

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

P. O. BOX 7302, PHILADELPHIA, PA. 19101



Cinders

OCTOBER, 1974

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OUR OCTOBER PROGRAM: Will feature a new film issued by General Electric, covering the Black Mesa and Lake Powell Railroad, followed by what promises to be an outstanding program: Mr. Stephen J. Slade, Director, Area Community Affairs, Trans World Airlines, will present a program on the AIRWAY LIMITED, the transcontinental service provided jointly by the PENNSYLVANIA RAILROAD, TRANSCONTINENTAL AIR TRANSPORT, and SANTA FE during the years 1929 and 1930. Mr. Slade will tell us about the background of this unusual service, accompanied by a film describing it. (SEE PAGE 2). We are going to again advance, as an experiment, our starting time for the program from 7:45 to 7:30 p.m. Our business meeting will start at 7:30 p.m., and we hopefully will get to our entertainment at 8:00 or 8:15. PLEASE MAKE A NOTE OF THIS NEW STARTING TIME. As usual, dinner is at 6:00 p.m., and our meeting is at 7:30 p.m. The date: Friday evening, October 18, 1974. Come out and enjoy this unusual evening of entertainment, and bring a friend along and introduce he(or she) to the Chapter and the Society.

NOVEMBER IS AUCTION TIME: Our Annual Auction will be conducted as a part of our November meeting, Friday evening, November 15, 1974. THERE WILL BE NO BUSINESS MEETING IN NOVEMBER. The auction will start promptly at 7:30 p.m., and forms will be mailed with your November issue of CINDERS.

SILVERLINER TRIP ON NOVEMBER 3: Our long awaited inspection trip on the Reading's new Silverliner IV MU cars will operate on Sunday, November 3, 1974, leaving Reading Terminal at 10:45 a.m., Local Time, and returning about 4:00 p.m. Tickets are \$7.50 for adults, and \$4.00 for children under 12. The trip will cover the Fox Chase, Warminster, Doylestown and West Trenton Branches. A feature is the speed run operation between Jenkintown and West Trenton. Lunch stop at Doylestown - there is a Gino's nearby - if you want something fancier, you'll have to bring it with you. Ticket ordering deadline is October 25, after which tickets will be \$8.50 for adults and \$5.00 for kids. ORDER YOUR TICKETS TODAY!! Flyers and tickets available from: Ticket Agent, Philadelphia Chapter, NRHS, Box 7302, Philadelphia, PA 19101. We urge your strong support of this event - bring a friend along. Photo opportunities at Fox Chase, Warminster, Doylestown, and West Trenton.

DON'T FORGET DINNER RESERVATIONS, PLEASE!! Reservations for dinner are ABSOLUTELY NECESSARY each month. Phone or send by postcard your reservation to: F. G. Tatnall, Jr., P. O. Box 289, Plymouth Meeting, PA 19462. 215-828-0706. DEADLINE October 14.

THE FOLLOWING ADVERTISEMENT IS TYPICAL OF THOSE WHICH APPEARED TO PROMOTE THE "AIRWAY LIMITED" DURING ITS ERA OF OPERATION. IT IS REPRINTED FROM "The Timetable Collector"

Coast to Coast by Plane and Train

STEP aboard the perfectly equipped "Airway Limited" of the Pennsylvania railroad. It leaves New York at 6:05 P.M., and an excellent dinner is being served as you go aboard.



An hour in the club or observation car, a restful night in berth, compartment, or drawing room, and you arise from breakfast as the "Airway" approaches Port Columbus.

The great plane stands at the passenger station, its propellers whirring idly. Pilots and Courier are in attendance. Enter the cabin with nine fellow passengers, relax in the comfortable chairs with their reclining backs and prepare to enjoy your flight.

The earth floats lazily by below you—low level fields—wooded lands, ribbons of paved roads—bodies of water—small towns—America from a new viewpoint. You pause for fifteen minutes at Indianapolis, St. Louis, Kansas City and Wichita, the day's flight ending at Airport, Waynoka, at 6:24 o'clock.

In mid-morning a cup of bouillon is served aloft. A Fred Harvey luncheon is served aloft between St. Louis and Kansas City and in mid-afternoon hot or iced tea is served aboard the plane.

A set-out Pullman awaits at Waynoka, ready for immediate occupancy and is attached to the "Missionary" of the Santa Fe railroad later in the evening.

Another comfortable night in a Pullman, breakfast at the Harvey house in Clovis, New Mexico, a trip in the Aero car to Portair, Clovis, where the second day's plane trip begins.



West of Clovis the landscape rises toward the mountains, and wide desert spaces separate the ranges. Visibility increases and mountains as far away as 100 miles are easily seen.

America, seen from the air, is a country of magnificent expanses.

Luncheon and the mid-morning, and mid-afternoon refreshments are again served aloft by Fred Harvey.



Brief stops are made, as on the previous day, at Albuquerque, New Mexico; Winslow, Arizona; Kingman, Arizona, and, late in the afternoon, Los Angeles, California. The Aero car takes you to downtown Los Angeles in ample time for dinner and the evening's business or social engagements.

You have crossed the continent in 48 hours.

You have traveled with the utmost comfort, luxury and speed—but above all you have gained a deeper understanding of the vast and beautiful country that lies between East and West coasts.

Passengers bound for San Francisco may leave by train the same evening or remain in Los Angeles over-night to leave by air early next morning.

TAT service, while transcontinental in its scope, is an extension of existing transportation facilities throughout the United States. The service will be found a convenience in connection with other transport schedules in the East, the Middle West and the great Southwest. It is, in a word, the highest achievement of American Transportation.

TRANSCONTINENTAL AIR TRANSPORT, INC.

NEW MEMBER: CAMPBELL, Willard S., 131 E. Delaware Ave., Pennington, NJ 08534; 1-609-737-1475. Willard is a retired school principal, and we're pleased to welcome him to our ranks.

ADDRESS CHANGE: SECHLER, Robert P., and Sheila J., 610 Ramble Road, Cherry Hill, NJ 08034. Telephone: 1-609-779-9137,

"ON THE SCENE"



with El Simon

AMTRAK E units have disappeared from most long-haul trains. They run on short distance trains out of Chicago, on the West Coast, the Empire Service, and in New England. Long-haul trains using E units are limited to the James Whitcomb Riley, and sometimes as the third unit on the San Francisco Zephyr and the Broadway Limited on heavy days. E8A #288 is the first unit to receive a heating generator to pull the bi-level cars purchased from the CHICAGO AND NORTH WESTERN.....Four new SDP40F's are now assigned to New Haven - 600, 601, 648 and 649 are running New Haven-Boston, but may go on the Montrealer (Ed. note - East Alburgh trestle on the CENTRAL VERMONT may prevent this).....HIGH IRON COMPANY has some cars stored at Lebanon, NJ, for the "Freedom Train". The two B&O Slumbercoaches and 3 former NEW YORK CENTRAL cars - coach 2936, diner 448, and dining room car 406(part of a twin-unit set).....Metroliner Metro-Club 885 remains out of service 18 months after being struck by a work train in Maryland.....SOUTHERN PACIFIC's last three active FM Train Masters are 3021-22, and 3031. They continue in commute service to San Jose pending delivery of three EMD GP40P-2's. Only CP RAIL and NORFOLK & WESTERN still operate TrainMasters in freight service - perhaps 15 in all survive.....PENN CENTRAL Baldwin switchers are now limited to the Philadelphia area and perhaps 25 remain in service, while over twenty others are dead at Pavonia. PC's only Lima (8398) remains at Race Street, while the last four EMD E7A's are still active on the NEW YORK & LONG BRANCH.....PENNSYLVANIA-READING SEASHORE LINES was running a second RDC Fridays to Cape May and back up Mondays through early October to handle overflow travel - first time this has been necessary since service was cut back to Lindenwold.....AMTRAK Corridor trains are looking better now that more refurbished cars have returned from long-haul trains. Most trains consist of all refurbished or mostly refurbished cars, except on weekends. Of course, "Clocker" trains are still 100 percent non-refurbished equipment.....Dining cars remain a critical item - often, trains 181 or 184 do not have the scheduled car. Snack-club 3322 is running on the Champion, so its place has been taken by a snack coach. But, since September 15, snack-bar coaches have been offering the parlor car hot meal menu - some cars seem to have a small portable oven for this purpose. Several Boston-Washington trains have a coach with 20 reserved seats to comply with ICC requirements.....AMTRAK's new Florida schedule shows the winter season Miamian. Slumbercoaches will run to Florida this winter and at least six refurbished versions had arrived in New York by October 1.....AMTRAK is reportedly looking at more PENN CENTRAL cars of various types, including some stored at Penn Coach Yard. Most of the cars involved are currently out of service, and, if purchased, would probably require a shopping before entering service.....Last year, 115 cars were acquired from the U. S. ARMY, and 49 have been placed in service (as baggage cars 1300-1308, baggage-dorms 1400-1429, and Pub cars 3401-10). Still in storage are 8 ambulance, 3 "prototype", 11 sleeping, and 44 troop kitchen cars - all but the sleepers are of Korean War vintage; the sleepers are ex-Pennsy "Cascade" and "Brook" cars.

WANTED: Maryland and Pennsylvania information, from steam days. Looking for info on buildings, rights-of-way, equipment, etc. Contact Joe Bower, 159 Greenwood Avenue, Wyncote, PA 19095 - Phone: 215-TU 6-8822.

New Locomotives for Reading

by RICH GLADULICH

The Reading Company will take delivery of thirty (30) new locomotives during the fourth quarter of 1974. The new units will include 20 EMD GP39-2's, numbered 3401-3420, and ten EMD MP15AC's numbered 2771-2780, continuing the SW1500 number series. The new diesels will arrive via B&O-WM at Hagerstown, MD, where they will be placed in service by the RDG.

The new fleet will allow retirement of twenty EMD GP7's and ten Alco RS3's, many of which are nearly 25 years old. The GP7's retired are: 600, 601, 603, 605, 607, 610, 611, 617, 619, 620, 622, 626, 628, 631, 633, 634, 636, 662, 665, and 666. All are stored in operable condition at Reading, PA, and efforts are being made to sell them for re-use. The RS3's retired include 444, 446, 463, 469, 482, 487, 466, 503, 514, and 515. Like the 20 GP7's, they are stored at Reading, but in unserviceable condition. As most of the RS3's have been stripped, all ten will probably be sold for scrap.

Odds & Ends....

ADDRESS CHANGE: BALICK, Sanford E., 7000 Lincoln Drive, Apartment E-2, Philadelphia, PA 19119 Telephone: 215-CH 7-2034.

MORE ON OUR 40TH ANNIVERSARY: We've received some more information from some of our senior members on our 40th Anniversary project. National Historian Hugh R. Gibb tells us that we were formed on March 9, 1936. As of now, we are the 3rd oldest continuously active Chapter. There have been 2 New York Chapters, the first being formed in October, 1935, but being dissolved in 1950. Treasurer Earle Finkbiner has let us know how our "Seniority List" stands, and at the risk of giving anyone's age away, we shall reprint it as follows: 1)R. S. Clover[3/1936]; 2)H. R. Gibb[4/1936]; 3)E. P. Finkbiner[12/36]; 4)H. P. Albrecht[1/37]; 5)W. E. Blakeslee[1/37]; 6)W. H. Hart[1937]; 7)E. S. Graf[1/38]; 8)J. S. Myers[6/38]; 9)P. J. Schieck[11/38]; 10)J. F. Dillon [1/39]; 11)W. Hooker[1/39]; 12)M. E. Pricskett[8/39]. We salute these Chapter veterans and hope they'll be able to assist us in our project to mark the Chapter's 40th. Since the notice last appeared in CINDERS, Rich Clover has volunteered to dig through his artifacts and try and come up with items of interest, as has Joe Mannix. Of course, Hugh Gibb and Earle Finkbiner have provided the above valuable information. What we would like to see next, if someone has a complete record, or is willing to take the time to compile same, is a listing of the Chapter officers over the 40 years. Also, please start digging back through your photo collections, and provide us with pix of Chapter activities since 1936. This project is now rolling, let's keep it going.

NEW HOPE AND IVYLAND WEEKEND: Dick Roden of the New Hope Chapter asks that we remind you of the NH&I weekend, coming up October 19 and 20, 1974. It looks like a great repeat of the 1973 Open House. All equipment is expected to be operating. Flyers were sent with your September CINDERS, so dig 'em out, fill 'em in, and send 'em in. Questions to be directed to Richard C. Roden, 910 West Cobbs Creek Parkway, Yeadon, PA 19050. Let's all get out and support the NH&I Weekend & Autumn Open House.