

CINDERS

PHILADELPHIA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

NOVEMBER-DECEMBER 1960

STAFF: Willard H. Hart

William E. Blakslee

Harry S. Myers

Meetings held every 3rd Friday(except July) Skyline Room, Logan Square Library, Phila.

CHAPTER ANNOUNCEMENTS

Our Oct. program was most enjoyable, featuring two films. One concerned fast new freights on the NYC Chicago to NY while the other was a PO film dealing with an RPO run. This film could well have been produced by the B&O as it dealt with an RPO car on a day train Washington to Cumberland. William Volkmer presented excellent slides among which were the new H & M cars in a freight rounding Horseshoe Curve on PRR. For our Nov. meeting we were indeed privileged to view the wonderful scenes of John I. Smith "Trains and Trams of Scandinavia." A very large crowd turned out to travel the wonderful mountain grades from Bergen to Oslo. Trams of Norway, Sweden and Denmark well represented as well as their railways and we all look forward to more of these.

An informal dinner, held at the Benjamin Franklin Hotel on Sat. evening Nov. 12th was well attended by many chapter members and their wives. The annual meeting of the Society was held the following day and a report of this meeting was made by our Director John Francis at our November meeting.

The chapter's operating dept. is hard at work on plans for our annual banquet and a detailed report will be mailed to all members shortly. For your advance information it will be held Sat. evening Jan. 21st at Ross Holly House, Pennsauken, N. J., easily reached by driving on Route 130 or PS bus Route No. 9 stops right at the door.

It is sure good to see our treasurer Don Riegel back on "the footplate" once again after a bout with illness.....An airmail letter just received from Scotland informs us that member Jim Aird has moved to "Hillside", 7 Garngaber Avenue, Lenzic, in Dunbartonshire, Scotland and well situated on the main line Glasgow to Edinburgh.

*** NEWS FROM MAIN LINE AND BARN ***

The West Phila. "Hi-Line" of the Pennsy, one of America's longest elevated freight lines has had, during the Fall, new ties, walkways, steel bracings and new top cover plates. These plates are the top members of the girders that carry the track from pier to pier. By close cooperation between the maintenance and transportation depts the work is scheduled to be completed ahead of time. One track was taken out of use at a time but no freight schedules were effected to any great extent.

A trolley-subway has been proposed to ease the bottleneck of the PST rail lines out of 69th St. Terminal reaching short lengths under West Chest Pike and West Garret Road. It is doubtful if this plan is carried out as these PST routes are the ones the Red Arrow wishes to convert to bus operation, Sharon Hill, Media, and Ardmore.

Effective Oct. 30th the Reading added two Norristown trains except Sat. in connection with OPERATION SHAWMONT. The Pennsy added eleven Manayunk weekday trains and ten Sat. runs for OPERATION MANAYUNK. OPERATION TORRESDALE added eight Bristol locals Mon-Fri and a NY Express added except Sat. The Reading annulled two Doylestown, two Hatboro, two Glenside and a Neshaminy Falls train on Sat. The Pennsy annulled two Chestnut Hill trains on Sat. and a Sunday NY train. The PRSL took off one local to Haddenfield on Sat. All Pennsy service between Manayunk and Norristown was removed as was the lone train on the highly scenic Bel-Del line Trenton to Philipsburg, N. J. We note the Reading is operating the Christmas Shoppers Special on shopping nights to Fox Chase with air conditioned individual seat coaches.

A new wrinkle in the new winter timetables was the routing of the eastbound No. 60, The Pittsburgher into 30th St. where it drops the sleepers of the Phila. Night Express with which it is combined. It continues on to N. Y. but carries coach passenger also from Trenton to New York. Several Phila.-Harrisburg trains are now one-car M. U's. The low-slung Keystone's schedules underwent minor adjustments-it still makes one round trip NY-Washington, going down on #125 The Crescent and back on #158 The Evening Keystone. Inbetween this stint it makes a round trip on the NY-Phila. run, leaves N.Y. 12.05 a.m. and then back to N.Y. on the 10.00 a.m. "Clocker" except on Sunday when it leaves 30th St. at 8.50 a.m. for N.Y.

The Pennsy has requested permission to drop all trains(around thirty) in their Pittsburgh suburban service. No. 26, Pittsburgh-Harrisburg day train has been dropped. The Juniata, No. 33 is now routed into 30th St. on its NY-Pittsburgh run. All exG.N. electrics are now retired. PRR's famous 4-4-0 1223 D-16 is now on The Strasburg RR along with old Cumberland Valley equipment formerly up at Northumberland.

For the second time the PRSL has served notice that it wants "out" of the passenger business but stiff opposition is already developing especially in the Atlantic City and Ocean City sections.

On Tuesday Nov. 1st the huge station at North Broad Street, Reading Co. was closed and put up for sale but a new air-conditioned ticket office opened on the outbound platform. However, the station was shortly back in use in full tilt due to a four alarm fire under the tracks at the Arch St. end of Reading Terminal Nov. 16th. At first bus service was in use between Reading Terminal and North Broad St., then gradually tracks were put back into use to serve shuttle trains but full service in and out of the Terminal is not expected before Dec. 5th.

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All through trains and certain non-commuter locals now arrive and depart from Camden (High Level) Station, Baltimore. There are now only six outbound trains and four inbound trains using Mt. Royal and none on weekends and holidays. We shudder to think what Daniel Willard would mutter if he could have read the terse notice posted on the Mt. Royal bulletin board! Mt. Royal was first opened Sept. 1st 1896 although the Howard St. Tunnel and Belt line electrification were already then in use. It was on May 1st 1895 that train No. 514, then steam worked, went through the on the Royal Blue Line rather than the former Locust Point-Canton train ferry across Balto. Harbor but by June 1st the first G. E. electric locomotive arrived and on June 27th made its first official run. Large crowds gathered about this huge electric engine (#1) as it waited on a siding at Bolton Lot which was the future site for the new Mt. Royal Sta. Overhead wires were soon removed for third rail operation which remained in use until diesels took over the helper service. Other news reaching us from Baltimore way is that the former Ma & Pa roundhouse on Falls Road has been sold to Baltimore City for use of its Highway Dept. along with other M & P RR terminal properties. At Penn. Station the passenger shed once used by Parkton suburban trains and the W. M. Ry. is being removed.

In the NY area we find the Long Island's five year modernization program now complete and consists of 222 new air conditioned cars, 400 rebuilt cars, and the repainting of over one hundred stations. Nine stations have been rebuilt and extensive changes made in the signal system. Several Phila. chapter members joined the Lehigh Valley chapter's well-run two-car RDC trip to Montauk. Also quite a few of our chapter members enjoyed the Baltimore chapter's recent trip over the Stewartstown Railroad and their annual banquet at the Marylander in Baltimore-all reported a good time.

Once again the Lehigh Valley RR has requested that it be allowed to drop all of its passenger service which, at present, consists of the Maple Leaf to Buffalo and Suspension Bridge-Toronto; The John Wilkes to Lehigh and the RDC on the Hazleton Branch. Action has been postponed until Feb.

The famous old State of Maine Express has been taken off its NY-Portland run.

On the PTC we learn that the original PCC cars 2001-2020 are now in the junkyard and 15 ex St. Louis cars are next to go. New schedules effective Nov. 6th put all weekend trains on an eight minute faster schedule between 69th and Bridge St. as all the new Budd cars are in use on all blocks on the weekends.

The NYCTA is to receive 260 new cars from the St. Louis Car Co. for use on their Brighton Beach Line-BMT DIVISION. This will be the second lot from this co. since 230 cars are now being delivered.

The Nov. 17th edition of the Wall St. Journal made interesting reading when they reported that the use of slumbercoaches by the B&O, NYC, NP, MoP, and CB&Q have been a tremendous shot in the arm to their passenger traffic. The NYC, which has four of these cars in service for over a year estimates revenues have exceeded operating costs by more than \$600.00 daily per car.

Our chapter was, as usual, well represented at the annual Army-Navy Game. Out in full force and armed with camera, notebook and pencil they were assembled on the bank by the South Broad St. bridge over the throat of Stadium Yard. After the last train arrived the group then compared notes over hot dogs and coffee at the "Tilted Cafe" by the Navy Yard gate which is still reached by a short stretch of very rusty and very much un-used double track of the PTC. Oh Yes-we believe there was also a football game! In order of arrival here is a list of the special trains:

Engine 4861	17 cars (NYC) Army	Engine 4892	15 cars
4893	17 " " "	M. U.	12 "
4874	15 "	4907	12 "
4936	15 "	4917 & 4897	Double-headed 21 cars
4880	15 "	M. U.	12 cars
4924	13 "	M. U.	9 "
4820	16 "	4863	18 cars
4884	13 "	4931	16 "
4905	12 "	M. U.	12 cars

These specials were from West Point (the first two to arrive; from N. Y.; Baltimore; Washington and the MU trains were from Paoli (two) Trenton and Wilmington. Beside the NYC cars on the two West Point trains cars were seen from the UP, SP, RF&P, PRSL and B&O and a host of the famous gray GLEN series Pullmans.

We all got a good look at the Pennsy's new electric E-44 class when it was on display on the low level at 30th St. prior to making a test run to Enola.

Rodger W. Fredrick has just informed us that his new address is:

6700-B Chestnut Street
Upper Darby, Pa.

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