

CINDERS

PHILADELPHIA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

****MARCH - APRIL 1960****

STAFF: Willard H. Hart-William E. Blakslee
Chapter meets every 3rd Friday, 8 P.M.
Skyline Room, Logan Square Library, Phila.

****CHAPTER ANNOUNCEMENTS****

April elections will soon be here and members should be giving this some thought. We understand our V. P., Rodger Fredrick, will not be a candidate for re-election due to pending Ry. research and writing.

Our long delayed trip over the PRR-L.V. to Sunbury via Mt. Carmel has been set for Sunday May 22nd. Full information will be mailed to all. This should be one of our most interesting routings and Carl Landeck has worked hard in planning it. Spread the word to "The Faithful" and also to the non-rail or "flower picker" who like these scenic, off-the-beaten-track excursions.

At the Feb. meeting, Don Riegel and Sam James presented a slide and movie program of their trip to New Orleans and Cuba. The overflow March meeting heard member Thomas Flanagan, of PRR, give an informative talk on locomotive assignment that the members greatly enjoyed.

****AMONG OURSELVES****

Jim Scribbins, founder of the Wisconsin Chapter, stopped in Phila. March 1st and 2nd on vacation and was welcomed by our National President Lew Pardoe and several Philadelphia Chapter members.

The annual Colorado trip in June, which features steam Chicago to Denver on "The Q" and the slim gages of the D&RGW, has some members making plans in that direction including Bill Blakslee, Sam James and Ken Douglas. Harry Myers is deep in his Guide laying groundwork for a trip over the Nova Scotia and Newfoundland lines of the CNR. Rodger Fredrick, whose new address is now 37 Chatham Road, Upper Darby (Phone FL-2-4666) is looking forward to the glories of the Southern's Saluda and Swannanoa grades in the scenic Ashville area.

****THIRD RAIL AND OVERHEAD****

The PRR's new ignitron electrics are to be Class E-6. No, these are not Atlantics! The "E" designates electric while the "6" indicates the number of axles. The series "4400" will represent their horsepower.

Initial tests of the Market-Frankford cars were conducted recently at the Budd Co. plant. Each car was subjected to a compressive force of 275,000 lbs on their underframes.

The New Haven is to buy fifty M. U. cars it is reported by the N. Y. Times of March 3rd.

Former P&W car 169 was destroyed by fire at 69th St. and scrapped while 170 was scorched but will be rebuilt.

M. U. trains now service Harrisburg with the establishment of trains #601/626 to and from Lancaster. Drinking water was installed, we hear, in these cars.

****MAIN LINE ACTIVITIES****

Dependability of rail service was ably demonstrated during the heavy snows of March 6th when 125 truck trailers were transported to Chicago via PRR "Piggyback" train which was hauled by five diesels from Kearny, NJ with 65 trailers, the rest picked up in Phila. Heavy snows in the East caused a great increase of "Piggyback."

The Long Island is installing CTC on its Port Jefferson Branch due to heavy increase in patronage. Control to be from Hicksville. Also on the Port Jefferson Branch, the 5.03 PM train from Hunterspoint Ave will have a portable bar in the fourth car-Any fans inspecting the new CTC from this train may take care of their thirst while enroute!

Recent fare reductions of the B & O are, in some cases, lower than air-coach and bus! Chapter members would do well to check these low rates when planning summer jaunts. Convenient connections to B&O trains can be made in Baltimore (It's only a short walk to Mt. Royal) or in Washington's Union Station. Substituting for the RDC Daylight Speedliner between Baltimore and Pittsburgh (involved in an accident near Sand Patch) was a regular train of three coaches and a parlor-diner. No extra charge for the parlor as it was used as a lounge. Reports indicate this standard train operated just about twenty minutes behind the fast RDC's schedule. We fondly recall when the Daylight Speedliner served Philadelphia. CTC on the Old Main Line is now complete. Between Phila. and Baltimore single track begins about $\frac{1}{4}$ mile east of the 5th St. crossing in Darby, Pa.

Since the last issue of CINDERS much has taken place in the computer plans of the City. Formation of the Passenger Service Improvement Corp. represents a non-profit municipal undertaking with the Reading and PRR for control of rates and services on local lines in the city limits.

Much Reading Co. passenger service is due for revision if PUC approves. Buses are to replace trains above Reading. The PUC ruled, however, that the Allentown-Harrisburg train must stay as it was to remain as a mail-express train. By the way, the Reading has a new station in Harrisburg, on S. 10th St. near Market. Their Phila. piggyback terminal moved from Erie Ave. to Wayne Junction recently.

Effective Feb. 14th The Juniata of the PRR (26-36) now operates Pittsburgh to Harrisburg instead of to N.Y. The name was dropped, along with the ~~other~~ lounge car. Early morning train (601) Phila. to Harrisburg was discontinued same date.

The Pennsy now have their own ore-hopper cars in service, on ore trains out of Philadelphia.
