

PHILADELPHIA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

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THE NEW YEAR - AND THE OLD

We of CINDERS would like to take this opportunity to wish all of you our most heartfelt wishes for a very Happy New Year, and to thank you for your encouragement and cooperation.

1952 has been a very bad year for the streetcar and the branchline passenger train alike. Your editors can account for at least 37 car route losses, including the end of seven complete systems - four to buses, two to diesel, and one to freight only operation. Five branch line runs in the Philadelphia area alone were either discontinued or "bussed." 1953 should see a great many more trolley abandonments with a definite leveling off by the year's end as only the stronger lines remain. 1953 will see more branch lines dropping passenger service - but the end is not in sight.

The New Year presents a challenge that our railroads and privately operated transit companies must meet in order to survive the spiral of ever rising prices and competition; To accomplish this, modernization, salesmanship of the highest degree, and economies of the most rigorous sort are in order. Included in economies are the substitution of diesel for steam, and buses for trolleys on many lines. Don't mistake us, please; we're not going on record as advocating wholesale massacres of trolleys. We must realize, however, that continued operation of old equipment over wornout track is a financial drag on the several small rail systems in this category. Even if they wished to remain in the trolley business, which they do not, the cost of re-equipping and rebuilding is prohibitive in this day and age except for the very largest operators.

Steam is another story, and a sad one as far as steam fans are concerned. To all of us there is nothing more impressive than clouds of black smoke, a barking exhaust, the lonely whistle echoing through the mountains. To the railroad operating departments, pressed on all sides by budget cuts, there is nothing more impressive than the 24 hour-a-day whine of traction motors, the fish horn blat, and a skyline unmarred by expensive water towers and coal chutes.

Whether we like it or not progress moves on and we can do naught but move with it. Let's devote our energy in the New Year to saving the car lines that really warrant saving, not the duds; and in selling the railroads to passenger and shipper alike, whether propelled by diesel or steam.

PAST AND FUTURE MEETINGS

Walt Zackon gave us one of his stellar performances at the December meeting. The recent Red Arrow trip whisked past our eyes at 70 per, and many other memories were recalled by pictures of past fan and regular trips.

Mr. J. R. Akin, Asst. Pub. Relations Officer for the C.P.Ry., will present an excellent evening's entertainment for the Jan. meeting. Plan to join us for CPR Night.

STEAM WHISPS

Federal St. Station passed quietly from existence at 9 PM Jan. 3rd, with several of our members in evidence. There was no orchestra farewell.

A closely kept secret seems to be covering the purchase of an RDC3 by the Duluth, Missabi, & Iron R.

The Reading's Perkiomen branch seems to be the next line destined for the passenger axe according to reports that its demise has been applied for.

CONTROLLER CLICKS

As 1952 drew to a close L&W cars 116 and 38 pulled into Scranton, ending 49 years of interurban service. "Waiting at Wilkes-Barre was another group of railfans from the National Railway Historical Society, Philadelphia." This quote from the Wilkes-Barre Record doesn't quite tell the whole story as several of our blizzard-scarred veterans of the event can tell you.

Indianapolis Railways last car will operate January 9th, thus ending electric service in what was once the world's traction center.

Are our faces red! From here on hind-sight reports will be the only type issued on the opening of certain subway lines hereabouts.

Port Authority car 1005 has been outfitted with a conductor's station at the center door area. A set of door buttons, key operated control switches, and brackets for holding money changers or transfers on a small metallic box, have been mounted on the center door area.

TO REFRESH YOUR MEMORY, HERE ARE A LIST OF NATIONWIDE EVENTS, UNFORTUNATELY MOST ABANDONMENTS, WHICH HAVE OCCURRED DURING 1952.

JANUARY

- 5th - MTA's E. Boston Extension opens, 5 E. Boston carlines quit.
- 5th - Ten-wheeler #500 and 5 cars end D&H Carbondale-Seranton service.
- 7th - Reading St. Ry. ended at 4:23 PM when 808 reached the barn.
- 12th - Havana's last 8 of 33 former car routes replaced by buses.
- 13th - Cal Cables finally operate again after 5 1/2 months of idleness.
- 17th - Pa. Highway Comm. finally settles W.C. Pike issue by announcing construction will begin, including car tracks.

FEBRUARY

- 21st - PRR announces Broad St. Station will close April 27th.

MARCH

- 14th - Third Ave. El ends on weekends and evenings.
- 15th - Last trip of the LV's Flemington "dinkoy."
- 19th - Last PRR train between Sharon and Beaver Falls, Pa.
- 28th - Last PRR train Allon Lane to Whitmarsh.
- 30th - 4:02 AM Public Service 2725 left Montclair for last rd. trip on 29 line, 2715 left Roseville at 1:10 AM for last 21 line trip.
- 31st - The Haddonfield arrived in Camden at 9:29 PM for the last time.

APRIL

- 20th - 4669 & coach end Trenton-Stroudsburg service on the PRR.
- 26th - The last Illinois Terminal train into Danville, Ill.
- 27th - GGI 4800 leaves Broad St. Sta. at 9:57 PM for the last time.
- 27th - The New Haven goes all diesel with a farewell steam trip.
- 27th - Articulated 5009 does last honors on Cleveland's Euclid Ave.
- 28th - Pittsburgh Rys. applies to abandon the interurbans.

MAY

- 15th - The last Humboldt Park El in Chicago.
- 17th - 4-6-2 #902 heads last B&E N. Bessemer-Greenville pass. train.

JUNE

- 2nd - 1:07 AM LVT 915 lvs Greenwalds for the last time, 6th St. Loop ends the same time.
- 7th - 4068 and trailer make the last trip to New Hope on the Reading.
- 7th - Balt. Transit's 18 line goes bus - the last old cars downtown.
- 22nd - 4668, on a cold, dreary day, ends service via PRR to Toms River.
- 22nd - Pittsburgh Rys. #23 Sewickley line ends at 4:04 AM.
- 27th - PTC's only abandonment this year, the sad remains of route 55.

JULY

- 6th - London's last tram arrives at New Cross Depot in the early AM.
- 12th - PRSL's last Bridgeton passenger train, a combine & rd. switcher.
- 13th - 1:30 AM West Penn's last Irwin car arrived in Greensburg.
- 19th - Exit passenger service on Charles City Western, carfans delight.
- 30th - K4 3849 ends steam & pass. service to Washington, Pa. on the PRR.

AUGUST

- 3rd - 1:30 AM West Penn's #704 arrives in Latrobe the last time.
- 10th - 2:30 AM Exit the West Penn System, one of our most unique, as last two regular cars return from Uniontown to Connellsville.
- 31st - The Mellon's little railroad, Ligonier Valley, calls it quits.

SEPTEMBER

- 1st - Pittsburgh Rys. puts buses on #2 & #3, Etna and Millvale.
- 6th - Bamberger R.R. leaves Utah without electric rail service.
- 19th - Cleveland sells their 75 PCCs to Toronto.
- 19th - The first blast on the Chinese Wall at 16th St.

OCTOBER

- 18th - Baltimore Transit abandons the quaint Ft. Howard Shuttle.
- 25th - Yonkers Railroad rts. 5, 6, 8, & 9 go, start of the finish.
- 27th - 1 AM saw the end of LVT's South Side and Hellertown lines.

NOVEMBER

- 1st - Yonkers Railroad routes 1, 2, 3, & 4 quit.
- 9th - Last Yonkers #7 car (397) arrives from Mt. Vernon 3 AM.
- 12th - Last Yonkers car (362) participates in ceremony at Gotty St.

DECEMBER

- 14th - Locust St. Subway was to have opened - but didn't.
- 20th - Staten Island Rapid Transit given permission to abandon Wentworth Ave. and Arlington branches in March '53.
- 27th - Pacific Electric's Van Nuys line quits.
- 31st - Laurel Line goes to all freight operation, but will continue using electric motive power.

HAVE YOU TRIED THE NEWS LIBRARY LATELY - IT HAS MANY BOOKS THAT ARE WELL WORTH YOUR READING TIME.