

CINDERS

PHILADELPHIA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

JANUARY - FEBRUARY 1961

STAFF: Willard H. Hart William E. Blakslee Harry S. Myers
Meetings held every 3rd Friday (Except July) Skyline Room, Logan Square Library, Phila.

CHAPTER ANNOUNCEMENTS

Our annual banquet, combined with our regular January meeting, was a most enjoyable affair. Despite icy roads and bitter cold it was well attended and a vote of thanks is in order for those who worked so hard to make it the success that it was...Our December meeting featured the very fine Kodachrome slides of C. Auston Miles, the chapter director of the West Jersey Chapter. Among the many interesting views were those showing the replacement of the PRR's Delair Bridge...Despite snow and sleet many of our members have been able to get about quite a bit this winter-witness the turnout of our members at every snowfall at 69th St. Terminal to watch the famous "center-door jobs" doing yeoman duty with Red Arrow schedules or braving the icy blasts at the North Philly platforms to watch the many passenger extra's on the move. For longer trips afield it was Roger Fredrick who topped the list. He left (in a snowstorm) Friday Jan. 27th via the Coast Line's Florida Special for Miami where he booked passage aboard the S.S. Yarmouth for the joys of the Jamaica Railway Corp. He reports, in an exclusive interview with CINDERS reporters, that their Port Antonio Branch is equal to the West Jefferson branch of the N & W! Lots of steam on the system but diesels are there and more coming. He was not too impressed with the lone train he saw in Haiti. Another port of call was Nassau-then home on The Everglades, arriving in another snowstorm! The engine he saw in Haiti, by the way, was a 1903 Baldwin 4-6-0 woodburner...We note that former chapter member Ken Roloson is now in Lima, Ohio. Ken was with us for many years while the B&O Frt. Dept. here in Phila. prior to being transferred to Cumberland...Will look for you at our Feb. meeting-it is hoped that we will have Mr. Thomas F. Schaeckel, Manager of Car Service Records of PRR who will describe this feature in full.

We have heard that the famous old Crusader is due to come off with the change of time in April. The run will be operated with conventional equipment. The Reading may also be in the market for RDC equipment for future use.

TROLLEY WIRE AND THIRD RAIL ITEMS

We wonder just when those "drip cans" at the 15th St. Subway-Surface Station get emptied! On frequent visits to that station to note progress to the excellent new alterations taking shape there that the now famous cans are always filled to the brim. With no fanfare other than a notice in the papers the last of the old E1 cars made their final run Friday Jan. 20th...It's good to hear that Washington DC is making plans for a study of a proposed rapid transit rail system, however, we regret that some of their lines have already gone but a bit too soon we think...Over in New York the first of the BMT's order of 550 new cars went into service on the Brighton Beach Line Nov. 14th with the cracking of a champagne bottle at Prospect Park Station and a roll sign reading "QT Route." The press remarked that the new cars "have more poles to cling to!" Word from the Baltimore boys tells us that there is a plan there for a rapid transit network using the B&O Howard St. Tunnel with Camden and Mt. Royal Stations as a rail hub. Freight trains would use a proposed harbour tunnel that would connect present B&O tracks at Locust Point on one side and Canton on the other, in this manner through freight operations Baltimore to Phila. would not be interfered with. Extensions of the rapid transit would then be extended to Ruxton and Pikesville.

One of the most beautiful sights during the recent snowfall was center-door type car of the PST No. 66 passing its sister, No. 75 at the crossovers just outside 69th St. Terminal....During the height of the recent snows that plagued Philadelphia and vicinity the Reading Terminal handled crowds that backed throughout the station and waiting room and down the stairs into Market Street! Both the Reading and Pennsy plus PTC and PST are to be congratulated on the handling of these large crowds..... We wonder how many other cities can boast a true "one-way" station such as we have on the Reading at Crescentville?

In New York (Queens) City, just across the East River from 42nd Street one can still see a rail yard still worked 100% by steam. It is the yards of the Brooklyn Eastern District Terminal R. R. which has six oil burning steam locomotives No's 11 through 16. An engine also works the Brooklyn Navy Yard and this engine is floated down the river on a car float.

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OUT ON THE MAIN LINE

Some of our members who are real "eagle eyes" where timocards are concerned have noticed in the local PRR Phila.-Washington Form #15 something that might well be termed "bucking the trend." All southward trains are odd numbered except #548 The General-Southern Express while all northward trains are even numbered except #581 The Northern Express-Penn Texas-both being over the Washington-Baltimore portion. Seen those new E-44's going through Overbrook recently-really look good...New PRR cabooses have a flashing red transistorized light for a marker now...Lehigh Valley directors have approved a stock offer that would put the LV fully in the Pa. orbit. In Pittsburgh it has been proposed to cut fares 25 %, increase the number of trains (suburban) and place into operation a subsidized plan of the Allegheny County Port Authority using 39 self propelled rail cars. These would no doubt be RDC and we wonder where they would be secured as we understood Budd no longer builds either the RDC or the Slumbercoach...On Dec. 17th PRR put the Silver Star on a separate time (formerly combined with the Executive and the Mid-Day Congressional...Same date the Fla. Special was added to the board and on Jan. 13th the Miamian running Sunday and Friday only...Those new seat covers on the 1600 and 1700 cars look very nice...No more diners or coffee-shop cars on the "Clockers" except the heavy 8 a/m..It looks like Pa. trains will share space with trucks on the Rockville bridge if plans to remove a track for highway use goes through. Dec. 12th saw the loss of one Pemberton Br. train and one Camden-Trenton run...Permission is now being sought to end the last Cumberland Valley trains which, if granted, would end the Roanoke sleeper via Hagerstown and N&W...We have noted that the Southerner now carries a sleeper through to New Orleans..NOW IT CAN BE TOLD DEPT! Pennsy goes "all out" for hungry patrons! It appears that No.571 The Buffalo Day Express-Dusquesne combined was growling its way(remember when we could say "steaming?) up the Northern Central Dec.22nd.Patrons were trooping back to the parlor buffet coach(limited food service) when it was found that someone forgot to put the eggs aboard! Breakfast aboard a train diner minus ham and eggs would be unthinkable. The chef talked to the steward, the steward talked to the waiter(probably all the same man) who, in turn, consulted the conductor. He informed the engineer who stopped the train in front of the Harrington and Riderwood Store, Ruxton,Md. and the conductor got off and purchased the eggs!

Stockholders of both B&O and C&O have agreed on unification and one of the points proposed is that if a merger goes through the name of Baltimore will be kept in the new name plus the keeping of a major office in Baltimore. While NYC was left out there is a strong feeling that it may be included in a future merger. The Phila. line CTC was completed from Darby Pa. to Rossville, Md. complete with five 2 Mile remote controlled sidings. Cinders will provide a list of these sidings as soon as found out. On the Old Main Line remote controlled sidings were installed at Avalon, Davis, Hood, Plane and Reel and remote interlockings installed at Point of Rocks and Weverton. B&O dropped its Louisville passenger service-L&N connections now shown. Gondolas with aluminum bodies...Sights seen during the big snow of Feb 3rd and 4th Six cars, with around 700 patrons aboard, were common on the Fox Chase trains of the Reading, Operation Northeast. A diesel powered train also appeared on the Reading Chesnut Hill branch. Extra trains were run to Glenside plus one to Neshaminy Falls. ...During the Jan. tugboat and ferry strike in NY Reading passengers changed to the PRR at Elizabeth. Certain CNJ trains coming off the NY&LB from Bay Head Jct were rerouted over PRR trackage through Newark and down to Exchange Place, Jersey City connecting with the H&M tubes at that point....

Lehigh Valley discontinued all passenger service on Feb. 4th with the arrival of The Maple Leaf from Suspension Bridge. Also dropped was The John Wilkes and the FUC gave permission to drop the Hazleton Branch RDC...so ends the last and lone sleeping car run from Reading Terminal...Your editor recalls that it was over the famous Lehigh Valley that he had his first long distance rail ride-one of those once famous Niagara excursions-back in 1926. Sixteen cars double headed from Bethlehem to Niagar Falls. A diner was attached at Sayre...It would appear that the PRSL hopes to join the "valley."

It is interesting to note that the Erie-Lackawanna has ordered a fleet of flat cars specially built to carry milk truck trailers. Perhaps we shall witness the return of the famous old "milk run" of yesteryear only in a different. In this connection we have been informed that Thrall is building some 85 foot gondolas with aluminum bodies-quite a new departure to use this type of material and we understand more to be built to handle automobiles. Speaking of cars with aluminum bodies the Southern is having 750 large hoppers built at Bessemer, Ala. by Pullman-Standard. ...Here is a switch, Roger Fredrick informs us that the railway in Jamaica was once government owned but, for the last nine months, has been operated by private owners. Roger brought us a copy of their small but very nice employees magazine.

In mulling over a recent issue of the official guide we find that all passenger service of the NYS&W, three trains, ends at Susquehanna Transfer-for a while they were the only trains left to and from the former Erie terminal in Jersey City.