

# CINDERS

## PHILADELPHIA CHAPTER

### NATIONAL RAILWAY HISTORICAL SOCIETY

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#### STAFF

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\* All contributions are most welcome\*

#### CONVENTION ECHOS

All three of your editors attended the Pittsburgh Convention and all three had a most enjoyable time. Our hats are off to all those whose efforts made this convention the success that it was. A sideliners enroute to the convention (on the Friday before) at one time all those in the diner on PRR #33, The Juniata, were all NRRS members-just after rounding Horseshoe Curve.

#### CHAPTER NOTES

The annual dinner, held in place of our Sept. meeting was, indeed, a wonderful affair. We extend our special thanks to those who made such a fine evening of food, film and fun possible.

Our first meeting, held in the Skyline Room at the Library, was one of the most enjoyable and instructive that we have had in a long time. A large attendance welcomed our old friend and former Chapter member Bob Lewis. We were treated to a wonderful collection of slides all the way from the Finnish border to Irkutsk, far out on The Trans-Siberian Ry. with many shots of the various trams and subways of Leningrad, Moscow etc plus sidetrips by rail to Kiev and Odessa. Bob is now publisher of Railway Age and it was great to see him again.

#### WITH OUR MEMBERS

As usual, chapter members made the most of the summer months to put more rail mileage under their belts. We have had glowing reports of Colo. from Harry Myers and of the famed Murphy Branch of the Southern Ry. from Walt; of Quebec and the north country from Jim Dillon and Jim Myers. Roger Frederick was down Norfolk way, Don Reigal in New Orleans and John Francis on the Coast. Editor Blakslee stretched out the convention to include the P&LE-NYC-TH&B to Hamilton plus CNR to Niagara Falls and back via the Pennsy day train from Buffalo-really the long way home! No doubt many more of our members cut another notch in their official guide during the summer of '59.

#### OUT ON THE MAIN

With much fanfare "Operation Northeast" put some life back into the Reading's Newtown Branch-to Fox Chase at least. This line was completed to Fox Chase from 2nd and Erie in time for the Centennial Exhibition in 1876. First operated independently but with equipment of the PRR which was interested in the Newtown Br. as part of a plan to link it with existing lines in NJ as a secondary route to NY. This plan failed and the line never got beyond Newtown. PRR trains ran from West Phila. to 2nd and Erie. In 1879 the branch was leased to the Phila. & Rdg. and service shifted to 3rd and Berks.

Three gas cars from Parkton, Md were seen at Paoli enroute to Modena and the torch. Also two PRR nail-bg. MU's-same fate. Down Balto. way the Pennsy is installing guantlet track in west end of B&P Tunnel for piggy-back to the South. A train of 15 PRR I-1 engines (separated by two empty box cars to distribute weight) moved round Horseshoe Curve enroute to steel mills for scrap. Bangor & Aroostock units 77 & 79 now to be seen at Emporium, Pa.

Our old stamping ground, B&O pass. station has been sold. Many has been the fine meeting held there and many the fine fan trip started from there. "Goodbye Old Friend-You have Served us Well." Speaking of the B&O-recall the motor coaches that met the trains at Jersey City? You can still ride them (we hear) still in the blue and gray, from end of Rte 66 to Trenton-soory, no connection made with "The Blue." Our old friend of many a fine Chapter fan trip memory the "Ma & Pa" has applied to ICC to give up the rest of its RR from York to Whitford. PRR or WM to get York trackage. You can ride a Pennsy dome but not out of Phila.--they will be on the South Wind soon. Budd has leased slumbercoaches to the NYC, two for the New England States, two for The Century--now All sleeper again. B&O slumbercoaches on The National Limited now extended to San Antonio. The S-Coach is now in the NP's North Coast Limited consist.

#### SPARKS

Great rejoicing in the "hot wire" camp as PRR announced they will buy 66 elec. engines. They will be retifiers, two pantagraphs, C-C frt. types. They will be built by GE at Erie and will look like the Virginia's. Four DC Transit Co. PCC's were recently shipped from the Canton RR pier, Balto., for Fiume, Yugoslavia. The next P&W "face lift" car is 169. The city plans to extend Rte 36 to the airport--perhaps we shall make trolley fans of the "air-~~road~~" set!

One of the 500 series cars on the Mkt. St. L has been converted into a clearance car. Part of the roofing was removed for observation purposes and feelers installed. Our guess is that they are putting the yard stick to the subway to see how much of the new Budd cars will slide through! After a snafu sart the long awaited express service on the Broad Street subway got under way after Labor Day and it is great to see these tracks being polished with trains.

Since 1955 the NYTA has had 1,100 new subway cars built by St. Louis and put in service. The latest order is for 230 cars which will go to the BMT Division, the first new cars on that Division in some years.

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Our THANKS to Herbert S. Shaffer for his contributions to this issue that have been most helpful.