

CINDERS

PHILADELPHIA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

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PRR STEAM POWER

Dick Lane informs us that the roster of PRR steam locomotives continues to shrink, and the following were listed on Dec. 1, 1956:

26 - K4s 44 - L1s 19 - B6sb
31 - H9s 47 - H10s

Heavier power, including I1sa, J1 and M1 classes are still quite numerous.

Only active K4's are to be found at South Amboy and Camden, N.J. The L1's are still being used on Cumberland Valley Branch bet. Enola and Hagerstown in addition to lines around Rebovo, Pa.

RAIL NOTES IN BRIEF

Railway Age shows a picture of a new Reading box car with speed lettering plus a large diamond insignia. Has anyone seen any of these cars with new lettering in operation?

Maine Central RR has discontinued passenger service through scenic Crawford Notch bet. Portland, Me and the White Mts. Same line also discontinued passenger service on coast line between Bangor and Calais, Me.

Bob Abrams reports that London & Port Stanley still operates BUT will curtail passenger operations south of St. Thomas during January. Balance of service will disappear shortly thereafter. Royal mail contract expired on Dec. 31, 1956.

The "B" and "C" lines in San Francisco have been converted to one new bus line. And in same city, Californis St. Cable line will be out-of-service for several months for rail renewal.

CHAPTER NEWS

Our Trip Committee has two events planned for the spring of the year. One is a farewell trolley trip on the final day of service for Rt 6, north of City Line. In addition to a chartered car, using old equipment, members will be treated to a catered buffet-dinner to be served aboard the special car upon arrival at Willow Grove. Date is not set, depending on discontinuance of rail service for suburban portion of route.

On Sunday, May 5, 1957, the chapter will operate the first large-scale rail trip over PRR and WM Ry to Winchester, Va. Make a note of the date now!

A recent addition to Chapter Library is copy of "Trolley Car Treasury" by Frank Rowsome presented through the generosity of our good friend, Joseph N. Manney.

TRANSIT REVIEW OF 1956

Philadelphians witnessed many changes in the local transit picture during the past year. Greatest controversy was over conversion of Chestnut & Walnut Street lines in center city to bus operation. Buses presently operate on a nine month "trial" basis, but there is little chance of resumption of rail service.

Below is a chronological list of local rail transit changes during 1956:

- JAN. 1 - New style transfers issued.
29 - Rt 26 converted to bus.
29 - Rt 52 converted to bus.
29 - Rt 48 converted to bus and rerouted in No. Phila. to cover portion of Rt 9.
29 - Rt 9 discontinued.
30 - Limited-stop service inaugurated on Market-Frankford Subway-El with "A" and "B" trains.
- FEB. 1 - First automatic transfer machine installed at Walnut-Locust Sta.
5 - Rt 3 converted to bus.
26 - Rt 8 converted to bus.
26 - Rt 39 converted to bus.
- MAR.22 - Red Arrow Lines discontinues rail service to Strafford.
25 - Rt 21 converted to bus.
25 - First fare boxes appear in cars and buses from Germantown Depot.
- APR. 3 - Fare boxes in use at Walnut-Locust subway station.
15 - Rt 64 converted to bus.
29 - Rt 20 rerouted in So. Phila. to permit construction of new bridge approaches.
- MAY 15 - Rt 60 uses new loop constructed at 35th & Allegheny Aves.
- JUN.17 - Rt 60 receives PCC equipment in place of old double-end cars.
17 - Rt 31 converted to bus.
- JUL. 5 - Rt 43 converted to bus.
22 - Rt 12 converted to bus and rerouted to operate on Market St.
- SEP. 9 - Broad St. Subway extended to Fern Rock Station.
9 - Rt 13 rerouted into subway-surface tube.
9 - Rt 36 street cars "out" at 94th & Eastwick Loop, with bus substitution in Delaware County.
9 - Rt 40 converted to bus.
9 - Rt 42 converted to bus.
- OCT.28 - Rt 79 converted to bus.
NOV. 4 - Rt 2 converted to bus.
DEC. 9 - Rt 20 receives PCC equipment in place of old cars.

As of Jan. 1, 1957, the following PTC routes remain rail service:

Rts 6 - 10 - 11 - 13 - 15 - 17* -
20 - 23 - 32* - 34 - 36 - 41 - 46*
- 47 - 50 - 53 - 56 - 60 - 62 (All routes PCC equipped except marked *)