

# CINDERS

## FEBRUARY 2023



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Newsletter of the  
 PHILADELPHIA CHAPTER  
 NATIONAL RAILWAY HISTORICAL SOCIETY, INC.  
 Post Office Box 7302  
 Philadelphia, PA 19101-7302

**Chapter Website: [www.nrhsphiladelphia.org](http://www.nrhsphiladelphia.org)**

## 33 Members sign up for eCinders

by Eric Dervinis, Chapter Zoom Master

The chapter sent out the first MailChimp message to the 33 members that 'opted' to switch to the eCinders and not receive a paper copy. This email confirmed that the January meeting was cancelled and a January-February issue was in production for issuance in February.

Thanks to our webmaster Daniel Knouse, our web site ([nrhsphiladelphia.org](http://nrhsphiladelphia.org)) contains copies of nearly every Cinders from 1940 until the present. Each month, we will post the newest copy of Cinders on the web site. No longer do you need to keep a filing cabinet filled with older copies of Cinders.

Once again, each member is encouraged to switch to the electronic Cinders. Email [optinECinders@nrhsphiladelphia.org](mailto:optinECinders@nrhsphiladelphia.org). As an alternative, you can send a letter to Eric Dervinis, 3947 W Lincoln Hwy #310, Downingtown, PA 19335-5503 or call 610-613-2828 (leave a message on voice mail if I do not answer). Provide your name and preferred email address.

Each month, chapter members that have opted-in, will get an email sent via MailChimp. It will include meeting information, a link to the electronic Cinders, the link to our ZOOM meeting and any other urgent news. By regulation, our mailing address will be included and an 'unsubscribe' link. We ask that you do not use that link, but contact us directly if you want to be removed from the email list.

All Chapter members are encouraged to 'opt-in' to the electronic Cinders. You can view it anywhere, anytime on your computer, smartphone or tablet. Those that convert will save the Chapter significant money on printing, envelopes and postage. For those that prefer a paper copy, do not opt-in. The chapter will continue to print and mail your Cinders each month. Most will find the eCinders much more convenient.

### If your Cinders Arrives in Damaged Condition

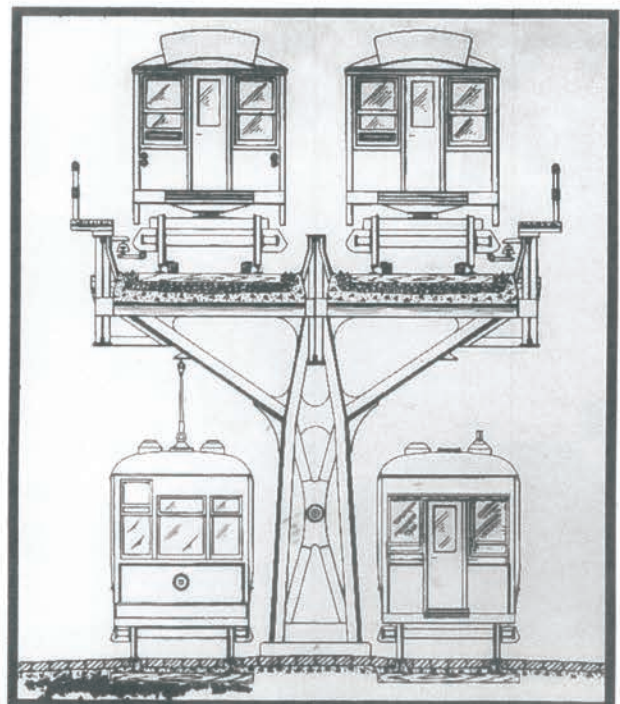
If your Cinders arrives damaged or with pages missing, contact Editor Larry Eastwood at 215-947-5769 or [ayrestower@comcast.net](mailto:ayrestower@comcast.net) and a replacement copy will be promptly sent to you. The incidence of damage has been virtually eliminated through the use of envelopes for mailing each issue, although there is an additional cost involved.

## Meeting Notice

### THURSDAY, FEBRUARY 16, 2023

SEPTA Elkins Park Regional Rail Station, Elkins Central Meeting Venue, 7879 Spring Avenue, Elkins Park, PA 19027. **PLEASE USE THE SPRING AVENUE ENTRANCE TO THE "ELKINS CENTRAL" MEETING ROOM. PLEASE DO NOT USE THE TRACKSIDE ENTRANCE. THANK YOU!!** **MEETING START TIME 7:00 PM** Our February 16 program will feature Philadelphia Railfriend Harry Garforth with an illustrated lecture entitled "Centennial of the Frankford Elevated" detailing his recently published 155-page work, *Frankford's Elevated Railway*, a very thorough study of this familiar SEPTA artery but also the predecessor properties associated it.

## FRANKFORD'S ELEVATED RAILWAY AND ITS PREDECESSORS



BY HARRY GARFORTH



NATIONAL RAILWAY HISTORICAL SOCIETY  
PHILADELPHIA CHAPTER, INC.  
Post Office Box 7302, Philadelphia, PA 19101-7302

*Founded 1936, incorporated 1973 as a 501c3 non-profit corporation*

**CHAPTER WEBSITE:** For current Chapter information, as well as vintage views of Chapter trips and activities, visit website: [www.nrhsphiladelphia.org](http://www.nrhsphiladelphia.org)

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**2022-23 ANNUAL MEMBERSHIP DUES:** Effective September 1, 2022, \$20.00 per person, which covers Philadelphia Chapter dues through December 31, 2023. (NRHS National membership dues for 2023 are \$50.00, billed directly by NRHS.) NRHS chapters bill their members separately for Chapter dues. Donation requests for Philadelphia Railfriends were mailed during October, 2022 via separate mailing from *Cinders*. Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance, payable to Philadelphia Chapter, NRHS in the amount of \$20.00 to Post Office Box 7302, Philadelphia, PA 19101-7302. Please be sure to include name, valid mailing address, telephone number and E-mail address, as applicable.

**ADDRESS CHANGES:** Send to Editor Emeritus at Post Office Box 353, Huntingdon Valley, PA 19006-0353. (Include your CURRENT TELEPHONE NUMBER and E-MAIL ADDRESS so our records are complete.) Beginning in early 2023, we expect to effect electronic delivery of *Cinders* to those who elect to receive same.

*Cinders* is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor Emeritus at P.O. Box 353, Huntingdon Valley, PA 19006-0353. **EXCHANGE newsletters should be sent to:** R. L. Eastwood, Jr., Editor Emeritus, P. O. Box 353, Huntingdon Valley, PA 19006-0353, or by electronic mail to [avrestower@comcast.net](mailto:avrestower@comcast.net).

**WANTED!! Members are invited to submit short railroad or traction history articles (up to one page) for publication in *Cinders*. Please contact R. L. Eastwood, Jr., Editor with complete details on articles to Post Office Box 353, Huntingdon Valley, PA 19006-0353 or by E-mail to [reastwood2@comcast.net](mailto:reastwood2@comcast.net)**

## THOMAS F. MORAN

### January 1, 2023

*by Charles Long, East Penn Traction Club*

Philadelphia Chapter Member and well-known radio personality Thomas F. Moran, of Cherry Hill, NJ passed away on January 1, 2023 at the age of 88. Tom joined Philadelphia Chapter in 1985. Tom was born to Irish immigrant parents in Jersey City, NJ. His father was a trolley operator in both Jersey City and Hoboken. Tom joined the U. S. Air Force at the end of the Korean War and was stationed in France. Tom said "My first love is my family, then broadcasting and railroading.

Tom started in broadcasting during 1959 at WCMC in Wildwood, NJ. He then landed at WCTC in New Brunswick, NJ for four years. He worked at various radio stations in New Jersey and Philadelphia before joined legendary station WIP in Philadelphia. For 17 years, Tom was a mainstay on WIP with other legends like Ken Garland, Tom LaMaine and Bill "Wee Willie" Webber. In 2013, he was honored as the "Person of the Year" by the Broadcast Pioneers of Philadelphia.

In addition to his railfan support, he was supportive of the Electric City Trolley Museum Association in Scranton, serving as a board member, helping along with his sons with various moves from Tansboro to Jobstown, NJ to Buckingham to Penns Landing, finally to Scranton. He provided his "radio voice" for the narration used in an interactive display at ECTMA's Museum in Scranton. In addition to his many traction connections, he also served as a conductor on the Cape May Seashore Lines out of Tuckahoe, NJ.

Tom is survived by his dear friend and former wife Margaret "Peggy" Moran of Westmont, NJ, daughter Margaret DiNapoli of Cherry Hill, son Thomas Moran of Asheville, NC, daughter Colette Gaines of Cherry Hill and son Kevin Moran of Audubon, NJ. Tom was the proud grandfather of nine and he also has five great grandchildren.

Funeral services were held on January 6, 2023 at Saint Teresa of Calcutta Parish Holy Savior Church in Westmont, NJ with interment at Locustwood Memorial Park in Cherry Hill, NJ.

### DO WE HAVE YOUR CURRENT AND/OR CORRECT E-MAIL ADDRESS?

*As we enter 2023, Philadelphia Chapter will be making electronic delivery of *CINDERS* available to our membership.*

*We are asking that members insure that we have on file your CURRENT and CORRECT E-mail address. To that end, we would ask that you E-mail your correct and current E-mail address to [reastwood2@comcast.net](mailto:reastwood2@comcast.net) upon receipt of this issue of *CINDERS*. You may also do this on your 2023 Membership Dues Renewal form when renewing for 2023.*

R. L. EASTWOOD, JR., President and Editor  
February 1, 2023



# PHILADELPHIA



FRANK G. TATNALL, JR.

## SEPTA System

SEPTA's much discussed "Bus Revolution," which would drastically redesign the bus network for the first time in almost 60 years, has run into a wave of opposition from many riders. As a result, the planned rollout of the refashioned system has been postponed from this fall to the fall of 2024, so that its designers can go back to the drawing board and address the objections raised in a recent series of public meetings.

Even some members of Philadelphia City Council have peppered SEPTA with questions about and criticisms of the plan, which would reduce the number of bus routes from 125 to 99. An important feature would be the creation of 44 more direct "high-frequency" routes with scheduled wait times between buses of 15 minutes or less. Changes are definitely coming, said General Manager Leslie S. Richards, because "the simple fact is that the bus network as configured is not sustainable," and unless it's remodeled to attract more riders with better service SEPTA will be forced to make serious cuts across its system by 2025 when Federal COVID aid will likely run out. A new version of the plan should be released in March.

Three years after the COVID pandemic first struck the U.S., pedestrian traffic in Philadelphia's center city area reportedly has reached 77% of what it was in late 2019. This includes both office workers and residential activity as determined through the use of on-street sensors. But SEPTA is still struggling to regain its pre-pandemic ridership, the most recent tally from December 2022 showing that ridership had reached 53% of pre-pandemic levels on the transit system and 46% on Regional Rail. (In spite of the latter figure, at least along the Main Line parking lots at many stations now appear comfortably full on weekdays, as SEPTA continues its policy of allowing free parking.)

Another positive report reveals that 80.5% of storefronts in center city were open as of last October, a marked increase from the 54.5% that were open in June 2020. But office occupancy continues to lag, which partially accounts for the ongoing loss of SEPTA commuter traffic. A published study indicates that one-fifth of all office space in the Philadelphia area was still vacant in December, since only an estimated 41.5% of workers have returned to their offices. This figure presumably includes hybrid employees who work part-time at home and part-time in the office.

Super Bowl Alert! If the Philadelphia Eagles win the Super Bowl on Sunday, February 12, the city can expect a repeat of the gigantic celebration that occurred after the Birds' "underdog" victory five years ago. SEPTA made extraordinary changes in its service on Thursday, February 8, 2018, four days after the game, to accommodate the crowds flocking to witness the parade. This time there's no doubt that SEPTA officials are putting together a service plan in the event the Eagles win it all again. The March 2018 issue of *Cinders* contained a two-page article detailing how SEPTA handled the crowds for that year's parade, including the cancellation of all regular Regional Rail service, the operation of

special parade trains on most lines, the shutdown of all RRD service for five hours during midday, and the suspension of fare collection on the rapid transit lines. Many bus routes in center city had to be detoured and the 15<sup>th</sup> Street subway station was closed. It could happen again!

So-called "countdown clocks" showing the arrival time of the next train will be installed on the Market-Frankford Line beginning this spring. Common on many other transit systems, the digital signs have been on SEPTA's to-do list since 2020 but were delayed by the pandemic. In March the first signs will be installed for testing at the 13<sup>th</sup> Street station, with other subway-el stations to follow. The Broad Street Line will get the clocks next, followed by trolley tunnel stations and the Norristown High Speed Line.

Over the Christmas-New Year's holiday period SEPTA had several weather-related problems. On Friday the 23<sup>rd</sup> a sudden storm dropped temperatures from 59 to 20 degrees in less than 15 hours, causing delays on all Regional Rail lines due to signal issues and crew shortages. Signal problems also plagued the Market-Frankford and Broad Street Lines, with delays of up to 20 minutes reported. In sub-freezing temperatures on Monday morning the 26<sup>th</sup>, many riders on trolley lines 11,13, 34 and 36 were delayed due to switch problems, evidently around the portal area.

Then, two weeks later on Sunday, January 8, a leak in a 16-inch water main caused flooding near 30<sup>th</sup> Street Station, which halted all Market-Frankford and trolley subway service. Passengers were evacuated from the four trolleys stuck in the tunnel, and SEPTA operated shuttle bus service between the 15<sup>th</sup> and 40<sup>th</sup> Street stations for subway riders. Part of Market Street at Schuylkill Avenue also was flooded, blocking some auto and bus traffic. The leak was finally sealed and track, signal and equipment inspections allowed SEPTA to restore service in time for the Monday morning rush.

SEPTA has been awarded a \$56-million Federal grant to provide handicap accessibility at five stations on the Broad Street Line and at 11<sup>th</sup> Street on the Market-Frankford Line. Currently, 25 of the 28 MFSE stations and 12 of 25 Broad Street stations are fully accessible to handicapped passengers and SEPTA's 12-year capital program commits the Authority to make both lines fully accessible by 2034. The newly-announced Federal funding comes from the Infrastructure Investment & Jobs Act signed into law in 2021 .....SEPTA also has received a \$300,000 grant from the Federal Transit Administration to study conditions and possible transit-oriented development along the nearly one-mile corridor between the end of the Route 13 trolley line at Yeadon loop and the Route 11 terminus at Darby loop. While tracks currently are in place between these two loops there is no regular service provided.

The idea of building a subway under Roosevelt Blvd. in Northeast Philadelphia has been kicked around for more than 100 years, but never has it reached the point where it looked as if something might actually be built. In the face of new discussions about such

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# PHILADELPHIA EXPRESS

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a massive project, reality has once again set in. In late January SEPTA General Manager Leslie S. Richards stated the obvious truth, that there is no foreseeable way to fund such a project that would cost at least \$3 billion. "There really is no way forward," she said. In addition, there has been no serious study to determine how such a subway line would meet expectations in terms of addressing local transportation needs or significantly reducing motor traffic on the busy highway.

SEPTA issued revised timetables for five Regional Rail lines effective Sunday, January 8. Significant changes on the Wilmington-Newark line were made to accommodate AMTRAK roadbed, track and bridge improvement work between Darby and Marcus Hook, while some new departure and arrival times are shown in the Lansdale-Doylestown, Warminster, West Trenton and Glenside timetables. SEPTA said that these changes will maintain its service frequencies at 75% of pre-COVID levels. A separate handout provides information on fares, Key Cards and stations, including the renaming of Allen Lane station on the Chestnut Hill West Line to Richard Allen Lane station in honor of an early Black leader in Philadelphia (see summer 2022 *Cinders*).

A serious accident occurred at the Union Avenue grade crossing in Lansdowne about 1:45 PM on Wednesday, December 21, when the driver of an automobile drove around the lowered crossing gates and the car was struck by inbound SEPTA train #3220. Three people were injured and the crossing arm and signal infrastructure extensively damaged. SEPTA later announced that the crossing would be closed to vehicular and pedestrian traffic for two months starting January 9 while the signal apparatus is completely rebuilt. During this period trains will operate past the crossing at reduced speed while sounding their horns.

A suspicious metal box with wires wrapped around it was found on track #6 in the Upper Level of 30<sup>th</sup> Street Station about 10 PM on Sunday, January 1, New Year's night. Several SEPTA, AMTRAK and Philadelphia police officers responded to investigate and found the object contained no explosives or other hazardous materials, and train service could resume.....A longtime coffee stand in Suburban Station closed permanently on Thursday, December 22, due to the decline in foot traffic through the station. Passero's Coffee Roasters had been a fixture in the station since 1991, but the loss of half its commuter business turned it into a money-losing enterprise. Two other Passero's shops in center city remain open.

A possible means to restore commuter rail service to West Chester may lie in the "Pop-Up Metro," which uses a lightweight battery-powered rail car to provide service on light-density lines. The concept is being marketed in the U.S. by Chapter Member Henry Posner's Railroad Development Corporation. The West Chester Borough Council is backing a proposal that SEPTA and Chester County study the use of Pop-Up Metro to restore train service between the borough and SEPTA's Wawa station, a distance of about 8.5 miles. Posner said that RDC is talking with several states including California and Pennsylvania about using its vehicles to initiate passenger train service on certain now-freight-only lines.

Pop-Up Metro currently has two Vivarail Class 230 class cars in the U.S., to be used for demonstration purposes. The cars have a range of 50-60 miles with an eight to ten-minute charge needed at the end of each trip. The estimated cost to establish Metro service

between West Chester and Wawa is \$16 million, including track repairs and a two-year lease of equipment, versus SEPTA's estimate to restore conventional rail service to West Chester of at least \$380 million.

After a two-year absence from center city the famed Philadelphia Flower Show will return to the Convention Center March 4-12. Titled this year "The Garden Electric!" the show no doubt will draw large crowds, many of whom will travel by SEPTA which usually offers special ticket arrangements.



AMTRAK in December unveiled its plan to acquire a fleet of 83 new push-pull trainsets known by the name "Airo," which will replace 50-year-old locomotive-hauled Amfleet I equipment. The dual-mode, semi-permanently-coupled trainsets will be built by Siemens at its California plant, and assigned to many short and medium-haul routes across the country. Both coach and business class accommodations will be included. The six to eight-car trainsets also will be able to operate on services that begin or end on the Northeast Corridor because they will be equipped with a single pantograph that can feed 12,000-volt electric power to the locomotive. It is hoped that the Airo trains will enter service beginning in 2026, with total cost projected at \$4.9 billion.

AMTRAK followed up the Airo news with an announcement that it is looking into acquiring new equipment for its 14 long distance overnight trains. These include the *AutoTrain, Silver Service, California Zephyr, Crescent, Empire Builder and Southwest Chief.* The announcement revealed that, in response to its request, ten manufacturers have already submitted ideas for the new cars, which would replace equipment that is up to 45 years old. Funding is available from the 2021 bipartisan Infrastructure bill.

One sour note in AMTRAK's modernization program is the erratic performance of its new Siemens-built ALC-42 Charger diesel-electric locomotives. Numerous road failures with these units have been reported over the past few months, mostly resulting in lengthy delays on the *Empire Builder.* Siemens says it is addressing both the software and hardware issues that have impacted the locomotive's performance, especially in cold weather. A total of 125 Chargers are being built for Amtrak.

AMTRAK and its passengers suffered a whole host of weather-related delays in late December, much of it caused by an Arctic blast sweeping across the country. The Upper Midwest was especially hard hit, with many regional trains cancelled for several days around Christmas, while several long-distance trains such as the *Capitol Limited, Lake Shore Limited, Cardinal and Southwest Chief* also were annulled on various dates between December 21 and 24.

On the Northeast Corridor icy conditions caused by a precipitous drop in temperatures on Friday, December 23 led to many delays, with downed trees and power lines a major part of the problem. Power outages between Baltimore and Washington were one source of the delays. Acela #2167 had to be terminated at Wilmington around 7 PM with passengers reboarded on following #2169, which arrived about four hours late into Washington. Several other Acelas were seriously delayed as well. Keystone trains on the Harrisburg line were affected to some degree, and the *Carolinian* was cancelled out of New York on the 24<sup>th</sup>.

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# PHILADELPHIA EXPRESS

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More severe weather early in the following week caused another round of delays and cancellations. Many of the annulments affected regional trains in the Midwest and Upstate New York, but the *Lake Shore Limited* in both directions was cancelled on Monday December 26<sup>th</sup> and Tuesday the 27<sup>th</sup> and the westbound *Capitol Limited* out of Washington also was scrubbed on the 27<sup>th</sup> (as was presumably its eastbound counterpart the next day). Cancellations of the shorter-haul trains in and out of Chicago, as well as in Upstate New York, continued through Thursday the 29<sup>th</sup>.

AMTRAK will receive nearly \$9 billion in grants from U.S. DOT to help fund improvements along the Northeast Corridor, including new bridges and tunnels. Federal Railroad Administrator Amit Bose said in a December press release that the funding is “a major step towards reversing a half-century of underinvestment in vital rail infrastructure and will result in fewer delays for millions of riders and travelers.” DOT points out that the Corridor, which stretches 450 miles from Boston to Washington, “is one of the highest-volume rail lines in the world. The area it spans accounts for 20 percent of our nation’s gross domestic product.” The number of passengers utilizing the route continues to grow, DOT said in its press release, more than doubling in the last fiscal year to 9.3 million passengers and approaching pre-pandemic levels. The money comes from the five-year \$36-billion Intercity Passenger Rail Grant Program authorized in the 2021 Infrastructure law.

AMTRAK confirmed in December that it likely will bring back the famed flipboard sign to 30<sup>th</sup> Street Station, which was removed in 2019 to make way for a new digital train information board. But the old mechanical board will be returned for display only, not as the official arrival/departure sign which will remain in the middle of the waiting room. U.S. Representative Brendan Boyle of Philadelphia, who has been a leading advocate for bringing back the beloved “clickety-clack” sign, said that its return will probably be years off and then in connection with the station’s redevelopment project. The sign currently is on display at the Railroad Museum of Pennsylvania in Strasburg.



CSX,  
NS,  
OTHER ROADS

NJ TRANSIT is celebrating the 40<sup>th</sup> anniversary of its assuming operations of commuter rail service in the Garden State. On January 1, 1983, NJT took over all rail operations from CONRAIL, and since that time has spent many millions of dollars in purchasing new equipment, upgrading stations and rebuilding rights-of-way, increasing service to Manhattan and extending electrification on two busy routes. NJT of course has had its problems, highlighted by such events as the disastrous arrival of Hurricane Sandy in 2012 which flooded its Kearny shop and yards and wreaked more damage elsewhere. In recognition of the 40<sup>th</sup> anniversary NJT has painted four locomotives in the “Heritage” paint schemes of its former operators Pennsy, Jersey Central, Erie Lackawanna and NJ DOT.

NJT held a public meeting in late January to provide information on its \$250-million project to upgrade and enlarge the Walter Rand Transportation Center in Camden. The center is used by PATCO and River Line light rail trains as well as some 26 bus routes.

Reports indicate that NJT’s ongoing study on the future of the “Princeton Dinky” suggests that the existing train service be phased out. One likely result would be to replace the existing rail service between Princeton Junction and Princeton proper with a light rail and/or bus operation that would reach beyond the current station into the center of the Princeton business district. The present 2.7-mile electrified line has the distinction of being the shortest commuter rail service in the U.S. and is currently operated with two 1977-vintage Arrow III MU cars. It’s even possible that the rebuilt line would consist of a roadway with embedded rails that would allow the use of either light rail trains or buses.

The nation narrowly escaped a devastating freight rail strike in December, when Congress approved a bill requiring all 13 rail unions to accept a labor agreement previously negotiated with the help of the Biden Administration. Four of the larger unions had voted to reject the agreement, mainly because it did not require the railroads to grant more days of paid sick leave. The bipartisan legislation blocking the strike was signed into law by President Biden on December 2, in spite of resistance from some lawmakers over the absence of the sick leave requirement. But the prospect of a crippling impact on the national economy eventually led Congress to block the strike, the first time it had done so since 1992 ..... Another issue currently affecting railroad operations is the FRA’s proposed rule requiring a minimum of two crew members on most trains. The Association of American Railroads is strongly opposed and the American Short Line and Regional Railroad Association said that such a rule would threaten the survival of many of the 400-plus small railroads that now operate safely with only an engineer on board.

NORFOLK SOUTHERN CEO Alan Shaw appears to have dropped the once overriding requirement that his railroad do everything possible to increase profit margins. Cutting jobs, running two-mile-long trains with a single crew and other actions have negatively affected service levels. The NS statement is the first obvious break with the notorious operating philosophy known as Precision Scheduled Railroad, which originated with former CSX CEO E. Hunter Harrison and later was adopted by all other major freight railroads except for BNSF.

In the words of Transportation Analyst Anthony B. Hatch, it was the “Cult of the Operating Ratio,” in which the most important statistic for management was the OR. That ratio of costs to revenues obviously can be improved by cutting costs. Thus, Shaw was declaring his railroad’s independence from Wall Street investors who have continually pressed for higher profits from the railroads even as service quality took a back seat. He made it clear that he believes better service actually will attract more business, though it could result in higher operating ratios. As a *Trains* writer said after NS held its annual Investors Day in December, “You have to give [Shaw] a standing ovation...Using logic as a sledgehammer, it took him just ten minutes to demolish two of the things that have hurt rail service and put a lid on traffic growth: Excessive cost cutting and an overemphasis on the operating ratio.” Surprisingly, Shaw’s views received a generally positive reception from Wall Street analysts. The feeling seemed to be that over time such a culture change would lead to more business growth and ultimately higher profits (*Trains*).

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## PHILADELPHIA EXPRESS (Continued from Page 5)

NS set fourth-quarter and annual records for revenue and profits in 2022. But the big question now is whether the railroad's ongoing service improvements will allow the railroad to offset the expected traffic volume declines as the economy weakens this year. NS for one is busy hiring more conductors and engineers, most of them to replace crew members laid off over the past few years. The railroad's key operating metrics, including average train speed and terminal dwell time, continued to rebound from their poor performance in the second quarter of 2022. There have been no published reports of other Class I railroads following NS's lead in improving service, although CSX is said to be looking at some modifications.

READING & NORTHERN announced that it set new records in 2022 for both its freight business and passenger ridership. Revenue freight traffic rose by 4,000 carloads to around 34,000, and the railroad carried over 250,000 passengers on its excursion trains. The latter category was helped by the return to service of ex-Reading 4-8-4 steam locomotive #2102, which drew trainloads of passengers on the Reading to Jim Thorpe route. Export anthracite coal traffic, which is used largely in the steelmaking and chemical industries, increased partly as the result of reduced coal shipments from Russia during the Ukrainian war. R&N also is running winter weekend trips on its Lehigh Gorge Scenic Railway out of Jim Thorpe during January, February and March. A full-page color ad for the service appeared in the *Inquirer* on January 13. Also planned are Easter season trips in early April.

The COLEBROOKDALE RAILROAD Preservation Trust has received a \$2.25 million grant from Pennsylvania's Redevelopment Assistance Capital Program for construction of a new event space and market area at the railroad's yard in Boyertown. The Colebrookdale operates excursion service over the six-mile ex-Reading branch between Boyertown and Pottstown..... The CONRAIL Historical Society now has its own museum, which is housed in a refurbished 86-foot-long ex-Conrail boxcar parked alongside the Cumberland Valley Rail Trail in Shippensburg, PA. The car, which is fully repainted in Conrail colors, was donated to the Society by CSX.

### Important Phone Numbers

*Cinders* lists below the telephone numbers which should be used to report suspicious sightings, emergencies or other conditions affecting rail operations, including trespassers, vandalism, fires, defective equipment, etc.

AMTRAK	800-331-0008
CSX	800-232-0144
CONRAIL Shared Assets	800-272-0911
NJ TRANSIT (NJ only)	800-242-0236
NORFOLK SOUTHERN	800-453-2530
PATCO Transit	856-963-7995
SEPTA	215-580-8111

(Members may wish to photocopy and or clip this notice and keep a copy in your wallet as you are out watching or riding trains. Please send corrections to the Editor.)

**SEE SOMETHING, SAY SOMETHING!**

## 2023 NRHS National Convention at Fort Lauderdale/Deerfield Beach, FL September 1-6

The National Railway Historical Society has announced that its 2023 National Convention will be located in Fort Lauderdale/Deerfield Beach, FL from Friday, September 1 through Wednesday, September 6, 2023.

The host hotel will be the DoubleTree hotel, which is located in Deerfield Beach. Deerfield Beach is a stop on both Amtrak trains (*Silver Star* and *Silver Meteor*), operating between New York and Miami. The rooms will be priced at \$129.00 per night, plus taxes.

While all plans are still tentative, it is hoped to operate a trip over Brightline, a steam trip over the U. S. Sugar line up at Clewiston, FL. Visits to the Gold Coast Railroad Museum in Miami and to the Henry Flagler Home/Museum in Palm Beach are also planned.

Saturday, September 2 will have the meetings of the National Representatives/Council followed by the Board of Directors. Later that day we will have the Annual Membership Meeting. There will also be an annual banquet during the convention. Please make plans to be in Southern Florida during September, 2023.

### Meeting Cancellation Notice

*In the event of an extreme weather or transportation emergency on a Philadelphia Chapter meeting date, Chapter officers will make a decision on whether to hold the meeting as scheduled. If questionable circumstances arise, members should telephone 215-947-5769 after 12 Noon on the day of the meeting for recorded advisory. Thank you.*

### Future Chapter Meeting Update

Beginning with our March 16 meeting, this is an update of future Chapter meetings:

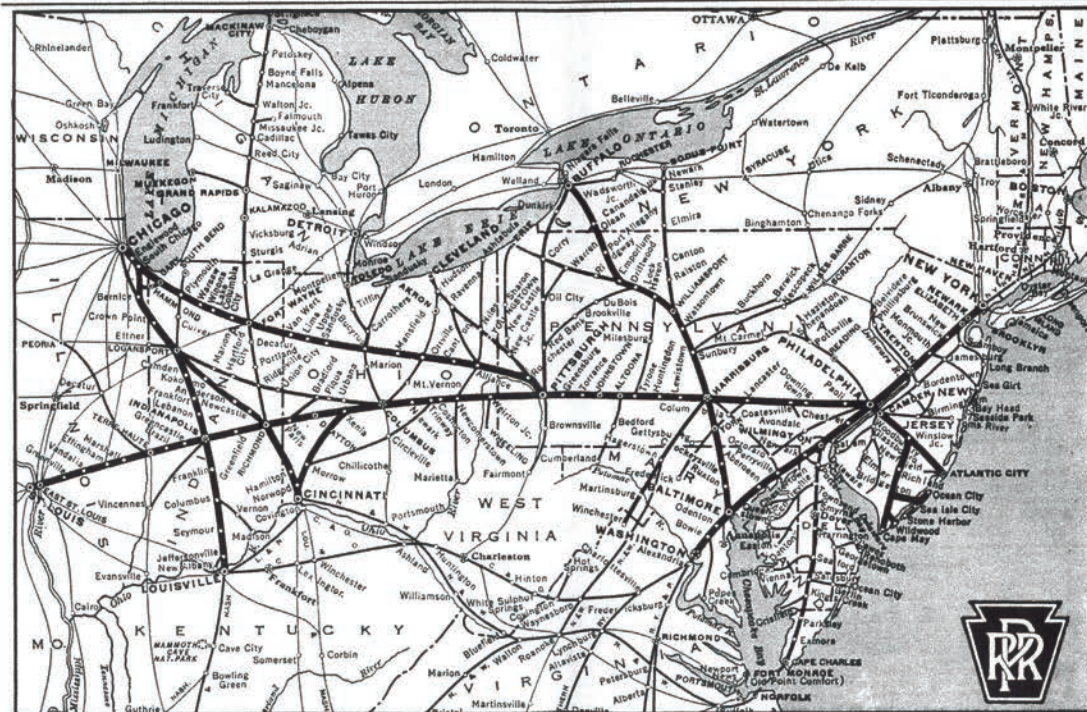
**Thursday, March 16** – Chapter Member Bill Welk with the delayed program on Mexican railroads.

**Thursday, April 20** – RR Museum of Pennsylvania Board Member Doug Henry – subject forthcoming.



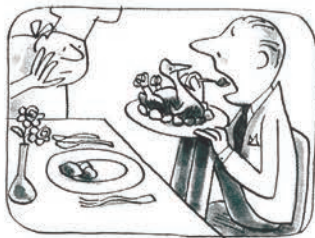
... all the rooms aboard the  
**BROADWAY LIMITED**  
Pennsy's finest train between  
New York • Philadelphia • Chicago





PENNSYLVANIA RAILROAD 

PENNSYLVANIA RAILROAD 



The Broadway Limited between New York and Chicago is serving Oxtail Soup and Roast Duckling a l'Orange. Please don't try to balance it on your knees.

We're not going 600 miles per hour. We're a train.

And being a train, we have a dining car with space for real tables and chairs.

We have time to prepare food properly. And you have time to enjoy it properly.

We've gone all out to make dining a pleasure on the Broadway Limited.

Your Roast Duckling, or Brook Trout Amandine, is prepared by a master chef.

Your Sirloin Steak or Roast Beef Au Jus is cooked to your order.

Wine is served at the proper temperature. And the atmosphere is strictly soft lights and quiet music.

Perhaps you never realized you can get to New York and Chicago without a tranquilizer at 25,000 feet.

But you can.

The Broadway Limited between New York and Chicago



Next time your husband goes to New York or Chicago he'll probably do something he shouldn't.

When the "Spirit" moves you . . . you relax!



"SPIRIT OF ST. LOUIS" Pennsy's finest train between New York, Philadelphia, Indianapolis and St. Louis.

He'll get into a tizzy. All that rushing about. Zipping out at the speed of sound. Zipping back. Airport traffic. Trays on the knee. Cramped space. It's enough to drive a husband psycho.

All of which could have been avoided if he'd taken the Broadway Limited.

The Broadway Limited doesn't go at the speed of sound. It goes at the speed of a train. It is a train, in fact.

It takes a whole night to get there. But that's not its only advantage.

For one, your husband will be comfortable. We've solved the legroom problem by eliminating the other legs. All rooms are private and come in six sizes. Useful for sleeping, relaxing, working and contemplation of the countryside.

For another, he'll have a real choice of real food. Served on real plates on real tables.

Two club cars will give him an opportunity to meet other businessmen. And time to discuss important matters.

Of course, he'll be away from you a little longer. But he'll be much nicer when he comes back.

On second thought, why not go along with him for the ride? At half fare.

The Broadway Limited between New York and Chicago



PENNSYLVANIA RAILROAD 

It's the era of supersonic speed, TV dinners, dehydrated cream, cramped space, airport traffic, and waiting for the fog to clear up.

We know a good escape.

It's called the Broadway Limited. It travels between New York and Chicago every day.

Being a train, it's a lot slower than a Wingjet, Speedjet, or a Jetjet. Slower but nicer.

If you have work to do, for example, you can do it in unmitigated privacy. In a roomette, bedroom, compartment, drawing room or master room. (How much work would you have done in your hotel room?)

For the social minded, there are two lounges on the Broadway Limited. And enough time to strike up an acquaintance. Or consummate a business deal.

Our dining car is equipped with real tables, real plates and a real choice of food.

And if that isn't enough, it takes a whole night to get to New York or Chicago. Time to recuperate from the bedlam past and the bedlam to come.

What airline can offer as much?

The Broadway Limited between  
New York and Chicago.

PENNSYLVANIA RAILROAD 

On cloudy days, don't you sometimes wistfully remember the Broadway Limited?

It went out weather permitting or no. In fact it was sort of fun to sit inside, warm and snug, and watch the elements rage outside.

All the while travelling at a dignified 60 mph. It took all night to get to New York or Chicago.

The passengers travelled in private rooms, where they could sleep, wash, work, relax, stretch out and enjoy many of the comforts that are virtually unknown today.

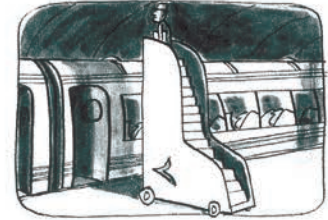
There were two club cars where men could talk together and make business deals. (One of the benefits of taking a little extra time to get to your destination.)

There was a dining car with a menu just like a restaurant. And real tables and plates.

If you're ever in the neighborhood of the station, you can still see what a crack express train looked like.

It still looks that way. And you can take it to New York or Chicago.

The Broadway Limited between  
New York and Chicago.

PENNSYLVANIA RAILROAD 

The Broadway Limited between New York and Chicago isn't a Wingjet, a Jumpjet, a Speedjet or a Jetjet. It's called a train.

The last time you took it you probably called it a choo-choo-train.

It doesn't go at the speed of sound. It goes at the speed of a train.

It takes the Broadway Limited a whole night to get to either Chicago or New York. But that's not its only advantage.

It offers the convenience of private rooms for sleeping, washing, working, or contemplation of the great American countryside.

A separate dining car comes complete with real tables, real plates, and a wide variety of fresh foods to choose from.

There are two club cars, the perfect places to win friends and influence people.

And the Broadway Limited always operates in rain, fog, mist, sleet, snow, or anything that makes birds walk.

So it's sometimes the fastest means of transportation available. As well as the pleasantest.

The Broadway Limited between  
New York and Chicago