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THE CONRAIL RAINBOW ENGINE

BY JACK NEISS

RETIRED CONRAIL LOCOMOTIVE ENGINEER AND ROAD FOREMAN

Back in the late 1970s, I took a two week summer hold-down on Mail Train No. 10, which I would operate between Harrisburg Station and Meadows Yard (*South Kearny, New Jersey - Ed.*) Most always, we would exchange power at Harrisburg, usually using a single GG-1 or E-44, but sometimes if the diesel power was not needed for a westward move out of Harrisburg or Enola, it would relay (*stay on the train to its destination - Ed.*) right through.

Our sign-up time was 9:40 PM and if the train was close to being on time, we had a very short in-terminal wait. On this particular date, however, Mail 10 was running about an hour late, so it was decided to forego the power swap and relay the diesel power right through. When No. 10 pulled in, it had an almost brand new GP38-2 in the lead, followed by a GP40-2 and about a dozen cars and cabin. It was an uneventful trip, making our usual four to six car set-off at 52nd Street in Philly and then heading towards Waverly and the Meadows.

It was a beautiful night, full moon and pleasingly warm...one of those ideal scenarios when it's great to be out running your train. That all changed a few miles east of Princeton Junction when, running on No.1 track, I plowed into a stack of full and open paint cans that someone had placed on the track. I had a "clear" on the cab signal and the last wayside I passed had also displayed clear, but when the brakeman and I finally realized something was on our track, I had little chance to get my speed down from the 65 mph I had been running previously.

Apparently someone had stolen about 15 one-gallon cans of enamel paint from an area sign painter, paint of every color from pink to brilliant orange to a very seductive purple. They had taken the lids off each can and piled them up pyramid fashion on 2x4s in the middle of the track, waiting for the first train to come by. That train was Mail No. 10. Well, when we hit the pyramid, cans and their contents flew everywhere; mostly up over the front of the engine and onto the locomotive cab. What had been a nice Conrail blue paint job was now transformed into something reminiscent of the psychedelic '60s. I'm glad the brakeman and I managed to get the side windows shut before we hit the debris, but what was left after we stopped was an interesting paint job which looked like it had been done by someone in the paint shop on acid! Fortunately, the enamel was that of the quick drying variety and was completely dried out by the time we reached LANE and headed up the P&H branch. But, quite colorful.

Word had gotten out and every employee we passed came out to get a good look and, since it was now daylight, by the time we hit the P&H branch, commuters on the Pulaski Highway were gawking and laughing as they passed us. Both my brake-man and I had fairly large beards and shoulder length hair, so I remarked as to how many might have wondered if this was Conrail's new "hippie train." We found out when we put the engines on the pit at the Meadows that several teenagers had been apprehended by the New Jersey State Police and arrested on multiple charges from theft of the paint from a sign painter who had his business a block from the railroad, to trespassing and vandalism to railroad property. One wonders what goes through someone's mind at times in the name of "fun".

Anyhow, what do you put on the work report about the condition of your engine. I simply wrote down "repaint engine and replace messed up windows" and let it go at that. I forget the engine number unfortunately, but this locomotive was quickly nick-named "The Rainbow Engine" and ran around the railroad like this for almost two months before it finally made it's way back to Altoona for a complete re-painting.

I'm again curious if someone somewhere might have taken pictures of this unit when it was wearing it's "rainbow" scheme. A division superintendent told me a few weeks afterward that this engine should probably only be assigned to younger crews because one old hoghead (*slang for locomotive engineer - Ed.*) refused to use it saying "he would be embarrassed to use something like that which might associate him with someone who uses drugs." Not sure of his reasoning here, but this might have contributed to this engine being repainted way sooner than it normally would have been.





THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



THE NORTH CAROLINA TRANSPORTATION MUSEUM WILL GATHER LOCOMOTIVES OF THE 1930s-1950s TOGETHER FOR A ONCE-IN-A-LIFETIME-EVENT



SOUTHERN E8A No. 6900L AT THE NORTH CAROLINA TRANSPORTATION MUSEUM, SPENCER, NC - PHOTO BY JIM WRINN

The North Carolina Transportation Museum's next major railroad event, "Streamliners at Spencer," will be a four-day festival for lovers of classic streamlined locomotives of the 1930s through the 1950s. Happening May 29 through June 1, 2014, these engines will be gathered around the 37-stall Robert Julian Roundhouse turntable

for daytime portraits, special operations, nighttime photos and more. Primarily a railroad photography event, "Streamliners at Spencer" is sure to be a rail fan's delight.

Popular in the 1940s and 1950s, more than 8,000 Electro-Motive Division streamliners, or "cab units," were built with additional locomotives coming from Alco, Baldwin, and Fairbanks-Morse. These locomotives replaced steam power and pulled great passenger trains like the Crescent, the Champion, the Broadway Limited, among others.

"They developed a loyal following thanks to their smooth shape, colorful paint schemes, and their look of speed," said Trains magazine Editor Jim Wrinn, also a N.C. Transportation Museum Foundation vice president. "2014 is a great time to recognize them as the year marks the 75th anniversary of the first such successful diesel freight locomotive—the FT demonstrator of 1939."

Despite the popularity of these locomotives in their day, Wrinn says, "Today they're all gone except for a few dozen in museums, on Class I railroads as executive units, and on tourist railroads and short lines as curiosities." The museum's own Atlantic Coast Line E3, the Southern Railway E8, and Southern Railway FP7 will serve as the event's host locomotives.

The museum's goal will be to bring as many streamlined units together as possible for an event on par with 2012's Norfolk Southern Heritage Locomotive Family Portrait. With just six weeks to plan and execute, that event drew thousands of attendees from 39 U.S. states, the Canadian provinces of British Columbia and Ontario and internationally, from Japan and Austria.

N.C. Transportation Museum Foundation Board President Steve Mersch says, "Our 2012 Heritage Locomotives Family Portrait gave us the chance to showcase 20 brand new locomotives in historic paint schemes to more than 4,000 rail fans. 'Streamliners at Spencer' will again provide us with the opportunity to use the unique setting we have with the 1924 Bob Julian Roundhouse and the 57-acre Spencer Shops complex."

Attending locomotives are being confirmed and transported in cooperation with Norfolk Southern Corp. More details will be announced as the summer comes to an end with a great slate of visiting streamliners expected. Those wishing to stay up-to-date should either visit www.nctrans.org and check the event tab or follow the museum on Facebook at "N.C. Transportation Museum." [North Carolina Transportation Museum Press Release]



AMTRAK MAKING MAJOR IMPROVEMENTS TO PHILADELPHIA 30TH STREET STATION

Amtrak will continue work this summer and fall on several upgrades at its historic Philadelphia 30th Street Station on the Northeast Corridor "to improve the passenger experience, tend to the long-term infrastructure needs of the 80-year-old building, and improve pedestrian mobility in and around the facility." The projects represent about a \$35 million investment.



30th Street Station, originally opened in 1933 by the Pennsylvania Railroad, is the third busiest station in the Amtrak system. It served more than four million passengers in FY 2012, with connections to SEPTA and New Jersey Transit commuter rail services and other local transportation.

Following are summaries of the major initiatives Amtrak is undertaking as components of the station renovation project:

West Plaza Renovation

Since Fall 2012, crews have been working on a \$30 million Amtrak-funded reconstruction project along the west side of 30th Street Station that features a redesigned pedestrian plaza and reinforced basement structure. The new plaza, scheduled for completion by Thanksgiving, will improve vehicle traffic and pedestrian flow around the station, enhance lighting for better security and visibility, provide safer walking and driving conditions and expand public parking. Below-ground work on the parking deck and basement will continue through 2014 to fortify the infrastructure and improve parking conditions.

Facade Restoration

Amtrak begins Phase I of a multi-million dollar restoration of the exterior facade of 30th Street Station with installation of a temporary sidewalk canopy system that will be erected around the sides of the building. The canopy will keep pedestrians safe and provide a weather-proof area under which to access the station while funding for Phase II (the remainder of the facade restoration) is identified. Construction of the canopy will begin this month and be paid for with approximately \$2 million of Amtrak funds.

Elevator Replacement

Passenger elevators that connect the train platforms with the main concourse will be replaced, along with elevators that service the employee office towers in the upper floors of the building. Some equipment, dating to the 1930s, is beyond the scope of repair and needs to be replaced. This is a \$3 million Amtrak-funded project with work scheduled to begin this fall.

"30th Street Station is an iconic fixture in Philadelphia," said Stephen Gardner, Amtrak vice president of Northeast Corridor infrastructure and investment development. "As stewards of this National Historic Landmark, we are committed to maintaining its status as a first-class facility for passengers and further integrating the station into the vital University City neighborhood."

The Chicago architectural firm of Graham, Anderson, Probst and White designed the station, originally known as Pennsylvania Station-30th Street in accord with the naming style of other PRR stations. Its design was

influenced by the PRR's massive New York-Washington electrification project, which allowed trains to pass beneath the station without exposing passengers to steam engine exhaust. The station had a number of innovative features, including a pneumatic tube system, an electronic intercom, and a reinforced roof with space for small aircraft to land, and contained a mortuary, a chapel, and more than 3,000 square feet of hospital space. Construction began in 1927, and the station opened in 1933, shortly after the peak of the PRR's expansion. The vast waiting room is faced with marble and the coffered ceiling is painted gold, red, and cream. The building's exterior has columned porte-cocheres on both the west and east facade, and exhibits elements of both classical and modern architectural styles. *[Railway Age Rail Group News]*

AMTRAK ACS-64 BEGINS NORTHEAST CORRIDOR TESTING



ACS-64 NEC TEST TRAIN AT LARCHMONT, NEW YORK. PHOTO BY JOSEPH M. CALISI.

One of three Amtrak ACS-64 (Cities Sprinter) electric locomotives from Siemens Mobility, no. 602, has begun testing on the Boston-New York-Washington Northeast Corridor and Philadelphia-Harrisburg Keystone Corridor in preparation for revenue-service fleet deployment this fall.

Two additional ACS-64s are testing at TTCI in Pueblo evaluating maximum speed runs, acceleration and braking, operating with Amtrak passenger cars, and testing the overall performance capabilities of the locomotive. Engineers are also validating the onboard computer system and software, as well as evaluating ride quality by using instruments to measure things such as noise and wheel vibrations.

A fourth locomotive is being tested in a climate-controlled chamber to determine how well it performs under hot and cold temperature extremes.

Amtrak selected Siemens to design and manufacture 70 of these next-generation electric locomotives to "provide improved reliability, efficiency, and mobility for intercity rail passengers traveling on the Northeast and Keystone Corridors." The ACS-64 will replace existing AEM-7 electric locomotives that have been in service for 25-to-35 years, with an average of 3.5 million miles traveled.

The locomotives are being assembled in Siemens' Sacramento, Calif., rail manufacturing plant, with parts supplied from its plants in Norwood, Ohio, Alpharetta, Ga., and Richland, Miss., and nearly 70 suppliers representing more than 60 cities and 23 states. The first units being used in the testing program rolled off the assembly line in May.

In revenue service, the ACS-64s will operate Amtrak Northeast Regional trains at speeds up to 125 mph on the Northeast Corridor and Keystone Service trains at speeds up to 110 mph. In addition, these locomotives will power all long-distance trains operating on the NEC. Once the locomotives are commissioned in the fall, production of the remaining units will ramp up for monthly delivery through 2016. The ACS-64 is part of Amtrak's long-term, comprehensive Fleet Strategy Plan. *[William C. Vantuono, Editor-in-Chief - Railway Age]*



PHASE ONE OF NATIONAL GATEWAY COMPLETED

Phase One of the National Gateway—a doublestack clearance project connecting CSX's existing intermodal terminal in Chambersburg, Pa., and its new, state-of-the-art Northwest Ohio Intermodal Terminal hub facility, has been completed on time, and on budget.

The \$850 million National Gateway, one of the nation's largest transportation PPPs (public-private partnerships), when completed will create a doublestack-cleared rail corridor between the Mid-Atlantic and

Midwest. It is made possible through a combination of federal and state funds and CSX investment. Public funding for Phase One was supported by a federal TIGER (Transportation Investment Generating Economic Recovery) grant secured by the State of Ohio and administered by the Eastern Federal Lands Highway Division of the Federal Highway Administration.

The National Gateway is currently focused on the project's Phase Two, which will doublestack-clear the CSX corridor between Chambersburg and mid-Atlantic ports in Maryland and Virginia. Commenting on Phase One's completion, CSX chief executive Michael J. Ward said, "We celebrate the efforts of federal and state officials in achieving this milestone, which means more jobs, a more competitive America, and a more environmentally friendly way to move freight. This is great news for our nation's transportation infrastructure, our customers, and the communities we serve, and wouldn't be possible without the major investment of time and resources by our federal and state partners. While this is a significant milestone, our work is not done. Working with our public sector partners, we need to finish the job and complete doublestack clearances between Chambersburg and the Ports of Baltimore and Virginia."

Since its inception, the National Gateway has been supported by governors and other public officials across six states, including more than three dozen members of Congress, three port authorities, and dozens of global shippers, ocean carriers, business organizations, and environmental groups. Over a 30-year period, the project is expected to create more than 50,000 jobs and deliver a host of benefits including reduced fuel consumption, lower emissions, better safety, lower highway maintenance costs, and reduced shipping costs. For example, at CSX's Northwest Ohio Intermodal Terminal, nearly 300 full-time employees are handling hundreds of thousands of containers per year. *[Railway Age]*

YARD SIDESWIPE INCIDENT DAMAGES CSX EXECUTIVE TRAIN



JACKSONVILLE, Fla. - Sept. 16, 2013 - An incident in CSX's Moncrief Yard in Jacksonville has resulted in damage to two of the railroad's executive train F40PHs and a switcher. Details of the Sept. 14 incident come from an unnamed source close to the railroad.

A remote controlled yard job with the CSX MP15AC No. 1162 went out of its limits into a moving light power set consisting of F40PH Nos. 9992 and 9999. No. 9992 took the brunt of the damage, but will be repaired. The unit was planned for new paint anyway. No. 9999, already in new paint, suffered minor damage.

Both F40s are expected to go to Waycross, Ga., for repair. No. 1162 will likely be taken out of service as needed repairs are extensive. *[Trains News Wire]*

CSX OPENS RELOCATED GREENVILLE YARD

GREENVILLE, N.C. - CSX has opened a new yard north of Greenville that was relocated from the middle of the city. The new yard separates railroad and vehicular traffic, and eliminates switching moves that trains had to make between Arlington Boulevard and Howell Street. It improves safety by ensuring rescue vehicles have fewer delays when crossing tracks heading to the medical district. For motorists, it reduces or eliminates time spent waiting for trains. City leaders worked with rail companies and the North Carolina Department of Transportation for years to come up with a solution to the problem. Construction of the project started in the fall of 2009. Norfolk Southern and short line Carolina Coastal Railway participated in earlier phases of the work.

The North Carolina Department of Transportation paid for 75 percent of the \$9.7 million four-year, multi-phase project, using a grant of \$967,000 from the Federal Railroad Administration. CSX contributed the remaining 25 percent of the financing. *[Trains News Wire]*



NORFOLK & PORTSMOUTH BELT LINE RAILROAD DETAILS HERITAGE LOCOMOTIVE PAINT SCHEME

NORFOLK, Va. - Sept. 3, 2013 - Virginia short line Norfolk & Portsmouth Belt Line has adopted the red and maroon colors of GP38-2 No. 5260 as its official paint scheme, according to General Manager Cannon Moss.

The paint scheme commemorates that of the railroad's one-time fleet of EMD switchers, shown below.

The short line has two locomotives. The other locomotive, GP38-2 No. 5259, will receive the colorful paint scheme when it is due for overhaul, Moss says. It is presently painted in an Operation Lifesaver commemorative scheme. Both units are leased from parent Norfolk Southern.

The idea for the heritage paint scheme originated with NS, Moss says. The railroad was about to paint the locomotive at its Chattanooga, Tenn., shop and offered to do something different than its regular black.



No. 5260 AT NORFOLK SOUTHERN'S CHATTANOOGA, TENN. SHOP - PHOTO BY NORFOLK & PORTSMOUTH BELT LINE RAILROAD.



The railroad, owned 53 percent by NS and 47 percent by CSX, hauls about 25,000 carloads annually. It currently has 35 employees and operates 34 miles of railroad and has trackage rights over 27.35 miles on Norfolk Southern, serving customers in Norfolk, Chesapeake, and Portsmouth, Va. It will celebrate its 115th anniversary later this month. *[Trains News Wire and Railway Age Rail Group News]*



NORFOLK SOUTHERN REVITALIZING ROANOKE YARD

ROANOKE, VA - Aug. 2, 2013 - A pair of white smokestacks and a building that once helped in powering the Norfolk & Western's East End Shops will be coming down to make way for more modern city developments. The building is just east of

Interstate 581 and the Virginia Museum of Transportation.

A Norfolk Southern spokesperson tells the Roanoke Times that the building his company is demolishing once housed filters for coal-fired boilers. Those boilers and the building that helped heat and power the extensive car and locomotive building facilities in Roanoke for the N&W and later for FreightCar America, became obsolete when more modern natural gas-fired equipment replaced it in the early 2000s.

Workers took down a black-and-white Norfolk Southern sign announcing the "Roanoke Shops" and will place it on a building nearby. The sign has been a fixture in the Virginia city for years.

The company will use the land for a new pedestrian walkway that will lead to an employee parking lot. *[Trains News Wire]*

NS TRAIN DERAILS AFTER COLLISION WITH TRUCK IN PENNSYLVANIA

HARRISBURG, Pa. - Sept. 13, 2013 - A Norfolk Southern double-stack train derailed near Dillsburg, about 15 miles southwest of Harrisburg, on the afternoon of Sept. 12 when it collided with a tractor-trailer rig carrying a reinforced concrete bridge beam.

According to local news reports, the 1:40 p.m. incident occurred when the truck, carrying a 131-foot, 73-ton bridge beam, was trying to reposition itself to cross the tracks at an S-curve crossing. The truck was en route to a bridge construction site near Gettysburg.



The train was westbound on the former Reading Lurgan Branch from Rutherford Yard, near Harrisburg, to Hagerstown, Md., and beyond. News photos show the ruined beam wrapped around the front of the lead locomotive, EMD SD70M-2 No. 2702. *[Trains News Wire]*

An NS crewman was treated at the scene for a minor injury. No one else was injured. The road remains closed on Friday, and railroad personnel and contractors are on site to clear the wreckage.

NORFOLK SOUTHERN DISCLOSES STRATEGIC INITIATIVES TO REDUCE GREENHOUSE GAS EMISSIONS

NORFOLK, VA. - Norfolk Southern has disclosed the railroad's business strategy for reducing greenhouse gas emissions and its environmental footprint in a filing with the international not-for-profit CDP.

The railroad's annual public disclosure to CDP provides customers, investors, employees, and communities information about how Norfolk Southern is addressing potential risks and benefits related to greenhouse gas emissions.

"Norfolk Southern is committed to being an industry leader in environmental stewardship," said Blair Wimbush, vice president real estate and corporate sustainability officer. "Efforts to improve our performance and to mitigate the environmental impacts of business operations are part of daily life on our railroad. We are proud to offer customers a fuel- and carbon-efficient means of transporting their goods."

In the CDP filing, Norfolk Southern describes key strategic initiatives to reduce greenhouse gas emissions. They include:

- purchasing new, more fuel-efficient locomotives
- expanding use of idle-reduction and train-handling technologies
- making infrastructure improvements to increase capacity and fluidity of the company's major rail corridors, including the Heartland and Crescent corridors
- continuing research and development of alternative power, including renewable biofuels and battery-powered locomotives
- upgrading office buildings, shops, and yard facilities with more energy-efficient lighting and heating and air-conditioning systems
- recycling older locomotives by equipping them with more fuel-efficient, cleaner-burning engines

Norfolk Southern has made considerable progress toward its goal to reduce greenhouse gas emissions by 10 percent per revenue ton mile between 2009 and 2014. By the end of 2012, the company had reached nearly 69 percent of the goal.

Longer term, the railroad's investments in infrastructure, including public-private partnerships, are expanding the nation's freight rail capacity and providing shippers a way to reduce their supply-chain carbon footprint. For example, by diverting long-haul freight to trains from trucks, Norfolk Southern's Crescent Corridor - which spans 11 states from Louisiana to New Jersey - has the potential to reduce greenhouse gases by 1.9 million tons annually when fully developed.

Norfolk Southern engages with customers and suppliers to share information about sustainability practices and the railroad's carbon efficiency and greenhouse gas emissions. In September, Norfolk Southern and rail supplier GE will co-sponsor their third annual Railroad Sustainability Symposium to advance discussion of sustainability in the rail industry.

To learn more about Norfolk Southern's efforts to reduce the environmental

impacts of its business operations, visit www.nssustainability.com and view the railroad's 2013 sustainability report.

CDP, formerly known as Carbon Disclosure Project, provides the only global system for companies and cities to measure, disclose, manage, and share vital environmental information. CDP investor initiatives – backed in 2013 by more than 722 institutional investors representing an excess of \$87 trillion in assets – give investors access to information about companies' greenhouse gas emissions and strategies for managing climate change, water, and deforestation risks. [Norfolk Southern Corp.]



FEDERAL TIGER GRANT TO FUND CRITICAL IMPROVEMENTS ON WEST TRENTON LINE

PHILADELPHIA, PA - Sept. 4, 2013 - SEPTA will receive a \$10 million federal grant for a critical project that will improve safety and service on the West Trenton Regional Rail Line, members of the Southeastern Pennsylvania Congressional Delegation announced today.

The award will be made through the U.S. Department of Transportation's TIGER V (Transportation Investment Generating Economic Recovery) program, to help fund the SEPTA-CSX Separation Project. The project has a total estimated cost of approximately \$38 million.

This effort, which is a partnership between SEPTA and CSX Transportation, will separate passenger and freight rail operations -- both of which are experiencing sustained growth -- along a six-mile portion of track owned by CSX between the Woodbourne and West Trenton Stations.

Currently, this shared segment of track carries 57 SEPTA trains each day, serving riders on the West Trenton Line. Ridership on the West Trenton Line has increased by more than 60 percent over the last decade -- to approximately 12,500 passenger trips on an average weekday -- making it one of the most heavily travelled routes in the transit system.

The shared track span also provides a key route to moving goods throughout the Greater Philadelphia region, with over 20 freight trains passing through daily. It provides access to the Port of Philadelphia, making it critical to the local economy, and also has an impact nationally in linking CSX's north-south network.

The increased activity in both passenger and freight service, however, has created heavy traffic and delays, particularly during rush hour. By upgrading this six-mile stretch, including construction of a new four-mile track on the main portion for passenger trains, SEPTA and CSX will be able to relieve this congestion, and provide room for future growth. There will also be upgrades to existing track and other infrastructure, which will allow for more efficient operations.

The project will also clear the way for SEPTA to fully implement Positive Train Control (PTC), a signal-based rail safety system mandated by federal law. PTC must be implemented throughout SEPTA's Regional Rail system and all other commuter and freight rail systems nationwide by the end of 2015. [Edited from SEPTA]

SEPTA DETAILS PLAN TO SHRINK SYSTEM WITHOUT STATE FUNDING ACTION (DOOMSDAY PLAN)

PHILADELPHIA, PA - Sept. 12, 2013 - Without an infusion of funding for SEPTA's backlog of critical state of good repair projects, the Authority will have to significantly shrink the transit system over the next 10 years, including major reductions in rail service, SEPTA General Manager Joseph M. Casey said today during testimony at a Pennsylvania Senate Transportation Committee hearing held at Temple University.

Fiscal Year 2014, which began July 1, 2013, represents the fourth consecutive year of reduced capital funding from the state, and the lowest level of capital funding for SEPTA in 15 years. At the same time, SEPTA has seen overall ridership hit its highest levels in over two decades, including an all-time high on Regional Rail last year.

To continue safe and reliable operations, SEPTA will have to implement a

Service Realignment Plan that the Authority expects to leave 89,000 daily riders - or 40.7 million annually - without rail service. This is due to the critical, immediate need to modernize SEPTA's rail network, such as replacement of bridges that date back 100 years or more and purchasing new Regional Rail cars, subway cars and trolleys to replace vehicles that already date back 30 years or more and are well beyond their useful service life. Without an increase in state funding for infrastructure improvements and new vehicles, SEPTA anticipates having to reduce the size and scope of the rail network over the next ten years by:

- Eliminating service on nine of 13 Regional Rail Lines, including Cynwyd in 2014, Media/Elwyn in 2015, and Chestnut Hill West in 2018, followed by West Trenton, Airport Warminster, Wilmington/Newark, Fox Chase and Chestnut Hill East lines in 2023;

- Truncating service on the Lansdale/Doylestown Line (2018) and Paoli/Thorndale Line (2023);

- Suspending service on the Broad-Ridge Spur of the Broad Street Line and eliminating all express service on the Broad Street Line;

- Converting all city and suburban trolley routes to bus, and truncating service on the Norristown High Speed Line.

Casey and SEPTA Board Chairman Pasquale T. Deon Sr. detailed these needs and the impact of these pending transit cuts in a letter sent earlier this week to state Transportation Secretary Barry J. Schoch. In the letter, SEPTA detailed the \$6.5 billion needed over the next 10 years to address the transit system's state of good repair needs. The letter also noted the impact of shrinking SEPTA on regional and state transportation as a whole, as vehicles are added to roadways, increasing both traffic congestion and roadway maintenance costs. [SEPTA]



NJ TRANSIT MOVES TO PROTECT EQUIPMENT AS HURRICANE SEASON LOOMS

NEWARK, N.J. – Ten months after Hurricane Sandy hit, NJ Transit is storing trains in one of its “safe harbor” yards, and 66 percent of the railroad's cars and locomotives damaged by floodwaters are repaired and back in service, the *Asbury Park Press* reports.

“We have both (safe harbor yards) effectively in place at Garwood Industrial and Conrail in Linden,” NJT Executive Director James Weinstein says. “We have some equipment moved there in anticipation of hurricane season, so there isn't so much equipment at the Meadowlands maintenance complex.”

Water driven by Sandy's storm surge flooded NJT's facilities in the Meadowlands, damaging 343 cars and locomotives parked there. That prompted NJ Transit officials to look at other yards on higher ground where trains could be stored in the future.

Geo-technical studies were conducted at the Garwood and Linden locations to ensure they aren't in flood zones “so we are not faced with the same situation we had with Sandy,” Weinstein says.

Repair of the 273 passenger cars and 70 locomotives damaged by Sandy is ahead of schedule, and some of the trains weren't as extensively damaged as thought, Weinstein says. So far, 229 cars and locomotives have been returned to service.

Delivery of additional new multilevel rail cars, which were ordered in 2010 and are replacing 20 old cars, means that NJ Transit has 91 percent of its rail fleet available for service, Weinstein says. [Trains News Wire]



NJ TRANSIT TESTS LONGER LRV'S

NEW JERSEY Transit Corporation (NJ Transit) has unveiled a prototype light rail vehicle which it says will offer 50% more seating capacity on its Hudson – Bergen line at minimal cost.

Ridership has grown steadily on the 20.6 mile line since the first phase opened in 2000, and over the last seven years passenger numbers have doubled to more than 45,000 per day.



Under the joint project by LRV supplier Kinkisharyo International, NJ Transit, and the line's operator Twenty-First Century Rail Corporation, one of the existing vehicles has been lengthened by 36 feet to 128 feet, increasing seating capacity from 68 to

102 seats and providing a significant increase in standing room.

NJ Transit says that by utilizing existing resources and spare equipment, the conversion is estimated to cost significantly less than purchasing new standard LRVs.

The extended vehicle is now undergoing a six-month trial on the Hudson-Bergen line, during which time it will operate on all three routes. NJ Transit will carry out a full evaluation of the project before deciding whether to lengthen further vehicles. [*International Railway Journal*]

[FUNDING FOR LACKAWANNA CUT-OFF RESTORATION IN DOUBT](#)

NEWARK, N.J. - Aug. 19, 2013 - Planners at the North Jersey Transportation Planning Authority say they will be strengthening language in their 2040 Plan that makes it appear that the authority is giving up on any extension of the Lackawanna Cut-Off beyond the planned Andover station. The 2040 Plan is NJTPA's update of what projects it is looking at over the next quarter-century.

"The project is still a priority," NJTPA spokesman Dave Barrens tells the *New Jersey Herald*. "But the fact remains, there's no current funding (beyond Andover) and that's not a new situation." The planning document says NJ Transit is "now implementing the extension of the Lackawanna Cut-off from Port Morris to Andover ... a distance of about 6 miles," then adds that NJ Transit "is not planning to fund any extensions further westward since the majority of the projected riders would be residents of Pennsylvania and the service is only operationally feasible if it were extended into Pennsylvania."

The authority's board is made up of a representative from 13 northern New Jersey counties, the mayor or appointee from Newark and Jersey City, a representative from the governor, the Port Authority of New York and New Jersey, NJ Transit, and a citizen. Each year, the authority oversees more than \$2 billion in transportation improvement projects and gives representatives a place to discuss funding.

The Delaware, Lackawanna & Western Railroad built the cut-off in the early 1900s as a shortcut from New Jersey to Pennsylvania. Conrail abandoned the line in the 1980s and ownership of the right-of-way was taken over by the state of New Jersey.

The state intends to relay rails for passenger service from Port Morris, where NJ Transit has existing service, to the Scranton and Wilkes-Barre, Pa., area. A station was planned in Andover and another in Blairstown, along with several stations in Pennsylvania. Rails have been partially laid from Port Morris toward Andover, but construction of the Andover station has yet to begin. Clearing of the land for the station is expected to begin this fall.

The planning document statement concludes by saying, "if the state or local governments of Pennsylvania come forward with the necessary additional capital funding for the extension and funding to cover operating expenses not covered by fares, NJ Transit will cooperate with them accordingly."

[*Trains News Wire*]



[PRINCETON UNIVERSITY CLOSES HISTORIC "DINKY" STATION](#)

PRINCETON, N.J. - Aug. 30, 2013 - This week, NJ Transit stopped passenger service to the "Dinky" train station in the heart of the Princeton University campus, and instituted temporary service at a station 1,200 feet to the south. NJ Transit operates the service between Princeton Junction, where it connects with the Northeast Corridor, and the university campus with electric MU shuttle trains, nicknamed the Dinky.

The university has pushed for curtailment of the Princeton Branch, moving its end point station to facilitate the development of an arts and entertainment complex on former railroad land. The group "Save the Dinky" says relocation of the station stop and abandonment of the historic station will inconvenience rail passengers by adding a further 700 feet to the distance they must navigate from Nassau Street and, in the case of disabled passengers, a further 1,100 feet. The group also contends this is a first step toward abandonment of the branch, with bus rapid transit taking its place. Already, crews have begun removing overhead wire and have dug a large hole in the station's platform. It will eventually be turned into a restaurant.

The university is compensating with shuttle buses from University Place to Princeton Junction, with a return stop at the temporary station. NJ Transit is also running buses.

Save the Dinky is waiting for an answer to its request for a court order to stay a ruling permitting NJ Transit to abandon public rights in the historic station. NJ Transit and Princeton University have opposed the request, arguing that it was too late, that there was no real harm, and that the *Save the Dinky* case was not strong. More information can be found at www.savethedinky.org. [*Trains News Wire*]



PRR, PRSL & LIRR EVENTS IN OCTOBER

Oct. 30, 1901 - PRR Board authorizes construction of General Office Annex Building at 1505-1511 Filbert Street in Philadelphia.

Oct. 28, 1906 - Three-car electric train No. 1065 from Camden to Atlantic City derails on Thorofare Bridge just west of Atlantic City and falls into water at 2:25 PM; first two cars instantly submerged; third is left hanging partially submerged from abutment; 57 killed; coroners jury blames improper locking of draw span rails.

Oct. 1, 1911 - Hudson & Manhattan opens from Grove Street to Manhattan Transfer, interchange with PRR trains to and from Penn Station; runs over PRR west of "SC" ("WALDO") Interlocking, Jersey City.

Oct. 12, 1916 - New Johnstown, Pa., station dedicated; designed by Kenneth Murchison; westbound shelter not yet completed; project also includes track elevation for six miles through Johnstown area.

Oct. 13, 1921 - PRR Board authorizes purchase of two steel ferries for Philadelphia-Camden service and construction of an additional slip on each side of the Delaware River.

Oct. 8, 1926 - St. Louis Cardinals arrive at Penn Station- New York in three special trains for last games of World Series; first section runs from St. Louis in record 21 hours:20 minutes; third section carries the press; New York Yankees travel east on NYC; Cardinals win in last game 4-3.

Oct. 28, 1931 - Pennsylvania General Transit Company renamed Pennsylvania Greyhound Transit Company.

Oct. 22, 1936 - New interlocking placed in service at "BALDWIN" Tower near Eddystone, Pa.

Oct. 1941 - Station-to-station truck service established between Lancaster and York. (Less than Car Load)

Oct. 10, 1945 - PRR authorizes purchase of 10 6,000 HP passenger diesels; EMD Model F-3 in A-B-B-A configuration.

Oct. 13, 1948 - PRR Board approves second stage of Pittsburgh Station Improvements; to re-space and lengthen tracks for 20-car trains

Oct. 14, 1951 - LIRR announces it has placed in service four 2,400 HP Fairbanks-Morse "C-Liner" passenger diesels; eight 1,600 diesels are to be in service by end of month, replacing last steam locomotives in passenger service; last four leased PRR K4s returned in October.

Oct. 18, 1955 - Single-tracking with CTC placed in service between "BANK" Interlocking near West Yard, Wilmington, and New Castle, Del.

Oct. 25, 1958 - Last run of PRSL passenger train between 10th Street, Ocean City, and Ocean City Gardens.

Oct. 28, 1961 - Last run of Philadelphia-Atlantic City Sea Breeze; last named train on this run.

Oct. 23, 1964 - Last run of four after-rush hour Bryn Mawr locals added in Oct. 1963 withdrawn because of lack of patronage.

Oct. 29, 1967 - Speed limit of GG1s in Northeast Corridor increased to 100 MPH; running time of *The Afternoon Congressional* reduced from 3 hrs:35 min to 3 hrs:20 min; fastest time with conventional equipment.

Oct. 1, 1969 - State of New Jersey contracts with PRSL to continue subsidy through June 30, 1972; state to buy the 10 PRSL RDC's and limit service to east of Lindenwold.

Oct. 15, 1970 - Pennsylvania Company passes dividend on its preferred stock.

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PENN CENTRAL NEWS IN THE MONTH OF OCTOBER

Oct. 26, 1968 - Last Penn Central passenger train (No. 366, ex-Motor City Special) leaves La Salle Street Station, Chicago; all trains on ex-NYC lines rerouted to Union Station effective Oct. 27.

Oct. 19, 1969 - Flying Scotsman and train travel over Penn Central main line from Penn Station to Philadelphia; hauled behind electric locomotive as far as old Manhattan Transfer.

Oct. 28, 1970 - Penn Central adopts "TrailVan" as name for piggyback service, replacing "TrucTrain" of PRR and "Super Van" of NYC; symbol freights changed to TV-

Oct. 29, 1971 - Penn Central Company finally announces net loss of \$425.96 million for 1970.

Oct. 1, 1972 - Penn Central Trustees make second interim report to Judge Fullam; system to be reduced from 20,000 miles to 15,000 miles, not 11,000 miles projected earlier, as with higher wage rates, the 11,000 miles cannot generate enough revenue to meet fixed charges.

Oct. 15, 1973 - New Federal Railroad Administration imposes new minimum track standards take effect at midnight; under these rules, 6,901 track-miles or 18% of Penn Central is substandard.

Oct. 8, 1974 - Penn Central places first 10 of 70 Jersey Arrow II MU cars, built by GE, in service between New York and South Amboy; order is intended to permit retirement of last MP54's by fall of 1975, but many survive into Conrail era.

Oct. 31, 1975 - Penn Central asks Judge Fullam for permission to have USRA purchase \$20.9 million in Penn Central equipment obligations coming due before Mar. 1, 1976.



Timetable 10-13

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.

Friday & Saturday, Oct. 4-5, 2013

Reading Railroad Modelers Meet I at the Microtel Inn and Suites in Hamburg, Pa. By the Reading Company Technical & Historical Society. Info: www.readingrrmm.com.

Saturday, Oct. 5, 2013

4th Anniversary Banquet of the Lackawanna & Wyoming Valley Chapter, NRHS at Al Mia Amore, 280 Main St., Dickson City, Pa. 18519. Info: www.laurellinesspecials.org.

Sunday, Oct. 6, 2013

Excursion from Scranton to Gouldsboro/Tobyhanna, 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

Saturday and Sunday, Nov. 2-3, 2013

50th Anniversary End of Baltimore Streetcars (Exactly 50 years since the last days of rail service). The Baltimore Street Car Museum, 1901 Falls Road Baltimore, MD 21211. Info: Ray Cannon at bsm.onefifteen@verizon.net or (410) 547-0264

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

Friday - Sunday, Nov. 8-10, 2013

NRHS Fall Conference, Advisory Council and Board of Directors' Meetings at The Crowne Plaza Hotel in 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

Sunday, Dec. 1, 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.

Friday - Sunday, Jan. 10-12, 2014

NRHS Winter Conference and Board of Directors' Meeting in St. Louis, Mo. Sponsored by the NRHS.



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Thru Monday, Dec. 30, 2013 - From Your Lens: Images of Contemporary Railroading

Sunday, Oct. 6, 2013 - Garden Railways Tour

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

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

Saturday, Dec. 7 & 14, 2013 - Home For The Holidays

Saturday, Dec. 7 & 14, 2013 - Polar Express Parties - Advance registration begins on October 21, 2013 on a first come basis.

The **Whistle Stop Shop** at the Railroad Museum of Pennsylvania recently launched a new e-commerce site. This newly-designed online store now offers a greater variety of products, as well as expedited ordering. New items will be listed every two weeks. Online shoppers may choose from more than 600 different items for sale including books, DVDs, CDs, toys, games, puzzles, clothing, collectibles, art, ornaments, souvenirs, railroad reproductions and more. The new e-commerce site may be accessed at www.whistlestopshop.org. [PRRT&HS - The Keystone e-News]



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

Through Saturday, Nov. 9, 2013 - Wine and Cheese Train

Sunday, Oct. 13, 2013 - Vintage Base Ball Day

Sunday, Oct. 20, 2013 - Great Train Robbery

Monday thru Wednesday, Nov. 4-6, 2013 - LO&S Motor Car

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

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

Friday & Saturday, Nov. 29-30 - Santa's Paradise Express

Saturday & Sunday, Dec. 1, 7-8, 14-15, 21-22, 2013 - Santa's Paradise Express

Friday, Dec. 6, 13, 20, 2013 - Night Before Christmas trains



SEPTEMBER, 2013 CHAPTER MEETING MINUTES

CALLED TO ORDER: The "Annual Picnic" Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Fright Station, Christiana, Pa. on Sunday, September 22, 2013. The meeting was called to order at 3:55 p.m. by President Tom Shenk with 50 members present.

CHAPLAIN: Chaplain Doris Geesey read "This is the Day." On behalf of the Chapter, Doris sent flowers and a card to Fred Kurtz, who had knee replacement surgery. Dale Kerschner had back surgery on Friday,

September 20. Doris also sent a card to Robert Hess. Lois Stambaugh is recovering from her fall and was in attendance at the meeting.

TREASURER: Treasurer Richard Rutledge gave the Treasurer's Report for the month of August. Richard also had to complete a report of all the funds the Chapter generates through out the year. To file this report there was a \$15.00 charge.

ANNOUNCEMENTS: Tom Shenk announced the upcoming Chapter meetings and events. The October 21 Chapter Membership Meeting program is: *Some Reading Memories* presented by Paul Kutta. Chapter Annual Banquet: Friday, November 22 held at Shady Maple Smorgasbord. Program will be by Steve Barry. Decorating of the Christiana Freight Station: Thursday, December 5, 2013 at 7:00 p.m. Chapter Christmas Open House: **NEW DATES:** Saturday, December 21 from 3:00 p.m. to 8:00 p.m. and Sunday, December 22 from 1:00 p.m. to 5:00 p.m. Highlights of the Open House are: a visit from Santa, Hayrides, and food (Saturday). Sunday will be train displays. The Christiana Lions Club will join with the Chapter for the Christmas Open House. The Chapter Membership Meeting will be on the Chapter's REGULAR meeting night - Monday, December 16 at 7:30 p.m. with the Annual Christmas Party on this date following the Chapter Meeting. Steve Himpsl reported that he would like to get professionals to sand the floors of the caboose. Steve would like to return the caboose to its original state so that when anyone walks into or sees the caboose, they will think they are back in 1976 when the caboose was built. Steve also announced Friday September 27 Amtrak is running to Gettysburg. Glenn thanked Tom Shenk for the corn for the picnic.

ADJOURNMENT: The chapter meeting was adjourned at 4:15 p.m. Next month's chapter meeting program is entitled "Some Reading Memories" given by Paul Kutta.

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS

FORMER READING FREIGHT STATION IN LITITZ DEMOLISHED



LITITZ, PA. - Aug. 19, 2013 - It looks like the railroad depot on Water Street in Lititz has come to the end of the line.

Last week, demolition of the 1921 brick freight station began, beginning with one corner being torn down. On Saturday, Aug. 17, many of the shoppers at Lititz Farmer's

Market saw the demolition for the first time.

"It's very sad to see it go," said Stephanie Samuel of Sugar Whipped Bakery, who added that she wished it could have been salvaged as a location for an indoor market or restaurant.

Some people stood on the sidewalk Saturday, watching as a bulldozer chipped away at the brick exterior and inside walls at one side of the building.

Karen Weibel, president of Lititz Borough Council, was at market to do some shopping. She was talking to several people at market about how unfortunate it was that the depot couldn't be saved. She explained that it was out of the borough's hands, because the property was owned by Norfolk Southern.

When the borough learned that the building might be torn down, they asked if they could arrange for an inspection, which was done. The inspection showed that the roof was in terrible condition, as were interior walls and stairways. However, the inspection indicated that the concrete foundation and brick walls were sound. It was estimated that the cost \$100,000 or more

to gut the building and restore the roof and interior.

With that information, the borough made an effort was to preserve the building, seeking the possibility of leasing the building and sub- leasing it to the right business, such as a marketplace or restaurant.

"Unfortunately, the borough was not successful in negotiating a business-friendly lease with Norfolk Southern," said Weibel.

It is a piece of Lititz history that is being torn down brick by brick.

According to Cory Van Brookhoven, local author and president of the Lititz Historical Foundation, the railroad depot was built in 1921.

For many years, large steam engines would pull up and switch freight cars at the Water Street location. The station was also a place where freight was loaded and unloaded.

"It is the last one of three stations in Lititz that was built by the Reading and Columbia Railroad," said Van Brookhoven. "The first one was where Wilbur chocolate now stands, the second is the reproduction station that now acts as the Lititz Welcome Center."

Back in April, Dave Pidgeon of Norfolk Southern reported that the building was considered to be a safety hazard and set to be razed.

Preservationists, including those from the Historic Preservation Trust of Lancaster County and the Lititz Historical Foundation tried to halt the demolition.

With the end of the freight station that was once a part the Reading and Columbia Railroad that operated from 1857 to 1945, a key part of Lititz' railroading legacy is gone.

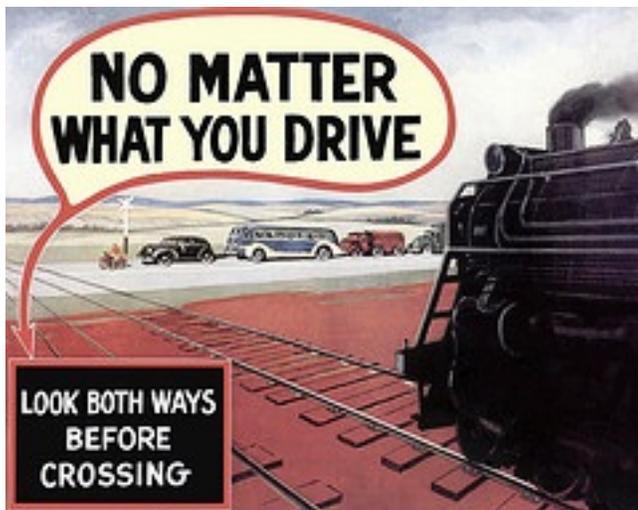
"I'm not sure what will happen to the location," said Weibel, adding that since it is located in the borough's flood plain, even a paved parking lot is unlikely. [Laura Knowles, *Intelligencer Journal-Lancaster New Era*]

THIS MONTH'S BANNER PHOTO

Southern Pacific's "Black Widow" paint scheme is exemplified on F7 No. 354 powering Train No. 5, *The Argonaut*, at Alhambra, California in 1955.



OPERATION LIFESAVER REMINDS YOU...



NOTICE OF ANNUAL MEETING AND ELECTION OF CHAPTER OFFICERS

In accordance with Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given of election of Chapter Officers for the year 2013-2014, to be held at the Regular Chapter Membership Meeting of the Lancaster Chapter, N.R.H.S. on Monday evening, October 21, 2013 at the Christiana Freight Station, 10 Railroad Avenue, Christiana, Pa., starting at 7:30 pm.

Any member in good standing who is interested in serving on the Chapter Board of Directors may be nominated from the floor at the October 21 meeting, or by placing your name in nomination by writing, before October 1, 2013 to: Chairperson, Nominating Committee, Lancaster Chapter, N.R.H.S., 10 Railroad Avenue, Christiana, Pa. 17509-1416.

NOTE: Any candidate for office, whether nominated in advance or at the Regular Chapter Membership Meetings must give his/her consent, in writing, to be a nominee.



BROAD STREET STATION, PENNSYLVANIA R. R., PHILADELPHIA, PA.

THE EERIE NIGHT AND MOON OF THIS CIRCA 1915 POST CARD SETS THE MOOD TO WISH YOU A **HAPPY HALLOWEEN.**

BWARE OF GHOSTS AND GOBLINS ON THE TRACKS AND IN THE STATIONS!



LANCASTER CHAPTER, N.R.H.S. ANNUAL BANQUET

FRIDAY EVENING, NOVEMBER 22, 2013

THE SHADY MAPLE SMORGASBORD - BANQUET CENTER

129 TODDY DRIVE, EAST EARL, PA 17519

717-354-8222



PLEASE JOIN US AS WE RETURN TO THE SHADY MAPLE SMORGASBORD FOR ANOTHER WONDERFUL EVENING WITH GREAT FOOD, THE FRIENDSHIP OF YOUR FELLOW CHAPTER MEMBERS AND A TERRIFIC MULTI-MEDIA PROGRAM AS ONLY STEVE BARRY CAN PRESENT. AND DON'T FORGET THE FABULOUS DOOR PRIZES! MAKE THIS YOUR FIRST EVENT OF YOUR HOLIDAY SEASON!

SOCIAL HOUR / IN-ROOM BUFFET FEATURING 3 MEATS, 3 VEGETABLES AND A FULL SALAD BAR / DOOR PRIZES

6:00 PM - FELLOWSHIP SOCIAL HOUR

7:00 PM - IN-ROOM BUFFET MEAL

FOLLOWED BY A MULTI-MEDIA PROGRAM PRESENTED BY STEVE BARRY, EDITOR OF RAILFAN & RAILROAD MAGAZINE

THE BANQUET COST FOR 2013 IS \$25.00 PER PERSON

TICKETS WILL BE AVAILABLE AT THE OCTOBER 21ST CHAPTER MEMBERSHIP MEETING.

OR, YOU MAY MAIL THIS COUPON INCLUDING A SELF-ADDRESSED, STAMPED ENVELOPE.

ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 8, 2013



NAME _____

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NO. OF SEATS _____ @ \$25.00 EACH = TOTAL AMOUNT ENCLOSED \$ _____

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LANCASTER, PA 17601

INFORMATION:
TOM SHENK
OFFICE - 717-299-6600 ext. 504
CELL - 717-314-4448

"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****OCTOBER****OCTOBER 21, 2013 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING**

Paul Kutta returns with a wonderful slide program for our Reading fans, entitled *Some Reading Memories*. Many slides of the Lancaster area are included. If you're a Reading Company fan, this program is for you. Guests are always welcome!

NOVEMBER**NOVEMBER 22, 2013 - FRIDAY, 6:00 PM - SHADY MAPLE SMORGASBORD - ANNUAL CHAPTER BANQUET****DECEMBER - NOTE REVISED DATES****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.

NEW >>> DECEMBER 16, 2013 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHRISTMAS PARTY

Annual Chapter Christmas Party at 7:30 PM. Please bring cookies, snacks or a covered dish to share. There's no better way to get into the festive holiday spirit!

DECEMBER 21, 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!

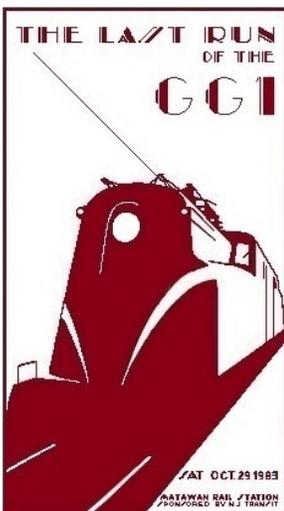
DECEMBER 22, 2013 - SUNDAY, 1:00 PM - CHRISTIANA FREIGHT STATION - HOLIDAY OPEN HOUSE

Open House from 1:00 PM to 5:00 PM

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.

30 YEARS AGO THIS MONTH

Saturday, October 29, 1983, was the last day that a GG1 led a train. It was a special day, a day that New Jersey Transit had set aside to say farewell to the GG1s.

In the fall of 1979, Conrail retired its fleet of GG1s and on July 1, 1980 conveyed 13 of them to NJT. Just six of these were officially in service with only three (Nos. 4877, 4879 and 4882) actually operating. On May 1, 1981, Amtrak retired its forty GG1s, making the three being used by NJT the last operating GG1s.

4877 was repainted Tuscan red with pinstripes in May of 1981 by New Jersey Transit. This project was inspired by the 4935 "Blackjack" project and was financed with money donated by the Jersey Central Chapter of the National Railway Historical Society. On the evening of Friday, October 28, 1983, GG1 No. 4879 made the last regularly scheduled revenue run, hauling train No. 3323, the 5:20 pm out of New York Penn Station to the locomotive change at South Amboy, NJ.

The next day three ceremonial, Matawan, NJ to Newark, NJ, round trip excursions were run using all three of the GG1s. Later at the "Farewell to the GG1s" festivities, 4877 was the featured locomotive. However, 4882 has the honor of being the very last GG1 to run under its own power when it pulled 4877 and 4879 into the yard after "Farewell to the GG1s Day."



LANCASTER CHAPTER BOARD of DIRECTORS

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NATIONAL REP:	FRED KURTZ	717-200-1551	FKURTZ@NRHS1.ORG

MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING AND ELECTION OF 2013-2014 DIRECTORS OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, OCTOBER 21, 2013 STARTING AT 7:30 P.M.

**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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