

CINDERS

PHILADELPHIA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

JANUARY-FEBRUARY 1960

STAFF

Willard H. Hart William E. Blakslee
George Crape
111 Marlborough Road Upper Darby, Pa.
All Contributions Most Welcome

MEETING NOTES

It was Pacific-Northwest night at the Dec. meeting. Kenneth L. Douglas gave an excellent slide program of trolley and railroad lines in Oregon, Washington and British Columbia. Due to the resignation of Secretary Theodore Meyers, Milton Priskett was appointed to fill out the unexpired term of office. Ted Meyers gave a very fine and informative talk on the new Budd cars for the Market St. Elevated.

At the January meeting Joseph Mannix took us on a trip in a 5000 series PTC car over one of those routes that our former trip committees used to dream up. The trip was made via the Kodachrome Slide Route. Those present all agreed it was a very interesting and novel program. Our thanks to the Burlington for the calendars that were distributed.

TRIPS

Feb. 20th has been set for a most unusual trip over the FRS. Leaving 9:30 AM Broadway, Camden, our special RDC would go all the way down to Cape May, longest line of the FRS, and return to Winslow Jet. Here we reverse to Atlantic City for an afternoon meal before making a speed run back to Camden. Due to operating reasons, being worked out with the RR, Saturday was decided as the best day for the trip. Ample picture stops and movie runs have been provided for and it looks like we can "have the railroad" for that day. Many members have already advised that they have not been down to Cape May in years and this will provide that chance plus the added attraction of the cozy atmosphere of our own chartered RDC (that glamorous, sleek successor of the interurban) with fellow members. All off for a stop at Winslow's famous "flying junction!" Come watch the speedometer hit the eighty mark (bring your own stopwatch!) as we relive the days of the Boardwalk Flyer. Members will recall our last trip to Atlantic City (also RDC) in the early fifties with snow out on the meadows and boardwalk-unusual for the Shore. If you would support this trip please drop a card to Harry Myers, 5005 N. Sydenham St. Phila. 41, Pa. so arrangements can be made. The fare will be \$11.25. More details will be provided. Your trip committee feels sure that this trip, over such unusual trackage, is one you will not want to miss.

AT THE CONTROLLER HANDLE

A good representation of our membership was at Washington Jan. 2nd for the last run of many DC Transit routes (including Cabin John) which went "bus" next day. A bill which would have permitted Red Arrow to use its rights-of-way for buses was killed at the State Legislature-we hope for good-but the plan will, no doubt, be revived at the first opportunity. Sale of 69th St. Terminal to PST is now officially signed.

OUT ON THE MAIN

Chapter members who attended the Roanoke Convention no doubt had more than unusual interest in recent events in that area. On Dec. 1st., one hr., 10 mins. past midnight, a 200 car coal drag moved from the former Virginian rails to the N&W at Abilene. At 6:35 AM a former VGN time frt. switched to the N&W at Salem, while at 9:40 AM an N&W train switched to the ex-Vgn. line at Glenvar and, thus, the merger of the two roads was accomplished and the steep grades at Blue Ridge and Christianburg are now avoided. There are not many All-Pullman trains left but in winter Phila. is served by three of them. Besides the Broadway and the westbound Pittsburgher the Mianian is also an all-Pullman train. Last year the Florida Special was the all-Pullman run but this season coaches were added and the Mianian received an all-Pullman status but runs Friday and Monday only reportedly caused by the reluctance of the F. E. C. to handle it on a daily basis. What a thrill we all had this Autumn as Reading 2124 once again polished the metals. Will you join us for the premier of "From The Terrace?" The King Coal will soon end its Shamokin run. Winter timetables of the Pa. saw #16 renamed The Duquesne and its run extended to N.Y. Welcome back to The New Englander, a name long on the Pittsburgh to Boston schedules and now back again in the fold. As expected the Jamesburg-Perth Amboy train was dropped. Ever notice PRR #3814, Trenton-N.Y., (which is scheduled in Form 72) runs only six days a year! It is a pinch hitter for the eastbound Pittsburgher on the days when that train does not run. PRR seeks to close Jersey City-used only now by a handful of trains as service is duplicated by the H&M. When the road engine of a local PRR freight coupled to its train recently, at 52nd St. yards, it closed its knuckles on a dead B6, closely followed by an H9 and several tanks. Westward Ho!

WITH OUR MEMBERS

Rodger Fredrick has recently returned from a trip over the North Shore. THANKS to Harry Myers, Herbert Shaffer and Walt Zacken for their contributions to this issue.

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