

CINDERS

PHILADELPHIA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

- - - MARCH 1956 - - -

CINDERS - monthly newsheet of the Phila. Chapter, National Railway Historical Society. James S. Myers, Editor, 5005 N. Sydenham Street, Philadelphia, 41, Pa.

TRANSIT NEWS

Just for the record, PTC converted 3 additional lines to bus during the past month - Rt 3 on Feb. 5th, Rts. 8 & 39 on Feb. 26th, leaving both lower Kensington and Strawberry Mansion sections without rail surface transit.

Some old cars never die - and 5001 (remember the last ride on 26 & 50) has been saved from the scrap pile. Sporting a new exterior coat of paint, it is now utility car U-34 complete with a large "Special" sign in the large route number block.

Wonder what ever happened to the Fern Rock extension of the Broad Street Subway?

In Iowa, the Waterloo, Cedar Falls & Northern discontinued passenger service on the 64 mi. interurban line between Waterloo & Cedar Rapids. Recently the line operated passenger service only on Fri. Sat., & Sun. and had the distinction of operating colorful open-end observation cars.

The Illinois Terminal's last interurban passenger run between St. Louis & Springfield was March 3rd, leaving only Granite City locals.

Back to Phila. and PTC's new rail-bus loop at Richmond & Westmoreland Sts. opened Feb. 26th for street car rts 15 & 60 and bus rt 73.

A WORD OF WELCOME

This month the Chapter welcomes a new member from New Jersey:

William Warfield
24 Roberts Avenue
Haddonfield, N. J.

At the same time, the Chapter extends a word of welcome to two new local groups which have joined the National organization - Roanoke, Va. and Lake Shore (Erie, Pa.) - making a total of 28 local chapters from coast to coast.

COMING EVENTS

MARCH 15th MEETING - A new member, Tom Walsh will provide a program of 35 mm slides from his varied collection of main lines and short lines in the U.S.A. and Canada.

APRIL 7th DINNER-MEETING - Featuring "Dinner in the Diner" more fully described in the enclosed notice. Don't be disappointed; send in your reservation today if you expect to be present.

THE AEROTRAIN

First scheduled run of the Pennsy Aerotrains was a failure due to coupler and fuse trouble. Train was annulled at North Phila. and passengers transferred to the waiting Metropolitan Exp. The following day, Feb. 27th, a successful run from New York to Pittsburgh and return was made on time. Current timetables do not show The Aerotrains, so consult agents if you wish a ride. Incidentally, the Aerotrains is the first diesel passenger train over the Main Line of the New York Div.

A group of NRHS members, including your Editor, made the run to Harrisburg on Mar. 3rd and were treated to 102 m.p.h. speeds at Thorndale and again at Middletown. Riding qualities are fair at slow speeds, but good at high speeds when the ride is smooth. All switches and special work are rough and the ride cannot be deemed quiet and restful.

Visibility is excellent with wide glare-proof windows and no annoying shades. Ventilation is also good with fresh air ducts at the window sills and also overhead.

Noteworthy was the stop and crew change at Harrisburg, accomplished in 2 minutes with a minimum of delay. Unfortunately there is no rear observation for passengers, only a closed-off rear platform.

BITS FROM HERE AND THERE

The East Broad Top RR, the last 3 ft. gauge line in the East has applied for complete abandonment, and will cease all operations within weeks.

The N & W will soon dieselize the entire Shenandoah Div. from Hagerstown to Roanoke with 50 diesels on order. In Hagerstown, the N & W, PRR, and W M have combined for one thru route through town to eliminate numerous grade crossings.

The 8.1 mile segment of the PRR New Holland Br. from Glen Moore to Honey Brook, together with the interlocking plant and signals at the Suplee grade crossing with the Reading Co. has now been officially abandoned. With portions of the rail missing, road crossing paved and heavy plant growth, the line was inoperable for many years.

An article titled "Plush & Mahogany" appeared in Feb. issue of Greater Phila. magazine telling of special street cars operated in the past by the old P.R.T. for funerals, special parties, carrying mail, milk and express, etc.

The Reading Co. has reissued their New York Br. timetables with separate schedules for local West Trenton service and thru New York service. Bethlehem Br. folder is now exclusively rail service.