

NATIONAL RAILWAY HISTORICAL SOCIETY

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Philadelphia C I N N N D D EEEEE RRRRR SSSSS Chapter  
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OUR APRIL MEETING

Our April meeting was well attended and all enjoyed some very unusual films presented by Mr. C. L. Bandy. Featured were steam and electric lines in Germany, Holland and Belgium plus street car lines in many larger European cities.

OUR COMING RAIL RAMBLE

Members and their friends will want to reserve Sunday, June 3rd for our Spring trip over the Wilmington & Northern Br. of the Rdg. The train will be handled into Wilmington by the B&O. In addition a side trip on the Reading St. Ry. is featured. Details and flyers are being mailed shortly.

ELECTRIC NEWS

From the PTC comes news that the southbound track in the 8th St. tube extends to Locust St. No third rail or special work has yet appeared. A new waiting room for Rt. 65 passengers has been constructed at Olney Terminal. Ten paint and striping schemes now grace st. cars including five POC's. A new curve has been installed on Rt. 6 at Ardsley. New electric station signs will be placed in the Broad St. Subway north of South St. Of interest to our members is D-34, Tower Car, the oldest car on the roster. It was formerly owned by the Union Traction Co. and was purchased in 1895. It remained in service until 1938 at which time it was stored at Willow Grove Barn. It's present home is at 32nd and Susquehanna Barn.

Have you seen the unusual paint job on Red Arrow's ex PTC car No. 25? P & W cars 163 and 168 will be out of service for some time as a result of their ill-timed "Meet" near Wayne recently.

From Pittsburgh we learn that two new bridges over the Monongahola will soon be opened. Both carry rail lines, one is Rt. 55 (Homestead, Braddock, East Pittsburgh via 2nd Ave.) and the other will carry Rt. 56 (McKeesport, 2nd Ave.) Both re-routing will eliminate temporary single track and several bad curves.

ANNUAL ELECTION

The annual election of chapter officers was held at the April meeting, and with one exception, saw the return to office our officers of the past term. Mr. Joseph Mannix is our new Historian.

MAIN LINE NEWS

About fifteen members from the Phila., West Jersey, and Lancaster Chapters were aboard the Wilson Line-B&O trip Sunday April 29th. to enjoy a sail down the Delaware, thru the C&D Canal, and down the Chesapeake to Balto. At Locust Point a 15 car special train hauled the well over 950 persons back to Phila. in record time. The train was handled by engines 5305 and 5311.

The B&O is renovating Camden Sta., Balto. including the removal of the old train shed to be replaced with butterfly sheds. New observation cars have been placed on the Capitol Limited and The Ambassador out of Wash. They are the "Metcalf", "Dana", "Lawasee", and "Nappensee." Plans have been made to depress the main line through Chester which will eliminate the grade crossings. The present platform, 24th & Chestnut is being extended eastward.

With the advent of summer schedules the Chester-Wilmington rush-hour runs, PRR, were returned to their former home-the Suburban Station. The Duquesne now sports new equipment plus a faster timing. It now operates via North Phila. only. One by one the various runs keep dropping from Broad St. Among the missing one notes the loss of the day local to Cape Charles. The "Clearance Car" was a recent visitor to Broad St. "Play Ball" and once again the baseball specials are seen waiting for the Shibe Park games to break at North Phila. on Sundays.

There was little change in Reading schedules. Since Rock Hill Tunnel, Parkside, has been single tracked for higher cars most of the tonnage trains now operate via the Bethlehem Br. instead of the Perkiomen Br. and the bark of the 2100's on the Oak Lane grade is heard.

Recent auto rambles by some of our members have revealed several steam switchers still at work on the Upper Merion & Plymouth along with the diesels. Tank engines were also noted at West Conshohocken of the Phila. Elec. Co. and Alan Wood Steel Co.

WM road diesels now handle heavy frts. between Hagerstown and Balto. Passenger service, at present, is handled by steam.

Our Chapter is now receiving "Sparks & Cinders", the publication of our Milwaukee Chapter, and copies will be posted on our bulletin board as received.

The Union Transportation Co. has applied to abandon its line, Pemberton to Hightstown.