

CINDERS

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Ronald V. Kehl

STAFF

Henry Dickinson

OUR DWINDLING PASSENGER TRAINS

Events of the past few weeks indicate that if you are interested in riding our branch line railroads, that riding had better be done soon, for these trains are fading from the scene. PRSL's recent disposal of 12 trains, and the Pennsy's request to drop 5 runs on the Camden-Trenton line only accentuates this picture.

However, the picture is somewhat dismal everywhere. The Old Colony (NYNH&H) will drop 114 trains a week effective March 1st. This sounds bad but one considers that the old regime wished to drop all service, any improvement is welcome. Forty-four weekday and two Sunday trains will be retained "As long as patronage is sufficient to pay for their operation".

Elsewhere in New England, the pathetic plight of the Rutland RR rears its head. Two more trains, this time between Alburgh and Ogdenburg, have been dropped, making a total of eight for a one-year period. This is just another attempt by the valiant road to cut expenses and keep operating, despite an ever-mounting deficit.

STEAM RAILROAD NEWS

The New Haven will speed up 17 New York-Boston trains by 10 to 25 minutes in the near future.

The Canadian Pacific RR, owners of virtually all types of transportation vehicles, are expanding even more. With the arrival of 6 airplanes, air service will start to Hong Kong via Shanghai & Tokyo, and to Sydney, Australia via Hawaii.

The New York Central intends to make Harmon, N. Y. sort of a Hudson River Paoli. Service from the suburbs will be encouraged by the construction of a new \$300,000 station.

The San Luis Valley Southern (31.4 miles) from Blanca to Jaroso, Colo. has applied for abandonment.

Burlington (100 years young) is drawing up plans for a super suburban service, utilizing 10 diesels, an as yet undecided number of 145 passenger double-deck cars, and modernizing of older equipment.

Monon is asking bids for 17 diesel switchers and road engines. This looks like the end of steam for them. They also will purchase 20 new passenger cars.

The second stage of the PRR Pittsburgh Terminal modernization is now underway. This will involve the extension of tracks and platforms, and cost about 20,000,000 dollars.

DUES ARE PAST DUE

If your 1949 dues are not yet paid, a check in the mail to Bill Blakslee will take care of them. Keep informed by being an active NRRS member.

ELECTRIC ITEMS

Well, now that the strike is over for this year, the smoke has cleared away, the vehicles are running and the next fare rise is in sight, perhaps we'll soon have some progress to report in transportation activity. In the meantime here are a few sidelights on the strike. During the stoppage, car 5334, the instruction trolley for the 2nd & Courtland loop of 'Oscar' fame, was brought to Luzerne Depot. It's a private barn near the Way Shop was not termed safe. A late arrival at Luzerne was car 6912, it of the famous Army-Navy day fire session and still burned out in the rear roof. The supervisors patrol cars were all on the street, their 'plainclothes' occupants driving along trolley routes and checking subway stations. The PTC emblem and words "Service Supervisor" were neatly covered with black tape, but the aerial was a giveaway.

They parked that one subway train that polished the Broad St. rails each night on the northbound express track at City Hall during the day. The crews could easily reach that station on the railroads. One thing is proven: you really CAN park all our street cars on depot property, and the congestion proved another: just how vital urban public transportation is.

From Detroit comes word that the Detroit St. Ry. acting upon a survey of the Conway Corp. will borrow \$7 million to purchase 120 more PCC cars and 136 trolley coaches. In Minneapolis-St. Paul, Twin City Rapid Transit expects to receive 50 new PCC's in April from St. Louis car.

Pacific Electric is conducting a cost survey to see whether to replace cars with buses on the Pasadena-Oak Knoll, Pasadena Short Line and Arcadia Lines.

The Staten Island Rapid Transit has run afoul of the court in its removal of a large number of trains last September. A court order has directed the company to put back 4 trains, and reschedule 8 others, some as expresses. Company appeals to eliminate this action have thus far been unsuccessful.