

URBAN, SUBURBAN & INTERURBAN ELECTRIC RAILS



PHILADELPHIA, PA.: A sudden turn of events in the Quaker City has set the local enthusiasts to wonder what is around the next corner. With the recent increase in PTC fares came an offer by the City of Philadelphia to purchase 600 buses, which would be leased to the company, to greatly speed up the motorization process. The company replied that equipment needs would be carefully studied, and include trolleys and elevated cars along with buses and trackless trolleys in mention of new equipment, giving rise to a firm belief that, despite possible large abandonments of weaker lines, the PTC is still an advocate of streetcars.

On the same day that PTC gave reply to the City's proposal the Red Arrow Lines jolted everyone with an application to abandon the West Chester line beyond Westgate Hills. Although expected, it still came as a shock to many be-

cause of its suddenness. Westgate Hills service would be during rush hours only. The expense of relocation due to highway construction, bad power facilities, single-track operation, and mechanical deterioration of the center door cars were all contributing factors.

CLEVELAND, OHIO: January 24th wrote finis to local streetcar service in the state of Ohio when #4142 rolled to a halt at 6:30 PM. Of over 1700 cars the Cleveland Transit and its predecessor, Cleveland Rys., once operated, only 12 were able to answer the call of duty the last day to haul the thousands of last riders that lined up for a final trip on the Madison line.

FREDERICK, MD.: When repair parts became virtually unobtainable for cars 171 and 172, Hagerstown & Frederick officials decided to call it quits on Frederick to Thurmont passenger service. The final trip over the scenic line was February 20th.

Good news for Newark! Public Service began operation of its newly acquired PCC cars during the week of January 10th in the Newark subway. Shown here is one of the three rail fan specials that operated over the system on January 17th.

Courtesy Robert L. Abrams.



A MODEL DINNER ON THE C. H. & D. ABOUT 1893

The following menu is a sample of the superb dinners served on the "Velvet Train" dining-cars, between Cincinnati and Chicago, via the C. H. & D. and Monon, the "World's Fair Route":

DINNER

	Blue Points on Half Shell	
	Clam Chowder, Boston Style	
	Baked Red Snapper, Tomato Sauce	
Potato Croquettes		Russian Caviar on Toast
	Boiled Mutton, Caper Sauce	
	Prime Roast Beef, Au Jus	
	Young Turkey, Cranberry Sauce	
Mashed Potatoes		Stewed Tomatoes
Butter Beans		Asparagus on Toast
Sweetbreads, Aux Champignons		
Salmi of Quail, Hunter's Style		
Orange Fritters, Anisette Sauce		
Oyster Patties		
	Fresh Lobster Salad, Au Mayonnaise	
Pears	Delaware Grapes	Oranges
Green Olives	Celery	Stuffed Mangoes
	Chocolate Pudding, Sauce Chantilly	
	Apple Pie	Hot Mince Pie
Vanilla Ice Cream		Fancy Cakes and Candies
	Edam and Roquefort Cheese	
Bent's Water Crackers	French Coffee	Tea or Milk

MEALS, 75 CENTS

SAN FRANCISCO, CALIF. For the umpteenth time the question of the cable cars and their continued existence reared its head above the Golden Gate. This time, however, the Board of Supervisors voted 7 to 4 to abandon several of the famous routes. Jones St. shuttle was abandoned February 7th, and the outer end of California St., as well as all of Hyde and O'Farrell St. routes, are to go within several months.

ATLANTIC CITY, N. J.: Atlantic City, along with Ventnor, Margate, and Longport would like to celebrate the centennial year with a new Atlantic Avenue paving job, sans car tracks. Talk, however, is still cheaper than the \$475,000 settlement price agreed upon, and the cars may still be around a short while longer.

DALLAS, TEXAS: A big chunk of the Southwest's leading trolley system disappeared December 27th when Dallas Ry. & Terminal converted the Oak Lawn, Cole St., Forney, and Forrest lines to bus operation. PCCs formerly operated on Oak Lawn were diverted to Belmont, one of the heaviest of the six remaining

lines. The future is still good, however, with only gradual abandonment of the existing lines contemplated.

TORONTO, ONT.: Toronto's new subway will go into operation March 30th, giving that city an excellent trunk line from which its large fleet of modern trolleys and buses can feed. The first trial runs occurred as early as January, and only minor polishing up jobs remain to be done.

BALTIMORE, MD.: Through the generosity of the Baltimore Transit Company, the work of the Baltimore Committee, the co-operation of the Maryland Historical Society, and the Mayor of Baltimore City, eight trolley cars will be permanently preserved in a temporary location, pending the evolution of plans for a Transportation museum. Former Senator George Radcliffe, President of the Maryland Historical Society and NRHS members George F. Nixon and Louis F. Meyer, Jr., were instrumental in the project, which is said to include the most complete group of representative trolley cars in the United States. The oldest one is a five window converted horse car, built about 1880.