

CINDERS

PHILADELPHIA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

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TRANSIT NEWS

THE ELECTION OF OFFICERS

At the regular meeting, held Thursday, April 25, 1957, the following were elected for a term of one year:

PRESIDENT	John H. Francis
VICE PRESIDENT	Roger Frederick
SECRETARY	Milton E. Pricskett
TREASURER	Harry S. Myers
HISTORIAN	William S. Gorton, Jr.
DIRECTOR	Lloyd Glass

RAIL ITEMS

For the first time, PRR and PRSL public timetables are printed in Daylight Time. The Reading has been doing it for several years, leaving only B & O in Standard Time.

Ken Roloson reports East Broad Top RR (remember the 3 ft. gauge) property still intact during recent visit to Mt. Union. Nothing has been removed, though India is interested in purchasing hopper cars.

Reading's Crusader equipment has been getting a complete overhaul at Reading (Pa.) Shops during past month.

Seven retired Great Northern electric locomotives, all Y-1 Class, rated at 3,300 hp have been purchased by the Pennsylvania R.R.

What name do you like best for the Reading? Pocket timetables bear the familiar diamond insignia showing "Reading Lines", followed by a line showing "Reading Railway System" while inside is the statement that it is distributed by the "Reading R.R." Official corporate name is "Reading Company" as displayed on passenger equipment.

Hudson & Manhattan Tubes, on strike over one month beginning March 28th have been ordered to resume operation by Court order.

Like Statistics:- The 1956 annual report of the Reading Company reveals 10 passenger and 30 freight steam locomotives on the roster. In addition, diesel engines number 68 for freight, 8 passenger and 171 all-purpose locomotives. During 1956 the company retired 20 coaches and 8 combines and now has 175 coaches, 26 combines, 108 MU motor cars, 28 MU trailers, 6 diners, 1 sleeper (the "Ottawa" under lease to the Pullman Co. and not on company lines), 1 lounge car, 135 baggage & express cars and 6 oil-electrics (which must be quite rusty from lack of use), making a total of 486 units. Freight equipment totals 30,252 cars plus 895 pieces of work equipment and 49 units of marine equipment for the Reading's Navy.

NEW MEMBER

The welcome mat is extended to:
Harry W. Ibach
2500 Radcliffe Ave.
Roslyn, Pa.
who recently joined the Phila. Chapter.

A contract for Third Rail was recently awarded by the City for express tracks in the Broad St. Subway bet. Jefferson St. and Erie Ave.

For financial reasons, an old friend to local transit riders, The PTC Traveler, will cease publication after May 3d issue.

Three Differential Air Dump Cars (W-37, W-38 and W-39) were transferred from surface to subway-el division of PTC. Cars were evidently towed up Frankford Ave, using existing track connection at Bridge St. to reach Bridge St. El Yards. Overhead wire has long been removed along Frankford Ave.

Last trolley to operate in the State of New York crossed Queensboro Bridge on Saturday, April 5, 1957.

Reading Company turned thumbs down on city proposal for coordinated line between Fox Chase line and PTC, since regular riders would also demand lower fares and modern air-conditioned equipment. Among problems cited were terminal facilities and scheduling of frequent trains over existing single track line (bet. Fox Chase and Cheltenham). It was not known just who would purchase new Budd RDC cars for the operation.

Recent transit survey by Wilbur Smith Assoc. recommended Rt 42 street car operation be restored from West Phila. to Market St. in Center City. At the hearing before the PUC on permanent conversion of Rt 42 and rerouting of Rt 13, the City proposed a new street car line, Rt 49 to operate bet. 49th & Woodland and Front & Market Sts. via 49th, Chester, 42nd, Spruce, 33rd, thence Market to Front. This would replace existing trackage on Chestnut and Walnut Sts. in center city. Daily papers brought out the need for an alternate surface rail route into center city for subway-surface cars in the event of trouble in the tube. On April 26th the subway-surface lines experienced a serious 13 hour tie-up due to a burned-out cable.

Passenger operation of Chicago, Aurora & Elgin R.R. will continue until June - maybe longer. Line was scheduled to abandon passenger service entirely prior to end of April.

One solution for speeding local transit is construction of a 10 mile monorail system along the proposed Delaware Expressway to the Northeast.

Last issue of "Germantown Courier" headlined "Trolleys Here to Stay, Germantown BMA Told". Seems the merchants wanted buses thinking Germantown Ave. would immediately become another wide thoroughfare like Cheltenham Ave. PTC replied that they had a large investment in rail equipment, couldn't afford new buses at this time, and planned to retain trolleys on Rt. 23. And here's a new twist from PTC. Said sentiment...where trolleys have been removed, proved the trolleys still have a lot of supporters.