

Cinders

MAY 1954

PHILADELPHIA CHAPTER - NATIONAL RAILWAY HISTORICAL SOCIETY

ELECTION OF OFFICERS

Officers elected for the coming year:
President - James F. Dillon
Vice-President - Walter A. Zackon
Secretary - Milton E. Pricskett
Treasurer - Harry Myers
Historian - Alan G. Hunn
Chapter Director - Lloyd Glass

MEETING NEWS

The meeting of May 20 will feature a "Wabash Night" program, with a speaker from the Wabash Railroad, and a movie prepared by that road. This program, readers of CINDERS may recall, was to have been presented earlier in the year, but at that time the speaker was called away at the last minute.

THE WEST CHESTER STORY

A PUC decision is expected almost any day on Red Arrow Lines' request to put busses on the West Chester line. However, as of today (May 9) there has been no news from Harrisburg.

Meanwhile, railfans are to be found all over the place on West Chester Pike, riding, taking movies, and just looking. On April 25 there was a fan trip operated by the North Jersey Chapter of NRHS, with the cooperation of the Philadelphia Chapter, which many local members rode.

We are happy to add that those fans who interfere the most with operations on the line most and who generally make nuisances of themselves are members of organizations other than NRHS.

TRIP NEWS

The Reading Company trip of May 2 to West Milton and Lewisburg was well-attended and, in spite of heat and rain, was extremely successful.

The next trip of this type will be some time this fall to Green Pond Junction N. J. Details will be announced later.

Continuing the policy of taking short trips on regular passenger trains, a group trip has been planned for Friday, June 11, on the Reading's Perkiomen mixed train, to Allentown, returning, we regret to announce, by b.s. Train leaves Reading Terminal at 5:45 daylight time, connecting with the mixed at Perkiomen Junction. Announcements will be mailed in a few weeks.

PTC DEVELOPMENTS

Trackless trolley operation of Route 66 moved a step closer recently when it was announced that the contracts for the vehicles had been let -- to Marmon-Herrington Corp., of Indianapolis, as had been expected. However, a new sub-station will have to be constructed, and this work has not yet been begun. Trackless operation is not expected until late in 1955.

PTC also announced plans to put TB's on Route 64. This can be done without purchasing any new vehicles, as there is a considerable excess at Southern Depot.

The company's modernization plans include 130 street cars, 45 trolley busses, and 275 gasoline busses, a pretty good percentage of rail cars these days. However, the method by which such purchases would be financed has not yet been finally determined.

Plans for changes in West Philadelphia after the subway extension to 40th and Woodland is completed were also made public. Route 38 will go bus, operating to town on the surface. Route 31 will also go bus, and Route 70 trackless. Route 37 will operate on Elmwood Avenue between 49th Street and Island Road, and Route 36 as such will be eliminated. This last item has given rise to some speculation on whether Route 12 would come to town on Market Street instead of on South Street.

Returning to the subject of equipment purchases, two ideas have been engendered (1) that some of the busses would be needed not to replace rail cars but to replace existing busses, and (2) PCC's will be assigned to the subway-surface lines (maybe).

MISCELLANEOUS NEWS

The PRR's evening gas car from Trenton to Camden, and the morning run from Camden to Trenton, have been shortened. The trains operate now only between Trenton and Burlington.

The new timetables saw the Reading go out of the gas car business, with discontinuance of the West Trenton-Trenton run. A local between the Terminal and Bound Brook now handles the work.

Altoona & Logan Valley Electric Railway, remembered from the 1952 convention, has asked permission to discontinue rail passenger service. So has Virginian Railway.

1954 NRHS CONVENTION - WASHINGTON, D.C.