

CINDERS

PHILADELPHIA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

SEPTEMBER-OCTOBER 1960

STAFF: Willard H. Hart, William E. Blakslee, Harry S. Myers.

MEETINGS: Every 3rd Friday (except July) in the Skyline Room, Logan Square Library, Phila.

****CHAPTER ACTIVITIES****

As CINDERS resumes its winter schedule it is with pleasure that we welcome Harry Myers as our staff reporter. Harry, you may be sure, will keep your editors up to date on all the newest railroad and transit activities in our local area.

Our August meeting featured Mr. Henry Breujel of the Werkspoor Co., Netherlands, who gave us a most fascinating talk on the equipment and operations of the progressive Nederlandse Spoorwegen, their rail system.

For our September meeting Miss Anne H. Devel of Wilmington presented, before a capacity audience, her excellent collection of Kodachrome slides which were, beyond a doubt, the best assortment of railroad slides ever projected on our Chapter's screen.

On July 16th our Chapter journeyed to Strasburg, fifty-one members strong, there to enjoy our special train worked by engine #41 and consisting of a gondola, an ex-Reading coach (with dining facilities) and an ex-B & M coach. On the return trip our special picked up a N. Y. C. box car at Lehman Place Junction.

A tip of the order board is surely in order for our friends in Kingsport and the other Tennessee points who work so hard and made the 1960 Silver Anniversary Convention in Bristol, Va.-Tenn. the huge success that it was. Your editor counted seventeen Philadelphia Chapter members and their wives and perhaps there were several more. All who attended have expressed great satisfaction with the Bristol convention including trips, banquet and the general arrangements. Due to the Pennsy strike, in effect at the time, most Phila. members used bus connections to Baltimore and B & O to Washington to make connections with the Southern-N & W's three through trains to Bristol. The Clinchfield trip on Saturday and the Southern-L & N trip on Sunday showed us untold marvels in heavy duty mountain railroad operations and Philadelphia Chapter members will not soon forget walking through the Southern's Natural Tunnel nor the breathtakingly high trestle of the L & N at Rose Hill. When our Monday special on the N & W pulled in to the Saltville yards we were greeted by a brass band which competed with the rapid exhaust of ex-N & W No. 11 of the Mathieson Chemical Corporation. The attaching of two coaches from our special to the Tennessean at Glade Spring was most thoughtful and proved a great convenience to our members homeward bound. We shall not soon forget our wonderful time in Bristol and again thank those who made it so.

CHAPTER ACTIVITIES CONTINUED

As we go to press we do not have all of the information as to where our members went on their various vacation jaunts. Here are a few of which we are aware. Alan Hunn, John Francis and Jim Myers were out on the west coast while Harry Myers toured Newfoundland and Nova Scotia. Colorado lured Bill Hooker and Family and the annual Illini RR Club trip to Silverton and Farmington, Colo. included Bill Blakslee, Carl Landeck, Roscoe Armon, Sam James and several others. Hugh Gibb toured Canada and bought himself up to date on CPR and CNR activities.

It was good to see Milt Prickslett at our August meeting after a sojourn in the hospital in the summer. Glad you are out on the "main line" Milt!

It is with extreme pleasure that we extend the glad hand of fellowship to the following new members: Richard Adams, William Michel Jr., Mr. Slicer, Dale Richard and Richard Loveland.

Our next Chapter trip will be over the Warner Co's railroad near Morrisville, Pa. Saturday Oct. 8th and details will be mailed to you shortly.

THIRD RAIL AND OVERHEAD

The first regularly scheduled elevated train with the new Budd cars started on July 25th for a single round trip. Block No. 50 departed 69th St. Terminal 4:16 PM and returned from Bridge Street at 5:05 PM. Among the passengers were Harry Myers, Jim Dillon, Joe Mannix and Willard Hart. Ted Myers was on board to make sure the train ran smoothly. One of the more enjoyable features of the new train was the hostess who gave out literature.

Other current PTC operations is the laying of new rail on the subway-elevated in the vicinity of 30th St. and Milbourne stations and the building of a new sub-station at Milbourne and a power line under Sellers Avenue. With the introduction of the new cars a special scrubbing machine car has been put to work in the tunnels to keep soot and grime from coming in the overhead ventilators. A new car washer has been installed at Bridge St. Terminal.

We learn that the Baltimore Transit has applied for an increase in basic fare from twenty-five cents to thirty cents and to convert that part of No. 8 line from Irvington to Catonsville from rail to bus.

Over in N.Y. the case in which the rails handled the throngs at the last Worlds Fair in Flushing has not been overlooked and the NYCTA is currently preparing its rail facilities for the coming Worlds Fair of 1964-65. Expenditures include 300 cars for IRT/BMT; upgrading 200 IND cars plus 80 new cars for IRT Flushing Line. An additional third running track is to be installed on the BMT Jamaica Line and new yards added throughout the NYCTA system.

**** O V E R ****

*** OUT ON THE MAIN LINE ***

Chapter members who desire an evening of pure railroad delight at their local moviehouse, should by all means see "Flame Over India" the real star of which is a small but gallant O-6-O-T.

Steam was out again in full force this summer and fall on both the Reading and the East Broad Top. Steam also graced the 100th Anniversary celebration of the Lehigh and Hudson River and again Reading's 2124 was "Belle of the Ball." Two sections of an L & H R special were run from Warwick to Maybrook, thence to Belvedere and back to Warwick. One section had steam and the other diesel. Power was traded between the trains at Belvedere. Erie passenger cars were used.

October 15th has been set by the ICC as the date for the marriage of the Erie and the D. L. & W. We understand that the new name of this combined operation will be the Erie-Lackawanna Railroad Co.

Volunteer firemen from counties in Maryland joined Pennsylvania Railroad men recently in a unique demonstration of how to fight electric and diesel locomotive fires. The Pennsylvania placed a GG-1, a P-5 and a B.S.-12 diesel at Bowie, Md. for this event.

The Mott Haven coach yards of the NYC-NYNH&H in the Bronx will be covered soon by a multi-million dollar housing project. Care to have the "Century" or The Merchants Limited parked in your apartment overnight?

Forty new stainless steel gallery cars for the Milwaukee Road's Chicago suburban service are currently being constructed at the Budd Co's Red Lion Plant.

Since last issue of CINDERS several more trains have been dropped from the board including the Susquehannock between Harrisburg and Williamsport and one Camden-Trenton train on the Pennsy. In addition we report the loss of the B&O Diplomat. No sooner had the Maine Central received the green board from the ICC to discontinue all its passenger service effective Sept. 6th than the Lehigh Valley announced its intention of eliminating all its remaining passenger service including the Maple Leaf and John Wilkes by Oct. 1st. On the brighter side of the ledger we note reports from the Pennsylvania passenger department indicating a steady upswing in patronage on both the Broadway Limited and The Pittsburgher--both all-Fullman runs.

The ICC has rejected, for the present at least, a proposal by the Maryland & Pennsylvania R. R. to abandon its entire line. The "Ma and Pa" now operates from York, Pa. to Whiteford, Md. some 46 miles. Prior to June 1958 the M&P reached Baltimore and we recall when their metals carried several Philadelphia Chapter specials in more happier days.

Steam locomotive bells will be installed on the sixty-six new Pennsylvania electric locomotives now being built in Erie, Pa. and our members should keep their eyes open and their ears cocked for a sight and sound of them. We learn that the first of these engines should be due in October and should be delivered at the rate of two per month each month thereafter.

Increased commuter service should be in operation shortly over the Pennsy to both Manayunk and Torresdale in connection with the City and the Passenger Service Improvement Corporation which, according to the press, should be on the order of Operation Northwest to Chestnut Hill and Operation Northeast to Fox Chase. If train service is increased on the PRR to Manayunk they will apply to drop the few remaining runs to Norristown.

During the summer months our members saw the B&O cut its final ties with old 24th and Chestnut St. Station when the passenger and freight offices moved down to Reading Terminal and operating offices moved to East Side.

The recent PRR strike saw some interesting movements on both the Reading and B & O as a result. The Crusader was shifted from its usual NY run so a longer passenger train of conventional cars could take its place. Long freight trains coming off the B&O were seen on the Reading's New York Short Line with the frequency of commuter trains! PRSL trains were rerouted into Broadway, Camden. The greater part of the commuter traffic however was diverted to the Red Arrow and 69th Street Terminal was a beehive of activity with many of the rail runs operating M.U. during the rush hours.

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