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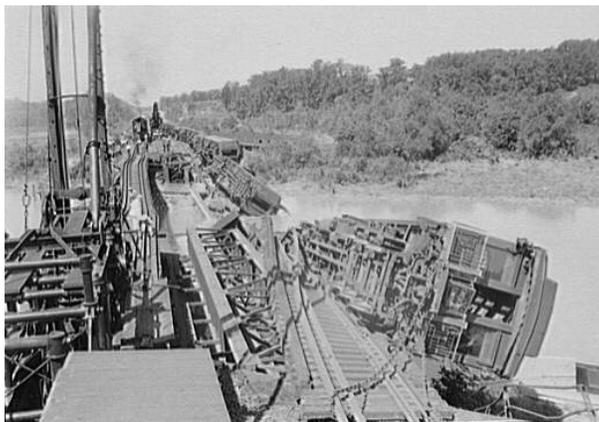


80 YEARS AGO THIS MONTH WRECK OF THE CRESCENT LIMITED



On the afternoon of August 23, 1933 the Weather Bureau updated an already ominous forecast by predicting that strong winds and heavy rain, as much as 7 inches, would inundate the Washington area. The storm had formed in the Atlantic days before and had come ashore in Virginia causing much damage there. Rain had already begun falling and some streets were becoming impassable and traffic was snarled. In the era before tropical storms were named this storm was later called, The Chesapeake and Potomac Hurricane.

At the same time the fast express train, The Crescent Limited, had left New York and was speeding towards Washington's Union Station and then after a layover in Washington it would continue to its eventual destination of New Orleans. When the train left Baltimore the engineer was handed an advisory telling him about high water and as a result, he reduced his speed to thirty miles an hour as he approached the city.



WRECK OF THE CRESCENT LIMITED ON THE ANACOSTIA RIVER BRIDGE
AUGUST 24, 1933.

As the train neared Washington it began its short journey over the Anacostia River (then known as Eastern Branch) on a bridge that had been built in 1903. The Anacostia's floodwaters had undermined the bridge's central piers, causing the bridge to sag and the rails to separate. Halfway across the bridge the supports began to give way and the locomotive and several passenger cars plunged into the flood-swollen river. Although traveling only 30 miles per hour, the locomotive was hurled nearly 125 feet from the point where it left the rails. The bridge's destruction had been swift: A track foreman had inspected the bridge 90 minutes before the wreck and found it sound, and a track walker had crossed the bridge just 10 minutes earlier and saw no damage.

There was amazingly little loss of life. The engineer and fireman were both killed, and 13 passengers injured (but only two severely). Just 30 passengers were aboard, which limited casualties. Pullman porters were credited with saving many lives by breaking out windows in the sleeping cars allowing passengers to escape. One porter, only known as Arthur, had the presence of mind to run over a mile to the nearest telephone to summon help. The couplings between the cars also held, preventing more cars from crashing into the river. Other factors also helped. When the train left Baltimore, railroad officials warned the engineer to slow down because of conditions created by the hurricane, and the locomotive's steam had been cut off (with the object of allowing the train to coast down the grade into the city). The cost of the disaster was estimated at between \$80,000 and \$240,000 (\$1.34 million to \$4.0 million in inflation-adjusted 2010 dollars). More than 300 workers began clearing the wreck the next day.

The body of the engineer, Arthur Bridge of Washington, was found underneath his locomotive. The fireman was found buried in the mud.

Among the casualties were twenty prized turkeys that were being shipped to a Bethesda man. Four turkeys survived and were donated to survivors of the wreck.

During the early morning hours the desk clerk at the Mayflower Hotel was startled to see a man walk from the street into the lobby in his pajamas. He told the clerk that he was A. G. Tugwell, a guest at the hotel, and the chairman of the Louisiana Highway Commission. He was quoted in the Washington Post saying;

"How any of us got out is more than I can understand. I was in the coach that broke through the trestle and dropped into the water. My first recollection is of standing on the window of my berth hanging from the curtain rod. We (the man in the next berth) heard water rushing all around us. The porter eventually opened the window and they escaped."



LOOKING SOUTH AT THE AMTRAK ANACOSTIA RIVER BRIDGE WITH THE NEW YORK AVENUE BRIDGE IN THE FOREGROUND - 1977.

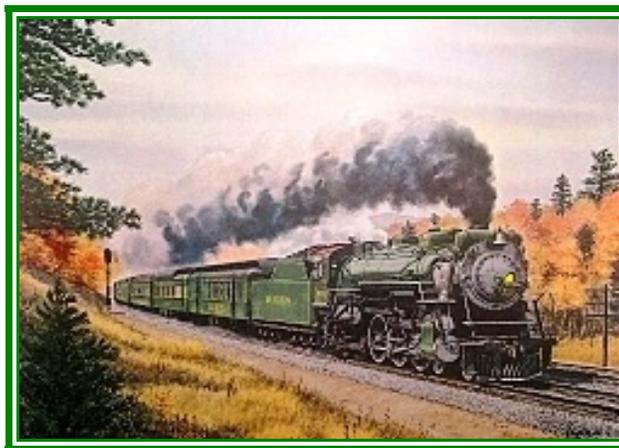
Repairs got underway almost immediately since the bridge was the Pennsylvania Railroad's only route into Washington. However, the clearing of the wreck and reconstruction of the bridge was itself the cause of several injuries. A dredge, several cranes, and a pile-driver were brought on site to shore up the bridge and assist with the removal of debris and wreckage. Two men were hurt on August 24 by debris and cranes attempting to lift the locomotive from the water. Two days later, a man was killed when a telephone pole on the bridge toppled over onto him. The same day, the pile-driver toppled over into the river as well. Another worker was injured on August 27 after being hit by a boom. At least one wrongful-death lawsuit was filed. A temporary single-track span was erected on August 28, and traffic over the bridge resumed shortly thereafter.

An inquest into the wreck was scheduled for August 30. The inquest determined that flooding caused by the hurricane had undermined the bridge's piers. There was concern that dredging of the river's bottom, which had been going on since the bridge was completed, may have caused the velocity of the river to speed up and helped undermine the bridge's foundation. But experts from the Interstate Commerce Commission ruled this out in November 1933. The commission also faulted the bridge construction company for shoddy work.

A week later, H. D. Woodson, a gas station operator who worked near the bridge noticed that the bridge abutments on the Washington, Baltimore, and Annapolis Railroad Bridge next to his station were undercut. He notified railway officials who credited him with preventing another disaster.

The Anacostia River Bridge now belongs to Amtrak and scores of passenger trains pass over the bridge every day.

[Article from Ghosts of DC and Wikipedia]



PAINTING BY HOWARD FOGG DEPICTING THE SOUTHERN RAILWAY'S CRESCENT LIMITED AT SPEED, POWERED BY PS-4 No. 1401.





THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



AMTRAK UNVEILS VETERANS' COMMEMORATIVE LOCOMOTIVE



WASHINGTON - June 26, 2013 - As part of an initiative to increase its hiring of military veterans, Amtrak has unveiled a veterans' commemorative-painted locomotive, GE P42 No. 42. The locomotive was

painted as part of a regularly scheduled upgrade at the Amtrak's Beech Grove, Ind., maintenance facility and will be used to pull trains in revenue service on routes throughout the country. [Edited from Trains News Wire]

AMTRAK COMPLETES NIAN TIC RIVER BRIDGE REPLACEMENT PROJECT



AN ACELA EXPRESS TRAIN PASSES THE NEW NIAN TIC RIVER BRIDGE IN EARLY JUNE 2013
PHOTO BY BOB JOHNSTON

NEW YORK - June 24, 2013 - Amtrak has completed the three-year Niantic River Bridge Replacement Project which provides improved operational reliability for rail passengers along the Northeast Corridor with increased train speeds, less disruption to the boating community and expanded beach access to area residents.

The original span was built in 1907. The new bridge continues to serve as a key link for passenger and freight rail traffic between New York and Boston, carrying 54 trains daily (38 Amtrak intercity trains, 2 freight trains and 14 commuter trains).

"The replacement of the Niantic Bridge is a positive step in modernizing and enhancing critical rail infrastructure along the Northeast Corridor that supports the regional economy," said Amtrak President and CEO Joe Boardman.

The work involved the construction of a new two-track electrified movable bascule bridge across the Niantic River, 58 feet south of its previous location between East Lyme and Waterford, Conn., realignment of the track along west and east approaches to the bridge, track embankment construction, scour protection, new retaining walls and the creation of new electrification and signaling systems.

The boating community is also benefitting from the project. The new bridge is constructed with broader channel access for maritime traffic from 45 feet to 100 feet and raises the vertical under clearance above the water from 11.5 feet to 16 feet. Also, Amtrak rebuilt the Niantic Bay Boardwalk, replenished the beach with 76,000 cubic yards of sand and nearly doubled the number of parking spaces at Cini Park in East Lyme, Conn., to 127 spaces, increasing public beach access. The refurbished beach and boardwalk re-opened to the public in early June in time for the summer season.

After the original bridge was demolished this spring, a portion of its remnants were donated by Amtrak to the Connecticut Eastern Railroad Museum for preservation and to the towns of East Lyme and Waterford for

future use and display to the general public.

The project was funded, in part, by the American Recovery and Reinvestment Act and was constructed by Cianbro/Middlesex Joint Venture VII Group from Littleton, Mass. Partners in the project included the U.S. Department of Transportation, the Federal Railroad Administration, Town of East Lyme, Town of Waterford, U.S. Coast Guard and the East Lyme Public Trust Foundation. [Edited from Amtrak]

TRACKSIDE FIRE SHUTS DOWN AMTRAK 'KEYSTONE SERVICE'



LANCASTER, Pa. - July 2, 2013 - A fire at a trackside industry near Mount Joy halted Amtrak service to Harrisburg for several hours on Tuesday. Amtrak's Keystone Service west of Lancaster was suspended from the time the fire started until 4:45 p.m.

According to local news reports, a failed electric motor on a pump used to unload butane from tank cars sparked a fire in piping at Lancaster Propane Co. at about 10:30 a.m. An employee connecting a car to the unloading system sustained butane freeze burns to his chest. He was taken by helicopter to a Hershey hospital and then transferred to a burn unit at Allentown.

Lancaster Propane receives bulk liquid butane in tank cars, each containing about 30,000 gallons. The firm unloads the cars into storage tanks, from which it is distributed by truck to users in three states. News video shows a small industrial diesel locomotive used to move tank cars to an unloading point on the premises.

Several nearby homes, businesses, and a hospice center were evacuated as flames roared above the trees, and Pennsylvania Route 230, a major artery, was closed to traffic. More than 150 firefighters and other emergency personnel were on site. Firefighters played water on nine loaded tank cars to cool them to reduce the risk of explosion while the flames raged. Officials decided to allow the fire to burn out so the source of the leak could be found. [Trains News Wire]

LANCASTER TRAIN STATION REHABILITATION PROJECT UPDATE

LANCASTER, PA. - Project Construction Manager Michael Baker, Jr., Inc. has released the following Project Status Interim Update- dated July 17, 2013.

Scheduled Completion Dates For Intermediate Milestones:

- Phase 1 (Amtrak Short Term Work): September 12, 2013 - Completion has slipped from August 19, 2013. Note: Amtrak's emphasis remains on interior work. Seal exterior concourse concrete and clean/paint blast shields will be completed in Summer, 2013.
- Phase 2 (Contracted Long-Term Work): October, 15, 2013. No change.
- ASDP/ADA Project: August 17, 2015 - Completion has slipped from July 16, 2015.

Revisions To Scheduled Completion Dates:

- Concourse Bridge - Seal Exterior Concrete and Clean and Paint Blast Shields will be completed in late Summer 2013.

- Weather Stripping on Exterior Doors revised to July 16, 2013.
 - Concourse Plaster Repairs and Painting revised to July 18, 2013.
- [Anticipated Progress Through Next Advisory Committee Meeting:](#)
- Continue ASDP/ADA project design.
 - Complete concourse plaster repairs and painting.
 - Contractor to continue on site work for Main Waiting Room Plaster/Lighting project.
 - Complete installation of window well railings.
 - Complete installation of weather stripping on exterior doors in Foyer.
 - Continue Main Waiting Room plaster and lighting repairs.
 - Continue concourse bridge HVAC replacement.

[Courtesy of Tom Shenk]



[CSX SET OPERATING RATIO, INCOME RECORDS IN FIRST QUARTER DESPITE WEAK EXPORT COAL DEMAND](#)

Growth in merchandise and intermodal volumes more than offset a large decline in export coal demand for CSX Corp. in the second quarter, during which the Class I continued to post strong results in safety, service and efficiency. The combination of those factors helped the Class I register mostly solid financial results in the quarter.

Earnings per share climbed 6 percent to 52 cents, revenue increased 2 percent to nearly \$3.1 billion, operating income rose 2 percent to a record \$963 million, net income ratcheted up 4 percent to \$535 million, volume inched up 1 percent to 1.65 million units and the operating ratio dipped 0.1 points to a record 68.6 compared with second-quarter 2012 figures. The results bested Zacks Consensus Estimates of 47 cents per share in earnings and \$3.02 million in revenue.

Solid core pricing and volume growth, and "exceptional operating results" played major roles in driving financial results, said CSX Chairman, President and Chief Executive Office Michael Ward during an earnings conference held this morning.

Same-store sales rates increased an average of 2.3 percent in the quarter, helping the Class I achieve inflation-plus pricing in a low-inflation environment, said Executive Vice President of Sales and Marketing Clarence Gooden. In terms of operating results, on-time originations reached a record 91 percent, on-time arrivals climbed to a record 82 percent, average terminal dwell time fell to a record-low 21.9 hours and average system velocity increased to 23 mph versus second-quarter 2012's 20.9 mph.

Revenue generated by commodity segment shows coal revenue declined 6 percent to \$770 million and volume fell 6 percent to 310,000 units primarily because export coal volume plunged 23 percent in a depressed global market for thermal coal, said Gooden. Domestic coal volume rose 5 percent versus a weak comparison in second-quarter 2012, he said.

Merchandise revenue increased 4 percent to \$1.8 billion and volume rose 3 percent to 702,000 units, driven by an 11 percent jump in chemical business, mostly related to oil and gas drilling, said Gooden. Intermodal revenue climbed 4 percent to \$425 million and volume rose 2 percent to 644,000 units primarily due to record domestic volume propelled by truck conversions and organic growth, he said.

The operating expenses portion of CSX's ledger shows total costs rose 2 percent to \$2.1 billion as labor and fringe benefit expenses increased 4 percent to \$777 million and depreciation expenses went up 5 percent to \$276 million. Headcount dropped 3 percent year over year to 31,288, but inched up 1 percent compared with the first quarter. However, fuel costs declined 3 percent to \$397 million due to efficiency and a 2 percent drop in the average price of diesel to \$3.08 per gallon, said EVP and Chief Financial Officer Fredrik Eliasson.

Overall, CSX's performance in the quarter and through the year's first half has kept the railroad on track to achieve a high-60s operating ratio by 2015 and a mid-60s ratio longer term, he said. [Progressive Railroadng]

[CSX FILES TO INCREASE OPERATIONS OVER INDIANA SHORT LINE](#)

INDIANAPOLIS – CSX Transportation has filed with the Surface Transportation Board to obtain a perpetual, non-exclusive operating easement over the Louisville & Indiana Railroad between Indianapolis and Louisville. If approved, CSX would then pay to upgrade the route and expand capacity along its 106-mile length. In doing so, CSX would be able to divert traffic from the congested Cincinnati area and its Cincinnati-Louisville main line. Louisville & Indiana would continue to provide local freight service along the line.

CSX would pay \$10 million for the operating easement and provide up to \$90 million in infrastructure upgrades, per the agreement. Upgrades would enable the passage of 286,000 pound freight cars and operate of trains up to 60 mph. To that end, CSX would replace a bridge near milepost 40 at Columbus and install continuous welded rail. To expand capacity, CSX would install a number of passing sidings along the route. CSX anticipates operating 10-12 trains a day over the route, shifting a like number of trains off other Midwest lines. This would enable CSX to reduce congestion in the Cincinnati terminal and off the slow Cincinnati-Louisville corridor. South of Louisville the trains would use their current routes. At Indianapolis, most trains would run east on the former Conrail Indianapolis Line to various points in Ohio, Michigan, and further east.

CSX already operates two daily trains on the Louisville & Indiana south of Seymour; there, the trains return to home rails to Cincinnati. The new trackage rights would likely eliminate that maneuver, ending the operation of through trains over the former Baltimore & Ohio line to St. Louis.

[Trains News Wire]



[FRA RECOMMENDS HIGH SPEED RAIL PASSENGER CRASH WORTHINESS STANDARDS](#)

The Federal Railroad Administration's (FRA) Railroad Safety Advisory Committee (RSAC) voted unanimously on implementing new CRASH WORTHINESS performance standards for next generation high-speed passenger rail equipment that will operate in the United States.

"Today's vote is another important step in advancing high-speed and intercity passenger rail in America," said U.S. Transportation Secretary Ray LaHood. "This vote brings us closer to new jobs and manufacturing opportunities to make high-speed rail equipment for use here at home and abroad."

The standards, which FRA is developing now before they are published later this year in a Notice of Proposed Rulemaking, will provide baseline safety requirements for next-generation rail equipment that would travel up to speeds of 220 mph on high-speed rail tracks, while providing the flexibility to operate with existing freight and passenger systems up to speeds of 125 mph. Once finalized through the FRA's rulemaking process, the new standards would be employed along the Northeast Corridor and in California, regions both designated for high-speed rail service.

"Today's action by RSAC is a continuation of FRA's move away from prescriptive regulations towards more performance-based regulatory environment," said Joseph Szabo, FRA administrator. "I'd like to commend all members of RSAC for advancing these standards forward. They will better align our approach to passenger safety and the use of rail equipment with the rest of the world."

The proposed standards are intended to provide an alternative approach to existing railcar CRASH WORTHINESS requirements that have influenced the type of passenger equipment built and used in the U.S. market for nearly a century. The proposed standards would establish performance-based requirements for an interoperable rail network, permitting the use of "service proven" designs and advanced technologies, while ensuring a consistent, systematic approach to safety.

Since 2009, members of the RSAC have undertaken a review of existing CRASH WORTHINESS requirements in order to identify a new, technology-neutral, performance-based approach that employs modern and

advanced design techniques, such as crash energy management. Consensus on the proposed standards was reached by the RSAC Engineering Task Force, which is made up of a cross section of the domestic and international railcar supply industry, including 12 railcar manufacturers. *[Railway Track & Structures]*



MONTREAL, MAINE & ATLANTIC SEEKS CAUSE OF DEADLY DERAILMENT IN QUEBEC

At about 1:15 a.m. (EST) on July 6, an eastbound Montreal, Maine & Atlantic Railway Inc. (MMA) train with five locomotives and 72 carloads of crude oil derailed at the Rue Frontenac grade crossing in Lac-Mégantic, Quebec, causing several tank cars to explode and set fires to numerous

buildings in the downtown area.



The derailment and its aftermath caused five fatalities and numerous injuries to people in the town's core, which essentially was leveled, according to a CNBC-Montreal report. In addition, about 40 people have been reported missing by immediate family members and about 2,000 residents were forced to evacuate their homes after the accident, the report stated.



Early reports indicated that the train was stopped and tied down by the locomotive engineer at 11:25 p.m. (EST) on July 5 at a station about 6.8 miles west of Lac-Mégantic for a crew change, MMA officials said in a prepared statement. Subsequently, the unmanned train moved downhill into the town, where the derailment occurred, they said.

Further details about the derailment will be gathered from the onboard event recorder, MMA officials said, adding that federal and provincial authorities have taken control of the derailment area, preventing MMA personnel from entering and continuing their own investigation.

"One fact that has emerged is the locomotive of the oil train parked at Nantes station was shut down subsequent to the departure of the engineer, who had handled the train from Farnham, which may have resulted in the release of air brakes on the locomotive that was holding the train in place," MMA officials said. "We don't have complete information concerning this incident, but will cooperate with government authorities as they continue their investigation."

About a dozen MMA representatives are on hand in Lac-Mégantic, including President and Chief Executive Officer Robert Grindrod and board member Yves Bourdon, they said. In addition, the railroad has established a command center in a local municipal building.

"MMA people remain in a state of shock over this incident, and are committed to assisting our neighbors in Lac-Mégantic to make a complete recovery as quickly as possible," MMA officials said. "Our thoughts and prayers with those who have suffered injury and lost family members."

[Progressive Railroading]



NORFOLK SOUTHERN DEDICATES NEW FRANKLIN COUNTY, PA. REGIONAL INTERMODAL FACILITY

GREENCASTLE, PA. - June 11, 2013 - Norfolk Southern CEO Wick Moorman and U.S. Rep. Bill Shuster joined federal, state, and local officials today to officially dedicate the Franklin County Regional Intermodal Facility.

The \$97 million terminal, located on 200 acres south of Greencastle and less than a mile from Interstate 81, connects Central Pennsylvania, Western Maryland, and Northern Virginia to domestic and world markets while creating 126 jobs at the site. The facility, a public-private partnership involving \$52 million in NS funds and supported by a \$45 million investment by Pennsylvania, is part of NS' Crescent Corridor series of projects, a 2,500-mile network of rail and terminals that helps moderate truck traffic on congested roadways and reduce carbon emissions.

"This terminal represents a milestone for Norfolk Southern and Franklin County," Moorman said. "It is creating jobs here in Central Pennsylvania, positioning Norfolk Southern as the green transportation choice, and serving the region's freight transportation needs. This important endeavor would not be possible without the dedicated support of people in Washington, Harrisburg, and here in Franklin County."

The terminal, with its 670 paved trailer/container parking spots, will be a major gateway for freight in the Mid-Atlantic. NS projects that the new facility, in combination with other NS intermodal terminals in the state, will help divert hundreds of thousands of long-haul trucks off roadways in Pennsylvania and onto trains. NS constructed the facility's administration building to meet Leadership in Energy and Environmental Design (LEED) certification standards. The railroad is incorporating terminal automation in order to maintain air quality and support truck drivers.

The Franklin County Regional Intermodal Facility is the third Crescent Corridor intermodal terminal NS has opened since mid-2012, with facilities in Birmingham and Memphis having started last year. A fourth Crescent Corridor intermodal terminal, located in Charlotte, will open later this year. NS also is expanding capacity at two intermodal terminals in Harrisburg.

[Edited from Norfolk Southern Corp.]

NORFOLK SOUTHERN SUPPORTS SHIPPERS AND RECEIVERS WITH IMPROVEMENTS TO MAJOR PENNSYLVANIA RAIL LINE

NORFOLK, VA. - Norfolk Southern has completed \$22.6 million in track, bridge, and signal improvements along its major coal line through Pennsylvania's Monongahela Valley.

The "Mon Line" extends 85 miles south from Pittsburgh to serve five coal mines in Washington, Greene, Marion, and Monongalia counties. During 2012, nearly 36.4 million tons of coal moved over the line, delivered to electric utility plants and east coast export terminals.

The annual maintenance blitz started with a partial shutdown of train traffic on June 24 before kicking into high gear with a full shutdown on June 29. NS crews labored through intense summer conditions, with some days seeing humidity at nearly 100 percent. Some 400 Norfolk Southern employees from across NS' 22-state system installed 26,904 ties and 75,000 tons of ballast; laid 13 miles of new rail; resurfaced another 110 miles of rail; added 961 new bridge ties; replaced 22 culverts and cleaned 110; and upgraded 40 road crossings. The crews also replaced a retaining wall and a 140-foot timber bridge with a ballast deck over the Pigeon Creek in Monongahela. In all, the Mon Line improvements required 60 work trains and 300 meals per day.

Relatedly, NS crews also installed new signals in West Brownsville, Pa., the first step in expanding the rail yard there so that 130-car coal trains - an industry standard - are handled more efficiently. The project also calls for lengthening two mainlines and two yard lines so NS can efficiently stage 130-car coal trains. The yard also is a crew change point. *[Edited from Norfolk Southern Corp.]*

DELAWARE LEGISLATORS APPROVE RESOLUTION FOR NORFOLK SOUTHERN TO REDUCE TRAIN DELAYS AND NOISE

DELAWARE CITY, Del. - June 10, 2013 - The Delaware House of Representatives has passed a resolution urging Norfolk Southern to reduce rail crossing delays and noise caused by its trains. The resolution is in reaction to an increased number of crude oil trains traveling to the PBF Energy Delaware City Refinery. PBF Energy recently projected its production could rise to 185,000 barrels a day by the first quarter of 2014, or about three inbound and three outbound trains daily from the upper Midwest and Canada, *Delaware Online* reports.

The resolution, which would have no force of law, now goes to the state Senate. The resolution, approved on a voice vote, has enough clout "to show them that we all have an interest in making sure that they're providing us with this information," said House Majority Leader Valerie Longhurst says. "At this point they need to know how serious we are, that we keep asking these questions and we want them to bring forth the information and recognize that it is a nuisance in the community," Longhurst says.

NS Public Relations Manager David Pidgeon tells Delaware Online, "All I can really say is that we're closely watching the resolution as it moves through the legislative process."

Norfolk Southern has reported that its business in Delaware will more than double if PBF's crude-by-rail projections for increased traffic are realized. The company notes that federal regulations and interstate commerce law, rather than state or local regulations, control railroad operations.

Legislators asked Norfolk Southern in the measure to submit monthly reports of the time and duration of road closings at 16 crossings along tracks leading to the refinery. They also urge PBF Energy and the railroad to increase communication and schedule planning in an effort to reduce delays that force trains to idle on tracks near neighborhoods.

"Basically we've been having meetings with Norfolk Southern and nothing has ever been addressed," Longhurst says. "They weren't forthcoming on it." Railroad officials also were asked to develop more quiet zones and work with the state Department of Transportation to identify and fund rail-crossing improvements that would make the operation more efficient.

PBF has invested or plans to spend more than \$100 million on a system of loop tracks and unloading systems that can empty a 100-car train in about 14 hours. The company also purchased thousands of regular and heated tank cars to haul light oil from the Bakken shale oil fields of the upper Midwest, and heavy "oil sand" crude from Canada.

Refinery officials have said that the Delaware City Refinery is perfectly positioned to take advantage of cost savings on North American shale oil and oil sand crude. The plant is the only heavy, high-sulfur refinery on the East Coast.

State officials have approved a barge-loading operation at Delaware City that will relay up to 45,000 barrels of train-delivered oil daily to PBF's refinery in Paulsboro, N.J., via the Delaware River. *[Trains News Wire]*

T Massachusetts Bay Transportation Authority

MBTA INCREASES LOCOMOTIVE ORDER TO 40 UNITS



MotivePower, a unit of Wabtec Corp., has signed a contract with the Massachusetts Bay Transportation Authority to supply 13 additional, next-generation HSP46 passenger locomotives to be delivered in 2014. The locomotives, which will be compliant with EPA Tier 3 and FTA Buy America, are manufactured in Boise, Idaho, with major components supplied

by GE Transportation of Erie, Pa.

The new contract follows previous orders for 27 locomotives and is valued at over \$70 million including training, manuals, and spare parts. GE has worked closely with MotivePower on design, integration and testing. Major components supplied by GE from its Erie and Grove City, Pa., facilities

include GEVO-12 diesel engines, static-inverter head-end power systems, computer control systems, and individual-axle a.c. traction systems. Major Wabtec components include FastBrake® electronic air brakes, air compressors, event recorders, tread brake units, brake shoes, aftercoolers, and radiators. *[Edited from Railway Age]*



NJT ADDS FLOOD RESISTANT STORAGE CAPACITY

Criticized for its response last fall to Superstorm Sandy, and the resultant damage to much of its rolling stock, New Jersey Transit has responded by securing storage space at two locations adjacent to its rail system but in more flood-resistant interior portions of the state.

NJT has reached agreement with Conrail Shared Assets to utilize space at the former General Motors plant in Linden, N.J., adjacent to Amtrak's Northeast Corridor, and a site NJT has been eyeing for some time. A second location, in Garwood, N.J., would expand equipment storage at an existing yard off NJT's Raritan Valley Line.

NJT officials, addressing state media and other onlookers in Newark said the arrangements went into effect June 1.

Officials also noted 46 of the 70 damaged locomotives and 141 of the 272 waterlogged rail cars have returned to service. Last March NJT awarded Bombardier Transportation a contract worth \$16 million contract for repair of NJT's BiLevel fleet damaged by flooding caused by Sandy. *[Railway Age Rail Group News]*

NJ TRANSIT TO PARTNER WITH CABLEVISION FOR WI-FI AT STATIONS, ON TRAINS

New Jersey Transit will enter into a public-private partnership with Cablevision Systems Corp. to offer high-speed wireless Internet access at stations and on trains, NJ Transit officials announced.

The Wi-Fi access will be provided to riders via a dedicated, trackside Wi-Fi network — the first of its kind in the United States, according to a press release. Cablevision will implement and maintain the system under a 20-year, no-cost contract.

The Wi-Fi system will be implemented in phases, with the first focusing on outfitting major stations such as Newark Penn Station and Hoboken Terminal. Together, those stations serve more than 100,000 riders on a typical weekday on all modes. The system will be installed at Secaucus Junction by year's end.

Subsequent phases will include equipping additional train stations and rail cars line by line, officials said. The entire project is slated for completion by 2016's end. *[Progressive Railroadng]*



PRR, PRSL & LIRR EVENTS IN AUGUST

Aug. 1889 - J. G. Brill Company, a manufacturer of streetcars, has recently purchased 18 acres on the Philadelphia, Wilmington & Baltimore Railroad near Grays Ferry on which to build a new plant; to be done by the end of the year.

Aug. 1899 - Construction begins on Cardington Branch of Philadelphia & Delaware County Railroad.

Aug. 3, 1902 - *New York Times* runs article on "deserted village" of uninhabited houses on Penn Station site; PRR recruited city policemen to live in houses rent free to prevent vandalism until they can be razed.

Aug. 7, 1912 - Board of Engineers and Transportation Committee issue more detailed report on suburban electrification at Philadelphia.

Aug. 14, 1922 - A solid train of 196 Buicks consigned to a local dealer

arrives at 52nd Street Yard in Philadelphia, having left Flint, Mich., on Aug. 11; part of an ongoing PRR experiment of operating "solid trains," an early version of unit trains.

Aug. 13, 1932 - First experimental double-decker MU trailer enters revenue service on LIRR; built at Altoona.

Aug. 21, 1942 - PRR receives EMD Model SW1 switcher No. 5910, PRR Class AA6b.

Aug. 15, 1947 - PRR and B&O introduce public train telephone service on *The Congressional* and *The Royal Blue*; introduced on *The Potomac* (northbound) and *The Legislator* (southbound) on Aug. 22; only one channel available, so callers on different trains interfere with each other; press demonstration was held on Aug. 14.

Aug. 3, 1953 - PRR deeds land to build Pennsylvania (JFK) Boulevard, extend Benjamin Franklin Parkway and widen 15th Street to City of Philadelphia.

Aug. 16, 1958 - Last run of Saturday passenger service between Camden and Pemberton, N.J.

Aug. 28, 1963 - Civil rights "Freedom March" on Washington draws 200,000; features Martin Luther King's "I have a dream" speech; PRR operates 14 special trains from New York; PRR and other railroads operate 7 additional special trains from southern and western points.

Aug. 13, 1964 - First PRR unit coal train operates to Potomac Electric Power Company's Chalk Point Generating Station off Popes Creek Branch.

Aug. 23, 1967 - Solari automatic train information boards placed in service in entry and exit concourse levels at Penn Station - New York.

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TIMETABLE 08-13

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

Various Days through Nov. 24, 2013

Steam Into History operates a steam train to chronicle the role York County, Pa., played in

Civil War history and to promote the area as a tourist destination. Trains depart from New Freedom station. Info: www.steamintohistory.com.

Saturday and Sunday, Aug. 3-4, 2013

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

Saturday, Aug. 24, 2013

Lehigh Limited on the Morristown & Erie Railway will cover over 175 miles of rare route mileage in New Jersey and Pennsylvania. Info: www.anniversary.merail.com/train

Sunday, Aug. 25, 2013

38th Annual Train Meet at the Warrior Run Fire Department Social Hall, Second St., Allenwood, Pa. by the Central Pennsylvania Chapter, N.R.H.S. Info: Allen Bubb - 570-850-4264 or Dave Hollenbach - 570-524-4703. No phone calls after 9:00 pm, please! Adm: \$3.00 - under 12, free.

Sunday through Monday, Aug. 25-Sept. 2, 2013

55th Annual Show at Steam Engine Hill by the Williams Grove Historical Steam Engine Association. Info: www.wghsea.org.

Friday through Sunday, Sept. 13-15, 2013

"Pittsburgh 2013" Fourth Annual Convention of the Conrail Historical Society, Inc. Info: www.thecrhis.org.

Saturday, Sept. 14, 2013

The Great Lehigh Valley Train Meet at the Merchants Square Mall, 1901 South 12th Street, Allentown PA 18103. Info:

<http://www.lehighvalleytrainmeet.com/train.html>

Saturday, Sept. 14, 2013

"Vosburg Flyer" photo freight operating over the Reading & Northern Scranton and Susquehanna Branches, former DL&W Keyser Valley and Bloomsburg lines as well as the LV Main Line. Sponsored by the Lackawanna & Wyoming Valley Chapter, N.R.H.S. Info: www.laurellinesspecials.org

Saturday - Tuesday, Sept. 14-17, 2013

NRHS Pre-Convention Activity in Fairbanks, Alaska. Info: www.nrhs.com.

Sunday, Sept. 15, 2013

Gilbertsville Toy Train Show at the Fire Hall, 1454 East Philadelphia Ave., Gilbertsville, Pa. 19525. 8:30 am - 1:30 pm, \$3.00 admission. 1 mile east of Rt. 100 on Rt. 73 in Gilbertsville, Pa. Info: Mark Lehmann, (215) 657-2477 or markvleh@cavtel.net.

Wednesday through Sunday, Sept. 18-22, 2013

NRHS Convention at the Hilton Anchorage in Anchorage, Alaska. Info: www.nrhs.com.

Saturday, Sept. 28, 2013

25th Annual Schuylkill Haven Borough Day with train excursions on the Reading, Blue Mountain & Northern. Info: www.shboroughday.com.

Sunday, Sept. 29, 2013

Dieruff Train Show at Dieruff High School, 815 North Irving St., Allentown, Pa. by the Lehigh Valley Chapter, NRHS. Adm. \$5.00. Info: Jim Rowland at 610-737-3431.

Saturday and Sunday, Aug. 31-Sept. 1, 2013

Railfest 2013 at Steamtown National Historic Site. Info: www.nps.gov/stea.

Saturday, Oct. 6, 2013

Excursion from Scranton to Gouldsboro, Pa. by Steamtown National Historic Site. Info: www.nps.gov/stea

Sunday, Oct. 6, 2013

Leesport Farmers Market Train Meet by the Reading Company Technical & Historical Society, 9:00 am to 2:00 pm. Admission \$4.00.

Thursday - Saturday, Oct. 17-19, 2013

Eastern Division Train Collectors Association Train Meet at the York Expo Center, 334 Carlisle Ave., York, Pa. 17404. Info: www.easterntca.org.

Sunday, Oct. 20, 2013

Excursion from Scranton to Tobyhanna, Pa. by Steamtown National Historic Site. Info: www.nps.gov/stea

Saturday and Sunday, Oct. 26-27, 2013

The Great Scale Model Train Show at the Maryland State Fairgrounds, 2200 York Rd, Timonium MD 21093. Info: www.gsmts.com.

Saturday, Nov. 2, 2013

5th Annual Sentimental Journey Slide Show by the Lackawanna & Wyoming Valley Chapter, N.R.H.S. . Info: www.laurellinesspecials.org

Sunday, Nov. 3, 2013

36th Gaithersburg Train and Artifacts Show at the Montgomery County Fairgrounds, 16 Chestnut St., Gaithersburg, Md., Info: www.gserr.com/shows.htm

Thursday - Saturday, Nov. 7-9, 2013

The Fine Scale Model Railroader Expo 2013 at The Crowne Plaza in Pittsfield, Mass. Info: www.modelrailroadexpo.com.

Friday - Sunday, Nov. 8-10, 2013

NRHS Fall Conference, Advisory Council and Board of Directors' Meetings at Claymont, Del., sponsored by the N.R.H.S.

Saturday and Sunday, Nov. 9-10, 2013

First Frost Train Show at the Allentown Fairgrounds Agricultural Hall

(Agri-Plex), 302 North 17th St., Allentown, PA 18104. Info:
www.allentowntrainmeet.com



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Monday-Friday, July 29-Aug. 2, 2013 - Barons & Builders Day Camp - Ages 11 & 12

Friday & Saturday, Aug. 16-17, 2013 - Hogwarts Express Parties

Saturday, Sept. 28, 2013 - Members Day

Sunday, Oct. 6, 2013 - Garden Railways Tour

Saturday, Nov. 2, 2013 - 1940s Swing Dance

Saturday & Sunday, Nov. 2-3, 2013 - Trains & Troops



STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

Wednesday & Friday Mornings through Oct. 30, 2013 - Mixed Train

Various Saturdays thru Nov. 9, 2013

Dinner Train & Murder Mystery "Murder by Shoo-Fly Pie"

Through Saturday, Nov. 23, 2013 - Wine and Cheese Train

Various Days Sept. 14 through Sept. 22, 2013 - Day Out with Thomas

Sunday, Oct. 20, 2013 - Great Train Robbery

Saturday & Sunday, Nov. 16-17, 2013 - Steampunk unLimited

Friday - Sunday, Nov. 22-24, 2013 - Day Out with Thomas



PENN CENTRAL NEWS IN THE MONTH OF AUGUST

Aug. 11, 1968 - Penn Central announces order of 100 freight locomotives; 5-3,600 HP, 30-3,300 HP, and 65-3,000 HP, for delivery by November.

Aug. 1969 - Penn Central sends H6, H10, G5, and M1 from Historical Collection to Strasburg.

Aug. 21, 1970 - Penn Central opens piggyback yard for refrigerated trailers at Weehawken, New Jersey.

Aug. 25, 1971 - Penn Central sells ex-PRR business car No. 120, Pennsylvania, then Penn Central No. 8, to New York attorney George Pins; Pins has the car restored to Tuscan Red and sparks a rebirth of private car ownership.

Aug. 11, 1972 - Penn Central reports first half net loss of \$125 million, including \$19 million from damage in Hurricane Agnes.

Aug. 3, 1973 - Shocks Mills Bridge reopens with new nine-span steel girder-on concrete pier center section at cost of \$7.5 million; Low Grade line reopens and detours over Main Line and through Harrisburg end.

Aug. 1, 1974 - Penn Central establishes Northeast Corridor Region covering Boston-New Haven, New Rochelle-Washington, and Philadelphia-Harrisburg. Region also controls movements of freight trains over these primarily passenger lines.

Aug. 5, 1975 - Penn Central begins recalling employees furloughed in June to Altoona under USRA-funded \$56 million equipment repair program.



JULY, 2013 CHAPTER MEETING MINUTES

CALLED TO ORDER: The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Southern Lancaster County Historical Society, 1932 Robert Fulton Highway, Quarryville, Pa. on Monday, July 15, 2013. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 43 members and 4 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance.

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

MEMBERSHIP: First Vice-President Ron Irwin announced 236 Chapter members have renewed their memberships and 17 members did not. Chapter member Mark Hoffman introduced his guest, Bob Kerchner. Tom Shenk introduced our hosts for tonight's meeting - Mike Roth, Ken Brown, and Stan White.

CHAPLAIN: Chaplain Doris Geesey read "Investment Advice." On behalf of the Chapter, Doris sent flowers and cards to Lorrie Steffy and Evan Russell. Lorrie had knee surgery and was in attendance at tonight's meeting. Lorrie thanked everyone for all the prayers, cards, and lovely flowers she received. Evan had several mini strokes. He is improving each day. Doris also announced she sent cards to James Parish, whose father passed away and Louis and Eileen Stoll whose son, Louis Jr., passed away. Dave Woerner had laser surgery on his knee.

TREASURER: Treasurer Richard Rutledge gave the Treasurer's Report for the month of June. Richard announced the tax filing for the Chapter will be completed next week with the IRS. Richard also reported any organization which gets \$25,000.00 or more in donations has to report this income to the state.

TRIPS: In Fred Kurtz's absence, Tom Shenk reported Fred attended the Advisory Council meeting in Bloomington, Minnesota. The topic of discussion was the raising of the dues for next year. Primary member and spouse's dues will increase from \$63.00 to \$79.00 next year. Dennis Allen announced the next Chapter Trip will be to Yellowstone National Park. We'll leave on Saturday, August 30, 2014 and arrive in Salt Lake City. Highlights of the trip are: Yellowstone National Park, Grand Tetons, Glacier National Park, (will spend 2 nights at St. Mary's Lodge), Promontory Site, Jackson's Hole, Idaho Falls, Butte, Virginia City, and ride three railroads.

ANNOUNCEMENTS: Steve Himpl is looking for someone who knows about wood trim and body putty work for the caboose. If interested, contact Steve. Steve also reported if you put in 50 hours a year on a non-profit project (caboose), his company (Alcoa) will bestow a grant for \$250.00. The Chapter will be receiving a check from Alcoa for \$250.00 thanks to Steve. Tom Shenk announced next month's meeting will be held at the Strasburg Railroad. Dennis Allen will be selling tickets starting at 5:30p.m. for \$5.00 each. You may purchase as many tickets as you like. The tickets will only be \$5.00 at this meeting. The train leaves at 7:00 p.m. The Chapter Meeting will be after the ride at 7:30 p.m. Sunday, September 22 will be the Annual Chapter Picnic at the Christiana Freight Station. Tom announced some upcoming Rail Projects around the country totaling \$99 billion dollars. Honolulu, new rail line 15 miles west of the airport and going downtown, \$5 billion; Manhattan Transit in New York \$14 billion; Orlando 16 miles of new track \$615 million; and Tucson, Arizona an undisclosed rail project and price. New York City operates 6,745 railcars. Tom presented the Lancaster County Historical Society with a check for \$100.00 and thanked them for hosting our chapter meeting tonight.

ADJOURNMENT: The Chapter Meeting was adjourned at 7:55 p.m. Tonight's hosts will give a PowerPoint presentation and a walking tour of the grounds at the Robert Fulton birthplace.

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS

EMD REENTERS PASSENGER RAIL MARKET WITH SPIRIT



After an absence of 12 years, Electro-Motive Diesel Inc. (a subsidiary of the Progress Rail Services Corp. division of Caterpillar Inc.'s Rail Division) has reentered the passenger locomotive market.

EMD on May 31 signed an agreement with the Southern California Regional Rail Authority to supply up to 20 new-design EMD F125 low-emission

Spirit series diesel-electric passenger locomotives for operation on Metrolink, the regional passenger rail service provider in Southern California. Metrolink is the first passenger railroad to purchase new locomotives designed to meet U.S. EPA Tier 4 emissions standards. Delivery will begin in 2015.

Generating 4,700 hp, the F125 Spirit is compliant with the PRIIA (Passenger Rail Investment and Improvement Act) 305-005 Next Generation Locomotive specifications, "and meets or exceeds all of Metrolink's requirements for procuring highly reliable, fuel-efficient locomotives for passenger rail service," EMD says.

The F125 Spirit consists of a streamlined Vossloh Rail Vehicles (VRV)-designed monocoque carbody with one control cab equipped with CEM (Crash Energy Management); a turbocharged, 20-cylinder; four-stroke Cat® C-175 20 diesel engine; an AC traction propulsion system; VRV high-speed trucks; inverter-controlled HEP (head end power), "and all the accessories necessary for single- and multiple-unit operation suitable for commuter and intercity service."

The F125 Spirit includes an SCR (selective catalytic reduction)-only after-treatment system to meet Tier 4 emissions standards. Equipped with an electronic fuel injection system, its Cat® C175 series diesel engine "provides exceptional train acceleration advantages, compared to other less powerful locomotive products or older technologies, while maintaining Tier 4 emissions performance," EMD notes. "This locomotive addresses Metrolink's future performance needs and anticipated ridership growth. The fuel-efficient locomotive will be used with Metrolink's new Rotem Bi-Level passenger cars—also equipped with CEM—which will yield one of the highest levels of commuter rail passenger safety, crew safety, and passenger comfort in the country."

EMD plans to assemble the locomotives at its Muncie facility in Indiana. As part of the Spirit locomotive procurement and its commitment to clean air, Metrolink will donate up to five EMD F59PH locomotives for alternative fuels research and development programs "in hopes of realizing emissions-free commuter rail operations in the future." The F59PH and its sister F59PHI were EMD's final passenger locomotives before it exited the passenger rail market in 2001. The F59PH debuted in 1988; 83 units were built. The F59PHI debuted in 1994; 99 units were built. *[Edited from Railway Age]*



GE MOVE CASTS DARK CLOUD OVER ERIE

ERIE, Pa. - June 26, 2013 - GE Transportation has confirmed it will proceed with job cuts and transfer of work first announced April 9, 2013. The move comes after labor negotiations between the United Electrical, Radio, and Machine Workers Union Local 506 and the company ended this past weekend. Under terms of the contract, the company and union had 60 days to negotiate terms to avert more than 950 layoffs at the Erie facility. Both sides offered proposals during more than 25 meetings and, although talks continued right up to the deadline at midnight Saturday, no agreement could be reached.

Citing a global downturn in locomotive orders and an extremely competitive

market, GE will begin laying off Erie workers in October as additional manufacturing of Evolution Series locomotives and other industrial product lines is transferred to GE's new Manufacturing Solutions plant in Fort Worth, Texas.

In a statement released today, GE Transportation CEO Lorenzo Simonelli broke the news Erie has been dreading since news of the new Fort Worth facility was first revealed. "We have decided to move forward with our proposed transfer of locomotive and off-highway vehicle production to GE's Manufacturing Solutions facility in Fort Worth, Texas, and take corresponding job actions in Erie, beginning in October. We are taking this difficult step to meet an increasingly competitive marketplace that requires us to reduce costs and have a more flexible workforce and a more efficient operation," Simonelli says. "However, Erie will continue to be an integral location for GE Transportation, and we are taking this important step to ensure the company is stronger, more competitive and can meet the growing challenges of our global economy." *[Trains News Wire]*

ACF MARKS REOPENING OF PENNSYLVANIA PLANT



ACF INDUSTRIES LLC



MILTON, Pa. - ACF Industries marked the reopening of its rail car manufacturing plant in Milton on June 6. The plant, at which the first railroad tank cars were manufactured in the late 1860s, had been idled in 2009 because of declining sales. Current growth in the energy industry has created a shortage of tank cars and components, allowing ACF to reopen the plant.

The plant has already hired 230 employees since reopening, and expects to create a total of 333 jobs and retain 20 existing jobs in the next three years. The company received \$483,000 in state funding for machinery, equipment purchases, and employee training.

Cars manufactured in Milton will be shipped to oilfields in the Dakotas and Canada and will be used to carry crude oil to refineries across the country. Because of the increased extraction of propane from Marcellus Shale and continued growth in the natural gas industry, the company is making plans to begin manufacturing stationary propane tanks at the Milton location by the end of 2013.

American Car & Foundry was formed in 1899 through a merger of 13 smaller railcar builders. The company built the first all-steel passenger cars in the world in 1904, subway cars for New York City's Interborough Rapid Transit. The company later acquired streetcar builder J. G. Brill Co. and the Hall-Scott Motor Car Co. It built the Rebel lightweight streamliners for the Gulf Mobile & Ohio and the first double-stack intermodal cars. It also built tanks during World War II.

Last fall, ACF and the United Steelworkers Union reached an agreement, which gave union members recall rights at the plant, setting the stage for the reopening. *[Trains News Wire]*

THIS MONTH'S BANNER PHOTO

Steam Into History's N.C.R.R. No. 17 - York - under steam on her first revenue run from New Freedom, Pa. - June 1, 2013. Photo by Harry Parks.



OPERATION LIFESAVER REMINDS YOU...

"Be prepared to yield to the train. It's not worth your life."
Bill Barringer, NS director of grade crossing safety.

THE GREMLINS ARE BACK!

On the cover of the July issue, the caption under the photo of the Virginian Class EL-C electrics states that the location is Kumiss, W. Va. Actually, Kumiss is in Virginia. The gremlins apologize for this oversight. The photo was taken by Bob Drake from the collection of Tom Sink.

LANCASTER CHAPTER "RIDE THE RAILS" MEMBERSHIP MEETING

MONDAY, AUGUST 19, 2013, 5:30 PM



**AT THE STRASBURG RAIL ROAD
181ST ANNIVERSARY ON JUNE 9, 2013
ROUTE 741, EAST
STRASBURG, PA. 17579
GPS: 301 GAP ROAD, RONKS, PA. 17572**



Train Ride and Chapter Membership Meeting will be held rain or shine

Arrive early at the Strasburg Rail Road station to board the 7:00 pm train for a relaxing ride to Paradise. Upon returning to Strasburg, we'll have our Membership Meeting in one of the coaches. Restrooms will be available at the station and the shops and restaurant will close 15 minutes after the train returns to Strasburg.

Tickets for the train ride are available for \$5.00 per person from the Chapter. Please bring a check payable to: Lancaster Chapter, NRHS or CASH - \$5.00 ride is open to Members, Guests and Friends.

Everyone will need a ticket to ride the train. Tickets will be available from Dennis Allen starting at 5:30 pm. You may also purchase extra tickets good for future use at the discounted \$5.00 rate - only at the August meeting.

Please purchase your ticket from the Lancaster Chapter at the discounted price of \$5.00. Regular coach price is \$14.00 at the Strasburg Rail Road Ticket Office.



“INSIDE THE BACK PAGE”
UPCOMING LANCASTER CHAPTER ACTIVITIES

AUGUST

AUGUST 19, 2013 - MONDAY, 6:00 PM - STRASBURG RAIL ROAD - “RIDE THE RAILS” MEMBERSHIP MEETING

Arrive early at the Strasburg Rail Road station to board the 7:00 pm train for a relaxing ride to Paradise. Upon returning to Strasburg, we'll have our Membership Meeting in a Strasburg passenger car. Restrooms will be available at the station and the shops and restaurant close 15 minutes after the train returns to Strasburg. Purchase your tickets from the Chapter at the reduced price of \$5.00 each. Bring your friends to this fun-filled meeting.

SEPTEMBER

SEPTEMBER 22, 2013 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC

Doors open and Chapter Board Meeting at 3:00 pm - Picnic starts at 4:00 pm. The Chapter will provide its famous Barbeque Chicken and drinks. Members are asked to provide their own place settings and a covered dish to share. Picnic is free for chapter members and \$5.00 for guests. Join your Chapter friends for a relaxing, fun-filled afternoon with great food, drinks, snacks and desserts while watching Amtrak trains pass the historic former PRR Christiana Freight Station and our Chapter's Conrail caboose.

OCTOBER

OCTOBER 21, 2013 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

Chapter friend Paul Kutta returns with an interesting program featuring the Reading Company.

NOVEMBER

NOVEMBER 22, 2013 - FRIDAY, 6:00 PM - SHADY MAPLE SMORGASBORD - ANNUAL CHAPTER BANQUET

Look for details and order form in the October *Lancaster Dispatcher* - you won't want to miss this year's multi-media program by Steve Barry, Editor of *Railfan & Railroad* magazine. Join us for an evening of great food, friendship and entertainment.

DECEMBER

DECEMBER 5, 2013 - THURSDAY EVENING, 7:00 PM - CHRISTIANA FREIGHT STATION CHRISTMAS DECORATING

Decorate the Freight Station and Christmas Tree for the Holiday Open House and Christmas. Bring your favorite Train Ornament to hang on the tree. This is a fun-filled activity to usher in the Holiday Season. Input from the Chapter Membership for the design and set-up of the train display would be greatly appreciated - see Glenn Kendig for further information.

DECEMBER 14, 2013 - SATURDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - HOLIDAY OPEN HOUSE

The Christiana Lions Club will have Santa for the area children and families. Everyone is invited. Saturday night Hay Rides to see the Christiana Christmas displays - a fun-filled evening for the entire family!

DECEMBER 15, 2013 - SUNDAY, 1:00 PM - CHRISTIANA FREIGHT STATION - CHRISTMAS PARTY

OPEN HOUSE FROM 1:00 PM TO 5:00 PM, MEMBERSHIP MEETING AT 5:00 PM & CHRISTMAS PARTY AT 5:30 PM

Doors open at 1:00 PM. Regular Chapter Membership Meeting at 5:00 PM, with our Annual Chapter Christmas Party at 5:30 PM. Please bring cookies, snacks or a covered dish to share. There's no better way to get into the festive holiday spirit!

CHAPLAIN CONTACT INFORMATION:

DORIS GEESEY EMAIL: RSCOOTER2@GMAIL.COM PHONE: 717-347-7637

IF YOU KNOW OF A CHAPTER MEMBER WHO IS SICK, LOST A LOVED ONE OR HAS A NEW BIRTH IN THE FAMILY, PLEASE CONTACT DORIS.

LANCASTER CHAPTER BOARD of DIRECTORS

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1ST VICE PRESIDENT:	RON IRWIN	717-299-6405	RIRWIN@NRHS1.ORG
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MEMBERSHIP MEETING NOTICE

THE "RIDE THE RAILS" MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE STRASBURG RAIL ROAD, ROUTE 741 EAST, STRASBURG, PA 17579 ON MONDAY, AUGUST 19, 2013. ARRIVE AT 5:30 P.M. TO PURCHASE TICKETS AND RIDE THE 7:00 P.M. TRAIN.

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



CHAPTER WEBSITE: WWW.NRHS1.ORG

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**PLEASE DELIVER PROMPTLY !!!
FIRST CLASS MAIL !!!**

Forwarding and Address Correction Requested

**LANCASTER CHAPTER, N.R.H.S.
10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416**

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