

NATIONAL RAILWAY HISTORICAL SOCIETY

MAY
1952

... "C I N D E R E A" ...

VOLUME 52
No. 5

Willard H. Hart

...A GALA EVENING...

A very large attendance greeted Mr. William E. Hayes, Dir. of Public Relations and Ass't. to the President of the Rock Island who gave us a really wonderful talk. The film "Golden Journey" took us all on an armchair trip from LaSalle Station to Los Angeles in one enjoyable evening for our regular April meeting.

All those who attended our Chapter's annual banquet at the University Club agreed that it was one of the most enjoyable that we have yet had. The food was fine and the slides excellent, many featuring a series of stations in the Philadelphia vicinity. We were honored by having our National President, Mr. Edward G. Hooper, as our guest.

...AT THE LOOP...

PTC has requested the PUC for permission to convert Rte. 55 to full time bus operation. We see in the papers that the Rte 65 issue is again making headlines. If approved Rte. 20 would be extended to Olney Terminal and Rte 23 would be rerouted on Huntington from 11th St to Germantown Ave. while Rte. 50 would be extended to Snyder and Oregon Avenues via 6th and 7th Streets. Out on the line we have noted car 5029 with an experimental exterior paint job-watched for it on Rte 60. We have noticed that patrons are queing up to board Rte 26 at Park and Olney-The visit of those London Transport buses to Phila. in Mar. has left some reminders!

Down Baltimore way we learn that the former United Rys & Elec. Co. once had four-wheeled RPO trolleys. The cars, painted white, operated on the Towson & Catonsville, the Baltimore & Arlington & the Roland Park & Highlandtown Railways Post Offices and made their last run as late as 1929. Special tracks took them cars directly into the downtown post office. Crews consisted of motorman and conductor and two post office men, one who ran off to empty street boxes and one inside who sorted and cancelled mail. Farewell to BTC's older type cars as No. 18 bows out to buses. A few older cars are left on Ft. Howard, Lorraine and Ellicott City runs.

Our members were saddened to learn of the bad fire that destroyed the car shops and much equipment of the Bamberg-Railroad, North Salt Lake, recently.

Staten Island Rapid Transit has advised New York officials that it will file a request to discontinue passenger service, probably effective Sept. 15th. The city officials have been approached with the view of purchasing some portions

...GONE BUT NOT FORGOTTEN...

As expected, a very large group from our Chapter assembled early at Broad St. Station on Sunday evening, April 27th to ride the special train of the Philadelphia Orchestra which rung down the final curtain on operations at this historic old station. The day previous saw many of our members plus others from New York, Baltimore, West Jersey and Lancaster Chapters taking a walking tour of the old offices and facilities in the old station. Since a down-pour prevented taking photos in the yards as planned the group journeyed to 30th St. and enjoyed a very thorough escorted tour of Penn Tower, dispatchers office and the power directors room and the new tracks and platforms on the lower level. Our Chapter is most grateful to the Pennsy for their "open house" to us on these two days. As the last train pulled out those of us aboard could not help but recall the many wonderful fan trips of our Chapter that have received their "Highball" from old Broad Street Station.

...OUT ON THE HIGH IRON...

We wonder if the B&O's RDC's are the only such runs that sport a porter? 1952 marks the 25th anniversary of the building of the famous P-7 (ex-President) pacifics on the B&O and the New York Central well known Hudson type locomotives. We learn that on April 1st the B&O discontinued its third-rail electrification in Baltimore. This was America's first main line electrification and hauled eastward trains from Camden Station through Howard Tunnel and up the grade to Waverly Tower.

Something new on the main-On Sat., April 19th PRR #430, a Saturday Only Baltimore-Wilmington Local, always worked by a GG-1, appeared coming down the high iron behind a K-4! It appears that sudden motor failure at Baltimore caused a quick switch to be made and the K-4 was evidently the next available power at Orangeville. The engineer was heard to remark, upon arrival at Wilmington, "Hadn't touched a steam throttle in eleven years!" Four minutes late-not at all bad. Thanks to member Hugh Gibb, popular PRR agent at Newark, Del., who was aboard.

We wonder if anyone really knows just where these Bordertown Locals really do terminate?

Our Chapter was well represented on the farewell trips of the Camden ferries, the Whitmarsh MU and the Stroudsburg trains.

May marks the 100th Anniversary of the Western Maryland. Starting as the Baltimore, Carroll & Frederick this road has doubled its earning since 1929 and today operated 350 miles of main line trackage.

1852.....HAPPY BIRTHDAY-WESTERN MARYLAND RAILWAY.....1952
