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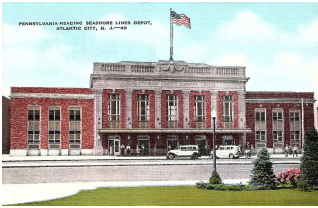
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JULY 2019

ATLANTIC CITY N.J.



AMERICA'S GREATEST
ALL-THE-YEAR-ROUND RESORT
THROUGH VIA
PENNSYLVANIA RAILROAD
- DELAWARE RIVER BRIDGE ROUTE -



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



PRIVATE CAR COMMUNITY 'DISAPPOINTED' WITH AMTRAK OBSERVATION PLATFORM BAN

WASHINGTON, May 28, 2019, Trains News Wire – Private car owners and operators say they are disappointed of Amtrak’s decision to ban observation deck riding and open dutch doors, despite their efforts to work together with the passenger railroad on these safety items.

American Association of Private Railroad Car Owners President Tony Marchiando tells *News Wire* that AAPRCO and leadership from the Railroad Passenger Car Alliance worked with Amtrak in 2018 on a draft for the railroad’s private car safety manual where the subject of platform riding was discussed.

“The subject of platform riding was of concern to all, and a sensible, safe procedure was agreed upon: no platform riding on the Northeast Corridor, everyone seated, everyone wearing eye protection, no drinks of any kind,” Marchiando says.

The safety manual was presented by Amtrak’s then-special movements manager at AAPRCO’s convention in St. Paul last September, where everyone was pleased with the result. AAPRCO alleges that a change-up in Amtrak’s leadership transferred the manager to a different role and the safety manual was never officially posted to Amtrak’s website.

Now, that private car safety manual has been published and while AAPRCO says it is largely unchanged from 2018’s cooperative effort, there has been new verbiage issued that bans platform riding on moving trains.

“We immediately asked for reconsideration of the ban, but we’re told it came from safety – and no change,” Marchiando says.

“Of course, our membership is very disappointed with this. Platform riding has always been an important part of the private car experience and very, very few, only minor, injuries have ever occurred. Our intention is to work to allow safe riding on platforms with sensible rules and procedures.”

The official notice from Amtrak says it is no longer permissible for private car owners and guests to be on the observation deck or operate with an open dutch door on any private car attached to an Amtrak revenue train or chartered train – while the train is in motion.

Owners and guests may only access to these areas when the train is stationary. When stopped, Amtrak is requiring protective eye wear, sufficient hand holds and railings for all occupants, and prohibits leaning beyond the sides or rear planes of any private car. Liquids are also prohibited in these areas when a train is stationary.

Amtrak says those who fail to adhere to the safety rule could be suspended or revoked from operation on any Amtrak train.

AMTRAK STEPS UP STATION RENOVATIONS

CHICAGO, May 29, 2019, Trains News Wire — After investing \$19 million on station improvements in fiscal 2018, Amtrak announced Tuesday that it will be spending \$72.5 million on stations through September 2019. The “Customer Now” program will fund projects at 53 locations in 35 states, not including general repairs performed and managed locally.

Expenditures in 2019 include \$21.5 million invested in large-scale projects at 23 stations in 17 states. The remaining \$51 million is being spent for Americans with Disabilities Act renovations at 30 locations. Many of these are long-overdue fixes where travelers have had inadequate bathroom facilities or were forced to board trains from platforms that are no higher than tie level.

Amtrak also released a 7-minute documentary video on YouTube, narrated by former Hill Street Blues actor Daniel J. Travanti, that documents restoration work done at Chicago Union Station’s Great Hall, part of an already-completed, multi-year \$22 million project that also featured installation of a first-ever elevator directly up to Canal Street. More funding needs to be secured for train concourse improvements, which are expected to include some platform widening and track relocation.

The video contains both historical footage of the transformation and interviews with the tradesmen, engineers, and architects who helped execute Chicago Union Station’s latest renovation.

SUPREME COURT DECLINES AAR REQUEST ON AMTRAK PERFORMANCE STANDARDS

WASHINGTON, June 3, 2019, Trains News Wire — The U.S. Supreme Court has declined a request from the Association of American Railroads to review a lower-court ruling regarding the authority of Amtrak and the Federal Railroad Administration to establish on-time performance metrics and standards for Amtrak operation on host freight railroads.

The convoluted legal history of the case has seen a district court of appeals rule that part of 2008 legislation involved is unconstitutional, while another part was allowed. Struck down was the Surface Transportation board’s ability to settle disputes over the performance standards and metrics. Development of the metrics was allowed.

Reflecting the complexity of the case, Amtrak and the AAR both found reasons to pronounce themselves pleased with the result.

Amtrak said it is “is pleased with the decision of the U.S. Supreme Court denying the application for certiorari filed by The Association of American Railroads. We are eager to work with the Federal Railroad Administration and all other stakeholders to develop clear, efficient and impactful metrics that will lead to better on-time performance for Amtrak customers and the entire rail system.”

The AAR’s statement, meanwhile, said, “While AAR and the freight railroad industry are disappointed that the Supreme Court denied our petition for cert regarding metrics and standards for Amtrak schedule performance, we are pleased that the metrics and standards remain invalidated. Freight railroads are committed to providing efficient and reliable service to all their customers and tenant railroads, and we will work with the FRA and Amtrak in a way that recognizes the importance of moving increased freight volume to help support the U.S. economy.”

The legal challenge in question dates to 2011. The Supreme Court previously ruled 9-0 in favor of the ability of Amtrak and the FRA to work on metrics, but subsequent rulings had generally favored freight railroads.

AMTRAK’S LONG-DISTANCE ROUTES WILL NOT CHANGE ANYTIME SOON

May 31, 2019, Railway Track & Structures - Amtrak’s long-distance service is not going to change, for now. However, the passenger carrier’s Board of Directors also will not be altered.

U.S. Sen. Jerry Moran is concerned about the status of the Chicago-to-Los Angeles route, called the *Southwest Chief*. Amtrak President and CEO Richard Anderson said on May 30 the Chicago-to-L.A. line will be active through FY 2019, which ends on Sept. 30, and could stay alive through the enactment period of the FAST Act, which will end after FY 2020.

A May 22 meeting between Moran and Anderson was a step in the right direction, but Moran is stalling President Trump’s nominations to the Amtrak Board of Directors until he gets answers to some of his questions.

Amtrak is experiencing a record-setting year in terms of fiscal performance, but Anderson did say alterations to the carrier's long-distance service will be considered.

"We must position ourselves to attract a new generation of customers," Anderson said in a statement. "Just as other modes of transportation and businesses are compelled to evolve, so must we if our mode is to grow as a relevant and efficient means of mass transportation.

Anderson did add that more than half of Amtrak's federal appropriations went toward long-distance routes.

AMTRAK COMPLETES REFRESH OF ACELA INTERIORS

WASHINGTON, June 10, 2019, Amtrak MEDIACENTER – Amtrak has completed an extensive refresh of its train interiors on the entire Acela fleet, which travels along the Northeast Corridor (NEC) between Boston and Washington, D.C. The project is one of several initiatives designed to introduce a more modern and comfortable travel experience.



"Customers expect a premium experience when they board an Acela, and these updated interiors provide a more comfortable, refreshed look and feel – whether you want to relax, move about freely, work or play," Amtrak President and CEO Richard Anderson said.

The project took 15 months to refresh all 20 trainsets, which included 100 Amtrak cars and 6,080 total seats. Each trainset

was refreshed individually with new cushions and covers for all Business Class and First-Class seats, new carpet for the aisle runner and a deep clean of each train car. The total investment is valued at more than \$4 million.

The refresh of the current fleet occurred in advance of the debut of the next generation Acela trainsets. The new trainsets will provide 40 percent more trains, more passenger seats with the same ample personal space and high-end comfort, more service, better amenities and a smoother ride. The first trainset prototype will be ready for testing in 2019, and will enter revenue service in 2021. All trainsets in the current fleet will be retired in early 2022.

Amtrak advanced its sustainability program by up cycling the Acela leather into handbags, wallets, and other consumer goods that customers can purchase by visiting <https://peopleup.org/pages/amtrak>. The remaining refresh cushions and covers were turned into carpet padding.



AMTRAK CUSTOMERS CELEBRATE 90 YEARS OF EMPIRE BUILDER SERVICE

CHICAGO, June 11, 2019, Amtrak MEDIACENTER – Amtrak today marked the 90th anniversary of the *Empire Builder*, which travels across the country's northern tier, allowing

customers to experience the grandeur of the Mississippi River Valley, Great Plains, Rockies and the Cascade Range. Daily service between Chicago and the Pacific Northwest provides a vital intercity travel option connecting more than 40 communities in eight states.

Sleeping car customers received wooden train whistles from Amtrak Guest Rewards and all customers departing Chicago received commemorative certificates signed by Amtrak President & CEO Richard Anderson. Prints of a new *Empire Builder* painting by railroad artist J. Craig Thorpe are available in the Amtrak store and for a limited time other items to recognize the anniversary of the service are also available from Amtrak.

Inaugurated by the Great Northern Railway (GN), the first westbound *Empire Builder* departed Chicago on the evening of June 10, 1929, but it was christened the next day in St. Paul, Minn., where the GN had its headquarters and where its mainline to Seattle began. The premier service was named for James J. Hill – the "Empire Builder," who in the late 19th

century founded what became the GN.

The GN and three railroads merged in 1970 to form the Burlington Northern, which continued to operate the *Empire Builder* until May 1, 1971, when newly-formed Amtrak took it over and changed the route to include Milwaukee by using what is now the Canadian Pacific Railway between Chicago and St. Paul. In October 1979, it became the first overnight train to be assigned bi-level Superliner® railcars, setting a higher travel standard that continues today.

Last year, 428,854 customers rode the Amtrak *Empire Builder*, Trains 7127 & 8/28.

AMTRAK RELEASES PICTURES OF THE NEW ACELAS UNDER CONSTRUCTION IN NEW YORK

NEW YORK, June 13, 2019, Trains News Wire from Amtrak News Release – Amtrak's new, state-of-the-art, high-speed Acela trainsets, which will redefine the customer experience on Amtrak's Northeast Corridor when they enter service on the Northeast Corridor in 2021, are making significant progress in their construction at Alstom's facility in Hornell, N.Y.



A SIDE-ON VIEW OF AN ALSTOM-BUILT ACELA POWER CAR UNDER CONSTRUCTION AT ALSTOM'S SHOPS IN HORNELL, N.Y. - AMTRAK

The first trainset prototype will be ready for testing later this year and will enter revenue service in 2021, with all trainsets in service in 2022. The new trains will provide world-class accommodations and amenities, along with a smoother and even more comfortable ride. Each train will have more seats than the current Acela trains, with spacious, high-end comfort customers expect, including

personal outlets, USB ports and adjustable reading lights at every seat. Additional features include:

Contemporary food service, offering easy access and greater selection

- Advanced seat reservation system;
- Onboard information system providing real time information such as location, train speed, and conductor announcements;
- Accessibility features for people with disabilities;
- Spacious restrooms with a 60-inch diameter turning radius;
- Streamlined overhead luggage compartment;
- Cutting-edge safety systems to provide real-time monitoring and ensure a safe and comfortable ride;
- Interior safety details include handles integrated into the seatbacks to aid customers walking through the train, grab bars for stability and gap fillers to cover the space between the train and the platform, creating a smooth surface for entering and exiting the train.

Note: the September, 2019 Lancaster Dispatcher will feature a tour of the Alstom facility in Hornell, New York with Railway Age Editor-in-Chief William C. Vantuono.



SERVICE IMPROVEMENTS PRODUCE MERCHANDISE VOLUME GAINS AT CSX, CEO FOOTE SAYS

NEW YORK, May 30, 2019, Trains News Wire — CSX Transportation is leading the industry in merchandise traffic growth this year due to its faster and more reliable service, CEO Jim Foote says.

"We are the leader in growing that business at about 2.5% so far this year," Foote told an investor conference today.

Merchandise volume is down for the year to date at each of the other three big U.S. Class I systems, according to a review of their Association of

American Railroads weekly carload reports.

CSX has begun to regain market share lost to trucks over the years, Foote contends.

Railroads typically may have only 60% of the business from a customer's facility. The balance goes by truck because the shipper can't rely on the railroad to deliver as promised, Foote says.

"What happens is your service gets to the point where the customer sees that it's so much better, it becomes much more reliable, and you start to gain back market share in the business segments that the railroads lost over decades from being not a very good service provider," he says.

That's what's happening now at CSX, he says.

Since CSX began Precision Scheduled Railroading under then-CEO E. Hunter Harrison in March 2017, average train speed is up more than 40% and terminal dwell is down more than 20%. And transit time is down by an average of two days.

Trip plan compliance has improved to the upper 70% range, Foote says. That's up from around 60% when CSX launched trip plans in early 2018 that set to-the-minute schedules for every car moving on the system.

"CSX is arguably the best-running railroad in North America right now," Loop Capital Markets analyst Rick Paterson told the North American Rail Shippers conference earlier this month. The railroad's combined service metric, which includes both train speed and dwell, is currently 41% higher than its 10-year average.

Regaining merchandise market share is the biggest opportunity at CSX, where merchandise volume generates nearly two-thirds of the railroad's revenue.

"That's the heart of our franchise," Foote says. "That's where the majority of our customers are. And that's where there are billions — billions — of dollars of opportunity for us to take off the highway."

Merchandise traffic includes everything but intermodal and coal at CSX. Using the same yardstick, merchandise traffic is down 1.3% at Norfolk Southern and BNSF Railway and by 2.2% at Union Pacific through the week ending May 25.

CSX CEO FOOTE EXPECTS INDUSTRY TO MOVE SLOWLY TOWARD AUTONOMOUS OPERATIONS

NEW YORK, May 30, 2019, Trains News Wire — Railroads need to take advantage of their investments in positive train control, but the industry likely will move slowly toward one-person crews and autonomous operations, CSX Transportation CEO Jim Foote says.

Foote likens PTC to the advent of wayside detectors and end-of-train devices that allowed railroads operate more safely, while eliminating cabooses. PTC adds a layer of fail-safe protection, he says, and Australian mining company Rio Tinto already is operating iron ore trains from mine to port with no one in the cab.

"So the technology is there," Foote told an investor conference today.

The Federal Railroad Administration has dropped its proposed rule that would have required two people in locomotive cabs, and regulators are aware that the potential for one-person or autonomous operations is around the corner.

Labor issues regarding a reducing crew size would have to be ironed out first — something that's likely to not happen overnight, Foote says.

"I was lucky enough in one of my first jobs in the industry to be a fireman occasionally," says Foote, who hired out with the Soo Line in Wisconsin, where the state still had a law requiring firemen aboard trains more than 25 years after the transition to diesel locomotives.

"It's not like we are revolutionary and moving at breathtaking speed when it comes to the labor issues," Foote says.

The Class I railroads have not yet said whether crew size will be among the issues raised in the so-called Section 6 notices that will begin the next

round of national rail labor talks this fall.

The railroad industry has talked about wanting to get a return on its multi-billion dollar PTC investment beyond its safety benefits. Rail labor has been opposed to reducing crew sizes and has backed legislation in several states mandating two people in the cab.

"Leveraging the technology is our goal but recognizing that we have to do that, number one, in a very safe manner and, two, that we have to deal with the labor issues down the road," Foote says.

CSX, like most railroads, is keeping an eye on developments in trucking, where driverless trucks and platooning would significantly erode railroads' cost advantage and potentially lead to loss of traffic to the highway.

"We will watch very, very closely how autonomous vehicles on the highway system develop, evolve," Foote says.

Foote spoke at the 35th Annual Bernstein Strategic Decisions Conference.

OHIO DERAILMENT CLEAN-UP TO TAKE SEVERAL DAYS

WELLINGTON, Ohio, May 29, 2019, Trains News Wire — Media outlets are reporting that there are no injuries after a CSX Transportation train derailed in north-central Ohio town of Wellington on Tuesday, May 28.



CSX DERAILMENT IN WELLINGTON, OHIO
PHOTO BY JON RUDDER, AIR TRACKER 5

The Elyria, Ohio, *Chronicle-Telegram* reports that 22 cars and two locomotives derailed Tuesday morning in the center of Wellington on the former "Big Four" New York Central main line. The derailment sparked a fire that local fire fighters extinguished quickly. No cause for the derailment has been reported yet as officials investigate.

Officials tell the newspaper that clean-up is expected to be complete in two to three more days.



NORFOLK SOUTHERN LAYS OFF 50 AT ALTOONA LOCOMOTIVE SHOP

ALTOONA, Pa., May 24, 2019, Trains News Wire — Norfolk Southern has laid off about 50 workers at its former Conrail locomotive shop in Altoona, the *Altoona Mirror* reports. The employees will be offered positions elsewhere in the company.

An unnamed employee at the facility, known as the Juniata Shops, attributes the reduction to Norfolk Southern's implementation of Precision Scheduled Railroading.

The facility, which dates back to the Pennsylvania Railroad, has a history of new locomotive construction along with overhauls. Even into the 1990s, locomotive builder EMD contracted with Conrail to assemble some locomotives at Juniata during periods of steady business.

NORFOLK SOUTHERN PREPARES TO ROLL OUT TOP21 PRECISION SCHEDULED RAILROADING OPERATING PLAN

NORFOLK, VA. - Jun. 4, 2019, NSInfo - Norfolk Southern is preparing to roll out TOP21, the railroad's new precision scheduled railroading operating plan, to enhance customer service, increase operating efficiencies, support growth, and drive long-term shareholder value.

TOP21 is a key initiative of Norfolk Southern's new three-year strategic plan to Reimagine Possible in all aspects of business operations. In April, the railroad announced that the first phase of TOP21 will focus on the company's general merchandise market. Norfolk Southern already has made initial changes to its train plan for TOP21, and the railroad will make the rest of the changes starting in early July, coinciding with the July Fourth holiday.

To demonstrate commitment to a smooth transition to TOP21, Norfolk Southern has been working closely with customers, including inviting them to town hall meetings attended by train and engine crews as well as employees involved in operations, marketing, and customer service.

"As we Reimagine Possible, a hallmark of our brand of precision scheduled railroading has been and will continue to be intense customer communication and collaboration," said CEO James A. Squires. "As we have promised, we will work closely with customers before and after we implement TOP21. Our goal is to achieve mutually beneficial results that include reliable and consistent service as well as growth opportunities. We want to grow our business and our customers' business, all while operating more efficiently and safely."

"TOP21 supports the five principles that are at the heart of our reimagined railroad: serve our customers, manage our assets, control our costs, work safely, and develop our people – what we call the NS Way," said Mike Wheeler, chief operating officer. "With TOP21, the company's goal is to serve our customers better while operating our network more efficiently and driving down operating costs."

Norfolk Southern began developing the TOP21 plan last year using computer modeling and simulation tools to analyze data and train flows to achieve optimum network fluidity and velocity. Under TOP21, the railroad will focus on reducing circuitry of freight car movements to and from customers and balancing its network flows. This will allow the railroad to run fewer trains, use its operating assets more efficiently, and create capacity for growth.

"TOP21 will improve our network fluidity and velocity, reduce our circuitry and train miles, make our railroad more resilient, and give us greater capacity for growth," said Alan Shaw, chief marketing officer. "We are engaged with our customers to talk about these changes and how we all can benefit from the opportunities that lie ahead as we fully implement the plan."

UNION PACIFIC AND NORFOLK SOUTHERN DROP MORE JOINT INTERMODAL SERVICE

June 4, 2019, Trains News Wire - Union Pacific and Norfolk Southern have announced tweaks to their interline intermodal service in the wake of major changes made earlier this year that dropped nearly 500 low-volume lanes.

The latest moves, which take effect on July 1, follow the same theme: Favoring high-density routes that support steel wheel interchange in Chicago and Memphis.

This round of changes is limited to domestic origins on UP and international origins on NS.

NS and UP will drop westbound interline international service in 78 lanes and make terminal changes for a dozen other origin-destination pairs.

UP and NS will drop domestic service from the City of Industry terminal outside Los Angeles to Buffalo, N.Y.; as well as from Dallas to Buffalo; Toledo, Ohio; and Taylor, Pa.

In 18 other instances, UP and NS will consolidate domestic service at higher-volume destinations. Traffic from Salt Lake City, Utah, to Bethlehem,

Morrisville, and Taylor, Pa., for example, will now use the Norfolk Southern terminal in Harrisburg, Pa.

"In January and February, Union Pacific and Norfolk Southern rationalized small volume lanes to reduce train complexity. At that time, we also designed new high-density blocking that will increase the velocity on our interchange at our major interline gateways. The result of this initiative will be a more fluid and less complex interchange between the two rail carriers in Chicago and Memphis, which will reduce transit times and improve customers' experience," UP said in its May 31 service advisory.

"These changes are designed to reduce train plan complexity along key routes, allow for greater operational flexibility, and improve terminal fluidity in key markets," NS said in its customer advisory.

Separately, NS also is dropping international intermodal service between Detroit and Baltimore.

UP and NS in January and February dropped joint service between 480 origin-destination pairs as they streamlined their intermodal operations as part of a shift toward operating plans based on Precision Scheduled Railroading.

NORFOLK SOUTHERN PLANS TO PARTICIPATE IN NATURAL TUNNEL EVENT IN JULY



NORFOLK SOUTHERN LOCOMOTIVES AT THE HEAD OF A TRAIN IN NATURAL TUNNEL, VA. THE CAVERN-LIKE TUNNEL REQUIRED LITTLE CONSTRUCTION WORK FROM RAILROAD CREWS MEANING THAT ACCESS THROUGH THE MOUNTAINS OF SOUTHWEST VIRGINIA IS LARGELY "NATURAL."

TISHIA BOGGS

DUFFIELD, Va., June 10, 2019, Trains News Wire – Norfolk Southern and the Natural Tunnel State Park in southwest Virginia will partner again this summer to promote railroad history and safety with the park's annual railroad day event.

On July 20 from 10 a.m. to 3 p.m., guests will be able to walk into the naturally made tunnel via NS' tracks. It is the seventh consecutive year that NS and the park have worked together to offer a unique view of the tunnel.

To celebrate the event, NS representatives will be on hand to educate park visitors on the importance of rail safety awareness and discuss the role Norfolk Southern plays in contributing to the economy throughout the Commonwealth of Virginia.

Natural Tunnel is located on NS' former Southern Railway Appalachia District.



VETERAN METRO NORTH M2 MU CARS HAVE RUN THEIR LAST MILES

NEW HAVEN, Conn., June 3, 2019, Trains News Wire – After more than 44 years of operation, the last of a onetime fleet of 244 MTA Metro-North Railroad Class M2 electric multiple unit cars have left the property. A diminishing number of the veteran General Electric cars had been retained as a reserve fleet since 2015 as Metro-North acquired what eventually will be a total of 471 Kawasaki M8 electric M.U. cars.

The Dec. 31, 2018 deadline for Positive Train Control finally caught up with the last operating M2s. None of the elderly cars had received positive train control equipment, and Metro-North retired the last of them at the end of the year. Still earning revenue right to the end, a train of six M2s made its last run on Dec. 28. Through spring 2019, those last M2s left New Haven and moved via Connecticut Southern and CSX Transportation freight trains. Carrying spray-painted "FICX" reporting marks (for Frontier Industrial Corp.), the cars were going to Ohio for scrapping.



THREE PAIRS OF RETIRED M2 CARS, WITH CTDOT NOS. 8705 AND 8704 TRAILING, ARE SEEN IN A CONNECTICUT SOUTHERN FREIGHT AT SPRINGFIELD, MASS., MAY 8, 2019, EN ROUTE TO OHIO FOR SCRAPPING - SCOTT A. HARTLEY

The arrival of the first M2s, called "Cosmopolitan" cars upon delivery, in 1973 were a breath of fresh air for commuters on Penn Central's 73-mile former New Haven Railroad route between New Haven and Grand Central Terminal in New York City, as well as the electrified branch between Stamford and New Canaan.

The 100 Pullman-Standard M.U. cars built for the New Haven in 1954 had suffered from deferred maintenance by the bankrupt NH and successor Penn Central. Even older PC coaches, pulled by tired FL9 dual-mode units or EP-5 rectifier electrics, also covered many New Haven Line commuter services until the M2s took over.

By the time the M2s arrived, the states of Connecticut and New York had acquired control of their respective portions of the New Haven-GCT line. Public funds paid for the 244 new cars. Prior to the delivery of the first M2s, high-level station platforms required for the new cars were installed at all stops along the former New Haven main line from New Haven to Mount Vernon, N.Y.

Penn Central (and beginning in 1976, Conrail) continued to operate the well-patronized commuter trains. In 1983, the newly formed Metro-North, part of New York's Metropolitan Transportation Authority, took over operations of all commuter services out of Grand Central to New York and Connecticut points. Connecticut contracts with MN to operate the trains in its state.

The M2s closely resembled earlier Budd "Metropolitan" M1 multiple unit equipment that had been purchased by New York's MTA and assigned to Long Island Rail Road and Penn Central's former New York Central lines. Like the M1s, the M2s were "married pairs," with semi-permanently coupled cars sharing common mechanical and electrical equipment. An operator's cab was at the outer end of each pair, and several pairs could be combined as a longer train. The M1s operated from third-rail 650-volt direct current power. The M2s used 11,000-volt A.C. from overhead catenary for most of their operation, but also were equipped with third-rail shoes to use the third-rail D.C. running into New York's Grand Central Terminal. Some described the M2s as appearing to be large subway cars. Furthering that perception were the cars' original twin headlights, mounted low on opposite sides of the nose. M2s took on a more conventional appearance in later years when a high-mounted headlight was added above the front door.

MTA and the State of Connecticut each purchased 122 of the M2s, and each agency's cars carried their owner's markings. The Penn Central M1s carried wide blue bands along their sides. The new M2s arrived with orange bands. The official reason for the new color seems forgotten more than four decades later. Some say it was simply to distinguish the New Haven cars from "Hudson" and "Harlem" trains, but others claim that managers chose the color to keep alive the memory of the old New Haven Railroad. Bands painted in a variety of oranges and reds carried over to later generations of M.U. cars, right up through today's Kawasaki M8s.

Continuing ridership growth on the New Haven Line mandated additional equipment, and new cars followed the M2 design. Tokyu Car Co. built 54 M4 cars (in three-car sets) in 1987, and Morrison-Knudsen delivered 48 triplet M6 cars in 1994. The three types could operate with each other on trains. Over the years, all three M.U. types benefitted from several major overhaul programs as they continued to provide most of the commuter services on

the New Haven Line.

Metro-North and Connecticut DOT began the acquisition of the Kawasaki M8s in 2011, and as the new cars' numbers increased, the M2s, M4s, and M6s began to be retired.

The newer Tokyu and Morrison-Knudsen cars all had been stricken from the roster by 2015. Two sets of M6s were donated for emergency services training in New York and Connecticut.

Even with the newer M4s and M6s gone, the pioneering M2s, which had carried generations of Connecticut and New York workers to and from their jobs, as well as millions of weekend visitors to "The City," soldiered on. Earlier Metro-North stalwarts, such as the dual-mode FL9 locomotives and former NYC "ACMU" multiple unit cars were recognized on farewell excursions, but the M2s went out without fanfare. Fortunately, Connecticut Department of Transportation saw fit to donate a pair of M2s to the Danbury Railway Museum. The museum, located in the former New Haven freight yard in Danbury has acquired and preserved a growing number of pieces of rolling stock from Metro-North predecessor railroads, and the M2s fit nicely into the collection, according to museum president Stan Madyda. The pair are numbers 8606/8707, and were part of the final revenue train last December. Madyda says that the cars' interiors are in very good condition, and they already are open for public viewing. More generations will be able to see the cars that had been a common sight on the New Haven Line for many years.



NJ TRANSIT HALTS RIVER LINE SERVICE FOR EMERGENCY INSPECTION, REPAIRS OF TRAIN WHEELS

June 6, 2019, NJ.com - Service on NJ Transit's River Line was "very limited" Friday, June 7 after the agency announced it will begin "emergency mechanical inspections and repairs" to a fleet of light rail trains, an agency spokeswoman said.

The River Line connects Trenton to Camden by way of communities located along the Delaware River.



AN NJ TRANSIT STADLER DMU LEAVES AT BORDENTOWN, N.J., ON THE WAY TO TRENTON ON MARCH 18, 2018. SERVICE ON NJ TRANSIT'S RIVER LINE HAS BEEN RESTORED TO NORMAL LEVELS TODAY AFTER WHEEL ISSUES SIDELINED THE EQUIPMENT - RALPH SPIELMAN.

Some wheels on a light rail vehicle "failed to meet the required safety standards" during a scheduled safety inspection.

As cars begin to pass inspection, they are being put back into service, spokeswoman Nancy Snyder said.

However, the service "does not compare to service we usually give," she said.

NJ Transit is working to restore the regular service as soon as they safely and

possibly can, Snyder said. It's unclear when the line will be fully restored.

The temporary suspension was announced Thursday.

"A preliminary inspection indicates there was a defect in a single batch of wheels delivered by the original manufacturer," NJ Transit said in a statement. "Out of an abundance of caution, a comprehensive inspection is being conducted on every wheel of each vehicle which is a highly labor intensive process."

"Customers will be accommodated by special express bus service between the four highest ridership stations as well as existing local bus service operating along the River Line route," NJ Transit said.

The four highest ridership stations - Trenton Transit Center, Florence, Beverly/Edgewater Park and Walter Rand Transportation Center in Camden

- serve more than half of the daily River Line ridership. Most other stations will be served by existing local bus service, the agency said

Customers at Burlington South, Delanco, Cooper Street and Entertainment Center (BB&T Pavilion in Camden) are advised to use other stations as no local bus routes service those stations, the agency said.

Regular service was restored on NJ Transit's River Line service between Trenton and Camden, N.J. on Monday, June 10.

Around-the-clock weekend inspections returned a dozen of the route's 19 Swiss-built Stadler DMUs to service in time for Monday's commute, enough to support a normal schedule. Most of the equipment was sidelined Friday.

Bombardier maintains the River Line equipment under a Design Build Operate Maintain agreement. About 9,000 passengers use the route daily.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN JULY

July 16, 1902 - Grading begins for new Wilmington Shops north of the city of Wilmington, Del.

July 1907 - PRR announces it will equip homes of engineers and firemen at Altoona with telephones at company expense and eliminate call-boys.

July 1, 1912 - LIRR secures trackage rights over PT&T between Sunnyside Yard and Penn Station under agreement of June 24, 1912.

July 1, 1917 - PRR begins operating Cornwall & Lebanon Railroad under agreement of June 27, 1916; becomes new Lebanon Division of PRR.

July 21, 1922 - By this date, the National Guard has been called out in seven states to deal with the Shop Crafts Strike.

July 23, 1927 - Susquehanna River floods close PRR between Harrisburg and Williamsport for 12 hours; Train No. 575 stalled for eight hours when caught between two landslides at Millersburg and Halifax, Pa.

July 1932 - PRR expands "pre-cooling" of passenger cars for summer season to cover 1,000 cars on 173 trains; cars received cooled air from refrigerating units at New York, Philadelphia, Baltimore, Washington, Pittsburgh, Cleveland, Columbus, Cincinnati, Detroit, Chicago, Indianapolis, Louisville and St. Louis.

July 18, 1937 - PRR runs "Off the Beaten Track" excursion with Western Maryland, Philadelphia to Baltimore, then over WM to Pen Mar, York, Gettysburg, and Columbia, returning via Lancaster.

July 27, 1942 - "STADIUM" Tower placed in service at 11th Street in Greenwich Yard in South Philadelphia.

July 2, 1947 - General Motors' Train of Tomorrow placed on display at Baltimore, Md.

July 12, 1952 - Last run of PRSL passenger service between Glassboro and Bridgeton, N.J.

July 12, 1957 - Fourth National Boy Scout Jamboree opens at Valley Forge Park; 53,000 scouts from all over country attend; marks 50th anniversary of scouting and 100th birthday of Boy Scout founder Lord Baden-Powell; during Jamboree, PRR runs daily excursions into Philadelphia from a temporary station at Betzwood; MU trains are towed to and from electrified zone by diesel switchers; Reading runs a 15-car push-pull train with a GP-7 on each end between Valley Forge and Philadelphia.

July 28, 1962 - Five cars of nine-car baseball special bound from Harrisburg to a Phillies night game in Philadelphia derail at 70 MPH at Steelton, Pa.; 19 killed, 116 injured; blamed on track being out of alignment because of heat expansion.

July 15, 1967 - Northeast Corridor Demonstration Project runs a test with a GG1 geared for 100 MPH operation, 9 Congressional cars and one Keystone

tubular car to simulate the weight of the passengers from Philadelphia to New York and return; northbound, the train makes several round trips on test track No. 3 between "MILLHAM" and "COUNTY"; returns direct from New York to Philadelphia in 1 hour:15 minutes.

CHRISTOPHER T. BAER, HAGLEY MUSEUM AND LIBRARY VIA PHILADELPHIA CHAPTER, PRRT&HS - USED WITH PERMISSION



TIMETABLE 07-19

For Lancaster Chapter News,
see "INSIDE THE BACK PAGE"



Friday-Sunday, July 12-14, 2019

Celebrating the 70th birthday of the 1949 Broadway Limited equipment, three of the original railcars are taking to home rails for a once-in-a-lifetime experience. Travel along the original route of the Broadway from New York to Pittsburgh and return in these meticulously-restored railcars. Info: www.broadwaylimited1949.com

Sunday, July 14, 2019

Open House at the Cumberland Valley Railroad Museum at Shippensburg Station. 12:00 pm to 4:00 pm. Free admission. Light refreshments will be available. Info:

<https://www.facebook.com/ShippensburgStation/>

Saturday & Sunday, Aug. 24-25, 2019

Greenberg's Great Train & Toy Show at the Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA 19456. Info: www.trainshow.com/oaks

Saturday & Sunday, Sept. 28-29, 2019

The Stewartstown Railroad will host Jeddo Coal No. 85, a small 0-4-0T. Info: www.stewartstownrailroadco.com

Saturday & Sunday, Oct. 5-6, 2019

The Stewartstown Railroad will host Jeddo Coal No. 85, a small 0-4-0T. Info: www.stewartstownrailroadco.com

Saturday & Sunday, Oct. 5-6, 26-27, Nov. 2-3, 2019

Diesel Engine Excursions from Reading Outer Station to Jim Thorpe, PA on the Reading, Blue Mountain and Northern Railroad. \$39/Person. Info: www.readingnorthern.com

Saturday & Sunday, Oct. 12-13, 19-20, 2019

Steam Locomotive Excursions from Reading Outer Station to Jim Thorpe, PA on the Reading, Blue Mountain and Northern Railroad. \$69/Person. Info: www.readingnorthern.com

Thursday-Sunday, Oct. 10-13, 2019

Liberty Bell Special - NMRA Mid-Eastern Region Fall Convention at the Crowne Plaza Hotel, 260 Mall Blvd., King of Prussia, PA 19406. Info: www.libertybellspecial.org

Thursday-Saturday, Oct. 17-19, 2019

Eastern Division -TCA York Train Show, York Expo Center, 334 Carlisle Ave., York, PA 17403 Info: www.easterntca.com

Saturday & Sunday, Nov. 16-17, 2019

Greenberg's Great Train & Toy Show at the York Expo Center, 334 Carlisle Avenue, York, PA 17404. Info: www.trainshow.com/york

Saturday & Sunday, Nov. 23-24, 2019

Brass Expo and Custom Craftsman Models 2019 at the Wyndham Lancaster Resort and Convention Center, 2300 Lincoln Highway East, Route 30, Lancaster, Pa. Info: 724-285-3090 or www.brassexpo.com

Saturday & Sunday, Nov. 30-Dec. 1, 2019

Greenberg's Great Train & Toy Show at the New Jersey Expo Center, 97 Sunfield Avenue, Edison, NJ 08837. Info: www.trainshow.com/edison11

Saturday & Sunday, Dec. 7-8, 2019

Greenberg's Great Train & Toy Show at the Maryland State Fairgrounds, 2200 York Road, Timonium, MD 21093. Info: www.trainshow.com/timonium



300 GAP ROAD, ROUTE 741 EAST
STRASBURG, PA 17579
WWW.RRMUSEUMPA.ORG
717-687-8628

Sunday, June 30 - Sunday, July 7, 2019 - Reading Railroad Days

Monday-Friday, July 8-12, 2019 - Barons & Builders Day Camp Ages 9 & 10 - SOLD OUT/WAIT LISTED

Monday-Friday, July 22-26, 2019 - Barons & Builders - Ages 11 & 12 - SOLD OUT/WAIT LISTED

Saturday & Sunday, Aug 17-18, 2019 - Model Railroad Days

Saturday & Sunday, Sept., 7-8, 2019 - Railroad Heritage Days

Saturday, Sept., 21, 2019 - Smithsonian Magazine Museum Day

Saturday, Sept., 28, 2019 - Members Day

Sunday, Oct. 6, 2019 - Garden Railways Tour

Thursday, Oct. 10, 2019 - STEAM On The Rails

Saturday, Oct., 19, 2019 - Trains & Treats



STRASBURG RAIL ROAD
301 GAP ROAD, RONKS, PA 17572
WWW.STRASBURGRAILROAD.COM
1-866-725-9666

Friday thru Oct. 18, 2019 - Hostling Tour at 8:00 AM

Saturday thru Nov. 2, 2019 - Wine & Cheese Train

Daily thru Nov. 10, 2019 - Shop Tour at 12:00 PM

Saturday-Sunday, Nov 16-Dec. 29, 2019 - Shop Tour at 12:00 PM

Saturday, July 20, 2019 - The Great Train Robbery

Saturday-Sunday, Sept. 14-22, 2019 - Day Out with Thomas - With Percy!

Friday-Monday, Sept. 27-30, 2019 - N&W Railway Steam Reunion

Friday-Monday, Oct. 4-7, 2019 - Railfan Photography Extravaganza

Saturday, Oct. 12, 2019 - The Great Train Robbery

Saturday-Monday, Oct. 12-14, 2019 - Rail & Road: A Transportation Evolution

Saturday-Sunday, Oct. 19-20, 2019 - At the Throttle of N&W Steam

Friday-Sunday, Oct. 25-27, 2019 - Thomas, Mavis & the Strasburg Spooktacular

Saturday-Sunday, Oct. 26-27, 2019 - At the Throttle of N&W Steam

STRASBURG'S CRAIG LEFEVER PASSES ON

STRASBURG, Pa., June 17, 2019, Trains News Wire — Craig Lefever, who became Strasburg Rail Road's president last December, has died, the railroad said in a letter distributed Monday. He was 52. Lefever succeeded Linn Moedinger, who retired from Strasburg Rail Road on Dec. 21, 2018.

Lefever, who was hired by Strasburg Rail Road Co. in 1987, was the eighth president to lead the company's tourism, mechanical, and freight operations. Prior to taking the helm, Lefever served as Vice President and

General Manager since 2011. During his 31-year tenure, Lefever also held the positions of Compliance Officer and Car Shop Supervisor. Lefever resided in Millersville, Pa.



STRASBURG'S CRAIG LEFEVER
SRR

As the Board of Directors begins its search for Lefever's replacement, an interim leadership team has been put into place, overseeing the daily operations of the company.

"The transition team consists of representatives from the administrative group, as well as the passenger, contract, and freight divisions of the operation. It was established immediately after the onset of Craig's recent health setback and has been operating smoothly since that time," states Susan Nicholas, Board Member, Strasburg Rail Road.

To respect the privacy of the Lefever family and employees of Strasburg Rail Road, all inquiries

should be directed to board member Susan Nicholas, who is overseeing the leadership transition. Susan can be reached via email at synicholas@lawyeryoung.com.

America's oldest short line railroad and one of Pennsylvania's top tourist attractions, the Strasburg is well known for its steam tourist trains in the Amish countryside, its world-class steam locomotive and wood car repair shops, and its growing freight business.

JUNE, 2019CHAPTER MEETING MINUTES

The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, June 17, 2019. The meeting was called to order at 7:35 p.m. by President Tom Shenk with 32 members and one guest present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the May Membership Meeting Minutes. Steve Himpsl approved the motion and Evan Russell Jr. seconded the motion. The May Membership Meeting Minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: Helen Shaak announced new Chapter Member Mark Albarano from New York. Helen also gave the numbers of the Chapter memberships. There are 190 Regular memberships and 43 Family memberships. Tom Shenk introduced the Chapter guest, Josh Schultz. Steve and Linda Himpsl celebrated their 47th anniversary. Glenn and Cindy Kendig's twins, a girl, Amanda, and a boy, are 40 years old.

CHAPLAIN: Helen Shaak announced her nephew, Bob was in the operating room (during the meeting) for a heart transplant. Toady Kennel reported Peg Poor passed away. Steve Himpsl thanked everyone for all their thoughts and cards he received during his surgery. Tom also announced the President of the Strasburg Rail Road, Craig Lefever, was diagnosed with cancer.

TREASURER'S REPORT: Treasurer Richard Rutledge gave the Treasurer's Report for the month of May.

CHRISTIANA FREIGHT STATION CLEAN-UP DAY: The Christiana Freight Station clean-up day was Saturday, June 15. Steve Himpsl would like to thank Lou, Glenn, and Pat for washing and waxing the caboose. Tom also thanked the following members: Glenn and Cindy Kendig, Richard and Jane Rutledge, Steve and Linda Himpsl, Lou Hauck, Toady Kennel, Jim Donohue, David Stambaugh, Smoke Shaak, and your Chapter Secretary for helping on the clean-up day.

DONATIONS: Steve Himpsl announced he received from Marlyn Geesey "The Official Guide of the Railways" (October 1970) and from Charles Jones "The Official Guide of the Railways" (August 1923). Sam and Judy Smith also gave Steve a circular saw from their yard sale and Steve donated the

saw to the Chapter.

UPCOMING DATES: Steve Himpl announced the Monday, July 15th Chapter Membership Meeting will be an "AWAY" meeting at the Columbia & Reading Railway Yard in Columbia. The Yard is located on 4th & Manor Street, Columbia. Monday, August 19, Chapter Membership Meeting is at the Strasburg Rail Road. Tickets for this meeting day are only \$5.00. The Chapter has Strasburg Rail Road train tickets to sell all year at \$8.00 per ticket. Sunday, September 15, will be the Annual Chapter Picnic. Pork BBQ will be provided by the Chapter. Saturday, October 19, Vendor and Craft Show at the Christiana Freight Station. Monday, October 21, Chapter Membership Meeting at the Christiana Freight Station. Chapter member John Brown will present a program on the Reading & Columbia Railroad. The October Membership Meeting will also be Election of Chapter Officers for the next year. November is the Annual Chapter Banquet at Bird-in-Hand Restaurant on Friday, November 22. Lynn Moedinger will be the speaker at the Chapter Banquet. The Christiana Freight Station Christmas Open House will be in December. Monday, December 16, Chapter Membership Meeting and Annual Christmas Party at the Christiana Freight Station.

ANNOUNCEMENTS: Richard Rutledge announced the Post Office made commemorative train stamps for the 150 years. Richard will purchase a sheet for the Library. Dennis Allen reported that people were buying the sheets of stamps and didn't realize the stamps with the spikes on were real stamps and were throwing them away. Helen Shaak announced that on the CBS morning show had a program on the Promontory Summit.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:00 p.m. for a video presentation. Glenn Kendig announced the video is on how Norfolk Southern rebuilt the railroad in New Orleans after Hurricane Katrina.

Respectfully submitted by Donetta M. Eberly, Secretary



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS

\$6 MILLION GRANT AWARDED TO PHILADELPHIA MUSEUM RAILROAD EXHIBIT

PHILADELPHIA, June 12, 2019, Trains News Wire – A \$6 million grant from the Hamilton Family Charitable Trust will transform the Franklin Institute's Train Factory exhibit, which features three steam locomotives, into a two-story gallery of technological advancement.

The space will be known as the Treasures of the Franklin Institute Gallery, featuring many objects never on public view before, including such items as Benjamin Franklin's glass armonica, an early film projector, airfoil models made by the Wright Brothers, lantern slides of Marie Curie's work with radium and other objects detailing nearly three centuries of technology and innovations. The new exhibit is expected to open in time for the 200th anniversary of the Franklin Institute in 2024.



A RENDERING BY ARCHITECTURE FIRM SMITHGROUP OF THE FRANKLIN INSTITUTE'S FUTURE SPACE FOR ITS BALDWIN LOCOMOTIVE AS WELL AS MANY OF THE MUSEUM'S ARTIFACTS.

The grant is the largest gift awarded by the trust, which has a long history of generosity to the museum. That generosity includes the donation of 4-10-2 No. 60000 to the museum in 1933 by Samuel M. Vauclain, then president of the Baldwin Locomotive Works. The Hamilton family

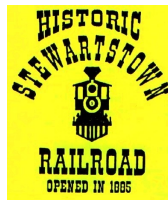
are descendants of Vauclain.

No. 60000 is a three-cylinder 4-10-2 equipped with a water-tube boiler. It was built as a demonstrator of innovative locomotive technology and traveled to many railroads around the country before being placed in the museum.

"For decades, the Baldwin 60000 has been a piece of our family's history, a treasure for tens of thousands of visitors to The Franklin Institute, and a symbol of innovation and technological advancement," says S. Matthews V. Hamilton of the Hamilton Family Charitable Trust. "We look forward to the newly imagined gallery, filled with technology both past and present to spark curiosity and learning for generations to come."

As part of this project, the floor surrounding the 350-ton No. 60000 will be cut away to reveal the steel and concrete bridge structure that supports the locomotive. The cutaway floor will reveal the lower-level archival collections area.

Displayed with it are two historic locomotives donated by the Reading Co. in 1933. Rocket was built in 1838 in London for predecessor Philadelphia & Reading Railway, while People's Railway No. 3 Shamokin is an 1842 4-4-0 built by the P&R. It was later acquired by the People's Railway and came back to the Reading when it acquired that company in 1923.



STEWARTSTOWN IS NEXT STOP FOR GRAMLING'S STEAM LOCOMOTIVE

STEWARTSTOWN, Pa., May 22, 2019, Trains News Wire — For the first time in more than 80 years, the sounds of steam will be heard in Stewartstown this fall. The 7.4-mile Stewartstown Railroad replaced its steam locomotives with Plymouth gasoline and diesel units starting in the mid-1930s.



**JEDDO COAL Co. 0-4-0T, No. 85 -
STEWARTSTOWN RAILROAD**

The Stewartstown Railroad will host Jeddo Coal No. 85, a small 0-4-0T owned by John and Barney Gramling, on Sept. 28 and 29 and Oct. 5 and 6. Passengers will be taken on short trips aboard a restored coach and caboose.

No. 85, a 1928 product of Vulcan Iron Works of Wilkes-Barre, Pa. is known as Mack. It built for A. E. Dick Construction Co. and later sold to Jeddo-Highland Coal Co. Retired around 1960, it was sold

to a private owner, from whom the Gramlings purchased it. Mack is the third small locomotive restored by the father-son team, whose motto is "Have locomotive, will travel." They enjoy taking their engines to various locations around the country for short visits.

The Stewartstown Railroad and its affiliated friends organization have been restoring track and equipment for several years. The railroad recently placed new timbers on a large bridge over a rural road, and over the summer, the volunteer track crew will continue replacing ties as they strive to extend the passable trackage beyond the bridge.



STEAM INTO HISTORY ORGANIZATION TAKES UP OLDER RAILROAD'S NAME

NEW FREEDOM, Pa., June 10, 2019, Trains News Wire — Tourist railroad Steam Into History is making a few changes in its operations and branding.

Michael Patrick, president of the organization's board, said that while it is best known for its Civil War-era steam locomotive replica, a vintage diesel is also in use on a regular basis, which offers riders to imagine travel during the Pennsylvania Railroad era. The line is a former Pennsy route that once hosted named passenger trains between Washington and Harrisburg, Pa., and beyond.

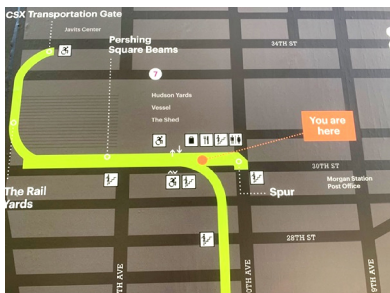
Under the new plan, the operation will be known as Northern Central

Railway — Steam into History. As built, the line was named the Northern Central Railway and operated between Baltimore and Sunbury, Pa. It was an important link in the military supply chain during the Civil War, transporting troops and supplies from the northern states into Maryland, and after the Battle of Gettysburg in 1863, President Abraham Lincoln traveled on the line from Baltimore to Hanover Junction, Pa., where he switched trains on his way to deliver the Gettysburg Address. His funeral train also traveled over the NCR.

In addition to the replica 4-4-0 steam locomotive York No. 17, the operation also uses a former Pennsylvania Railroad GP9. These two locomotives will share duties.

HIGH LINE FINAL SECTION OF NEW YORK'S HIGH LINE SET TO OPEN

NEW YORK, June 4, 2019, Trains News Wire — The final piece of the High Line park, the 500-foot-long Spur, is scheduled to open today just ahead of the 10th anniversary of the opening of the first section of the 1.5-mile linear park built on a former elevated railway structure.



THIS MAP ON THE HIGH LINE SHOWS THE LOCATION OF THE SPUR - RALPH SPIELMAN

The extension will be the last of four sections of the park built on a structure that opened in 1934 to take rail freight from adjacent motor traffic-laden streets, after children died in train-related accidents. The park, the first section of which opened on June 9, 2009, combines gardens, art pieces, performance spaces and Hudson River views on an

intact, embedded railroad line, ready to be re-awakened should the need arise.

The final revenue Conrail freight on the former West Side Line south of 34th Street was in April of 1980, an engine and three carloads of turkeys. Why did the whole section remain available for preservation or gentrification?

Thrift.

Robert Hammond, co-founder and executive director of Friends of the High Line, the organization that oversees the park, and co-founder Joshua David met at a community meeting and devised the idea to save the structure in August of 1999, after a previous attempt by Peter Oblatz which started 16 years earlier.

“After Josh and I devised the project,” Hammond told *Trains News Wire*, “we went on a tour given by a then-owner CSX representative to enhance future non-rail line development. She explained that structural demolition would cost between \$7 and \$30 million, CSX wanted someone else to do something with it and avoid the expense. We were both drawn to the differences that existed — It was above the ground, abandoned, it offered a lush plant life in a gritty industrial context; on top it was light and airy; at street level, it was dark. The contrast amazed us.”

Planning started later that year. In 2005, the Surface Transportation Board gave assent to decommissioning rail operations on the structure. After the first section opened in 2009, subsequent portions opened in 2012 and 2014, providing a walkway along the former right-of-way. The High Line was donated by CSX to City of New York, and is under the jurisdiction of the city's Department of Parks & Recreation. It is jointly operated by the city and the Friends of the High Line, and expects to see more than 9 million visitors this year.

The new section, the Spur, will feature a wide space over 10th Avenue nearly the newly opened Hudson Yards with trees and flowers, rest rooms, a seating area, and food vendors. Rails embedded in the concrete will remind visitors of its former purpose — and reflects a condition of CSX's donation: that the entire rail structure should revert back to a working rail

line if needed with an easement in place. The structure could be linked to the Amtrak Empire Corridor at the north end if need arose. Removal and reinstallation of the embedded rail line was a public-private effort, with costs shared by the city and Friends of the High Line.



A LARGE SCULPTURE ADORNS A PLAZA AT THE EAST END OF THE SPUR. THE EMBEDDED TRACKS, A PROVISIO OF THE CSX DONATION THAT MADE THE HIGH LINE POSSIBLE, ARE EVIDENT.

The Spur was built to service the Morgan Post Office, a bulk mail facility built in 1933 to provide for more than 8,000 mail trains a year. As late as 1964, up to four mail trains a day were scheduled in and out of the facility. The post office was almost destroyed in a December 1967 fire that incinerated eight mail-carrying cars inside; by the time it reopened in 1979, the sidings into the building had been permanently blocked off.

Its preservation was not always certain. Related Companies, which developed the recently opened Hudson Yards originally offered a 2008 plan that did not include the High Line's Spur. That plan was withdrawn shortly thereafter by supporters who demonstrated that the High Line was a public resource.

THIS MONTH'S BANNER PHOTO

Postcard showing Pennsylvania-Reading Seashore Lines depot in Atlantic City, New Jersey. Postmarked Aug. 7, 1943 in Atlantic City, postage was 1 cent!

OPERATION LIFESAVER REMINDS YOU...



DIRECTIONS TO THE COLUMBIA & READING RAILWAY YARD, COLUMBIA, PA. JULY 15 CHAPTER MEETING

From Lancaster:

Take Columbia exit off Route 30

Top of ramp – straight through light onto 441 – Front Street

Follow Front St. under 461 Bridge, at end of town, left on Mill St.

Cross RR tracks, Mill will bare right to 4th Street

Right on Fourth

1 block you will see a stone lot on right

Stone drive Entrance to Rail Mechanical Service is off Lot – straight

Sign will say Private Property

Do not take the paved alley or the left on Manor

From York – use 462 bridge into Columbia

Right on 4th Street

Cross Mill Street (see above)

"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

JULY 15, 2019 - MONDAY, 7:30 PM - COLUMBIA & READING RWY. YARD - CHAPTER MEMBERSHIP MEETING

AUGUST 19, 2019 - MONDAY, 6:00 PM - STRASBURG RAIL ROAD - "RIDE THE RAILS" CHAPTER MEETING

SEPTEMBER 15, 2019 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC

OCTOBER 19, 2019 - SATURDAY, 9:00 AM to 2:00 PM - CHRISTIANA FREIGHT STA. - VENDORS AND CRAFT SHOW

OCTOBER 21, 2019 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

NOVEMBER 22, 2019 - FRIDAY, 6:00 PM - BIRD-IN-HAND RESTAURANT - ANNUAL CHAPTER BANQUET

DECEMBER 16, 2019 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHRISTMAS PARTY



END OF THE LINE - LAST PASSENGER TRAIN TO READING

FROM GoReadingBerks.com



JUNE 30, 1981 - LAST SCHEDULED PASSENGER TRAIN PROVIDING SERVICE ON THE POTTSVILLE-READING-NORRISTOWN LINE DEPARTS READING'S FRANKLIN STREET STATION FOR THE CONRAIL SHOPS ALONG 6TH STREET IN READING.

On June 30, 1981, the last scheduled passenger train providing service on the Pottsville-Reading-Norristown line inched slowly into the Franklin Street Station on its last scheduled run.

The train left Reading Terminal at 12th and Market in Philadelphia at 5:59 p.m.

Approximately 70 commuters boarded the two-car train for the journey through the Philadelphia suburbs to Norristown's DeKalb station where travelers continuing on the line had to disembark and board another train headed for Pottstown and finally Reading.

Scheduled arrival time at Reading was 7:40. A small crowd had gathered to greet the train as it eased into the station at 10 mph. At 7:55, cars 9166 and 9167 came into the station and about 25 people descended from the train. At 8:01, spectators gazed at the smoke gray two-car RDC diesel, getting one last glimpse of the empty train before it moved off on its final journey to Conrail's shops on North Sixth Street.

SEPTA took over the rail service in April 1976 from the bankrupt Reading Company and authorized Conrail to continue day-to-day passenger operations.

At 12:01 a.m., July 1, 1981, Conrail's contract with the Southeastern Pennsylvania Transportation Authority to operate the commuter service was formally terminated because the authority claimed it was losing an average of \$2 million dollars a year. The end of a great era for the city of Reading, made famous by a railroad, had actually come to pass.

Passenger rail service to Reading and its coal-region neighbor Pottsville, was gone. The train had reached the END OF THE LINE!

LANCASTER CHAPTER BOARD of DIRECTORS

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CHAPTER MEMBERSHIP MEETING

**LANCASTER CHAPTER, INC., N.R.H.S.
 COLUMBIA & READING RAILWAY YARD
 4TH & MANOR STS., COLUMBIA, PA.**

MONDAY, JULY 15, 2019, STARTING AT 7:30 PM

DIRECTIONS ON PAGE 10 OF THIS ISSUE OF THE LANCASTER DISPATCHER

**LANCASTER CHAPTER, INC.
 NATIONAL RAILWAY
 HISTORICAL SOCIETY
 10 RAILROAD AVENUE
 CHRISTIANA, PA 17509-1416
 PHONE: 610-593-4968
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