

# CINDERS

## PHILADELPHIA CHAPTER

### NATIONAL RAILWAY HISTORICAL SOCIETY

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DECEMBER 1954

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#### MEETING NEWS

The dates of the formal and informal meetings in December will be reversed from the normal routine. The regular business meeting will be held on the first Tuesday, December 7, and the featured program will consist of movies by Bill Blakslee of the Philadelphia Chapter, featuring lots of steam. The informal meeting will be held on Thursday, December 16. At this latter meeting, there will be an opportunity for everyone to show off any 35-millimeter slides you want to bring in. Light refreshments will also be served. May we remind all who expect to be present on the 16th to notify the secretary, so that we can know how many refreshments to have on hand.

Activities of the Philadelphia Chapter were featured in a meeting of the Stephenson Locomotive Society in Glasgow, Scotland, on November 6. The program was presented by honorary chapter member Jim Aird, who spent some time in Philadelphia a few years ago.

#### TRIP NEWS

The Trip Committee has lined up two trips for January.

On January 9, if the company is not on strike, a PTC trip is planned on a 5000-series car out of Frankford Depot. The trip will cover most of the unused track on the system, and will visit all parts of the city. The price of the tickets, and all details, will be sent out in the form of an announcement by the Trip Committee.

On January 23, a trip is planned on the Reading, using Crusader equipment. The trip is scheduled to leave Reading Terminal at 11 a.m. and return by 5 p.m. Arrangements have been made to provide dinners for a strictly limited number, and the number of tickets to be sold is also limited. The trip will feature a ride on the Wilmington & Northern, between Wilmington and Birdsboro. Announcements will be out shortly. We strongly advise all to get their reservations in promptly.

#### THE PTC STORY

The Public Utility Commission gave permission to substitute trackless trolleys for Route 66; the changeover will probably occur some time in 1955. The order specified that service must not be interrupted during the change.

The company has ordered 300 GM 50-passenger busses. They will, it is planned, replace present vehicles on Routes 7, 38, 54, and 70, with Route 38 operating on the street into the center city. In addition, existing busses will replace rail cars on Routes 52, 57, and 63.

The company has ordered 90 second-hand PCC cars -- 50 from St. Louis Public Service Company, and 40 from Kansas City Public Service Company. These will be used to replace 8000-series cars on the subway-surface lines. It strikes us that swapping a last-place baseball club for 40 used PCC's was a pretty good deal for Philadelphia.

Route 41 (which uses no more than 3 cars) will receive PCC's as regular equipment next month.

A few 2500's are being used to supplement 2700's on Route 23 during the Christmas rush.

#### ARMY VS. NAVY

The show took place on schedule. PTC had 45 rail vehicles, the smallest number yet. B&O ran eight special trains, one less than last year. Starred as usual was the Pennsy. PRR operated 29 trains in, and 28 out, one being double-headed; the number of passengers carried on PRR was a near-record for the event. The first outgoing train had some electrical trouble, and only one track was available for outgoing trains; the last didn't leave until about 7 p.m. Meanwhile, wire crews worked feverishly, but the repairs couldn't be made in time. Four of the B&O trains were for Naval Academy personnel, and three PRR trains for the Military Academy.

We understand there was a football game too.

MERRY CHRISTMAS AND HAPPY NEW YEAR TO ALL