

NATIONAL RAILWAY HISTORICAL SOCIETY

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<u>Philadelphia</u>	C	I	NN	NN	D	D	EEEE	RRRRR	SSSSSS	<u>Chapter</u>
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Willard H. Hart

RESUMING PUBLICATION

CINDERS again is back on the ready track after summers vacation plus a slow board due to the Montreal Convention and wedding bells. It is with sincere regret that we lost our Co-Editor Don Kehl to the Navy but at the same time we welcome, as Co-Editor, Bill Blakslee, the Chapters for most authority on steam and main-line activities in this area.

THE NATIONAL CONVENTION

The National Convention at Montreal brought to a dramatic close a very enjoyable summer for our Chapter members. Journeying mostly as a group the preceding Friday via Grand Central and connections our Chapter was indeed out in full force for the opening trips Saturday afternoon. The banquet was most enjoyable as was the fine CPR trip to Ottawa the following day. Despite the weather the M & S.C. trip will long be remembered by us all and it was with regret that we returned home or continued vacations to other points in Canada. The Mid-West Chapter and the boys in Montreal certainly deserve both our thanks and our praise for their efforts in making the '51 Convention so very enjoyable.

OUR SEPTEMBER ETC RAMBLE

On Sunday Sept. 16th about 25 members boarded a 5000 class car of Richmond Depot to cover about a dozen portions of various unused trackage in Philadelphia. Gallowhill Depot was visited and lunch was had by a special stop at Front and Market. It was indeed a very well scheduled and the trip was enjoyed by all.

ELECTRIC NEWS

Work on the Locust St. Subway has progressed to the point where rails have been put in place and bids received for all the remaining work. Bridge Line cars are now being shopped. New winter schedules saw several changes on surface lines, among them being the placing of 8000 treadle-door cars on Rt's 2 and 63. These cars were first tried out on Rtc 57. PCC cars, Sundays and Holidays, were assigned to Rt's 70 and 12. An odd sight on Rtc 15 is the appearance of Car 6054 with an exterior paint scheme (Paintliner green) similar to two-man 8000 class cars.

Chapter members, upon their return from Gay Montreal, were saddened by the news that the LVT's Philadelphia Division was "no more." Our latest reports indicate track is now torn up in three places.

MAIN LINE NEWS

B&O road diesels are now handling more and more of the fast freights on the Phila. to Potomac Yd. and Brunswick runs. This past summer saw new cars added to "The Marylander" No's 504/523. While short, this train is carded on an extremely fast schedule. Ever notice B&O's "one way" station? Elk Mills is shown on the westbound NY-Washington timetable but not eastbound!

Pennsylvania's new electric's 4939/4940 have been frequent visitors through Phila. in frt. service. We have noted the increased use of MU's on NY Locals in place of GG-1s. Have you had your ride on those smooth riding new MU's yet? Slick new "hacks" now grace the ends of many of the fast frts. Watch for them on the "Hi Line." That fascinating ballast-cleaning train was noted all over the PT Div. this past summer. Of equal interest was motor 5800, minus any stripping, hi-balling thru North Phila. The Reading issued new schedules Aug. 13th which saw the last of the diner-club cars dropped from the Lebanon Valley runs. The Perkiomen Local made it's last trip out of Rdg. Terminal Aug. 10th and now makes a connection with Main-Line Nos. 35/90 at Perkiomen Jct. Our members will long remember the two Pacifics steaming softly in the cool summer's evening—a pleasing reminder of our recent outing at Newtown.

PRSL has ordered six more BL' switchers. All twelve RDC's performed yeoman service with summer schedules Camden and South Jersey beaches.

Boston & Albany extended one RDC run over the entire system in addition to the Boston-Springfield and Albany-North Adams runs. Three diesels were added to the roster of the progressive Tenn., Ala. & Ga. The "SS New Grand Haven" has been added to car ferry fleet between Port Palm Beach and Havana. Newest NKP timetables show W&LE trackage as part of the NKP on their map. Another small system will lose it's identity when the Savannah & Atlanta joins the Central of Ga's "Handfull of Strong Lines." Railfans will miss the loss of passenger service on the W&OD and the day local on the valley run, Roanoke-Hagerstown, N & W. This run now goes southward to Shenandoah, Va. only. Diesels now haul C & O's "George Washington" between Cincinnati and Washington.

D&H Laurentian has been operated with the road-switching diesel Montreal to Troy. The Rutland is still steam including pooled power of the B&M/Rutland on the portion between Troy and Rutland, Vt.

** WE CONGRATULATE THE N.Y.C. AS IT STARTS 125 YEARS OF EXCELLENT SERVICE **