

CINDERS

PHILADELPHIA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

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FAREWELL TO CHELTEN AVE. TROLLEYS

The evening of Sat. Jan. 28th found many members, their wives and friends aboard the specially decorated NRHS car bound for a farewell run over Routes 26 and 52. The event marked the end of rail service on Cheltenham Ave in Germantown, on Olney Ave in the Northern part of the city and on upper Rising Sun and Oxford Aves in Burholme and Fox Chase.

Through the generosity of Henry Mercur, "open house" was held at his Midvale Ave home after the 2½ hour rail tour - with our special car unloading right at his door.

Several days previous, the news of the trip had excellent coverage in both the Germantown Courier and Lawndale Press and the Courier sent their photographer-reporter to York Rd and Cheltenham Ave for an on-the-spot report.

The special car, No. 5001, had been set aside by the PTC for our special tour. Her eight sisters having previously been sent to Southern Depot for scrapping. So, this fan trip gave No. 5001 a brief reprieve, but it also meant the last fan trip by the Chapter in a 5000 series "Hog Island" type car of World War I vintage.

INTERESTING TIMETABLES

This month we refer you to the new N & W system folder's Durham District (Table 14) which informs the public that "trains operate between Lynchburg Twelfth St Sta and Durham (Duke Yard). Passengers, if any, will be handled between Durham Freight Sta and Duke and between Twelfth St Sta and Lynchburg Union Sta. by taxicab."

Here's a mixed train with taxicab service at each end of the line for passengers - if any!

NEW MEMBER

It is with pleasure that we welcome the following new member to the Chapter:
James Bradley
Box 480 U of P Dorms.
37th & Spruce Streets
Philadelphia, 4, Pa.

BALDWIN SPEAKER IS FEBRUARY FEATURE

Make plans now to bring a friend to the meeting on Thurs. Feb. 16th when the Chapter will be privileged to present Mr. Fred Schmidt, Baldwin Locomotive Works designer, who will speak about "Famous Steam Locomotives Designed in the Last Forty Years."

RAIL NOTES

The Budd Co. reported that last year 202 stainless steel railway passenger cars including 79 RDC self-powered units were delivered during 1955 from the Red Lion plant in Northeast Philadelphia....And across the river, the PRSL now operates only one Reading G-3 passenger locomotive No. 211....However, several PRR B-6 switchers were recently brought from storage, including No. 1644 which was overhauled recently at Altoona and equipped with a new firebox....The Reading has brought seven large class T-1 freight locomotives from storage to handle heavy winter freight movements, operating between Tamaqua and Gordon. They are Nos. 2103, 2107, 2111, 2112, 2113, 2114 & 2119.

Our newest chapter, Tidewater Virginia (Norfolk, Va.) reported a farewell Virginian RR trip for the passenger run between Norfolk & Roanoke on Jan. 29th. This 243 mile run has been powered by a Pacific type locomotive with two leased N & W airconditioned coaches....Boston & Maine RR announced purchase of additional 34 RDC units from the Budd Co. to enable complete retirement of all steam power. Total RDC units in service or on order on the B & M is 101.

One of the original Phila. Chapter members, Robert G. Lewis, has been elected new publisher of Railway Age.... The Reading RR has installed CTC from Reading to Blandon and from Port Clinton to Tamaqua....Western Maryland Rwy is trying to abandon passenger service between Baltimore and Hagerstown....The New York, Susquehanna & Western proposes to discontinue passenger service between Jersey City and Butler, but retain their RDC service from Susquehanna Transfer. The consolidation of Jersey terminals of the Erie and Lackawanna makes it impractical to operate N.Y.S.& W. (also Northern RR of N.J.) passenger service to Hoboken Term.

TRANSIT NEWS

The list of trolley abandonments in our own city grows bigger with four conversions on January 29th. For the record, Routes 26 and 52 in the Northern section were changed, while Routes 9 and 48 merged into a single route 48 between Front & Arch Sts and 27th & Allegheny Aves..... The following day, amid confusion, PTC began skip-stop service on the Market-Frankford Subway E1 during rush periods (Mon. to Fri.). The PTC claims that the running time has been reduced by 5 minutes between terminals, with enough equipment released to supply two new trains.

Baltimore Transit plans earlier conversion of Route 8 between Towson & Catonsville due to street changes....On Feb. 19, Route 19 becomes bus, also to be combined with portions of bus 16 & car 15.