

CINDERS

PHILADELPHIA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

APRIL 1953

BEG PARDON

After steering away from rumors and wild guesses these past six months we just had to let ourselves go. Thus the enclosed copy of Fumes, which could only be appropriately issued on April Fool's Day. A waste of time and paper? Yes! Amusing? Perhaps. But it does take us all back to the days of our youth when all was fantastic planning, unfounded rumors, and dreams that seldom came true. The next time you think of censuring a younger railfan for his "wild ideas" and "undignified actions" harken back just a few years to when you were his age. Is there any one of us who can honestly say "I never did any of that when I was young?" Criticism without understanding and a desire to help the one criticized is never productive of anything but antagonism.

The young railfan, also, is under obligation to himself and those around him. He shouldn't be afraid to ask or take advice, and he should give some thought to the future in relation to his actions. More than one transportation company has soured on railfans in general because of an irresponsible act by one enthusiast who couldn't control himself.

In summing up we say to the oldsters, "Don't ever lose the versatility and enthusiasm of youth, or the ability to live with and understand it." To the youngsters we say, "Absorb some of the knowledge and understanding of those senior to you, for the day will come all too soon when you realize that dreams come and rumors go, but abandonments go on forever."

TRIPS - PAST AND FUTURE

An extremely pleasant time was had by the sell-out crowd aboard PTC 5306. The car was amazingly quiet and smooth, suffering only from the fact that it was rapidly being made into a semi-convertible by several well-aimed snow balls. Highlight of the trip was a visit to the spick and span Fern Rock shops which LVT C-15, now PTC T-18 calls home. Charlie Houser wound up an enjoyable visit with a blast on the old air horn as he slowly motored the glittering green and silver freight motor back into the shops.

May 3rd is our first steam trip of the year. A price of \$6.25 for the rd. trip to Gettysburg is a bargain indeed. Since the trip is being operated in conjunction with NMRA's Mid-Eastern Region convention don't pass up last month's warning to get your tickets EARLY.

LIKE TO EAT?

Function: The annual banquet
Place: Penn Sheraton Hotel
Price: \$5.00
Date: April 11th.

STEAM WHISPS

The Jersey Central, which took off numerous trains last month, will lop more off April 25th, including the last trains on the Flemington and Freehold branches.

The Erie, not to be outdone, has applied to take off most of its Orange, Caldwell, & Greenwood Lk. trains.

CHAPTER MEETINGS

A large group from Lehigh Valley chapter joined us for an excellent evening of Charlie Houser's LVT movios and slides. Will we ever forget the 1000's zipping up and down the line, or their pathetic trip to Bethlehem Steel. The little sweepers provided more comedy relief on their deathbeds than they ever had in actual operation.

April meeting will be in forum form, MC'd by Joe Mannix. You are all invited to join in discussion of some controversial transportation subjects Joe will select.

CONTROLLER CLICKS

To start off in a cheerful tone we are happy to report that the PS PCC's are now established fact, the Newark papers having announced a purchase of 30 of Minneapolis' cars. If all goes well all 30 will be running by July 1st.

Another bit of good news is that PTC won't abandon their interurbans, PTC in this case being Portland Term. Co. Their abandonment plea for passenger service having been turned down the operators will continue service and recently went to Los Angeles to look into the purchase of six P.E. cars.

PTC deserves congratulations on the remodeling job undertaken at 69th Terminal. Spotlights have replaced the old light globes, and even the map is up to date. The building is now painted a dark green with cream trim.

"MY FRIENDS, IF I AM ELECTED...."

April is the month when we must elect those officials who will represent the chapter for the next year. You will be mailed a stamped addressed card containing the names of those nominated for each office. All that is required is that you check the names of those you want, and expend a little energy depositing the card in the nearest mailbox. Not much to ask, is it, for a chance to express your wishes each year.

The names as nominated at the March meeting are ones with which we are all familiar. The excellent backgrounds of the present administration, who have all agreed to run again, and other nominees such as Walt Zackon, Willard Hart, Milt Priscot, etc. speak for themselves. Two newcomers to the list of potential office-holders need some introduction, however. Mr. Kenneth Roloson and Mr. William Gorton have been actively interested in NRES for some time and regular meeting attenders. Ken Roloson is one of the chapter's enviable minority, a railroad employee of some standing with the B. & O.; while Bill Gorton is a graduate chemical engineer and a railfan from a long while back.

Our interest is not in whom you vote for - none of the candidates have promised prosecution of National City Lines or a return to steam power - but just to remind you that it is your duty to vote. The policies of the chapter are formed by those you elect. Choose wisely, but don't fail to choose.

STEAM WHISPS

Despite the fact that Christmas is three months behind us red and gold diesels are still bringing the Pitts. Night Exp. thru on most of its runs.

As of last week, when it went on the ground at Reading, G-5 3108 was still pulling the Reading Sunday only on the PRR. With Spring here we might suggest you take your pix shortly, or not at all. Freight on the line is already diesel.

The week of February 23rd was a black one for steam power. Thirteen railroads managed to order a total of 337 diesels.

The Suncook Valley R.R., one of New Hampshire's few remaining short lines, recently received permission to abandon all operations.

Four of PRSL's ten new diesels had arrived by the weekend of the 28th. Numbered 6007, 8, 9, and 10 the road switchers gobbled up most of the freight runs and an occasional suburban passenger trip.

The DelMarVa Peninsula has become a free-for-all between the PRR and the many various towns from Wilmington to Norfolk. All steamer service was withdrawn February 28th. Since then the Pennsy has claimed it will take \$500,000, and 5 months to repair the ship. There is a possibility if the railroad cannot cancel their franchise the steamer John A Messick, now in disuse in New York, may be purchased for use. Hearing for removing the night peninsula train is to be in April. The PRR claims it is "rapidly losing interest" in the night mainland train because of constant postponements of the hearing date.

CONTROLLER CLICKS

We thought we'd seen everything with the gamut of paint schemes PTC has been applying to the trolleys, but now the cl cars are coming in for their share. Cars 214 and 557 have a light green interior paint scheme and silver anti-climbers. #565 has silver anti-climbers and silver roof, but conventional interior.

Hardly before the last Alton car cooled its wheels on March 7th the Illinois Terminal was announcing that the Alton-Grafton rail bus would be abandoned April 8th.

With the conversion of rt. 2 West End line March 28th Birmingham has been reduced to one short line. Out the beer-brewing way Milwaukee has made it quite clear that it intends to do in the Oakland-Delaware and S. Milwaukee branches of rts. 11 and 16 before the year is out.

From all indications and word PTC's rt. 65 will cease to exist after the early AM of April 5th.

The birds, bees, and buds weren't the only things that started buzzing with the coming of Spring. All the wire work is now completed on Locust St. car line and ties and new rail are lined up along the curb, awaiting installation. On Market St. rt. 36 was pulled off and rerouted via 19th and 20th sts. on short notice March 23rd. In LVT style the wires between 23rd and 21st were down by 1:45 PM of the 23rd. Workmen have been punching holes in the pavement and burrowing through cellar windows between 23rd and 22nd as work finally gets underway on that portion of the subway. Who knows, we may see service in the tube yet.

Congratulations to the Pennsy on "A Pictorial Review of Progress." Those of you lucky enough to get a copy will see what we mean.