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APRIL MARKS NINETY-FOURTH ANNIVERSARY OF NELLIE BLY WRECK IN PENNSAUKEN

BY ROBERT FISHER-HUGHES, ALL AROUND PENNSAUKEN COLUMNIST AND AMATEUR HISTORIAN



FIG. 1.—General view of scene of accident. Derailed engine, lying on its side, and forward cars of the train. Track with tie rods; tie-plated, and double-spiked, inside

FIG. 1. - GENERAL VIEW OF SCENE OF ACCIDENT. DERAILED ENGINE, LYING ON ITS SIDE, AND FORWARD CARS OF THE TRAIN. TRACK WITH TIE RODS ; TIE-PLATED, AND DOUBLE-SPIKED, INSIDE. PHOTO CREDIT: INTERSTATE COMMERCE COMMISSION, 1926.

Ninety-four years ago, the first of two fatal train wrecks occurred near the same curve of track at Derausse Ave. in Delair. While the toll of this earlier accident was much less in terms of loss of life and injury, the response of the community was similar in both tragedies, evoking both shock and horror and a rising to the occasion that we would well remember to this day.

On April 8, 1926, the second section of the Nellie Bly left the tracks on the curve from the southbound tracks to the eastbound tracks; three people lost their lives, while as many as 170 were injured. While the wreck still smoldered at the site, blame was quickly placed on the engineer, who perished in the accident. Only months later, when the report of the Bureau of Safety of the Interstate Commerce Commission was complete, was the true cause of the accident made apparent.

The Nellie Bly, the fast train of the Pennsylvania Railroad between New York and Atlantic City, ran south along the line of the old Camden & Amboy line through Palmyra and Pennsauken, until it approached the east-west tracks that crossed the Delair railroad bridge. Here, a switch brought the trains onto a left curve that ran across Derausse Ave. and rose to the higher level of the eastbound

tracks that cross River Rd. In both 1926 and 1943, this was the fatal site.

In 1926, the train was a very popular means for New Yorkers to escape the city to the fun and leisure of Atlantic City, as has been depicted with some artistic license on the show "Boardwalk Empire." As spring approached, the demands for seats on the Nellie Bly began to grow, motivating the railroad to add a second "section," meaning that a second train on the same line would run after the first filled with passengers. On Thursday, April 8, the Nellie Bly ran in two sections, the first with regular engineer William Premble and the second with "extra man" engineer John O'Connor of Jersey City. O'Connor, a father of five, was not a regular engineer on this route, though he had gone over it twice in the previous 30 days.

About 5:27 p.m., the train full of passengers bound from New York to Atlantic City entered the single track curve that would turn it off its southbound course to eastbound. It was running about 12 minutes late. The weather was clear.

At 5:28 p.m., Mrs. Mary Rainer happened to be absently looking out the window of her home on Derausse Ave. as the train passed. She saw the locomotive suddenly lurch and then tumble to its right, over and off the tracks. Three Pullman cars full of passengers followed the locomotive and tender, crashing into the locomotive and one another. The first Pullman car, christened "Wareham," struck the rear of the locomotive then rebounded to strike the front of the Pullman car behind it, known as the "Ocean City." The Wareham swung off the tracks and over on its side. The Ocean City also came off the tracks, but did not tumble over completely, because it came to rest leaning against the locomotive. The third Pullman car, named "Delair," leaned off the tracks, but did not fall. Reportedly, not a pane of glass was broken in the Delair and injuries on this car were minor.

The locomotive and the first Pullman car took the brunt of the wreck. Then the cries and screaming began.

On the back porch of her home at Derausse Ave. and River Rd., Mrs. Carrie Dole was talking with her daughter, Mrs. Ray Dean, when the accident erupted before them. Mrs. Dole was stunned, but Mrs. Dean immediately ran toward the scene, down the embankment, where she could see that victims of the crash had been thrown through the windows of the passenger car. Calling to her mother for help, she pulled a man with terrible head injuries away from the smashed car. Mrs. Dole followed and brought a pillow, which they placed under the man's head. The man spoke, saying, "Take me away from here. I am hurt." Then, he lapsed into unconsciousness and shortly died. His name was William Mentz, a deputy sheriff from the Bronx. He was the only passenger to die that day. Meanwhile, other local residents rushed to aid the victims. On the platform, Andrew Barber, superintendent of the Kieckheffer Container factory, witnessed

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Suns. & Holidays D.S.T.	Weekdays D.S.T.	Nellie Bly	Weekdays D.S.T.	Suns. & Holidays D.S.T.
9:35 A.M.	1:20 P.M.	Lv. New York	12:59 P.M.	8:52 P.M.
9:50 A.M.	1:34 P.M.	Newark	12:44 P.M.	8:37 P.M.
9:58 A.M.	1:42 P.M.	Elizabeth	12:35 P.M.	8:28 P.M.
10:16 A.M.	1:59 P.M.	New Brunswick	12:16 P.M.	8:11 P.M.
10:32 A.M.	2:15 P.M.	Princeton Jct.	12:00 N'n.	7:55 P.M.
10:47 A.M.	2:30 P.M.	Trenton	11:50 A.M.	7:45 P.M.
11:13 A.M.	3:01 P.M.	Burlington	11:12 A.M.	7:09 P.M.
11:47 A.M.	3:31 P.M.	Haddonfield	10:47 A.M.	6:39 P.M.
12:32 P.M.	4:15 P.M.	Absecon	10:00 A.M.	5:58 P.M.
12:42 P.M.	4:25 P.M.	Ar. Atlantic City	9:50 A.M.	5:48 P.M.

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the accident and immediately summoned assistance and equipment from the plant. Coincidentally, Pennsauken Chief of Police Cox was passing nearby in an automobile. Quickly arriving at the scene, Cox sent out the call for emergency responders and was answered by not only Pennsauken, but also fire companies and medical personnel from a dozen communities along the riverfront.

The engineer, O'Connor, and his fireman, Anthony Raynkin, were fatally scalded by the escaping steam from the engine. Mercifully, O'Connor was unconscious, but Raynkin suffered terribly. Taken to Cooper Hospital, both died within about two hours.

Among other victims, Lucy Millburn of New York was initially thought to have a fractured spine, but this may have been a result of shock, as she was released within a day with only bruises and lacerations. More serious were the injuries of Charles Richardson, a black Pullman porter, who suffered internal injuries as well as two broken legs. Like most of the injured, he was taken to Cooper Hospital for treatment. The investigative report later indicated that as many as 170 people sustained injury in the derailment.

Among the more lightly injured, Father Joseph McCaffrey, a chaplain of the New York Police Department, tended to others more seriously hurt.

An apparently uninjured passenger quoted in the next day's newspapers had a very different experience of the wreck. Identifying himself as Hollywood film director Victor Halperin, he reportedly described the incident as "one of the greatest thrills I've ever had."

Two New York attorneys on the train were quickly quoted in the newspapers as to their belief that the train was moving at an excessive speed, which they were just discussing when the crash occurred. This appeared to cast blame on the deceased engineer. Ethan Wescott of the County Prosecutor's office appeared to agree, as he closed his investigation on April 9 with that conclusion. In days to come, unidentified railroad men tried to clear O'Connor's name, noting that he may have applied the brake to avoid the train derailling at the top of the embankment, which would have been far worse.

After the victims had been assisted and removed from danger, and as the smoldering wreckage was examined and conveyed to the Pavonia railroad shops, a crowd estimated at a thousand gathered to view the scene.

In September 1926, the official investigation of the accident revealed that a six-inch section of track had cracked and broken away, probably due to the stress of trains passing at speeds sufficient to surmount the incline up to the level of the eastbound tracks. It was thought that a train that had passed the site nine minutes before the accident had completed the break and that this had caused the fatal accident. It may also be of interest to note that only two days before the accident it was reported that the Pennsylvania Railroad had enjoyed a big increase in revenue in 1925 over 1924, attributed to not only an increase in traffic, but also to "improved

economy and efficiency in operations and continued improved expenditures."

It would be 17 years before the much worse derailment of the Atlantic City to New York passenger train occurred at the same site. In both cases, the community responded immediately and heroically to save and succor the victims. The curving juncture of the two rail routes has long since been removed at Delair, although some of its remnants are still to be seen.

Sources for this column include: contemporary accounts in *The Morning Post*; and the Interstate Commerce Commission Report of the Director of the Bureau of Safety in re: Investigation of an Accident Which Occurred on the Pennsylvania Railroad Near Delair Junction, N.J. on April 8, 1926. This article was originally published in 2016. I have updated it for re-printing in 2020 - Ed.



"LAST TRIP P. R. R. "NELLIE BLY" APRIL 29th. 1961 - At Burlington, N.J.





THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”

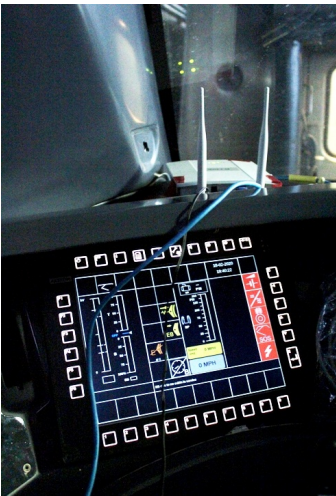


A LOOK INSIDE NEW ACELA'S POWER CAR



CHICAGO, Feb. 20, 2020, Bob Johnston, *Trains News Wire* — The Acela 2 trainset

which was due to arrive in Colorado today to begin high speed testing has no seats or interior furnishings — only concrete ballast designed to simulate various load factors. That trainset — the first of a 28-train order — left Alstom's Hornell, N.Y., plant Monday for the Association of American Railroads' Transportation Technology Center near Pueblo, Colo.



THE LEFT OPERATOR'S SCREEN DISPLAYS BRAKE PRESSURE, POWER CONSUMPTION, AND OTHER INFORMATION. THE TEMPORARY WI-FI ANTENNA ABOVE THE SCREEN FACILITATED TRANSMISSION OF DATA FROM SENSORS DURING THE TRAIN'S TRIP TO COLORADO.

PHOTO BY BOB JOHNSTON

But *Trains News Wire* was able to get a first look inside the cab of power 3car 2100 when it paused for a media event Tuesday on Chicago Union Station's track 2 before following the *Southwest Chief* out of town.

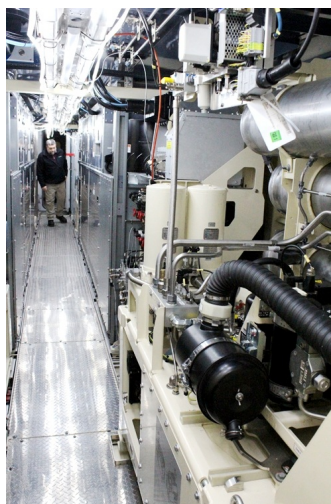
Alstom Train Manager Dave Meredith, who accompanied the equipment as it heads west, explains that sensors have been installed on every axle to make sure everything runs smoothly. “We're able to monitor the output of sensors to measure wheel slip,” he tells *Trains News Wire*. “If for some reason we have a locked axle, we'll know it in real time and be able to safely stop the train. In addition, we have sensors that monitor train systems specifically for transport.”

Transmission of data is aided by an in-cab Wi-Fi setup that permits remote monitoring.

Head-end power was provided by the trailing Amtrak P42, coupled behind a Viewliner II baggage car as a buffer and heritage crew sleeper Pacific Bend.

Meredith says one of the main goals at Pueblo is to exhaustively test the trainset's active tilt mechanism at various speeds on the electrified track's elevated curves.

The Acela 2 is designed to operate at 6 to 9 inches of cant deficiency, “which is pretty substantial,” he notes. The track is designed with elevated curves as high as 6 inches, though most of the legacy Amtrak Northeast Corridor tracks the Acela 2 will use won't allow it to reach the speeds of 160 mph at which it will be tested.



THE AIR COMPRESSOR, AT RIGHT, IS AT THE REAR OF POWER CAR 2100'S INTERIOR HALLWAY - PHOTO BY BOB JOHNSTON

AMTRAK: UPDATES TO SERVICE

WASHINGTON, Mar. 16, 2020, Amtrak MEDIACENTER - While Amtrak continues to operate across the nation, we have adjusted some services due to significantly reduced demand in key markets. To learn about what scheduled services continue to operate, go to Amtrak.com, and on the home page, select “Book Tickets” and then enter your trip origin and destination in the “From” and “To” fields and your date of travel in the “Depart” field and then click on “Find Trains.”

Impacted services are as follows:

Northeast Corridor: The Northeast Corridor will be operating approximately 40% of typical weekday schedules. Northeast Regional and Acela service will still operate between Boston, New York, and Washington and Northeast Corridor services that extend into Virginia, Pennsylvania, Connecticut, New York, Vermont, and other states will continue to operate but with some reductions in frequencies for certain markets referenced below.

Keystone Service: In coordination with the Pennsylvania Department of Transportation, all Keystone Service is suspended as of Wednesday, March 18, and all *Pennsylvanian* trains as of Thursday, March 19.

Amtrak Hartford Line and Valley Flyer: The Amtrak Hartford Line and Valley Flyer Service are operating on a Saturday schedule on a daily basis.

New York State Service: Starting Tuesday, March 17, all *Maple Leaf*, *Adirondack*, *Empire Service*, and *Ethan Allen Express* are operating on a reduced schedule, with no service to Canada.

Cascades: The Pacific Central Station in Vancouver, BC is closed. As a result, Amtrak Cascades service north of Seattle is suspended until further notice. Daily thruway bus service between Seattle, Everett, Mt. Vernon and Bellingham will still operate. Service between Seattle and Eugene is also operating on a reduced schedule.

Amtrak Downeaster: Service is being reduced on a temporary basis between Tuesday, March 17 and Sunday, March 22.

Winter Park Express: The Winter Park Express is cancelled for the rest of the season.

Other services may also be impacted as circumstances change and Café service will be suspended on some trains operating between Washington DC and New York City.

Customers with reservations on trains that are being modified will be contacted and typically be accommodated on trains with similar departure times or another day.

Amtrak is waiving change fees on all existing or new reservations made before April 30, 2020. To change reservations, log in to your account or go to Modify Trip on Amtrak.com, or find your reservation from your account on the home screen in the Amtrak app. A fare difference may apply to your new itinerary. If you want to cancel your reservation, you must call 800-USA-RAIL (not available via Amtrak.com or the app).

AMTRAK NAMES ATLAS AIR'S FLYNN TO SUCCEED ANDERSON AS CEO

WASHINGTON, Mar. 2, 2020, *Trains News Wire* - William Flynn, chairman and former CEO of Atlas Air Worldwide and a former CSX executive, will succeed Richard Anderson as Amtrak CEO (and President - Ed).

Following a *New York Times* report earlier today, Amtrak confirmed the hiring with a press release late Monday morning. The passenger railroad says Flynn will take over as CEO on April 15, with Anderson remaining through the end of the year as an advisor to Flynn.



WILLIAM FLYNN

"Bill is the right executive to lead us into the future," Amtrak board chairman Tony Coscia said in the release. "We've never been stronger as a company than we are today. We are modernizing the customer experience and delivering our service to more people. Bill has a consistent track record of growing and improving complex transportation businesses. We are confident he will build upon the strong foundation of record-setting growth and improvement set by the board, Richard, and the entire Amtrak team."

Flynn will become the third Amtrak CEO in a little more than three years, and the second from the airline industry. Anderson, the former CEO at Delta Airlines, became the passenger railroad's sole CEO on Jan. 1, 2018, after a period serving as co-chief executive with former Norfolk Southern CEO Wick Moorman. The Wall Street Journal, in a subscriber-only article, quotes Coscia as saying Flynn will receive an annual salary of \$475,000 and is expected to serve as CEO for at least five years.

That salary will be a modest one compared to Flynn's earnings at Atlas Air, where he was CEO from 2006 until December 2019. The website salary.com, citing proxy filings, says Flynn received \$6.9 million in total compensation in 2018, the most recent year for which figures are available. That included \$3.35 million in cash compensation — \$1.13 million in base pay and \$2.21 million in bonuses.

"Amtrak's future is incredibly bright and I'm excited to join the team," Flynn said in the press release. "Amtrak service is vital to millions of Americans across the nation and by improving the customer experience, driving safety, and strengthening our partnership with states and other stakeholders, we can do much more for the American people."

Flynn was at CSX Corp. from 2000 to 2002, holding positions including Senior Vice President of Strategic Planning and Senior Vice President at CSX Transportation. He also spent time in senior management positions at CSX Corp. subsidiary Sea-Land Services.

Atlas Air describes itself as "a leader in global airfreight," worth more than 3,200 employees in 89 countries. It includes three freight air carriers — Atlas Air, Polar Air Cargo, and Southern Air — as well as aviation fleet leasing. The company plays a significant role in Amazon.com's air cargo delivery. It has been in a contentious labor negotiation with its pilots since its 2016 acquisition of Southern Air, as outlined on Teamsters and Atlas Air labor websites.

AMTRAK AND REAL-ESTATE FIRM RELATED COMPANIES WILL PURSUE FUNDS FROM THE DOT FOR THE NEXT PHASE IN THE DEVELOPMENT OF MANHATTAN'S HUDSON YARDS

NEW YORK, Feb. 25, 2020, Trains News Wire - *Related Companies*, the real estate firm which led the building of the first part of Manhattan's Hudson Yards development, has signed an agreement with Amtrak to pursue a low-cost federal loan for the second part of the West Side project. *Politico* reports Related and Amtrak would apply for more than \$1 billion in federal Transportation Department debt; Amtrak's participation is necessary because the Railroad Rehabilitation and Improvement Financing Program requires rail involvement.

MANHATTAN'S HUDSON YARDS
TRAINS: DAVID LASSEN

AMTRAK UNVEILS \$300-MILLION 'CORRIDOR DEVELOPMENT' PROPOSAL

Company requests additional funding for effort to shift focus to state-supported short-haul services

WASHINGTON, Feb. 27, 2020, Bob Johnston, Trains News Wire — Each year following the President's State of the Union address, Amtrak issues a report card to Congress that explains how the company has performed over the previous year, while transmitting its "wish list" for.

The 2020 version of this document, quietly released over Valentine's Day weekend as part of a "General and Legislative Annual Report and Fiscal Year 2021 Grant Request," contains the usual justifications for Amtrak's annual operating and capital grants. The company seeks funding similar to current levels for existing Northeast Corridor and National Network (state-supported and long distance) service, despite an executive-branch budget which proposes drastically slashing those amounts (see table).

But this year's document also suggests a new funding mechanism which, Amtrak argues, would encourage states to invest in "high-frequency rail corridors between major population centers" that would "modernize" its national network. The plan seeks to have the federal government pay for early capital and operating investments.

Characterizing Amtrak's current route structure as having "limited utility" because there are many "fast-growing regions and corridors throughout the country that are underserved — or not served at all," management is asking Congress for an additional \$300 million specifically to develop "high-potential corridors."

Amtrak's proposed Corridor Development Program would evaluate implementation plans for new short-distance routes based in part on capacity improvement requirements; access and cooperation from host railroads; ridership and revenue projections compared with estimated capital and operating costs; and the viability of long-term state commitments to continue funding after federal grants expire.

If a corridor is selected and "a memorandum of agreement is in place between Amtrak and a state entity," the company "may pay" up to 100% of capital costs necessary to initiate new or additional service; "fully-allocated operating losses and capital costs" for the first two years; then 90%, 80%, and 50% of those expenses, respectively, for the next three years.

The idea to give states incentive to develop a passenger rail corridor by substantially defraying startup costs. Amtrak boasts in its proposal to Congress that it "takes a systemwide lens to these investments to ensure efficiencies in operations, procurement, and supporting services."

The opaqueness of Amtrak's lens, however, is only one of the congenital weaknesses in management's latest scheme to re-orient business into short corridors fully paid for by states as an alternative to its current interconnected national network. There are at least three other significant problems:

— Amtrak still would determine costs: States must pay whatever costs Amtrak charges, based on a uniform allocation formula required under Section 209 of the Passenger Rail Investment and Improvement Act's Section 209, coupled with company claims that its data is proprietary. Operating authorities have challenged this arrangement for years, and have recently become openly critical of their inability to manage or control costs.

— Host railroads still control access: In its legislative request, Amtrak asks that the Surface Transportation Board "conduct an independent assessment ... to determine what capital improvements funded by or on behalf of Amtrak are necessary to mitigate unreasonable impairment" of freight trains. Capital-improvement demands by host railroads have been a frequent barrier to adding or increasing service, as illustrated by the passenger railroad's experience along the Gulf Coast. Despite generous federal funding and active local support, efforts to reestablish two round trips along the former route of the Sunset Limited and three now-discontinued New Orleans-Mobile, Ala., state-supported trains has been thwarted by years of billion-dollar demands by CSX Transportation that Federal Railroad Administration analysts have

questioned. The latest “study” is expected in June.

Amtrak senior officials have yet to acknowledge that their vaunted multi-frequency corridor playbook requires host railroads to grant access without inflated capacity improvement requirements. In the meantime, the company has, since the failed mail-and-express initiative of the late 1990s, made no effort to increase frequencies on its existing network. These could add revenue against fixed route costs it already incurs.

— State support may be fleeting: Developments on the Gulf Coast also show the difficulty in getting every contributing entity to sign on. Alabama Gov. Kay Ivey has refused to endorse the New Orleans-Mobile rail venture even though any state commitment would not kick in until three years after service began, if at all. In the last decade, her counterparts in Ohio, Wisconsin, and Florida killed state funding on federal corridor projects that had been spearheaded by previous administrations of the opposite political party.

Among other suggestions in Amtrak’s legislative request are that Congress establish a Passenger Rail Trust Fund to pay for big-ticket infrastructure investments. It also urges passage of a tax credit that would allow host carriers to deduct costs for capacity or speed-enhancing investments against federal tax liabilities. This is similar to the track maintenance credit now utilized by Class II and Class III short lines.

But the request also signals other management intentions by advocating establishment of a “Long Distance Intercity Passenger Rail Working Group.” It would recommend how states and communities might improve and seek grants to financially support intercity trains passing through their region, or instigate “station development and host programs.” What Amtrak would do with the working group’s conclusions, or how it change the company’s obligations, isn’t clear.



CSX TO SPIN OFF BRANCH LINE LINKING WEST VIRGINIA AND OHIO

PARKERSBURG, W.Va., Feb. 28, 2020, Bill Stephens, Trains News Wire – CSX Transportation will lease its 39-mile Marietta Subdivision and related trackage in West Virginia and Ohio to a short line operator.

Employees on the line, which runs from Parkersburg, W.Va., to Marietta and Relief, Ohio, were informed of the pending transaction in a letter dated Wednesday, Feb. 26.

Belpre Industrial Parkersburg Railroad, which will be operated by Ohio-based holding company Cathcart Rail, expects the deal to close on or around May 2. The short line will employ eight people, including four train service personnel, two in maintenance of way, one track inspector, and a locomotive mechanic.

BIRP will operate the 5.29-mile Parkersburg Running Track from High Yard in Parkersburg across the Ohio River to Belpre, Ohio, as well as the Marietta Sub.

The route was put on the block in June 2018 along with five other low-density lines totaling 650 miles.

At the time, CSX said it was committed to ensuring that local operators maintain service and seek to grow traffic volume.

“CSX is reviewing every aspect of the company’s network to be sure that each asset is maximized for efficiency and adds value to our company’s long-term business needs,” CEO Jim Foote said in the June 2018 line sales announcement. “We believe these efforts will identify a robust pipeline of opportunities that will deliver material value to CSX over the next several years.”



WITH HOMEGROWN INGENUITY, NORFOLK SOUTHERN ACHIEVES A FIRST WITH INNOVATIVE TRACK-INSPECTION TECHNOLOGY

NORFOLK, VA., Mar. 5, 2020, Norfolk Southern News - Norfolk Southern today announced that it has achieved a breakthrough in track inspection technology that will enhance railroad safety

and operating efficiencies.

Combining ingenuity and innovation, the company is the first North American freight railroad to develop and deploy an autonomous track geometry measurement system that is mounted on a locomotive. In contrast, autonomous track-inspection systems commercially available today are installed on converted freight or passenger rail cars, which require an external power source to operate and occupy space on a train that could be used to move revenue-producing freight.



NS AUTONOMOUS TRACK INSPECTION IS NOW MOUNTED ON THE LOCOMOTIVE. PHOTO VIA NS.

“With our locomotive-based system, we use an existing asset to increase the frequency of our track inspections, without adding another piece of equipment that has to be run across the railroad,” said Ed Boyle, vice president engineering. “This innovative approach

enhances our safety practices by permitting us to have precise and quality track inspections done under load at track speed. With this system, Norfolk Southern will provide service safely, efficiently, and cost-effectively.”

Norfolk Southern’s track inspection group, part of the Engineering Department, developed this mold-breaking system. It provides a more robust and cost-effective way to continuously monitor track performance in near real-time. The system is mounted in a ruggedized box under a six-axle road locomotive between the snow plow and the first set of wheels. A computer that powers the system is housed inside the electrical locker in the locomotive cab.

The autonomous system supplies timely and accurate data used for track maintenance activities and capital budgeting. The system facilitates compliance with both Norfolk Southern and Federal Railroad Administration track safety standards.

As part of a pilot, Norfolk Southern is operating the autonomous system on a mainline between Norfolk, Virginia, and Portsmouth, Ohio. The route offers a comprehensive range of track and operating conditions, including straight and curved track, hilly terrain, and high-tonnage loads.

“With this innovative system, any time this locomotive is moving and pulling freight, it is testing track at the same time,” said Mike Allran, manager track inspection and development, who helped lead the initiative. “This gives us more robust data for use in predictive-modeling to determine track maintenance intervals, which enables us to maximize efficiencies that will generate significant cost savings.”

Norfolk Southern turned to defense industry firms to find commercially available components to build the system, which consists of lasers, gyros, accelerometers, and global positioning system sensors. The system can detect defects or anomalies in track geometry, including track gauge, or the distance between rails, and the elevation and curvature of track. The system transmits inspection data wirelessly to office locations, where track geometry engineers confirm potential defects and notify track maintenance personnel.

The autonomous inspection system will supplement testing done by the company’s existing fleet of manned track geometry cars and hi-rail trucks. Norfolk Southern plans to equip additional locomotives with the system and potentially upgrade its capabilities, including adding an optical system to evaluate track components such as fasteners, rail welds, and switch points.

“Our team is committed to helping Norfolk Southern achieve industry leadership in the use of advanced technologies to enhance safety, increase operating efficiencies, and better serve our customers,” Allran said. “The development and deployment of our autonomous track-inspection system is one more way we are making progress toward that goal, generating benefits for us and all our stakeholders.”



**READING AND NORTHERN RAILROAD
SUPPORTS TAMAQUA WITH PLATFORM
PROJECT AND MORE**

Reading & Northern Railroad Press Release
FOR IMMEDIATE RELEASE

March 2, 2020, Port Clinton, PA – Tamaqua, PA

–Reading & Northern Railroad (R&N) recently finalized an agreement to bring back passenger trains to Tamaqua's 146-year-old train station including the building of a new passenger platform that will improve walkability as well as safety. Andy Muller, Jr, CEO of the Reading & Northern Railroad, met with members of Tamaqua Council and Senator David Argall and his staff Friday, February 21, 2020. Mr. Muller and his family arrived by train to celebrate the event and brought along his own surprise. While original terms were to provide the borough a discounted project cost of \$36,000 payable over four years, Mr. Muller announced that the borough's initial deposit of \$20,000 served as payment in full. He added that his vision had expanded to include decorative finishes such as protective but attractive fencing and Victorian-style lights, and that the railroad would assume any and all additional costs for construction. Further, Mr. Muller went on to share that the railroad will donate \$10,000 per year for the next two years (\$20,000 total) to Tamaqua Borough Council to distribute to their local charities of choice. After the announcement, Tamaqua Borough Council President and chairman of the Council's railroad committee David Mace spoke about the railroad's contribution to the borough's downtown improvements. "Mr. Muller's generosity will have a highly visible and positive long-term effect on the entire downtown. We believe this platform is key to building out larger community festivals and attracting new business in the future, so it's truly a win-win, and we look forward to working with the Reading & Northern Railroad for many years to come," he said. Muller explained to the group that it was "refreshing to have a community willingly and actively participate with the railroad in a positive role." "Our cooperative work on this worthwhile project will certainly benefit the community positively," Mr. Muller added.

Work will begin this spring and be completed through a public-private partnership between the Borough of Tamaqua and the Reading & Northern Railroad. The first train rides will begin in time for Tamaqua's Summerfest, which coincides with Fathers' Day on Sunday, June 21. The railroad will also host several "Ride and Dine" trips from the Railroad's new Reading Outer Station to Tamaqua using its Rail Diesel Cars (RDC). The trains will depart Reading mid-afternoon and de-train at the new Tamaqua train station platform where guests will dine at a local restaurant. "We're also excited that the railroad will bring back the Santa Claus Special train during the Christmas season," Mace added. Santa train trips will depart at 10:30 AM, 1 PM, and 3:30 PM at a date to be announced and represent the first Santa train rides hosted by Tamaqua in more than two years.



**MTA TAKES OWNERSHIP OF GRAND
CENTRAL TERMINAL**

NEW YORK, Mar. 13, 2020, Progressive Railroading - The Metropolitan Transportation Authority (MTA) has closed on its purchase of Grand Central Terminal in New York City from Midtown Trackage Ventures LLC.

The acquisition includes MTA Metro-North Railroad's Harlem and Hudson lines. The purchase ends MTA's 280-year lease of Grand Central and gives Metro-North control of its operating environment.

The closing was reported by *Real Estate Weekly*.

The MTA in 1994 signed the Grand Central lease with American Premier Underwriters, which sold the ownership rights to Midtown Trackage Ventures in the early 2000s. Metro-North had been paying \$2.4 million each year to use the property, according to the MTA.

MTA announced in November 2018 that it would buy the station and the Hudson and Harlem lines for \$35 million. The interest rate environment — paired with a discount offered by the seller — meant it was cheaper for MTA

to buy the terminal rather than continue to rent, MTA Chief Development Officer Janno Lieber said at the time.

"This transaction secures for the MTA control over development rights along the Harlem Line and Hudson Line, which will allow us to help local jurisdictions implement high quality transit-oriented development for generations to come," Lieber said.



**NEW NJ TRANSIT LIGHT RAIL WILL
SERVE DEVELOPMENTS ALONG N.J.
WATERFRONTS**

JERSEY CITY, N.J., Mar. 3, 2020, Larry Higgs - NJ Advance Media for NJ.com Gov. Phil Murphy and other officials announced the start of construction of the first Hudson-Bergen Light rail extension since the line was extended to the end of Bayonne in 2008.

Murphy's press event on Tuesday signaled the start of construction of the "440 connection" from the current end of one of Hudson-Bergen Light Rail West Side Avenue branch, across Route 440 to a new 8,000 unit "Bayfront" residential development to be built on land owned by Jersey City and Honeywell, located on the Hackensack River.

The roughly half-mile extension could cost around \$220 million.

The light rail line would serve residents of the 7,000 unit, mixed-use development and the nearby Society Hill community, said Mayor Stephen Fulop. Of those units, 35% would be designated affordable units. Officials are negotiating to build a flyover to take the light rail line over busy Route 440, he said.

"This is a 25-year story...the area is being changed and to make it reality, we need mass transit," Fulop said. "This extension has been the biggest ask for Jersey City."

Murphy's remarks were briefly interrupted by chants from demonstrators who oppose NJ Transit's plans to build "TransitGrid", a gas-powered electric generating plant to power part of the rail system in the event of a power failure. Police moved the protestors across a street and moved an SUV to block the view of them from a tent where the event was held.

TransitGrid could add 576,000 metric tons of pollutants into the air, said Matthew Smith of Food and Water Action. Environmentalists want Murphy to commit to building a solar powered-battery power plan instead, which is in line with the governor's plans to reduce greenhouse gases, he said.

The light rail extension has been planned and studied since 2009. A Bayfront station would be built roughly one mile to the west, on the other side of Route 440, from the West Side Avenue station at Claremont and West Side avenues.

Early construction work started in December and continues into next month, said Nancy Snyder, an NJ Transit spokeswoman. The full project will take three and a half years to complete and funding sources have not been identified, she said.

Hudson County executive Tom DeGise said funding could come from "different pots of money" from various government agencies.

"I am pleased that my first conversation with Governor Murphy is bearing fruit," DeGise said.

Construction is the next step, now that an Environmental Analysis was completed and the Federal Transit Administration issued a Finding of No Significant Impact (FONSI) for the project in 2014.

The 440 extension would also connect the Hudson River and Hackensack River waterfronts with one light rail train ride. A bridge will carry the line over busy Route 440.



**SEPTA CELEBRATES EXTON STATION
IMPROVEMENTS WITH RIBBON CUTTING
CEREMONY**

EXTON, PA., Mar. 2, 2020, SEPTA Press Release (Edited) - SEPTA gathered with

local officials and community members to celebrate the recently completed modernization of Exton Station on the Paoli/Thorndale Regional Rail Line.

The Exton Station Reconstruction Project received funding from Act 89 of 2013, which has supported transportation infrastructure improvement projects throughout the Commonwealth of Pennsylvania.

Construction was completed in phases to minimize the impact on customers. SEPTA worked in close coordination with PennDOT, Amtrak, West Whiteland Township and other stakeholders throughout the project. A major focus of the project were improvements that deliver full accessibility, in compliance with the Americans with Disabilities Act.

"The Exton Station Reconstruction project has transformed an aging station into a vision of modern transportation," said SEPTA General Manager Leslie S. Richards. "We are proud to now provide full accessibility to all riders, as well as a number of other improvements that will enhance safety and the overall customer experience."

The Exton Station Reconstruction Project resulted in a complete renewal of station facilities, including:

- . Construction of high-level platforms for fully accessible boarding; this makes boarding and exiting trains more efficient for all customers, which helps reduce dwell times
- . Installation of accessible ramps and stairs to both platforms and the bridge underpass
- . Construction of a new station building with restrooms for customers
- . New passenger waiting areas, including shelters and canopies
- . Installation of covered bicycle parking on both sides of the station
- . Extension of the outbound parking lot and reconfiguration of the inbound parking lot to improve traffic flow and enhance safety for pedestrians, bicyclists and motorists
- . Installation of a stormwater management system
- . Installation of equipment for SEPTA Key payment system
- . LED platform lighting, upgraded signage and site accessories

The Exton Station Reconstruction Project was part of SEPTA's overall "Rebuilding the System" program, which is addressing long-needed upgrades to infrastructure and fleets throughout the Transit and Regional Rail systems.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN APRIL

Apr. 27, 1906 - West Jersey & Seashore Railroad Board authorizes a new station at Holly Beach; extending the Wildwood Branch to Wildwood Crest.

Apr. 29, 1911 - Excursion train carrying 169 school teachers from Utica, N.Y., to Washington derails and burns south of Martins Creek, N.J., on Belvidere-Delaware line; 11 killed and 40 injured; caused by defective track under repair and failure of track crew to post warning flags; wooden DL&W cars were lighted by Pintsch gas.

Apr. 26, 1916 - PRR begins operating workers' passenger trains into Baldwin Locomotive Works from North Eddystone station to serve munitions plants on Baldwin's Eddystone site.

Apr. 13, 1921 - At noon, all PRR locomotive and shop whistles system-wide are blown for 30 seconds to mark company's 75th anniversary; American flags are flown on all company stations, shops and other large buildings.

Apr. 8, 1926 - Second section of southbound *Nellie Bly* derails on split rail while taking curve at Delair, N.J. at excessive speed; engineer, fireman and one passenger killed; 40 injured.

Apr. 12, 1931 - "B" Tower at the approach to Broad Street Station abandoned and functions assumed by "A" Tower; PRR closes the old middle bridge over

the Schuylkill used by empty cars and locomotives to and from Broad Street Station; all tracks on upper level of West Philadelphia Station abandoned; traffic to and from coach yards routed through the upper level of 30th Street Station.

Apr. 1936 - PRR considers operating an overnight train of MP54 MU cars each way between New York and Washington at a substantial reduction below regular coach fare.

Apr. 23, 1941 - PRR Board authorizes \$375,000 for experimental steam-turbine locomotive, originally Class R2 4-8-4 (later War Production Board restrictions mandate use of heavier carbon steel resulting in Class S2 6-8-6).

Apr. 28, 1946 - PRR restores operation of through trains and parlor cars between Philadelphia and Atlantic City via Delair Bridge; also restores through Washington-Atlantic City summer-only parlor car, but without through trains as in prewar years.

Apr. 28, 1951 - Last run of passenger service between Sunbury and Wilkes-Barre, Pa.

Spring 1956 - PRR begins converting its NY&LB trains to diesel power; the long trains and frequent stops make this run the last stand of the K4s; Baldwin Sharknoses are used as more suitable to the service than EMD E-units; the CNJ's NY&LB trains have been entirely dieselized for two years.

Spring 1961 - PRSL opens 4.8-mile branch from Palermo on Ocean City Branch to Beesley's Point electric power station of Atlantic City Electric Company; coal traffic becomes mainstay of this part of railroad.

Apr. 27, 1966 - In anticipation of the merger announcement, NYC locomotive No. 5331 and PRR No. 8441 are posed head-to-head at Williamsport, Pa., for an *Associated Press* photo as their crews shake hands.

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



TIMETABLE 04-20

FOR LANCASTER CHAPTER NEWS,
SEE "INSIDE THE BACK PAGE"



NOTE: Some events may be cancelled due to the Coronavirus pandemic.

Saturday & Sunday, April 4-5, 2020

Roundhouse Model Train Show at the B&O Railroad Museum, Pratt Street, Baltimore, MD. Info: www.trainshow.com

Sunday, April 12, 2020

Happy Easter

Friday-Saturday, April 24-25, 2020

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

Saturday, April 25, 2020

Annual Banquet of the Harrisburg Chapter, NRHS - **CANCELLED**

Saturday, April 25, 2020

Philadelphia Chapter, PRRT&HS Meeting at the Drexel Hill Methodist Church, 600 Burmont Rd., Drexel Hill, PA 19026. Info: www.philaprrths.com

Saturday, April 25, 2020

Tuckahoe Transportation Heritage Festival, Tuckahoe Train Station, Mill Rd., & Railroad Ave., Tuckahoe, NJ - **CANCELLED**

Saturday, May 2, 2020

Columbia Railroad Day by the Columbia Historic Preservation Society, 19-21 North 2nd St., Columbia, PA 17512 - **CANCELLED**

Wednesday-Saturday, May 13-16, 2020

PRRT&HS 2020 Annual Meeting at the Penn Stater Hotel & Conference Center, 215 Innovation Blvd., State College, PA 16803. Info: www.prrths.com

Saturday, May 23, 2020

Picnicrail '20 at Maier's Grove, Blandon, PA. Train watching begins at 1:00 PM. Barbeque and chicken buffet at 5:00 PM. Evening entertainment by Frank Etzel and Railfan & Railroad Editor E. Steven Barry. Adults \$16. Send remittance with SSAE, payable to Pottstown & Reading Chapter, NRHS to Phil Reppert, 17 Adele Ave., Blandon, PA 19510-9750.

Saturday, June 6, 2020

Informal Railfan Event to the Baltimore Street Car Museum by the West Jersey Chapter, NRHS. Info: <https://www.westjersey-nrhs.org/>

Monday-Saturday, June 8-13, 2020

2020 NRHS Convention, Knott's Berry Farm, Buena Park, CA. Info: www.nrhs.com

Friday-Saturday, June 12-13, 2020

Harrisburg Narrow O Meet, New Hope Church, 584 Colonial Club Dr., Harrisburg, PA 17112. Times: 12th: 12 noon - 6 pm; 13th: 9 am - 3 pm. Adm: \$5 per person per day. Info: Al Judy, millcreekrr@yahoo.com

Sunday-Saturday, June 13-14, 2020

Railfest 2020 at Steamtown National Historic Site, Scranton, PA. This replaces the traditional Labor Day weekend Railfest.

Sunday-Saturday, June 21-27, 2020

Rail Camp East, Newark, Del.. Info: www.nrhs.com

Thursday-Sunday, Oct. 15-18, 2020

2020 NRHS Fall Conference, Johnson City, Tennessee. Info: www.nrhs.com



Railroad Museum of Pennsylvania

300 GAP ROAD, ROUTE 741 EAST

STRASBURG, PA 17579

WWW.RRMUSEUMPA.ORG

717-687-8628

MUSEUM CLOSED THROUGH MARCH 31, 2020

Saturday April 4, 2020 - Rails & Ales - CANCELLED

Sunday, June 28 - Saturday, July 4, 2020 - Reading Railroad Days

Monday-Friday, July 13-17, 2020 - Barons & Builders Day Camp - Ages 9-10

Monday-Friday, July 27-31, 2020 - Barons & Builders Day Camp - Ages 11-12

Saturday & Sunday, Aug 15-16, 2020 - Model Railroad Days



STRASBURG RAIL ROAD

301 GAP ROAD, RONKS, PA 17572

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

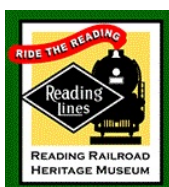
RAILROAD CLOSED THROUGH MARCH 30, 2020

Friday-Sunday, April 10-12, 2020 - Easter Bunny Train

Saturday, May 2, 2020 - The Great Train Robbery

Friday-Monday, May 15-18, 2020 - Day Out With Thomas and Mavis

Friday-Monday, June 19-22, 2020 - Day Out With Thomas, Percy, Mavis, and Rusty

OmniTrax DONATES LOCO MOTIVE TO READING RAILROAD HERITAGE MUSEUM

HAMBURG, Pa., Feb. 27, 2020, Trains News Wire – OmniTRAX Inc. and subsidiary Stockton Terminal & Eastern have donated SW1200 locomotive No. 678 to the Reading Railroad Heritage Museum in Hamburg. It is one

of just five such units built for the Reading Co. by EMD in 1963. The museum is affiliated with the Reading Company Technical & Historical Society.

OmniTrax, BNSF Railway, and Norfolk Southern are providing a reduced rate for the move.



STE 678 - PHOTO: RAILWAY AGE, RONALD MARGULIS

"Railroaders are, by their nature, students of history. It was important for OmniTrax to do its part to preserve this unique piece of historical equipment that was so important to both the STE and the Reading railroads," OmniTrax CEO Kevin Shuba says.

"It would have been easy to scrap this locomotive, but we owe it to those who came before us, and those who will come later, to learn from our history. We're delighted this locomotive will be appreciated by the Reading Company Technical & Historical Society in its new home in Hamburg."

No. 678 was replaced in 2019 with a new Tier-4 compliant, 1,050 hp SE10B locomotive from Knoxville Locomotive Works. The new locomotive was purchased with funds from a San Joaquin Valley Unified Air Pollution Central District grant.

This grant terms required that the older be rendered inoperable by destroying the engine block to ensure it would not create future engine emissions. However, that would have reduced the historical value of this unit, so OmniTrax's government affairs team and counsel worked with several government constituents to preserve the locomotive and its engine while ensuring that the locomotive would not create future emissions.

"RCT&HS appreciates the amount of work in Stockton; Denver; Hamburg; Knoxville; and Washington, D.C., that went into saving this locomotive," museum President Duane Engle says. "We thank OmniTRAX, and all of the government and corporate officials who came together to prevent it from being scrapped so railfans all over the world can enjoy it for generations to come."

The locomotive is expected to be on display in Hamburg, Pa. later in 2020.

MARCH, 2020CHAPTER MEETING MINUTES

The Chapter Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Sunday, March 15, 2020. The meeting was called to order at 2:00 p.m. by President Tom Shenk with 28 members and 1 guest present, Herb Fisher. Mr. Fisher will be presenting the program at today's Chapter Meeting. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the December Chapter Membership Meeting Minutes. Steve Himpl approved the motion and Nelson Strubel seconded the motion. The December Membership Minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: Helen Shaak reported the Chapter has 148 members who renewed, 14 family memberships who renewed and 16 members who did not renew their memberships yet. Helen Shaak announced the Chapter has two new members: Tony White and Helen's daughter, Candi. Smoke Shaak reported the Director's Meeting for March in Ohio was cancelled.

TREASURER'S REPORT: Richard Rutledge gave the Treasurer's Report for the months of December, January, and February.

CHAPLAIN: In the absence of Doris Geesey, Tom Shenk reported on behalf of the Chapter that Doris sent Martha Benner a *get well* card. A planter and *sympathy* card were sent to Janice Russell for the recent passing of her husband, Evan. Elsie Minnich passed away and *sympathy* cards were sent

to her two sons. Helen Stover's son, Buster passed away and *sympathy* cards were sent to the families. Chapter Friend Paul Kutta is not well and Doris sent him a *thinking of you* card. Janice Russell thanked everyone for all the cards, prayers and attending Evan's services.

DONATIONS: Steve Himpf announced the Wilmington & Western Railroad sent a thank you letter for the Chapter's donation to the railroad. The Chapter also received a letter from the Reading Company Technical & Historical Society for the donation the Chapter made. The Chapter is a corporate member of the Society. Chapter members Nelson and Jay Strubel donated to the Chapter the following items: 211 Railroad Magazines, 10 Railroad Books, 5 Norfolk Southern Rule Books, and 3 Railroad Calendars.

COLUMBIA RAILROAD DAYS: Steve Himpf announced Columbia Railroad days will be held on Saturday, May 2, 2020. Plans are to have Civil War reenactments about how the war affected the railroad. Model railroad displays, and the Lancaster Chapter will have displays at the Railroad Days along with the Harrisburg Chapter. Steve will keep the Chapter updated if this event will continue due to the Covid-19 situation. If the event is cancelled, the only cost to the Chapter is to pay for our share of the advertising for the event.

NEW BUSINESS: The Long Range Planning Committee contacted Randy Harris last year about dedicating a sign for the original Main Line right-of-way and Philadelphia and Columbia Railroad Bridge over Pine Creek. Glenn Kendig made a motion to dedicate the sign for Pine Creek. Steve Himpf seconded the motion. Glenn suggested a dedication to view the sign in the fall.

CHRISTIANA FREIGHT STATION CLEAN-UP DATE: SATURDAY, APRIL 25, 2020 will be clean-up day at the Christiana Freight Station. The clean-up usually starts at 9:00 a.m.

COVID-19 PLAN: Due to the virus, the MONDAY, APRIL 20 Chapter Membership Meeting at the Christiana Freight Station is CANCELLED. At this time, the Chapter is planning to hold the MONDAY, MAY 18 Meeting at the Christiana Freight Station. Check the newsletter if the Chapter will have the May meeting.

Anyone signed up for the kitchen is requested to bring ONLY WRAPPED food items for chapter meeting nights. Cindy and Glenn will make the decisions about the Christiana Freight Station Rentals. When we do have meetings please remember if you are SICK, even with a COLD, please DO NOT ATTEND MEETINGS. The multi-day trip planned for September is CANCELLED. The Chapter has a bus reserved and depends on the Covid-19 conditions if we are allowed, the Chapter might do a day trip in September instead.

ANNOUNCEMENTS: Richard Rutledge reported the East Broad Top Railroad is being run by the foundation and not the family. The foundation plans are to get the railroad up and running within the next couple of years. Janice Russell announced there is a Steam train at Dollywood this year.

ADJOURNMENT: The Chapter Meeting was adjourned at 2:45 p.m. for a slide presentation given by Herb Fisher on "Lancaster County Trolleys" running from Lancaster to Coatesville.

Respectfully submitted by Donetta M. Eberly, Secretary



**LESS THAN CARLOAD
SHIPMENTS**

LOCAL AND NATIONAL NEWS



**PLANS FOR PULLMAN SITE INCLUDE
REBUILDING OF MANUFACTURING
FACILITIES**

Visitors center expected to open in 2021

CHICAGO, Feb. 24, 2020, Bob Johnston, Trains News Wire — More than \$56 million in public and private fund-raising begin transforming the Pullman National Monument on Chicago's South Side. The goal is to create a working replica of the company town that revolutionized passenger railcar manufacturing more than 130 years ago. Reconstruction

of manufacturing facilities are part of plans announced last week at a ceremony commemorating the fifth anniversary of the site's designation as a national monument by President Barack Obama. Richard Wilson, the architect leading the project for the firm of Adrian Smith + Gordon Gill Architecture, says the plan is to rebuild "a maze of buildings set up like an early conveyor, built along a narrow strip facing a transfer pit."



THIS BUILDING WILL BE THE HOME OF THE PULLMAN NATIONAL MONUMENT VISITORS CENTER, EXPECTED TO OPEN IN 2021 - BOB JOHNSTON

The first step calls for opening a Visitors Center in the Romanesque-styled clock tower main building in early 2021. Wilson displayed an artist's rendering showing how the manufacturing complex would eventually look.

"We lost much of the original character, but we were able to re-establish the transfer pit geometry," Wilson says. A transfer table straddling the pit

moved cars among six tracks leading to specialized bays, where woodwork, electric, and glass installation took place. "With the building reconstruction we will have interpretive signage and demonstrations showing how the factory operated," he says.

Former Federal Railroad Administrator Joe Szabo recently became president of the Historic Pullman Foundation and will lead fund-raising efforts. He once worked as an Illinois Central conductor on what are now Metra Electric trains stopping at the nearby 111th Street station.



PULLMAN FOUNDATION PRESIDENT JOE SZABO EXPLAINS HOW THE TRANSFER PIT AND MANUFACTURING BUILDINGS AT THE PULLMAN NATIONAL MONUMENT, SHOWN IN THE ARTIST'S RENDERING, WILL BE REBUILT - BOB JOHNSTON

Szabo tells *Trains News Wire*, "The key is to recreate the energy of that transfer pit corridor. It will line up directly with a walk leading from a rebuilt workers gate along 111th Street." A barbed wire chain-link fence has blocked this entrance for decades.

The foundation, the National Monument's

official "friends" organization, will develop a work plan with the National Park Service around four major themes:

- Transformative railcar production techniques;
- The impact of the 1894 Pullman Strike, recognized as a key moment in U.S. labor law;
- Life in the nation's first planned industrial community, whose row houses today remain part of an increasingly vibrant Chicago residential neighborhood;
- The origins of A. Phillip Randolph's Brotherhood of Sleeping Car Porters, the first African American labor union.

"The Pullman Foundation is expected to give input, help fund, and prioritize daily programming that elaborates on these four elements," Szabo says. "This will include tours of two recently acquired residences. "He also hopes to draw visitors someday by including Pullman-built railcars beyond the mock-up of an 1890s-era sleeping car planned for the Visitors Center opening next spring.

Szabo and Metra Chairman Norm Carlson are seeking a possible three-way partnership with the Illinois Railway Museum, which has a pair of 1926 Illinois

Central multiple unit electric commuter cars constructed at the Pullman plant. Those sent to the museum after toiling in revenue service for over 50 years.

“My dream,” Szabo says, “would be to use the ex-IC electrics on weekend excursions between downtown Chicago and Pullman.” He quickly admits, “That would be a real stretch because some of their components are close to 100 years old and no longer available.”

The museum also has other Pullman equipment that could make periodic appearances, but lack of direct rail access from a nearby Chicago Rail Link industrial spur would complicate creation of an on-site exhibit with revolving displays. That ground-level spur once served the sprawling facility when operated by the Rock Island.

Szabo stresses discussions among all parties are very preliminary, but there would be potential cross-promotion possibilities if funding is secured and mutually beneficial agreements can be reached.



CANADIAN GOVERNMENT, INDIGENOUS GROUPS REACH TENTATIVE DEAL ON PIPELINE PROTEST

CN begins recalling laid off workers; VIA plans to restore more service

Mar. 2, 2020 - Government officials and an indigenous group in British Columbia have reached a tentative deal on a gas pipeline, the subject of protests which led to blockades of rail lines across Canada. While one blockade remains in place, Canadian National has begun recalling workers laid off during the protests, while VIA Rail Canada expects to restore most service this week.

Reuters reports the deal involving provincial and federal ministers would allow pipeline construction to continue but would address future land-rights disputes. The Wet’suwet’en First Nations group, whose protests over the pipeline sparked the blockades, will now review the deal, which should take about two weeks.

Despite the deal, Mohawk protesters in Kahnawake, Quebec, said they would continue to maintain their three-week-old blockade of Canadian Pacific tracks, saying there was likely to be a meeting at some point today to determine its future, the Montreal Gazette reports.

Meanwhile, CN, which had laid off 450 workers while shutting down some operations in Eastern Canada, told customers in an email sent Friday that it would start bringing back some workers, Reuters reported. It did not specify how many were being brought back.

VIA Rail Canada announced Friday evening that most of its services would resume this week, including Montreal-Toronto and Ottawa-Toronto services on Tuesday, March 3; Senneterre-Jonquiere, Quebec, service on Wednesday, March 4; the westbound Canadian on Wednesday, March 4; and the eastbound Canadian on Friday, March 6. As of Friday, 940 trains had been cancelled with more than 164,000 passengers affected.

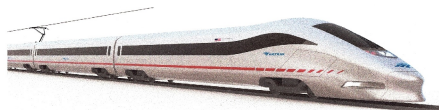
THIS MONTH’S BANNER PHOTO

Pennsylvania Railroad Class K4s No. 518 street-running on Main Street, Burlington, New Jersey, March 27, 1954 by John Dziobko, Jr.



OPERATION LIFESAVER REMINDS YOU...

At a multiple track crossing waiting for a train to pass, watch out for a second train on the other tracks, approaching from either direction.



WHAT IS IT?



LICENSE PLATE TOPPER ADVERTISING FARM BUREAU INSURANCE COMPANIES SHOWN ON A 1931 FORD MODEL A

The answer to last month’s quiz is: it’s a License Plate Topper, used to advertise a company, employer or safety message. License Plate Toppers were popular in the 1930s thru the 1950s.

POSTCARD RAILROAD



POSTMARKED JUNE 14, 1907 - POSTAGE WAS 1 CENT.



"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

~~APRIL 20, 2020 - MONDAY - CHRISTIANA FREIGHT STATION, CHAPTER MEMBERSHIP MEETING - CANCELLED~~

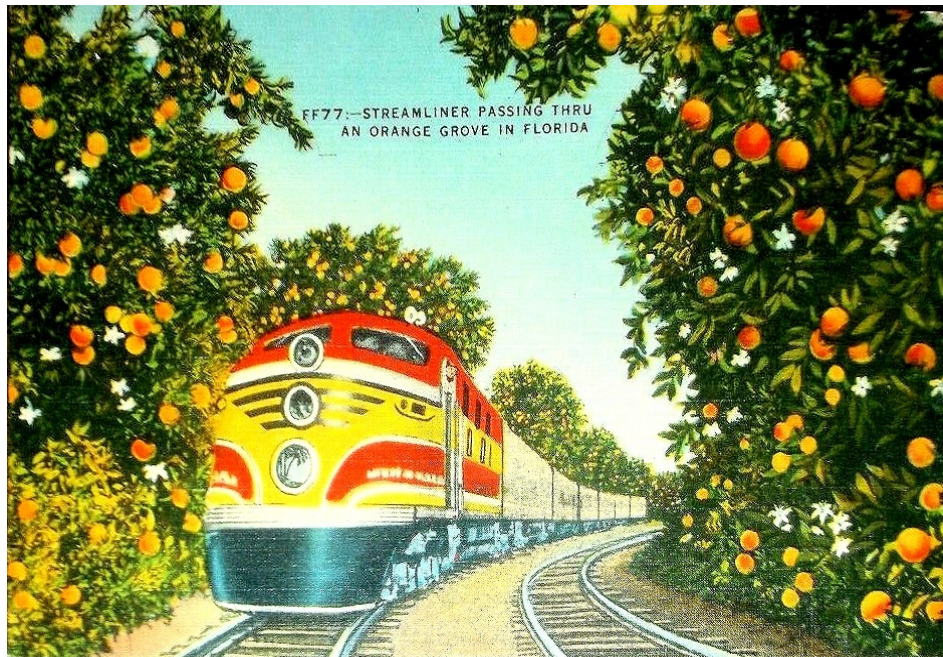
APRIL 25, 2020 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - CLEAN-UP DAY

We need your help, please - there's plenty to do - we can use all skill levels and appreciate your help. Meet at the Station at 9:00 am.

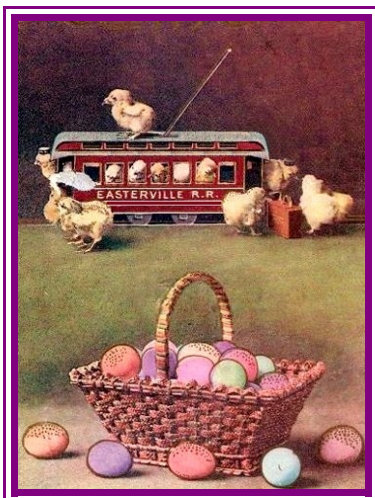
~~MAY 2, 2020 - SATURDAY, 9:00 AM - 4:00 PM - COLUMBIA RAILROAD DAY - CANCELLED~~

MAY 18, 2020 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION, CHAPTER MEMBERSHIP MEETING

SOMETHING TO WARM YOU...



FLORIDA EAST COAST RAILWAY POSTCARD FROM THE 1940S



*Happy Easter from the Lancaster Chapter, Inc.,
National Railway Historical Society*



LANCASTER CHAPTER BOARD of DIRECTORS

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CHAPLAIN:	DAVID STAMBAUGH	717-292-1726	CHAPLAIN@NRHS1.ORG
CHAPLAIN:	CELL PHONE	717-683-3053	

CHAPTER MEMBERSHIP MEETING

**LANCASTER CHAPTER, INC., N.R.H.S.
CHRISTIANA FREIGHT STATION
10 RAILROAD AVE., CHRISTIANA, PA.**

**MONDAY, APRIL 20, 2020
STARTING AT 7:30 PM
MEETING CANCELLED**

**LANCASTER CHAPTER, INC.
NATIONAL RAILWAY
HISTORICAL SOCIETY
10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416
PHONE: 610-593-4968
CHAPTER WEBSITE: WWW.NRHS1.ORG**



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