

CINDERS

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OUR OCTOBER MEETING

Our October meeting was well attended and consisted of the showing of excellent color slides by our own Jim Dillon. Jim's slides not only covered Colorado and Canada but many local lines, both steam and juice. Many of the members enjoyed a visit to our next door friends, the Phila. Belt Line model layout at their annual "open house."

COMING EVENTS

Our November meeting will consist of the annual auction. Watch for detailed list of instructions that will be mailed shortly.

ELECTRIC NOTES

At 2 A.M. on Sunday Oct. 15th car 788, jammed to the doors with people, clattered to a halt at Public Square and street car operation for the Wilkes-Barre Transit Corp. was at an end. The four cars remaining at the end were a far cry from the once great system of 96 cars on 115 miles of track.

If you haven't ridden the LVT's Phila. Div. recently, perhaps now is the time to do so. Indecision and mystery cloud the line at the moment except for one fact - the cars are going within the near future. Like vultures circling their prey the eight shiny new GMC diesels nestled in the barn at Fairview are waiting patiently. The work of converting the Souderton barn goes on, a job that is about half done. All except two cars must now sit outside and face the elements since only one track remains inside.

One of New York's most famous landmarks, the 3rd Ave El, is to become a thing of the past below Chatham Square on January 1st. Thus is the first step taken toward complete removal of Manhattan's last El. Brooklyn, too, is suffering removal of its off-the-ground lines with the passing of the Lexington Ave. El on Oct. 13th.

PST has finally gotten Brilliner #6 out on the line in its new paint scheme. A quick glance when passing is enough to confuse it with the St. Louis cars. Two car trains of the St. Louis cars have again disappeared after several weeks operation under winter schedules. Presumably power difficulties were responsible.

MacAndrews & Forbes Co., Camden runs an overhead electric railway on its property and pier near Bulson St. yard. Two electric single truck motors and 12 flat cars complete the roster on this little-known private system nearby.

The P. & M. has its grade crossing back. In disuse for many years, the siding was recently repaired so that the adjoining quarry can again supply ballast for the line. This will end the short but tedious journey of the company's ballast car over the PRR to Glon Mills of the West Chester line.

LIBRARY NOTES

For those planning a trip to out of way points or checking service or mileage on some remote short line the fact that our Library now carries the Official Guide will be appreciated. Our librarian Bill Blakslee advises that new copies will be secured for the two major changes in Fall and Spring. Drop by the library next meeting and catch up on your favorite "pike."

STEAM NOTES

Philadelphia area will lose its last mixed trains in the first week of November when the Reading removes passenger service from the Barto, Lykens, and Lancaster branches. Long of a once-a-week nature, their passing will probably create little furor in the towns they serve. Camelback 1395 was again supplying steam to Smith, Kline & French at Spring Garden & 16th Sts. a few weeks ago.

August 23rd saw the last Bald Eagle train on the PRR make its run between Tyrone and Lock Haven.

New trackage for the low level, 30th St. has now appeared between the Chestnut & Walnut St. bridges awaiting connection to the main line.

Among recent losses in passenger service with the Fall changes was the lone passenger run on the Ann Arbor and the Rochester-Rochester Jct. gas cars on the LV.

The Fall changes put the Trail Blazer back on its own schedule and brought back the Jeffersonian.

Steam once again has appeared on the Broad St.-Reading Sunday local. Discontinuance of the weekday Norristown-Reading gas car has been applied for.

Timetables provide an interesting winter evening pastime-have you noticed that Seaboard N.C. is a station on the Seaboard's Portsmouth-Norlina branch. Also of interest is the fact that O&O trains, in order to reach Washington pass over the Southern, Orange to Alexandria; RF&P to South End, Potomac Bridge; PRR to Va. Ave.; and the Washington Terminal Co. to Washington!

The East has lost its next to last narrow gage when the ET&VNC ran the final train between O'Brien, Tenn. and Cranberry, N.C. Oct. 16th. The train, pulled by ten-wheeler #11, was a long one, consisting of cars to be used for scrapping the line and other cars that were donated to crew members and people along the line.

The NY3&W has ordered four RDC-1 cars. Four RDC-1's are now being successfully operated by the PRSL with two more due for service.

The CNR has ordered 6 MU and 12 trailers for MU operation on its electrified routes in Montreal.