

CINDERS

NOVEMBER 2020



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AMTK #176 on Oct. 21, 2020

Vol. 81 NO. 11 -OFFICIAL NEWSLETTER of the
PHILADELPHIA CHAPTER OF THE NRHS
PO BOX 7302
PHILADELPHIA PA 19101-7302
WEBSITE: www.nrhsphiladelphia.org

Chapter Renewals at 50 % National NRHS Bills Mailed

As of November 1, 50% of Philadelphia Chapter members had renewed their memberships for the Year 2021. In addition, members had contributed an excellent level of funding to cover the 2021 cost of the Chapter’s storage facility in Willow Grove, as well as our annual insurance policy for the year ahead. The officers of Philadelphia Chapter thank each member for their renewal and additional financial support.

Members are reminded that Chapter dues payments are NOT to be directed to the Chapter’s corporate mailbox at PO Box 7302, Philadelphia, PA 19101-7302. Philadelphia Chapter dues payments and any contributions for 2021 should be directed to:

Marie K. Eastwood
Secretary, Philadelphia Chapter, NRHS
Post Office Box 353
Huntingdon Valley, PA 19006-0353.

Contributions of \$10 or less will not be acknowledged; receipts will be issued for amounts over \$10.

NRHS National dues bills for the 2021 year, were mailed in October. National dues remain at \$50 again in 2021 and can easily be paid online or mailed to:

NRHS
Post Office Box 31074
Saint Louis, MO 63131-0074

Please DO NOT include NRHS dues with your 2021 Philadelphia Chapter dues payment.

PRESIDENT’S MESSAGE - R. L. EASTWOOD, JR.

It’s November. Please pass the Turkey!

As this is written, Election Day is two days away, and no longer will our mailboxes be stuffed with candidate mailings that must have cost a fortune to print and mail. We’ll see how well my former employer does in handling all the mail-in-ballots!

Our second “ZOOM” meeting came off on October 15, again successful from the comments received. The third program, *Montreal to the Maritimes*, is scheduled for Thursday, November 17, and as soon as this is written, I will be into the production of the pages that will comprise it. We will briefly venture west of Montreal to as far as Ottawa, since so much passenger service (and trackage) between those two points is no longer in service.

Senior Vice President Kevin Feeney will do his annual “Review of 2020” production for our December 17 meeting. Member Mike Szilyagi has indicated his *Bucks County Trolleys* presentation can be provided by ZOOM in January or February. In our December issue of *Cinders*, we will provide details on ordering Mike’s book *Bucks County Trolleys*, as well as his prior local book, *Montgomery County Trolleys*, directly from Mike. He will sign and ship those copies ordered from him.

As we look forward to 2021, the status of our ability to conduct in-person meetings is rather uncertain. Since the end of October, an increase in the number of COVID-19 cases continues to haunt the Delaware Valley, and thus, for the present, our ability to hold our meetings faces the same constraints as in September. Perhaps, as we travel through November, things could change as we go into 2021.

As noted to the left, the response to the 2021 dues mailing is at about 50%. We appreciate that response, as well as the generous contribution support from our members. Since we only meet through this medium, we ask that you kindly don’t set your renewals aside – it makes our job easier.

... continued on P2 2nd column ...

NOTICE OF MEETINGS:

Philadelphia Chapter in person meetings for the months of November and December 2020 are CANCELLED. We expect to hold "ZOOM" meetings for these months with details to follow in the upcoming mailings and on our website. Please bear with us during these continuing uncertain times.

NATIONAL RAILWAY HISTORICAL SOCIETY PHILADELPHIA CHAPTER, INC.

Post Office Box 7302, Philadelphia, PA 19101-7302
 Founded 1936, incorporated 1973 as a 501c3 non-profit corporation

CHAPTER WEBSITE:

For current Chapter information, as well as vintage views of Chapter trips and activities, visit:

www.nrhsphiladelphia.org

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VP & Treasurer.	<i>Kenneth Thomas</i>	215.635.2335
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Ntl. Rep	<i>Peter M. Senin, Jr.</i>	609.458.2090

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Program Director	<i>Harry Garforth</i>	215.266.3180
Webmaster	<i>Daniel Knouse</i>	814.631.9436

ANNUAL MEMBERSHIP DUES:

Effective September 1, 2020, dues are \$20.00 per person, which covers Philadelphia Chapter thru Dec. 31, 2021. (NRHS National membership dues for 2021 are \$50.00, billed directly by NRHS.) NRHS chapters bill members separately for Chapter dues.

Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance in the amount of \$20.00, payable to Philadelphia Chapter, NRHS

Post Office Box 7302

Philadelphia, PA 19101-7302. Please be sure to include name, complete mailing address, telephone number and E-mail address.

ADDRESS CHANGES:

Send to Editor Emeritus at
 Post Office Box 353
 Huntingdon Valley, PA 19006-0353.
 (Include your CURRENT TELEPHONE NUMBER and E-MAIL ADDRESS so our records are complete.)

Also contact the Editor Emeritus if your copy does not arrive or arrives in a damaged condition.

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 1447 Wheatsheaf Lane
 Abington, PA 19001-2619

President Message *continued from P1*

During November, we thank our veterans for their service and sacrifice to this country, and we also pause to celebrate Thanksgiving. These two holidays may be tempered somewhat in 2020 but are still important for what we do have.

Upcoming Train Shows/RR Events

Because of COVID, train shows and other RR events have been cancelled into next year. Recently, the country's largest model train show in W. Springfield MASS scheduled for Jan. 30-31 was cancelled.

The **Rockledge Model Railroad Museum** [aka **GATSME**] at 323 Montgomery Ave. in Rockledge, PA will be open to the public on the 2nd Saturday of each month [i.e. Nov. 14th & Dec. 12th] from Noon to 3 PM with additional dates planned [Dec. 13th] during the holiday season. Please confirm the open house dates on its web site or Facebook page before traveling there.

Saturday Dec. 5th, Train show at **Renninger's Farmers & Antique Market**, 740 Noble St. in Kutztown, PA 19530 from 7am to 1pm, with 300+ tables under covered, open-air pavilions and FREE admission!

PHILADELPHIA EXPRESS

FRANK G. TATNALL, JR.



SEPTA is embarking on a much-needed project to help infrequent riders navigate its labyrinthine rail and bus systems. Dubbed the “Wayfinding Master Plan,” it focuses on the redesign of maps and signage, but eventually could result in the renaming of the Market-Frankford,

Broad Street and Norristown High Speed Lines as well as the trolley lines, according to an article in the Inquirer last month. Studies have shown that many passengers are confused by how some parts of the system connect to other parts, and that this confusion is not confined to the infamous network of subterranean concourses in center city.

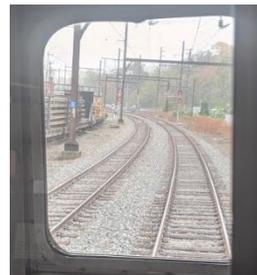
“We’ve said for a long time that SEPTA is kind of like a native language,” said Lex Powers, a strategic planning manager and leader of the Wayfinding project. “The people who are born, raised here, learn how to use SEPTA from their community, from their parents, for school. It can be hard to put yourself in the shoes of someone who is new and figuring it out for the first time.” The overall objective of the project is to make the system easier to use—even for local customers who may know their regular routes but can become disoriented when they stray outside of their familiar territory.

SEPTA has agreed to purchase a 28-acre former industrial tract at 6901 Elmwood Avenue in Southwest Philadelphia. Costing \$5.7 million, the property will be essential to SEPTA’s long-range trolley modernization plan to replace the present Kawasaki cars which date from the early 1980’s. Located near the present Elmwood depot, the site is to be developed into a storage and maintenance base for the new fleet of light rail vehicles. A veteran transit police officer last month became the ninth SEPTA employee to die from coronavirus-related complications. Earlier in October a female bus operator also fell victim to the virus. It was last spring when seven employees succumbed to the disease. Nearly 400 SEPTA workers have contracted COVID-19, of whom 365 were able to return to their jobs.

SEPTA will change some of its transit schedules effective November 15-16. Owl bus service on the Broad Street and Market-Frankford Lines will resume seven days a week between 12:30 and 5:30 AM, with the elimination of all-night weekend train service. Changes in Broad Street express service and midday local service also will be made. Some bus and trolley schedules will change, but service on “15-15-

5” lines (15 minutes or less frequency, 15 hours a day five days a week) will be maintained. Crowds protesting a fatal police shooting in West Philadelphia on Monday October 26 blocked traffic in several parts of the city on Tuesday evening the 27th. Chaotic conditions and outbreaks of looting along 52nd Street and around Castor & Aramingo Avenues in Port Richmond disrupted life in those areas and forced SEPTA to detour affected bus routes.

New three-day passes on transit and Regional Rail were introduced last month. Available on the Key Card, the passes offer a discount for people who don’t need to travel to and from work five days a week, or visitors using the system for limited periods. The \$18 Convenience Pass on transit is valid for 72 hours after the first tap and the \$36 Independence Pass on Regional Rail bundles three one-day Independence Passes together at a discounted rate. SEPTA has received a total of \$1.2 million in Federal improvement grants, one of which will fund the installation of an automated worker protection block system on the three high-speed transit lines. The other grant will fund the design of a “complete streets” plan for the Grays Avenue corridor between 49th and 56th Streets.



Since early September SEPTA has been taking advantage of less traffic to carry out a major reconstruction project on the West Trenton line. Ties and rail are being replaced between Yardley and Woodbourne, which has caused some service outages. The



latest was a shutdown of rail service north of Woodbourne on Saturday, October 24, with shuttle buses operating between West Trenton and Woodbourne. A loaded rail train was received from CSX on Saturday the 17th at Woodbourne yard, and was hauled by diesels #80 and 51 to the layoff siding at Jenkintown for temporary storage. It was moved north on the 24th to drop the rail.

Every few months word comes from Phoenixville that local leaders are still pressing for a resumption of rail commuter service to and from Philadelphia. Passenger trains last served Phoenixville in 1981, when SEPTA abandoned its former Reading service to Reading and Pottsville. Now the Berks Alliance, a Reading-based group of business and community leaders, has added its voice for returning passenger train service to the Schuylkill Valley. Several problems, however, must be recognized. Among them the cost, which SEPTA—the presumed operator—most likely could not absorb. Another is that NORFOLK SOUTHERN now owns the railroad between Norristown, Phoenixville and Reading, and presumably would be concerned about the effect of passenger trains on its freight operations. Then there is the problem that NS’s track is not electrified, meaning that either very expensive catenary would need to be erected or special dual-power locomotives purchased for the proposed service.



AMTRAK CEO William Flynn told a Senate Committee last month that the railroad is projecting a 72-percent decline in ridership in Fiscal Year 2021, which began October 1.

Just nine million passengers are expected to ride Amtrak this year, compared with FY 2019 when 32.5 million passengers were carried. At the ridership level forecast for FY 2021 revenues would come in at \$598 million, down 75 percent from the record \$2.4 billion in 2019. Several members of the Senate panel expressed doubts about Amtrak’s current strategy of running most long-distance trains on triweekly schedules instead of daily, citing the obvious loss of service to many communities as well as the severe loss of revenue to Amtrak that such a strategy entails.

But Flynn countered that without those cuts in service AMTRAK would burn through \$250 million a month in cash, putting the company on a path to insolvency. He said that ridership had improved from a low of 4,000 in April to an average of 17,000 in early October, but that was still far below the pre-pandemic level of around 80,000 per day. “At this rate of cash depletion,” Flynn said, “Amtrak would be forced to take even more drastic measures with long-lasting impacts on our company, our employees, and our network.” In addition, major infrastructure projects along the Northeast Corridor are at risk of serious delay. Lack of funding for capital projects and state services could cause further layoffs beyond the currently furloughed 2,000 union workers and 100 managers, bringing the potential total of idled employees to 4,400 (Trains).

Earlier in October AMTRAK submitted a letter to Congress formalizing its request for a \$4.85 billion appropriation in the current fiscal year. CEO William Flynn pointed to the coronavirus pandemic and its devastating effect on ridership as the principal reason for the request. Also, as Congress considers a new economic stimulus plan, Amtrak said it had identified \$5.19 billion in additional investments in the national rail system which could create up to 75,000 jobs and help meet the future needs of the traveling public. These projects would include replacing bridges and tunnels on the Northeast Corridor.

AMTRAK’s ability to manage its way through the unprecedented loss of ridership and revenue from the pandemic is one of the most serious challenges the railroad has faced in its entire 49-year history. That was the assessment by Amtrak’s Office of Inspector General in its biennial report issued last month. The report also said that the company must find a way to protect its resources, including the \$3.1 billion in currently available cash, and continue to move forward with many important projects after losing a significant amount of its management talent in the recent buyout program.

AMTRAK last month released a 2-1/2-minute video which previews the interiors of its new Acela trainsets. One of the highlighted features is the touchless nature of things such as doors, an important consideration during the present (and possible future) pandemic.....AMTRAK on its mobile app has introduced a “next-travel-day” booking feature for long-distance trains. The feature automatically directs would-be customers to the next available day when they request space on a day the desired train is not running. Downloadable and printable schedules for these trains are available if the user inputs origin and destination stations and the date, and the schedules show the days of the week that the trains serve those stations. The app also lists the days that connections between two triweekly trains can be made at a given point.



NJ TRANSIT’s board last month adopted a \$2.6-billion operating budget for Fiscal

Year 2021, which began last July 1. Just 14 percent of the revenue will come from passenger fares, with the remainder from a combination of commercial revenue and State and Federal resources including \$1.4 billion in CARES Act funding. About \$1.53 billion of the budget will go for labor

costs and fringe benefits. Recent budgets have paid for the training of new railroad engineers, increasing the once deficient roster from a low of 331 just two years ago to the present 373. The five-year capital plan contains two sets of projects, the first consisting of \$11.21 billion for work already funded, and a second that identifies another \$5.78 billion worth of projects that are yet to be funded. Major activities for this year include the \$525-million replacement of the Raritan River bridge at Perth Amboy, several station improvements and continued spending on new equipment. The five-year program includes more than 1,000 new buses and 113 Bombardier-built multilevel III rail cars.

NJT has begun testing its new Positive Train Control (PTC) system in revenue service on eight of the 12 lines in its rail system. This testing covers 66 percent of the system, which appeared to be in danger of missing the December 31, 2020 deadline set by Federal law for full operation of PTC. The other four lines currently are undergoing field testing of the equipment. NJT's lead contractor on the PTC project, Parsons, has assured the NJT board that it will meet the December 31 deadline..... NJT has received a grant of \$18.3 million as the Federal contribution toward a much-needed \$27-million upgrade of the Trenton Transit Center. The two island platforms will be rebuilt and their canopies restored, and a new accessible high-level platform installed, with an elevator from the concourse. A concrete surface will replace the old sections of wooden platforms.



NORFOLK SOUTHERN reported an adjusted operating ratio of 62.5% in the third quarter of 2020. (The OR represents the ratio between operating revenues and operating costs.) But NS management was embarrassed to find that it still lags behind other Class I roads in this important

statistic. All of the publicly-traded Class Is reported OR's below 60%, as all of them including NS now employ the new Precision Scheduled Railroading (PSR) strategy to boost efficiency.

NS's principal competitor, CSX, which brought PSR to the U.S. under the leadership of the late E. Hunter Harrison, reported a third quarter operating ratio of 56.9%. NS had net income for the quarter of \$569 million on revenues of \$2.5 billion while CSX reported \$736 million in net income on revenues of \$2.65 billion. Both roads enjoyed increased revenues from intermodal operations, but these were more than offset by lower coal and merchandise revenues. Coal volume alone was down 30.7 percent on CSX and 31.5



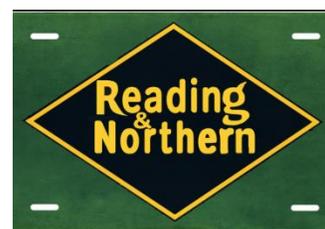
percent on NS compared with third quarter 2019. Total freight volume for the quarter was down by 3.8 percent on CSX and 7.4 percent on NS, versus the same period in 2019.

CSX is renaming some of its office car fleet for former chief officers and presidents, including those of predecessor railroads. Among them are ex-CONRAIL CEO David M. LeVan and ex-New York Central President Alfred E. Perlman. The cars are being repainted in the old B&O colors of blue and grayTropicana has been shipping unit trains of orange juice from Florida to Greenville, NJ, and other points since the early 1970's, but that long history may be near an end. As part of its Precision Scheduled Railroading model, CSX is running fewer unit trains in favor of handling blocks of traffic in regularly scheduled intermodal or manifest trains. Blocks of Tropicana insulated boxcars have been spotted in regular CSX trains



The National Transportation Safety Board has released a preliminary report on the July 26 accident at PATCO's Lindenwold shop in which a maintenance worker was killed (see Sept. Cinders). The NTSB said that it will investigate

operating procedures at the yard, along with management oversight practices. The report states that the worker was caught between two railcars while they were being uncoupled from a six-car trainset that was being moved for storage.



For several years now READING & NORTHERN RAILROAD has been publishing a magazine for its employees and also its customers. The 36-page publication is full of colorful pictures of its freight and

passenger operations—and its people. The current issue, #4 for 2020, features a cover photo of steam locomotive #425 with a passenger train as a freight train waits at the north end of the new bridge over the Lehigh River near Jim Thorpe. The magazine may be viewed on the railroad's website rbmnr.com.

Royal Blue to New York Jumps Track at Jenkintown One Killed, Six Hurt

This article originally appeared in the Philadelphia INQUIRER, May 19 and May 20, 1900. It is shared with our members through courtesy of the Old York Road Historical Society, Jenkintown, PA, David B. Rowland, President and Thomas J. Wieckowski, PhD, Vice President. We thank Mr. Wieckowski for his efforts in providing copy for this article.

Rushing toward New York at a speed of 40 MPH yesterday afternoon, the **Royal Blue** express on the Reading Railroad jumped the track close to the Jenkintown station. Bounding for more than 50 yards over the ties, the engine finally crashed into the east platform of the station and knocked into smithereens. It tore the platform and baggage room to pieces, dragging the combined smoking and baggage car through a stone partition wall two feet thick.

The engineer, Charles Clapp, who had stepped on the free-board of the engine at the first signal of danger, was hurled 25 feet through the air to the roof of the station, where he landed with broken arm. Charles Ferguson, the fireman, who was on the other side of the cab, was crushed to instant death beneath the weight of the locomotive before he had time to realize what happened. Three men in the baggage room and three women on the platform, though more or less injured by flying debris, escaped death almost by a miracle. The passengers on the express were badly shaken up, but none was seriously injured.

The **Royal Blue** was due at the Jenkintown Station at 3:38, and she was on time. The rain was coming down in torrents. The watchman in his little house on Greenwood Road crossing, about 75 yards from the station, says that he saw muddy water two feet deep running down the steep slope of the road and washing across the tracks. It is always this way, he says, when there is a heavy rain. He did not notice at the time that stones and other debris from the building operations at the top of the hill came down with the flood.

The gates were down, and the signals in the tower ahead gave the approaching express notice that the tracks were clear. The Lansdale Local had pulled out of the Jenkintown station less than three minutes before, and everything was safe then. The watchman heard the whistle of the express, but it was raining so hard that he did not step out to see it go by, as is his custom.

The engine had just passed his signal box, her track guard tearing through the water across the rails and throwing up spray like the cut water of a ship, when it dawned upon him that something was wrong. He saw the rear cars wobble

and almost before he could realize what had happened the mighty locomotive was rearing on its wheels against the eastern platform. There was a thundering crash, a chorus of cries from the frightened passengers, and, well, the watchman says he has not a very clear idea of what happened after that.

It was a full parlor car, vestibule train, with a combined baggage and smoker right next to the engine. When the locomotive, one of the largest and finest in the New Jersey Central equipment, and weighing at least 45 tons, left the rails it pulled the smoker after it. The other cars remained on the tracks though they were all more or less damaged. Several persons in the waiting room of the west platform, who saw the accident, say that just as the locomotive got in front of the station she bounded in the air and turned completely around from south to north.

When the accident happened the huge, racing machine was headed for New York. After it was over all that was left of her was headed for Philadelphia. This gives some idea of the terrific speed of the train. All of the outer gearing of the engine was knocked to splinters. The station platform was torn up for a distance of 50 feet. A solid stone partition wall was torn away like so much stucco. The remnants of the engine were strewn directly across the eastbound track. The baggage room was in ruins. The roadbed from the Greenwood Avenue crossing to the station was a mass of mud and broken ties. This was the situation late last night, when 200 men and a couple of wrecking trains were clearing up the ruins and trying to get the road in condition for through traffic again. Local trains were run through occasionally within three hours after the accident by utilizing the one track to the new Jenkintown junction.

Owing to the escaping steam and the hot coals scattered about from the boiler, it was impossible to release the mangled body of the fireman for three hours after the accident. He was literally pinned to earth by the whole weight of the engine. The body was taken to an undertaker's to be prepared for removal to his home in Jersey City. The engineer, who also came from Jersey City, was able to go on to New York after his injuries were attended to. The passengers on the express waited in the station until passenger train 568 southbound, due at 3:43, was made up into a special for New York and enabled them to continue their journey.

In the baggage room, a little 10 x 15 office at the north end of the station platform, were Rowland Smith, agent of the US Express Company; Frank McAleer, baggage master at the station, and a carpenter, Joseph Crowley. A group of passengers who had just alighted from the northbound local train, which had just stopped at the station, were gathered outside in the shelter of the shed. Three minutes after the local train had drawn out the thunder of the limited express

was heard. The train neared the road crossing, the whistle had blown a warning blast. Then there was a crash, an all-pervading roar and the occupants of the station platform were hurled in the air by the shock of the collision. The locomotive had turned over and lay with its great bulk jammed against the baggage office.

In the debris on the wrecked station platform lay three women, senseless. They were Mrs. C. E. Kunkle, of Wyncote, and Mrs. C. A. Wiedermann, of 2148 Green Street, Philadelphia, with the latter's aunt. Clouds of steam poured from the hissing locomotive boiler, hiding them as they lay there. It was half an hour before they were rescued. With Mrs. Wiedermann was her aunt, who was nearly 90 years old, and who was in a terrible state of nervousness from the shock. These women were taken to the Beechwood Inn, where Mrs. Hillman, wife of the proprietor, removed their wet clothing and revived them with stimulants. In an hour or so they were able to take a trolley car for their home in the City. Nothing could induce the aged aunt to return home by train. Mrs. Hillman sent down coffee and sandwiches to the workmen who were clearing away the wreck.

Penned in like rats, it seemed to the men in the little baggage room that escape was impossible. McAleer and Crowley were pinned down by fallen timbers and Smith had fallen stunned. Steam escaping from the boiler of the locomotive filled the room, the men were stifling and scalded by the vapor. Smith groped his way to the door, now blocked with tangled wreckage, and crawled to the platform. With an axe the man broke in the baggage room and rescued his imprisoned comrades. From the wreckage of the platform the two women were helped to safety. Unconscious, internally injured, it is feared, Mrs. Kunkle was taken to her home. At the Beechwood Inn Mrs. Wiedermann was cared for.

The officials of the railroad company blame the heavy rain for the disaster. E. C. Tomlinson, superintendent of the New York Division, and P. C. Clark, an executive officer of the Reading Road from New York, were on the ground last night, superintending the removal of the wreckage and trying to fix the responsibility. Mr. Clark said that the sudden flood was quite unexpected, and that no amount of foresight could have prevented the accident. He was not disposed to blame the watchman at the railroad crossing, because the rushing waters came down the hill upon him so suddenly that he could not see the stones and timbers that were beneath.

W. W. Harrison, the millionaire sugar refiner, of Glenside and Luther M. Color of 1001 Chestnut Street, are putting up four new houses at the top of the hill, not a great distance from the railroad crossing. A great deal of material, the railroad officials say, was lying about loose. The torrents of rain washed it down the hill, directly onto the tracks. There were no culverts or sewers to carry the water away. For a few moments it turned the Greenwood Road into a fierce brook,

carrying everything before it. The loss to the company is estimated at \$40,000

Pilot Fell Off *Royal Blue* Train

This follow-up article appeared in the Philadelphia INQUIRER, May 20, 1900. It seems to refute the cause of the derailment of the Royal Blue Limited at Jenkintown as appeared in the INQUIRER of May 19, 1900 (above). It is shared with our members courtesy of the Old York Road Historical Society, Jenkintown, PA. We again thank Thomas J. Wieckowski, PhD, OYRHS Vice President, for his efforts in providing copy for both articles.

Careful investigation by daylight yesterday, when the ruins of the *Royal Blue* wreck were cleared away from the Jenkintown Station, showed conclusively that the trouble was not caused by any washout at the Greenwood Avenue crossing, as was supposed to be the case Friday night. An examination of the track showed that the pilot, or cowcatcher, of the big locomotive dropped off about 15 feet north of the watch house at the crossing, and was dragged along under the forward wheels until the engine was thrown into the switch opposite the baggage room of the station platform.

Then the momentum of the train, traveling at express speed, pushed the nose of the locomotive around towards Philadelphia. The tender snapped the connecting links and went forward without leaving the rails, while the truck of the baggage and smoking car in the rear climbed up on the platform of the station. The wrecked engine weighed 80 tons, but the cars behind, running under terrific headway, weighed 150 tons. Superintendent Tomlinson, made a careful inspection of the track about the scene of the accident yesterday, and last night made the following positive statement:

"There was a flood of water coming down the hill of the Greenwood road at the time of the accident, but it had nothing to do with the *Royal Blue* leaving the rails. The disaster was caused by the pilot falling off, somehow, a few feet north of the crossing. That the pilot did fall off we know. Why and how it fell off must be determined by investigation, which will be made next week. I saw the engineer before he was sent on to New York after the accident but did not question him. He had a broken arm and was otherwise badly used up. His escape was little short of miraculous. I saw many of the passengers on the train, and none was shaken up worth speaking of. It was hardly to be expected that they would be in a train made up like the *Royal Blue*."

A Note by the Editor Emeritus: Members are reminded that prior to the completion of the New York Short Line in 1905, Baltimore & Ohio trains such as the Royal Blue Limited were routed to Jersey City via Jenkintown. RLEjr.

Hoboken's Historic Lackawanna Records Storage Building to be Torn Down.



[Current view from google earth]



[Historical view - believed to be a DL&W official company photograph, courtesy Steamtown NHS Archives]

After standing for more than 100 years on the corner on Observer Highway, Hoboken's Lackawanna Records Storage Building is coming down. A spokeswoman for New Jersey Transit, which owns the property, confirmed recently that NJT is preparing for a "full structure removal" of the building after it was ordered by the state's Department of Community Affairs, which had issued a notification of an unsafe structure.

Steven Zane, chairman of **Hoboken's Historic Preservation Commission**, said that the City has been in talks with NJT for months about the building's fate. The current plan calls for NJT to deconstruct the building, store the pieces, and then reconstruct it somewhere else in Hoboken later, he said. Though no formal agreement has been signed with the City, Zane said, the Commission believed that the building would "be reconstructed partially, to represent what it was. "While it'd be great to

reproduced the whole thing, that's just not practical because you could not recover all the materials to do that", he said, so we're looking to incorporate that into another building that NJT would probably utilize."

Constructed in 1904, the Lackawanna Records Building was designed in what Zane called a "medieval revival" style. According to NJT, the structure is plagued by "extensive deterioration of the roof" and "ongoing water infiltration". Asked for details on its plans, NJT cited its website, which lists a plan to "deconstruct the building in such a manner as to salvage significant historic materials and elements and safely store them for potential future use." The Records Building should be completely deconstructed by mid-November 2020, according to the NJT website. But some preservation advocates in the Mile Square City aren't thrilled with the decision.

While some preservation advocates have some differing views about the Building, there has been concern about the authenticity of a new building, even if it is constructed with the same materials. Would it look like the present Records building, or does it look like something else? Ultimately, some of these people feel a reconstruction would be better than "the scenario of the inexpensive pure demolition, and everything gets carted off to a dump site."

AMTK #176 on Oct. 21 /2020 by Kevin Feeney

Once again, I traveled from 30th Street to New London CT, but this trip was very different from my last trip. First, 30th Street was live with more folks present and most businesses were open. There was a line to board, and once in the car almost every pair of seats had one passenger. However, my car largely emptied out at NYP.

We left on time but were 18 minutes early into NYP. While sitting in NYP, I saw a familiar face – James Yee – a very diligent, on-board Amtrak car cleaner. I used to



see him regularly when I took #178 back to CT. He gave me a nice AMTK pin. The train was 1 minute early into NLC. Right now, there is NO downloadable

schedule available for Northeast Corridor 2, so I had to use the app to find arrival times for specific stations. I am doing this trip again on Nov 10th.