roofs with a single ventilator at each end. They can be spotted easily by their chrome grabbars, split doors, and by the porthole windows in the rest rooms. The side bolster-block trucks have been replaced by SKF roller bearing trucks, similar to those now in use on the cars that make up the PRR blue ribbon fleet of overnight coach trains. Electric pencil marker lights make the hanging of oil marker lamps unnecessary. Inside, these cars have highback seats some blue-covered, altho most cars have green-covered seats. Window blinds are cream with pink vertical stripes. Rest rooms have been remodeled, Dixie cups have been recessed, in fact the general interior appearance has been so changed that the traveler will find it hard to recognize the old cars.

RAMBLINGS ABOUT

By Miles O'Travel

Here's a new feature to appear at frequent (we hope) intervals. Your writer will endeavor to have a little chit-chat of interest to all in this column.

After attending last meeting's Auction Sale, we're firmly convinced that Auctioneer Lloyd Glass formerly sold kitchen novelties on the Boardwalk. If you dyed-in-the-wool fans wish to ride behind a famous Reading L class camel-back, better hurry. They're fast being displaced by the large G class engines on Newtown, Cheltenham and Frankford runs. The traction bugs who specialize in varied equipment should visit Parkside Loop any weekday. Four types of cars, 2000, 5200, 6000, and 8000 series cars may be seen at this one location. But don't waste time, Rt. 38-A will soon be abandoned. That neat map appearing on the Port Reading fan trip flyer is the work of Bill Blakslee. Some cold winter's evening we hope to see those California rail movies taken by Walt Zackon. Congratulations are in order to Leslie Ross and his bride. Leslie was married a short time ago and we wish he and his wife every happiness. Joe Mannix has announced his engagement to Mary Malone. Gosh, there goes another bachelor. Then there's the fellow who tried to get an upper to Hawaii...all they had left was Aloha. Thanks to Bill Blakslee for our new letterheads and the special heading for this issue. You might like to know that the envelopes for the Reading trip were addressed by W. Blakslee, Hart, J. and H. Myers, J. Mannix and C. Rowland. Thanks, fellas. Has anyone seen Ben Burkholder lately?

PTC TRAVEL BARGAIN

Looking for a travel bargain? Here's one starting in Glenside on Rt. 6. Pay regular suburban 7¢ fare, plus 5¢ for interchange ticket to Bus X. On Bus X, pay 5¢ and obtain another interchange ticket to Rt. 23 southbound at Mermaid Loop. Rt. 23 will issue regular Exchange good to any intersecting line. Total cost is only 17¢ if you had traveled direct to the city via Rt. 6 and Subway, cost would be 7¢ suburban fare, plus 12½¢ for Exchange, making total of 19½¢.

By using this indirect route, the exchange costs but 10¢. Yes, it's a privilege remaining from the old fare set-up, and forgotten by PTC last March.

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