

NATIONAL RAILWAY HISTORICAL SOCIETY

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Donald W. Kehl

EDITORS

Willard H. Hart

OUR MARCH MEETING

The March meeting was quite crowded for the excellent steam and electric movies presented by Dr. Howard Blackburn. The gathering was spellbound as they watched car after car rumble out of the Indianapolis Traction Terminal and raced Wabash freights on an Illinois Terminal train. The gaudy colors of the Monongahela-West Penn cars and the novelty of President Roosevelt's train on the line to Marietta were also highlights of the evening.

NEW MEMBERS

We are glad to welcome  
Richard S. Short  
226 Valley Road  
Merion, Penn'a.  
as the Chapter's newest member.

OUR PTC RAMBLE

Everyone present had a most enjoyable trip on March 19th in our 5000 series car borrowed for the occasion from Richmond Carhouse, a new terminal as far as our trips have been concerned. With the tide permitting the car ventured out over the river flats to Lester, but it seemed only a short time later, after visiting a large section of N. Phila., that the car rolled back to the confines of the barn. Approx. 30 riders were along.

B&O WILSON LINE TRIP

The B&O is again sponsoring the ever-popular Phila.-Baltimore train-boat trip. This year it leaves Chestnut St. Wharf at 9:45AM, Apr. 29th arriving Locust Point 6PM. A B&O dockside connection will leave the pier at 6:30PM operating over the frt. only line to Baileys and arriving Phila. 8:45PM. Fare is \$5.50.

ELECTRIC NOTES

Next time you ride the El westbound note the inside thirdrail just east of 46th St. This will enable the contractors to tear out the outside catwalk and third rail to connect with the new ramp.

Contrary to Railroad Mag's roster the Laurel Line still has but does not use two wooden pass. motors #19 & 23, and their lone express car. Equipment has recently appeared with blue striping and blue grab-irons.

The LVT, anticipating an early, but delayed death for the Phila. Div., is doing virtually no work on the 1000's. This has brought some of the 700's back into regular service, it is reported.

The Piedmont & Northern ceased passenger service on its N.C. Div. Feb. 28th. A group of girl scouts and a grade school class enlivened what otherwise would have been a very sad, and very empty, last trip of the two-car train.

LIBRARY NOTES

Our Librarian has reminded us that an excellent assortment of new railroad books are now available for our members' use. Besides the books there is also a recent issue of the Official Guide on hand. Be sure to stop by.

MAIN LINE NOTES

The B&O has announced that the Cleveland Night Express, No's 17 and 18 has been dieselized on the Baltimore-Cleveland run. The appearance of more road diesels on the thru freight trains out of Philadelphia has been reported by our members. The company's new ore pier in Baltimore is scheduled to start operation in April.

Reading's camelback O-6-O switcher 1397 has been seen recently at work along Dela. Ave. south of Port Richmond. Up Allentown and Bethlehem way the Jersey Central will rebuild its large yard to include car retarders and a new interlocking.

The Pennsy has installed radio-telephones on eight diesel switchers at York and working on the Frederick and Columbia branches to facilitate the pick up of cars at industries. Sixty-four stainless steel cars have been ordered from Budd to provide for two 17 car trains for the Congressional and two 15 car trains for the Senator. Twelve R.F. & P. 2-8-4 and 4-8-4 types have been leased and are assigned to the Susquehanna Div. Retaining their decorative trappings they present a novel picture amidst the Spartanlike appearance of the Pennsy engines with which they serve. Their steamboat whistles give them away long before they appear. Also leased to the PRR are some of the very heavy 800 series consolidations from the N.M. and several B&E engines. The Sunbury-Wilkes Barre train has received a temporary stay of abandonment for several weeks at least. It has been handled by gas-electric 4669 hauling three baggage and express cars.

How many of our members have seen the neat O-4-O "fireless" switcher of Rohm & Haas Co. at work along the waterfront just below Frankford Arsenal.

Sadly we report the loss of more branch line service. Gone is passenger service on the Tenn., Ala. & Ga. plus the Calera-Gadsden-Birmingham run on the I&N. The C. of Ga. also has withdrawn its lone train into Chattanooga. The "City of Memphis" NO&StL streamliner was also among the missing in winter schedules.

A sad sight for steam fans to reflect on are the many GMC hauled and helped freights leaving the D.L. & W.'s Scranton station while only a block away sit lines of almost now 4-8-2's of the 1600 class, apparently not used for some time and in very bad repair. The entire anthracite region now resounds primarily to the roar of diesel engines on the DLS, Jersey Central, Dela. & Hud., LV, and NY, O&N.