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Donald W. Kehl

EDITORS

Willard H. Hart

WELCOME TO PHILADELPHIA!

The officers and members of the Philadelphia Chapter would like to take this opportunity to wish all our convention visitors a hearty welcome. May your visit with us live up to your fullest expectations and remain as an enjoyable memory for many years to come.

SUMMER MEETINGS

Our annual trip to Willow Grove in July was, as usual, well attended. The rebuilt 8000 car followed a direct route (12-20-65-6) to the park so that the members could spend more time than last year in riding roller coasters and eating hot dogs.

The August meeting was well entertained by the movies of Jack Boorse, Henry Dickinson, and Walt Zackon covering a number of steam and electric lines. Henry's pictures of the Media Centennial, Jack's pictures of Boston MU PCC's, and Walt's pictures of Baltimore were especially noteworthy.

PTC TRIP

The latest chapter trip on Aug. 6th over PTC lines was quite successful. The PCC was filled to near capacity in the tour of lines soon to be abandoned. The company generously let us invade Ridge Depot and went to special lengths to have old D-34 pulled out for pictures.

Little did anyone suspect that events would move so swiftly the Rt. 30 would be abandoned and trackless trolleys definitely considered for Rt. 66 within two weeks of the trip's operation. Another piece of trackage then covered but now abandoned was Walnut St. between 33rd and Woodland, which saw its last car around 3 AM on Aug. 23rd when the new routing went into effect on Rts. 13 and 42.

ELECTRIC NOTES

As this is written Cincinnati's 52 PCC's are being sent, a few at a time, to Toronto, their new owner. Purchased for \$750,000 they will enable the Canadian system to retire the last of its wooden cars.

Atlantic City is definitely considering removal of its last remaining line and plans have progressed to the point of planning the new bus routes.

Scranton Transit lost its Green Ridge Peoples and South Side lines on Aug. 19th. Next to go will be Green Ridge Suburban. Neighboring Wilkes-Barre is also slated for complete conversion early this winter..

Baltimore Transit recently converted No. 26 Sparrows Point line to PCC cars and terminated the line at Highlandtown.

LIBRARY NOTES

Our librarian, back from the land of the Clinchfield and the TAG is once more "at the throttle" of the library. Do not forget that this popular feature of our chapter is well stocked with excellent railroad books. Nearly all of the current railroad literature is represented on our shelves.

STEAM NOTES

The B&O has purchased two RDC-1's for operation between Brunswick and Washington, and Washington and Baltimore in suburban service. Bids were advertised for a new tunnel on the Monongah Div. near Clarksburg. The Cincinnati was removed from Baltimore-Cincinnati service and placed on the run of the former Great Lakes Limited between Detroit and Cincinnati. At the intercollegiate boat races on the Ohio River June 17th the B&O operated a train of 41 gondolas fitted with seats in addition to a press car. The 5740 seats were sold out weeks in advance.

The PRSL recently dropped its last train to Penns Grove with only the Brothers Myers along to wish it farewell. Newfield and Salem branch passenger trains are also living on borrowed time, and after their recent near demise their early loss may be expected.

The Erie recently discontinued its Buffalo-Jamestown gas car. In the same part of the country the DL&N substituted a bus for one of the two remaining Binghamton-Utica trains.

In the multiple unit field new cars are now appearing on both the NYC and PRR. The NYC cars are air-conditioned, 85 ft. coaches with a seating capacity of 130. The PRR cars are rebuilt P-54 trailers and are similar to present equipment.

The L. I. now has eight new road diesels growling between Jamaica and Montauk slimming even further the fast disappearing fleet of K-4's and G-5's.

The two newest CPR streamliners are the Eskimo and the Stampeder now in daily service between Calgary and Edmonton. The summer system folders of the CNR now include schedules of the former Newfoundland Ry

Diesels are now doing much of the work on the Pennsy's Newtown Square and Cardington Branches.

An RDC-1 recently spent several weeks on the PRSL in test service working scheduled trains to both Millville and Glassboro and special trips to seashore points.

Chapter members in this area will appreciate the excellent article and pictures of the Western Maryland in the feature article now in the current Railroad Magazine.

THE PENNSYLVANIA RAILROAD IN PHILADELPHIA.

PRR stands for the Pennsylvania Railroad, Standard Railroad of the World. The big red subway is a mode of transportation almost taken for granted in the Quaker City. If you have ever stood on the platform at North Philadelphia station and watched the innumerable trains roll in and out you may understand why. With a frequency that frequently rivals that of the subway below, trains pick up and discharge passengers until the casual onlooker commences to believe that there is no end to this parade of trains.

Broad St. station, although not the hub of activity it once was, is really the place to start a tour of the Philadelphia facilities. Modernized since the fire of September 1943 it still has the air of a building well able to remember when all its trains were hauled by steam. The station platforms are doomed, as is the track from Broad St. to 25rd St., commonly known as the Chinese Wall, when facilities at Suburban Station and 30th St. are enlarged to handle the trains now operating into Broad St. The building, however, will remain to house the station's complement of offices.

30th St. station, opened in March 1933, is a building whose full potentialities as a depot have never been realized. Even when the additional three platforms are added, construction of which is now in progress, much room will still be available for expansion if necessary. The new platforms, on the east side of the station on the subway level, will help make 30th St. an able replacement for Broad St. when that depot is discontinued. Originally plans called for a large loop to enable all western through trains to enter the station and then return to their through route but this idea has been dropped in the recent program.

Crossing the outer end of 30th St.'s platforms is the aptly named High Line, a freight only route for through trains, running from Arsenal tower to Zoo tower. Once a year the line becomes an "Elevated for a Day" when all trains from New York and Trenton for the Army-Navy game are routed over it. Its connection, the Delaware Extension branch, takes the trains on down to the Stadium in South Philadelphia. Signals on the double track stadium line are usable in either direction, with both tracks southbound before and north after the game. This system frequently brings Washington and New York trains together for a neck-in-neck race up the entire length of the branch.

At the north end of the High Line is Zoo tower, one of the busiest in the world, for it handles literally hundreds of freight and passenger trains a day. A series of tunnels and cuts honeycomb the enlarged "Y" arrangement, enabling all sorts of movements at the command of the tower. Currently nestled in the center of the "Y" is a large collection of dead engines, primarily switchers, left to recall the days when they chuffed past the tower, but looking forward only to the junkman's torch.

Slightly further up the main line is 44th St. enginehouse. This is the largest in the area and is still predominantly steam. Some of the very few E-6's still running on the Pennsy system proper, along with G-5's, K-4's, L-1's, H-9's, and B-6's call this home. An occasional A-5 and I-1, used in helper service on the Norristown branch, also wander in from time to time.

Just a bit further is 52nd St. yard. An excellent place to watch all hump and yard operations, as well as through trains, is from the westbound platform. Here, day or night, there is always some activity. The Norristown branch, the Pennsy's outlet to the anthracite regions, branches off at this point. This line sports the company's only diesel passenger service out of Philadelphia when, on Sundays only, a diesel switcher clatters from Broad St. to Reading hauling two or three coaches. The line is well worth the ride, especially since the loss of passenger service north of Norristown is imminent.

South Philadelphia enginehouse is the Pennsy's other main operating point in the area, although smaller locations, mostly dieselized, are scattered throughout town. This terminal, in the heart of the marshalling area for the waterfront freight lines, is shared almost equally by steam, diesel, and electric, all of freight types, although an occasional passenger steam engine does creep in.

The company operates two passenger branches of interest for their scenery and unusual operation. Although both are MU lines do not let that deter you from riding them if the opportunity is available. Most interesting is the West Chester Branch. Equipped with spidery trestles and deeply rugged scenery, the ride is an ever-changing panorama of eastern Pennsylvania hills and countryside. The other route is the quaint Whitmarsh branch over which there are two weekday-only trains operated. Catenary is supported from wooden poles and the roadbed is of branchline variety, making it completely different from the usual sturdy PRR steel construction and 152 pound rails. The line's real purpose is to serve as an emergency exit from Philadelphia to the Trenton Cutoff.

THE PHILADELPHIA TRANSPORTATION COMPANY

Born in January 1940 to replace the old Philadelphia Rapid Transit Company, the PTC has been expanding ever since. The company originally started with 59 car routes, 31 bus lines, and 1 coach line, plus a nondescript collection of rolling equipment as could be found anywhere. Since that time 1500 new vehicles, among which are 450 PCCs, have been purchased and service has been extended so that there are now 56 bus lines, 49 car routes, and 5 coach lines, not to mention the four high-speed lines which were also in existence under the PRT. "The World's Largest Privately Operated Transit System" currently operates about 1750 cars over more than 500 miles of track, plus the bus system of nearly 1000 vehicles and trolley-coaches which number about 160 vehicles.

In this day of rail substitution it is interesting to note that the PTC still has 49 car lines operating. The most recent abandonment was route 30 which was replaced by buses on August 21st. The substitutions and abandonments have been at such a seemingly slow rate that we of Philadelphia have hardly noticed the inroads of the so-called free-wheeling vehicle. Since the war's end nine lines have been completely converted or abandoned and three other lines have been partially changed over. The future is a question at present. A few weeks ago most of us would not have hesitated to say that we would have a great many heavy lines for a long while, but the recent backing of the city by the PTC board of directors in their quest to finance trackless trolleys on route 66, a heavy line, has raised some doubts. Be that as it may it will be many years before the last streetcar disappears from Philadelphia's streets.

The railfan looking for unique and unusual equipment of the system is doomed to disappointment. Working on the theory that large numbers of identical cars are cheaper to maintain the company purchased equipment in lots of 100 or more. The 8000 class, over 500 strong, the 470 PCCs, and the nearsides, still numbering many hundreds of cars, are the backbone of the system. The unusual cars, if any PTC equipment can be called that, are the rapidly disappearing double-end cars. The unrebuilt 5200-5300 double-enders operate on six lines - routes 31, 46, 52, 60, 66, & 81. The rebuilt 5200-5300 class cars operate only on rt. 52, while the high-wheeled 4000-4100's and 5000-5100's operate on routes 79, 46, and 60, the latter two in rush hours only. Only one of the system's three Brillinners, 2023, is in use and it can occasionally be seen on route 53. The birneys, used on so many Philadelphia Chapter trips, disappeared from the scene in December 1948, to end one of the local group's favorite Saturday pasttimes, that of a birney ramble.

The company has seven operating carbarns, among which is Luzerno depot, the world's largest. From here hundreds of cars serve 11 routes in the northern end of the city. Southern depot, at 19th & Johnston, and Ridge depot, at 33rd and Dauphin, are perhaps the most interesting of the system's barns because of the variety of equipment accumulated for storage or scrapping. Southern is near the scrapping dump at 7th & Packer Sts., and serves as a place to accumulate equipment for its final run. Ridge depot, from which no regular cars operate, is home for all sorts of work equipment from the system's oldest car, #D-34, on up including sand, salt, dump, wire, and freight cars, plus a generous supply of sweepers. Most of this work equipment is used all over the system, generally starting out from the PTC's private pier on the Delaware River at Fairmount Ave.

Private right-of-way is not extensive but what there is, is interesting. Route 6 to Willow Grove and route 37 to Essington have most of the system's prw although routes 7, 9, 20, 26, and 79 have sections varying from one to several blocks. The closest, and shortest, section of prw to the hotel is on the Parkway between 23rd and 24th Sts., where routes 7 and 9 parallel the highway.

Of particular interest to many is the extensive subway and rebuilding program being carried on in the vicinity of 32nd and Market Sts. Here the Market St. El is being submerged to 46th St., and the surface car lines now operating into the subway to 40th & Woodland via 36th St. Recently opened was a new re-routing of routes 13 and 42 at 33rd St. and Walnut Sts., making use of a gradual turn to get off of Walnut into 33rd St. westbound.

During the days of the Convention, PCCs will seem quite plentiful on the system. This is because in light traffic periods the company places extra PCCs on routes that do not have them in weekday service. Nine lines have PCCs at all times, but on Saturdays, Sundays, and holidays the total swells to 16. The same movement is made with the modernized 8000's, leaving only a few lines that are continuously served by the older cars.

THE BALTIMORE AND OHIO RAILROAD IN PHILADELPHIA, PENN'A.

Philadelphia is located at the eastern end of the Baltimore Division which embraces that part of the system east of "everton, Md.

On July 11, 1886 freight service was established over the newly constructed double tracked line from Baltimore and, on Sept. 19th, through passenger service between the two cities was inaugurated. Prior to this the present passenger station at 24th and Chestnut Streets was constructed. In President Garretts report of 1884 it was stated "that this new station will be one of the largest and most remarkable structures of its class in the world." In recent years this station has been renovated and its facilities for handling passengers modernized.

The B&O enters Philadelphia from the west crossing Cobbs Creek and Parkway by a fine bridge. Flanking the north side of the famous Brill Plant the line continues to 38th St. Tower and yard overpassing the PRR at this point. In a cut located in historic Bartrams Gardens the double tracked Chester Br. of the Reading joins the B&O. The Grays Ferry Br. of the Reading runs north from this point which, until recently, was the site of Eastwick Tower. The main line crosses the Schuylkill River by means of a drawbridge.

East Side is located on the east bank of the Schuylkill and is the main operating point in Philadelphia. In addition to its large yard, there is a tower, roundhouse, shop, and the usual facilities for handling the steam and diesel locomotives used in the area. East Side is also the junction point for two freight branches to industrial South Philadelphia, the most important being the Delaware Branch over which the B&O reaches industries, produce terminal, and its piers on the Delaware River waterfront.

Leaving East Side the main line enters the multiple bores of Grays Ferry Tunnel and then follows the east bank of the Schuylkill to Park Tunnel. From East Side the line becomes four tracked, the two next to the river being for high speed operations, the others for slow speed movements. Double track begins again at Locust Street Interlocking located just below Walnut St. bridge. Team tracks, water facilities, coach yard, and a Railway Express Station are all located between this tower and the station.

Trains leaving 24th and Chestnut St Station pass under the Market Street Elevated of the PTC and the PRR routes to Broad St and Broad St Suburban sta's. This portion of the B&O was constructed as the Schuylkill River East Side Railroad and affords a picturesque connection between the main line and its Reading connection to Jersey City. Another freight station is located at Race Street and just above this point the route enters Park Tunnel and emerges to connect with the subway freight tracks of the Reading at Park Junction Tower which marks the end of the B&O in Philadelphia.

The route of B&O passenger trains is now over the Reading as far as Bound Brook Jct. thence the Jersey Central. These trains recross the Schuylkill via the Columbia Avenue bridge and after passing Belmont Yards cross the river for the third time at West Falls. Continuing past Nicetown Jct. all regular trains will stop at Wayne Jct. where considerable passenger traffic is attracted to B&O service by this convenient stop in the northern residential section. B&O trains then enter the New York Short Line at Newtown Jct near Logan. By the use of this cut-off a saving of several miles is effected and it is on this cut-off that B&O trains leave the city limits near Byberry.

B&O freight service, with the exception of transfer runs to and from Belmont, ends at East Side and no road power is seen east of East Side since all freight trains are reassembled at East Side and turned over to Reading and Jersey Central power and crews. The Mikado engine, class 3-4, is the workhorse of the B&O in the Philadelphia area and handles all freights between here and Brunswick and Potomac Yards. The lone exception being QD trains 97/94 which are powered by diesels which make a complete run between Philadelphia and Willard, Ohio. The above mentioned transfer trains between East Side and Belmont Yards are handled by diesel switchers coupled for MU operation. One interesting point of the B&O in Philadelphia is the freight station at Lehigh and Howard St. which is not reached by rail but serves to gather freight by truck from the industries in the Kensington section of the city.

THE READING RAILWAY SYSTEM IN PHILADELPHIA

A glance at any rail map of Philadelphia will show Reading Co. trackage covering the city like a huge blanket. The result of this network of trackage is an amount of tonnage that is enormous.

While the average passenger is more familiar with the main route of the Reading leading southward into Reading Terminal, it is two other routes that are used only for freight that are by far the most important.

Starting from the huge marine terminal on the Delaware at Port Richmond the first of these two route threads its way in a northwesterly direction to join the main freight line of the company at West Falls located on the west bank of the Schuylkill. Two important branches feed additional tonnage to this route. The first joins at Fairhill Jet and the second is the diverging tracks at Wayne Jct. Transfer located just south of Wayne Jct. station.

The other important freight line mentioned likewise starts on the Delaware waterfront and runs past many of Philadelphia's largest industries at street level. After passing under the passenger tracks near Reading Terminal this route becomes known as the Reading's "Subway Line". It is mainly four track, located in cuts free from street traffic, and enables many firms to be served at their basement levels. A track connection between this line and the passenger route enables special passenger movements to be routed this way. Passenger service was once operated in this manner between Reading Terminal and Bridgeport. Several of the Reading's most busiest freight stations are located on its "Subway Line." After passing Park Jct. the tracks cross the Schuylkill and enter Belmont Yard, the main interchange point with the PRR.

One of the most important freight producing arteries of the Reading is, oddly enough, disjoined from the rest of the system. It is the Chester Br. which extends to Marcus Hook and is double tracked as far as Darby Creek Yd. and enginehouse. This line leaves the B&O main line at Eastwick.

While not within the city limits the yards at Abrams near Bridgeport deserve mention for it is here that many freight trains of the Reading Division are reshuffled before proceeding on to Port Richmond, Darby Creek or Jersey City.

Hub of all passenger traffic is at Reading Terminal, the large stub end terminal at 12th and Market streets. This station, with its well-known trains shed, houses the general offices while below the tracks is the famous Reading Terminal Market. North of the throat of the Yard at Race St. Tower the four tracks pass over the city streets on an elevated line to North Broad St Station. Between these two points are located stations at Spring Garden St and Columbia Avenue while at Green St is located the engine terminal reached by inclined trackage from Brown Street Tower. At North Broad Street is located the Huntington Ave Coach Yard where Pullmans and coaches of through trains and many of the locals are serviced. Leaving this station the tracks go under Broad Street and divide into two important routes, at 16th St Jct. Two tracks bear to the left to Norristown and beyond, through passenger trains to points on the Reading Division and MU trains to Norristown follow this route. The four tracks that continue northward become elevated through Tioga and Nicetown stations to Wayne Junction Station.

Wayne Junction is one of the most interesting stations of the Reading in Philadelphia. B&O passenger trains swing in from the right while switching off on the same side is the busy Chestnut Hill Br. This branch is electrified and double tracked and the entire line is within the city limits. A double tracked freight line is located to the right, below the street level and entirely apart from any passenger trackage. The main passenger track above narrow to two and continues to Logan where the low-level freight tracks rise up and follow the passenger tracks to Newtown Jct. The New York Short Line continues straight ahead, used by B&O passenger trains, Newtown Local steam trains, and freight trains and joins the main line again at Neshaminy Falls. The passenger route, after joining the freight line from Erie Ave at Tabor Jct. continues to Jenkintown, the junction of the New York and Bethlehem Branches. At Glenside the New Hope Branch leaves the Bethlehem Branch at YM Tower.

With the exception of the Newtown Branch all suburban trains are worked as MU electric trains, overhead, and these operate on frequent schedules to Norristown, Lansdale, Doylestown, Hatboro, and West Trenton, and also to Chestnut Hill. Well-known main line trains are the Crusader, Wall Street, Schuylkill, Black Diamond, King Coal, Maple Leaf, and the Interstate Express.

THE PENNSYLVANIA - READING SEASHORE LINES

While the Pennsylvania-Reading Seashore Lines does not have any actual trackage within Philadelphia it does serve the metropolitan area and many of its trains operate into the city over PRR tracks to Broad Street Station.

The PRSL was formed as such by a merger of the PRR and Reading Co. lines in South Jersey in June 1933. The following Reading lines were retained: Winslow Jct to Ocean City, Wildwood, and Cape May; Gronlock Br., Williamstown Br., Mullica Hill Br., Cape May Harbour Br., and the main line from Camden to Winslow via Clementon. The following lines of the PRR's West Jersey & Seashore were retained for use: Salem Br., Bridgeton, Penns Grove Br., Newfield Br., Camden to Millville, Mamumuskin and Maurice River; Elmer to Darstown, and the main line of the PRR to Atlantic City. These lines and branches were formed into one system. Most through trains between Camden and Atlantic City are now operated over the former PRR route via Haddonfield and this is true also of most of the through trains to Cape May, Wildwood, and Ocean City. Through trains from Philadelphia operate from Broad St via the Delair Bridge and the PRR joining PRSL trackage at Vernon Tower in West Haddonfield. In the summer season through cars are operated from Washington being attached to PRSL trains at North Philadelphia. Through trains from Atlantic City to New York are operated over the PRR via Burlington, NJ, joining the main line at Trenton where steam is replaced by electric power. This is the route of "The Nellie Bly." Steam suburban trains are operated from Camden in conjunction with ferry service from Market St. Wharf and these trains operate to Hammonton both via Clementon and via Haddonfield.

The Pennsylvania, N&ESRR, formerly operated third rail electric service from Camden to Atlantic City and Millville. Third rail between Newfield and Atlantic City was removed in 1933 leaving electrified service to Millville and gas electric cars were substituted between Newfield and Atlantic City. In the summer of 1949 third rail was taken up on the Millville portion and trains, until the coming of the diesels, were powered by steam.

Ownership of the PRSL is divided into two-thirds PRR and one-third Reading Company and it is for this reason that motive power and equipment (passenger) is supplied by the two roads on the above percentage basis. Today passenger service out of Broad St Station is operated with PRR K-4 pacifics while trains out of Camden Terminal are worked by PRR K-4, E-6, and G-5 classes and by Reading G-1 Pacifics. Six BLM, 1500 HP diesels were placed in Millville and Bridgeton service in May, 1950 and are used both in passenger and freight service.

Freight traffic is heavy on all branches including chemical and petroleum products off the Penns Grove Br., canned good and glass products from the Salem and Bridgeton Branches, and various grade of sand and gravel from the Millville Branch. Heavy freight originates in the Camden area and consists of world famous radios, canned goods, and chemical products.

Three freight yards serve the Camden area. Bulson Street Yard in South Camden is the former site of the Reading's passenger and ferry terminal. It is here that freight is interchanged with the Reading by means of car floats which travel up the Delaware River to the Reading's Fort Richmond yard.

Camden Yard, located just south of the ferry terminal at the foot of Federal Street, is joint PRR and PRSL and is the location of passenger car yards, engine terminal, and LOL freight transfer station.

Pavonia Yard, located in East Camden between the Cooper River and Delair Bridges is the main freight interchange between the PRSL and the PRR. This is the point at which the PRR's electrified line into Camden ends, just east of the 27th Street Bridge.

Passenger equipment lettered both Pennsylvania and Reading may be seen in addition to cars lettered Pennsylvania-Reading Seashore Lines. These latter now include forty new modernized air conditioned coaches noted for their smooth riding qualities.

THE PHILADELPHIA SUBURBAN TRANSPORTATION COMPANY

The Philadelphia Suburban Transportation Company, known locally as Red Arrow Lines, is one of the most efficiently operated suburban electric lines to be found in the country. From the modern terminal to the high-speed cars everything is planned for getting people where they want to go when they want to get there. Currently operating 55 passenger and 9 work cars over nearly 54 miles of track the company has enough variety to interest any enthusiast.

The time to visit the Terminal is between 5 and 6 PM on a weekday evening. Although two-car trains, inaugurated during the war, no longer operate to Sharon Hill, there are still plenty to Ardmore and a few on the Media line as far as Springfield. The Convention Special will for the most part be composed of a 2-car train of the St. Louis cars, an unusual event for their use in this role was short-lived due to the power house breakdowns caused by use of too much current on the West Chester line.

The company carries on a continual improvement program. Inaugurated last year was the new cream and red paint scheme, to get away from the flat red and to aid in safety by attracting attention to the cars. All 18 center door cars have received the new colors and the ~~brilliant~~ and lightweights should start getting theirs soon.

In the last few years several extensive double tracking projects have been undertaken, three on the Media line and one on the West Chester line. The latest project was the adding of $\frac{1}{2}$ mile of second track between Aronimink and Drexelbrook on the Media line, which was opened in late June of this year. New blinker lights at three locations, replacing overhead crossing lights, have also been quite successful.

Never much on second hand equipment, the company owns only four such items, namely the three ex-PTC cars #25, 26, and 27, and sweeper #5 which came from Syracuse Railways. Flat trailer #04 is a home-made car which emerged from the shops this summer. Composed of an ex-Philadelphia & Western flat car frame and the de-motorized trucks from old #04 it presents quite a novel sight as flat cars go. Rumor has it that the company has purchased the twelve ex-Allegheny Valley cars from the West Penn, but while this rumor was circulating the paint shop kept right on finishing the center door cars which the lightweights were supposed to replace.

The future of the system appears to be excellent with the possible exception of the West Chester line beyond Westgate Hills, which has had insecure footing for some time due to talks of widening the highway. Whether the cars will be included or excluded in the project remains to be seen.

THE PHILADELPHIA AND WESTERN RAILROAD COMPANY

The P. & W., as it is known, is now a separate entity in name only since it is operated as a subsidiary of the PBT which owns it. Twenty-four passenger cars are on the roster although three of these, #50, 51, and 52, have spent their days in the 69th St. barn since the war, due to their slow speeds. Of the operating cars there are 10 200's and 11 160's, the former operating to Norristown frequently in two-car trains and the latter to Strafford and Bryn Mawr. Freight equipment covers about every type of service imaginable, including a high speed snow plow. Freight motor #402, formerly Eastern Michigan Rys. #1020, and a steel hopper for ballast service are the only cars which have been purchased second hand.

Since the LVT cars stopped running into 69th St. the siding in the terminal which they occupied has not been put to any use. The same fate overtook the new "Y" built next to the car barn for the Allentown cars, but never used. The only LVT service on the line now is the several trips a day made by the freight cars, which have a hideaway alongside the P. & W.'s barn.

The future of this line is good and Red Arrow plans call for integrating a system of bus lines to feed into the line at various stations. The present schedule, adopted in July, has inaugurated for the first time as a trial 15 minute all day service on both the Strafford and Norristown lines. Patronage appears to be reasonably good, and it is to be hoped that the experiment has proved successful enough to continue.