

CINDERS

PHILADELPHIA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

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SELLOUT CROWD ENJOYS READING TRIP

The trip to Maybrook, N.Y. on October 14th was most successful and our thanks are due the members of the Trip Committee and their aides for the interesting "off the beaten track" tour. A total of 781 passengers were aboard the 15 car train (13 coaches, 1 diner and 1 baggage car). Of this count, 191 were our friends from the Lehigh Valley Chapter who boarded the train at Bethlehem Station.

The dining car served 289 turkey dinners at eight sittings with a minimum of confusion since all dinner reservations were made in advance.

An interesting sidelight is the fact that the trip traveled over eight railroads - Reading, Jersey Central, Pennsylvania, Lehigh & Hudson River, New Haven, Erie, Lehigh & New England and New York, Susquehanna & Western.

RAIL NOTES

With the change of time, several changes were made by the three roads serving Phila. The Reading traded the schedule of the Crusader and Wall Street. Two additional coaches have been added to the Wall Street to handle increased business to New York.

The B. & O. began operation of their Daylight Speedliner with RDC equipment from Phila. to Pittsburgh. Fifteen members of the Phila. Chapter were aboard the inaugural run on Oct. 28th as far as Cumberland. Same date, the B. & O. discontinued The Marylander, afternoon trains between New York and Washington.

The Pennsy's Red Arrow to Detroit now originates at 30th St. Station instead of New York. Service on the Delmarva Branch has been curtailed and the Del-Mar-Va Express is now an overnight train between Phila. & Cape Charles, returning as late afternoon and evening train. PRR changed the name of Stelton station to Edison and to avoid confusion also changed Edison Tower at Metuchen to Lincoln. Edgely station was discontinued when new schedules went into effect.

On Nov. 4th, the New Haven began operation between New York and Boston of a new experimental train, "The Daniel Webster" complete with a 1,000 h.p. Baldwin locomotive at each end of the train for quick turnaround at the terminus. Locomotives have auxiliary electric motors to permit operation over third rail line into Grand Central Sta. in New York, eliminating change of motive power enroute.

PTC CHANGES BUS CONVERSION PLANS

The shift by PTC from trolley to bus operation was sharply curtailed last week with the announcement that four rail routes would not be converted in the near future. Changes have been made in earlier plans which would have ended rail service on Rt 6 (Bet. Olney Ave and City Line only), Rt 17 (Front & Market to 19th & Johnston), Rt 20 (Navy Yard to Olney Ave) and Rt 32 (Front & Market Sts to 17th & Shunk).

Present plans now call for retention of 240.1 miles of track, compared with 181.3 miles earlier announced. Reason for PTC's sudden change of attitude is an attempt to slow or stop the fall of the price of its stock, since abandonment of rail lines has seriously affected the book value of the company's assets. The company also admitted that new equipment was more urgently needed to replace old worn-out buses.

TRANSIT NEWS AT A GLANCE

During the past month, two additional PTC lines were converted to bus - Rt 79 (Snyder Ave) which received new diesel buses and Rt 2 (15th & 16th Sts.) which was changed under a temporary permit by the PUC to permit closing of 16th St. at Penn Center for construction work. This route operated the last single-end, wooden seat cars in the city.

New GM buses operating on Chestnut & Walnut Sts. are being changed to 44 passenger capacity by removing six double seats on left side and replacing with single seats.

the PTC has been assured of permanent bus operation on Chestnut & Walnut Sts. in center city as a result of an announcement by the city that the Chestnut Street bridge over the Schuylkill River will be replaced early in 1957.

Milwaukee has just one street car line remaining since Rt 11, Howell Ave. was changed to bus operation on Oct. 28th. Only line left is Rt 10, Wells Street.

Chicago will lose one of the two remaining street car lines during the month when the Broadway line is converted. The Clark-Wentworth will then be the last surviving route of a once vast surface car network in the Windy City.

ANNUAL MEETING ON NOV. 11

Members of the Chapter are reminded of the Annual Meeting of the Society on Sun. Nov. 11, 1956 at 11.00 AM in the clubroom at the B & O Station.

A program of informal entertainment will be presented the previous Saturday evening (Nov. 10th) by John Hand of Reading.