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Going away for
THANKSGIVING!

A colorful illustration featuring a large, smiling sun with eyes and a mouth on the left. To the right, a turkey stands next to a cornucopia overflowing with pumpkins and gourds. The background shows a simple landscape with trees and a horizon line.

**Round-Trip FARES
REDUCED**

One-way fare plus one-third for the round trip.
Leave anytime from 3:00 a. m. Wednesday, Nov. 28, up until noon Sunday, Dec. 2. Returning, leave anytime until midnight Monday, Dec. 3.

Round trip sleeping car fares reduced one-quarter

1/3

PENNSYLVANIA RAILROAD



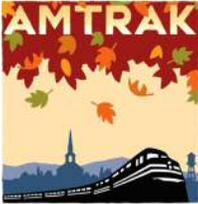
PENNSYLVANIA RAILROAD NOVEMBER 1934 ADVERTISEMENT

THE LANCASTER CHAPTER, N.R.H.S. BOARD OF DIRECTORS WISHES A HAPPY AND SAFE THANKSGIVING TO ALL OF OUR CHAPTER MEMBERS, FRIENDS AND E-MAIL READERS



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



AMTRAK POLICE DEPARTMENT LAUNCHES APD11 TXT-A-TIP

WASHINGTON - Oct. 16, 2013 - The Amtrak Police Department (APD) is launching a new method for passengers and employees to report suspicious activity, crime, or emergencies by introducing APD11 “Txt-a-Tip,” a program that allows contacting the Amtrak Police Department’s National Communications Center via SMS text messaging.

“Contacting the Amtrak Police Department by text is another tactic in our multi-layered approach to protecting America’s Railroad,” said Amtrak Police Chief Polly Hanson.

“Our passengers and frontline employees provide an extra line of defense by being an additional set of eyes and ears while in or around our stations, trains, facilities or right-of-way, and now they can report crime or suspicious activity in a convenient and discreet method, by text message.”

“Txt-a-Tip” will follow similar response procedures that are in place when a report is called into the Amtrak Police 800 number. Passengers can now simply report suspected criminal or suspicious activity by sending a text to APD11 from a smartphone or to 27311 from a standard cell phone. When a text is received, the sender will receive a message acknowledging the report, and will then be connected to a live Amtrak Police Communications Officer who will correspond directly via text message with the person to learn more about the situation and determine the appropriate action.

This initiative is part of a continued effort by Amtrak to provide additional communication options for passengers and employees who are deaf or may have hearing loss, allowing easy and efficient communication of emergency information to the APD.

“People should trust their gut, follow their instincts, and report anything that just doesn’t seem right. It’s our job as the Amtrak Police Department to check out anything that’s reported and the goal of APD11 is to make that even easier for everyone to do,” said Chief Hanson.

Amtrak has explosive detection and vapor wake K-9 teams, trained employees to identify potential security risks, random passenger and baggage screenings, and developed strong partnerships with local, state, federal and international law enforcement agencies. *[Amtrak]*

AMTRAK SETS RIDERSHIP RECORD AND MOVES THE NATION’S ECONOMY FORWARD

WASHINGTON - Oct. 14, 2013 - Amtrak carried a record 31.6 million passengers in Fiscal Year 2013, delivering nationwide benefits, providing vital transportation services, advancing America’s economy and demonstrating the value and convenience of the national passenger rail network. It is the tenth ridership record in 11 years.

During FY 2013, Amtrak’s state-supported corridor services grew to a new record of 15.4 million passengers. In addition, all long distance routes combined had the best ridership in 20 years with 4.8 million passengers. Ridership for all Northeast Corridor services reached 11.4 million passengers, the second best year ever. As evidence of a strong ridership rebound following Super Storm Sandy, the Northeast Regional service set a new record.

Also, FY 2013 produced eight individual monthly ridership records, the single best month in Amtrak history and new records on 20 routes. In addition, ticket revenue increased to a record \$2.1 billion.

State-supported services are vital links in the Amtrak national network. The power of increasing demand for passenger rail is recognized through state investments to improve service, speed and safety. In addition, states and communities realize stations served by Amtrak are anchors for economic development, catalysts for historic preservation and tourism growth, sites for commercial and cultural uses, and points of civic pride.

Amtrak itself is an economic engine that returns nearly three dollars to local communities for every one dollar of federal investment (FY 2010-FY 2012). This support has allowed Amtrak to place more than \$12.6 billion back into the economy through the purchasing of goods and services and employee salaries to maintain, operate and improve its national network.

To celebrate the customers who ride America’s Railroad, Amtrak featured a different #AmtrakStories portrait and passenger story on the Amtrak blog for 31 days. Starting today, passengers are encouraged to share their rail travel stories and pictures in celebration of the record ridership year at www.AmtrakStories.com for a chance to win prizes. *[Edited from Amtrak]*

AMTRAK AND PARTNERS SEEK MASTER PLAN FOR PHILADELPHIA 30TH STREET STATION AREA

WILMINGTON, Del. - Oct. 7, 2013 - Amtrak, in partnership with Drexel University and Brandywine Realty Trust, has taken the first formal step toward development of a comprehensive Master Plan for Philadelphia 30th Street Station and the surrounding area with the release of a professional services Request for Proposals (RFP).

The objective of the Master Plan is to formulate a vision for 30th Street Station and the surrounding areas including the potential development of air rights above the rail yards.

In addition to Amtrak, Drexel University and Brandywine Realty Trust, a Coordinating Committee made up of area stakeholders in the vicinity of 30th Street Station has been established to provide input and guide the master planning process. Committee participants include the Southeastern Pennsylvania Transportation Authority (SEPTA), Pennsylvania Department of Transportation (PennDOT), City of Philadelphia, the University of Pennsylvania, CSX Corporation (CSXT), Philadelphia Industrial Development Corporation, Schuylkill River Development Corporation and the University City District.

The RFP is issued as demand for passenger rail service continues at record levels. In FY 2012, a record 31.2 million passengers chose Amtrak as their mode of travel, and forecasts predict a 59% increase in rail ridership and 41% increase in train volumes in Philadelphia by 2030.

The Master Plan will identify commercial development opportunities in the precinct surrounding 30th Street Station, and develop improved connectivity between the station and the neighboring community, including connections to the local, arterial, and interstate road network, pedestrian and bicycle, intercity bus and transit services.

In addition to considering adjoining planning and development efforts, community interests and state and regional planning initiatives among other factors, the endeavor will accommodate future Amtrak, NJ Transit and SEPTA ridership growth and evaluate all aspects of the passenger experience at 30th Street Station. *[Edited from Amtrak]*

DELAWARE THIRD TRACK PROJECT: WIDENING OUR ACCESS

This past June, Amtrak crews working in conjunction with the state of Delaware performed a major repair to a key switch in the Wilmington area.

It's part of what's called the Delaware Third Track project that will expand Northeast Corridor (NEC) capacity in that area by installing a third track to better separate commuter trains from intercity trains, thus reducing congestion and improving on-time performance.

The repair work caused an outage and Amtrak service to be limited to one track instead of three during the weekend of June 8. It required significant schedule changes to dozens of trains operating between Washington and Philadelphia.

Fifty four Amtrak train schedules were changed without disruption and SEPTA modified commuter service for a week, demonstrating it to be a true team effort of excellence in customer service. "The scheduling was done over a month in advance," said Davidson. "The trains were spaced to provide the best service to the customers and minimize the number of train delays that weekend."

Other outages are expected in the future as we continue to work on building the two-mile section of third track that will allow continuous operation between Wilmington Station and Newark, Del. The project is expected to be completed by FY16 and a portion of the work is funded by the state of Delaware. The third track will provide a relief to the congestion that currently happens on that stretch of the Northeast Corridor (NEC).

All operations through the area use three tracks, with the exception of between Ragan and West Yard where train traffic is constrained to two tracks. "It is a bottleneck," said John Gallucio Engineering project manager.

The third track will also allow Delaware commuter rail to increase services into Delaware during morning and evening rush hours.

Most of the work is being done overnight and on the weekends. Eight employees are assigned full time to provide protection against trains for workers on the project for the Delaware part of the project. Phase II of the project started officially in May 2012. Delaware is working on the part of the project that involves widening the Mill Creek bridge track base from West Yard to the Ragan interlocking. This phase of the project is expected to take approximately 18 months.

After that work is completed, the main part of Amtrak's work begins. We will install the new third track and complete the catenary work. The project is moving quickly. Two of the crossovers for the third track have been installed ahead of schedule at Ragan interlocking and Amtrak crews have already built one third of the track panels at our West Yard in Delaware.

"I think that most people at Amtrak are pleased with the project. We have good communication among departments and we are working very well with the state. We are moving along quite well and plan to complete the project on target," said Gallucio. *[Amtrak Ink employee magazine]*

AMTRAK COMMITS TO END FOOD AND BEVERAGE LOSSES

WASHINGTON - Oct. 3, 2013 - Amtrak is moving forward with a plan to eliminate its food and beverage losses over five years. It builds on successful initiatives implemented since FY 2006 that have increased the cost recovery rate from 49 percent to 65 percent.

"We have made steady and consistent progress, but it is time we commit ourselves to end food and beverage losses once and for all," said President and CEO Joe Boardman. "Our plan will expand initiatives that have worked, add new elements and evolve as updated information and opportunities lead us to better solutions."

Amtrak Inspector General Ted Alves agrees improvements have been achieved and testified before Congress that "over the last several years, Amtrak has taken action to reduce food and beverage losses and improve program management controls and these efforts have yielded benefits. We believe opportunities remain for further improvement."

In inflation adjusted dollars, the Amtrak food and beverage loss is down \$31 million, from \$105 million in FY 2006 to a projected \$74 million in FY 2013—or about a 30 percent move in the right direction.

Boardman explained that approximately 99 percent of the food and beverage loss is reported from the long-distance trains that Congress

requires Amtrak to operate, specifically costs associated with the dining car service. Café car services across the system, on the other hand, essentially break even or make a positive contribution to the bottom line.

The centerpiece of the plan is an improved management structure that consolidates operations and accountability for food and beverage into a single department. This new organization also establishes a long-distance services general manager and route directors responsible for profit and loss of specific trains who will identify opportunities for further cost savings and efficiencies.

Some of those opportunities include: aligning dining car staffing with seasonal changes in customer demand; establishing metrics to assess service attendants' onboard sales performance; reducing spoilage; closely tracking onboard stock levels; regularly refreshing menus; and exploring new pricing and revenue management options to align with customer needs and enhance cost recovery.

Further, Amtrak is using technology onboard trains aimed at improving customer service, automating financial and other reporting, and eliminating the error prone and time consuming method of manual data entry. Just this week, for example, Amtrak began a pilot on the Silver Meteor (New York-Miami) long-distance train to test a new touch-screen tablet-based solution that dining car service attendants use to take passenger orders and print customer receipts.

In 2014 Amtrak will roll out its Point of Sale (POS) system across its national network. Currently in operation on Acela Express and California trains, POS technology improves the customer experience by streamlining the check-out and receipt printing process in café and lounge cars, and allows onboard employees more time to focus on sales and customer service. It also provides real-time inventory status, better decision support and more flexibility to introduce targeted pricing and discounts, including value and combo meals.

Also in 2014 Amtrak plans to test "cashless" sales for food and beverage on certain routes. The elimination of cash reduces transaction time and significantly reduces accounting expenses and the risk of fraud or abuse. In addition, many venues that have pursued similar initiatives have seen increased sales. This model is very popular in the airline industry and has been seen as a favorable change by travelers.

"I am confident Amtrak will succeed in this effort just as we have in other areas and across a wide range of financial and operating performance metrics," he said, noting records for ridership, ticket revenues, and on-time performance as well as significantly reducing corporate debt and the amount of federal operating support."

If Amtrak were to eliminate food and beverage services as some observers recommend, the railroad would actually lose more money because of the loss in associated ridership and ticket revenue, and thereby increase its dependence on federal support, he stated. *[Amtrak]*

AMTRAK TEAMS WITH GOOGLE TO CREATE INTERACTIVE TRAIN LOCATOR MAP

WASHINGTON – Sept. 30, 2013 - Amtrak is introducing an innovative way to see where trains are and when they are expected to arrive, including information on stations nation-wide, all through a new interactive train locator map built on the easy-to-use, familiar Google Maps interface.

The new train location tracking system, available at Amtrak.com, provides near real-time train status of more than 300 daily trains, estimates of arrival times and station information – all in the context of the Amtrak national system map. Checking on train status is the second most popular action on Amtrak.com, just after purchasing tickets.

In addition to helping passengers plan travel, this new travel resource is an excellent tool for those planning the arrival or departure of family and friends. Users can search for information by train number or name, city name and station name or code.

"This tool creates a new platform for sharing information with our customers, and Amtrak will continue to add helpful layers onto this map

such as local travel and tourist information to provide passengers a one-stop location for all their travel needs," said Amtrak Chief Marketing and Sales Officer Matt Hardison. "This map joins several recent technology-related offerings that have improved the customer experience and changed how Amtrak does business, ultimately changing and enhancing the way customers travel with us."

The information provided in the map is aggregated data collected from GPS units on each operating train and other automated systems. The data is transmitted to Google's cloud, and then transferred to the map.

The new tracking system joins several recent technology advancements at Amtrak including expanded and improved Wi-Fi, eTicketing and mobile phone apps.

In addition to working with Google to advance new systems for our customers, Amtrak has partnered with other major industry-leading brands, such as Apple and AT&T, to improve the amenities and services provided to passengers.

To learn more about the new map visit www.blog.amtrak.com [Amtrak]

CONSTRUCTION BEGINS ON CASING FOR HUDSON YARDS RAIL PROJECT

NEW YORK - Sept. 23, 2013 - A critical first step was taken towards preserving a right-of-way for new rail tunnels under the Hudson River designed to withstand future flooding with the start of construction of an 800-foot concrete casing at the Hudson Yards facility in the heart of Manhattan. Construction of the concrete casing is expected to be complete in October 2015.

The casing is being constructed between 10th and 11th Avenues in order to preserve a possible right-of-way for two new rail tunnels into Penn Station, New York. It is being built beneath the Hudson Yards Development project currently under construction. A total of \$185 million was given for the project from the U.S. Department of Transportation's Super Storm Sandy Relief funding.

"The value of the work on this concrete casing cannot be underestimated, as it preserves a possible pathway for new tunnels designed to increase the reliability and capacity for Amtrak and New Jersey Transit's (NJ Transit) operations and will step up the resiliency of the rail system against severe weather events like Super Storm Sandy," Amtrak Chairman Tony Coscia said.



THE EXISTING HUDSON RIVER TUNNELS ARE MORE THAN 100 YEARS OLD AND REQUIRE SERVICE OUTAGES EVERY WEEKEND TO PERFORM ROUTINE MAINTENANCE - AMTRAK

Damage to the Northeast Corridor (NEC) during Superstorm Sandy was significant and, in some places, unprecedented. The storm surge flooded four of six 103-year old tunnels under the Hudson and East Rivers, for the first time in their history. Both Hudson River Tunnels that serve points south of New York were flooded with 3.25 million gallons of brackish water. The flooding of these tunnels halted all Amtrak NEC and NJ Transit service into Manhattan for about five days, impacting nearly 600,000 daily riders and causing significant economic disruption. The Long Island Rail Road also suffered a significant loss of capacity and service due to the flooding of two of the four East River Tunnels.

The placement of the concrete casing involves the excavation of approximately 83,000 cubic yards of soil and bedrock and will be 800 feet long, 50 feet wide and 35 feet tall. The dimensions of the casing have been designed to ensure that the preserved right-of-way will have sufficient space for the future construction of a two-track train tunnel.

The project is part of Amtrak's Gateway Program, a series of infrastructure

projects that will double train capacity between Newark, N.J., and Penn Station. The projects include two new rail tunnels that will run under the Hudson River. The contractor selected is Tutor Perini Corporation of California. [Railway Age Rail Group News & Progressive Railroading]



CANADIAN PACIFIC RELEASES 2013 HOLIDAY TRAIN SCHEDULE FOR LANDMARK 15TH YEAR OF HELPING TO FEED LOCAL COMMUNITIES

October 11, 2013 | Calgary, Alberta

Canadian Pacific (CP) today proudly released the schedule for the 15th year of the Holiday Train.

The schedule, available on CP's website at www.cpr.ca and on CP's Facebook page, outlines

plans for the 'train of lights' to partner with communities in raising food and money for local food banks.



The 2013 CP Holiday Train program launches on November 25 in Kahnawake, Quebec, formally kicking off the three-week journey of two brightly decorated trains across Canada and the United States with its first U.S. stop at Steamtown Railroad Museum,

Lackawanna Avenue, Scranton, PA at 5:15 pm.

The Canadian train will wrap up its journey December 16 in Port Coquitlam, BC, while the U.S. train will journey across the U.S. Northeast and Midwest before its final show December 19 in Weyburn, SK.

Since the Holiday Train program first launched in 1999, it has raised \$7.4 million and 3 million pounds of food for local communities.

Musicians traveling aboard the trains will play more than 150 free concerts from their boxcar stage.

CP asks that attendees bring a non-perishable food or cash donation, and all donations stay with the food shelf in the community where they're donated. Items like infant formula, canned meats, and spaghetti sauce are in particular demand for the millions of North American's who turn to food banks each month.

Each Holiday Train consists of 14 brightly decorated railcars, including a modified boxcar that has been turned into a traveling stage for performers. For the 15th year, CP's elves have updated the thousands of LED lights that adorn the sides of both trains with new holiday designs.

For additional information, photos, a route map, and downloadable pictures of the two trains, visit: www.cpr.ca. Supporters can also join the Holiday Train on Facebook and follow the two trains on Twitter @CPHolidaytrain #CPHolidayTrain. [Canadian Pacific Railway]



CSX-SERVED CRUDE UNLOADING FACILITY OPENS AT PHILADELPHIA REFINERY

Pennsylvania Gov. Tom Corbett and Philadelphia Energy Solutions (PES) officials on Oct. 1, 2013 marked the opening of a new CSX Transportation-served rail unloading facility at a Philadelphia refinery.

PES received a \$10 million grant from the Pennsylvania Department of Transportation's Rail Transportation Assistance Program to connect 26,850 feet of new track to a CSX mainline, enabling the refinery to unload two unit trains per day carrying 140,000 barrels of crude.

The rail unloading facility will enable PES to receive lower-cost crude produced in the Bakken Shale in parts of North Dakota, Montana and southern Saskatchewan. In September 2012, Sunoco and The Carlyle Group

finalized a sale agreement to form PES so the Philadelphia refinery could continue operating.

"Our Southeast refineries are a symbol of the connection that exists between Pennsylvania's expanding energy industry and the potential we have to achieve energy independence in North America," said Corbett.
[Edited from Progressive Railroading]

STRONG MERCHANDISE, INTERMODAL VOLUMES HELPED CSX OVERCOME WEAK COAL TRAFFIC IN 3RD QUARTER

JACKSONVILLE, FL - Oct. 15, 2013 - A more diversified business portfolio that relies on merchandise and intermodal traffic to generate revenue rather than coal volume helped CSX Corp. post relatively strong third-quarter financial results.

Revenue rose 4 percent to \$3 billion, net earnings increased 2 percent to \$463 million, earnings per share (EPS) ratcheted up 5 percent to 46 cents and volume climbed 3 percent to 1.64 million units, while operating income remained flat at \$854 million compared with third-quarter 2012 results. Analysts polled by Thomson Reuters had anticipated EPS of 43 cents and revenue of \$2.95 billion.

The Class I now generates three-quarters of its revenue from merchandise and intermodal business — a positive trend since the railroad has logged a \$750 million coal revenue loss since the start of 2012. In 3Q, coal revenue dropped 9 percent to \$720 million and volume declined 7 percent to 299,000 units primarily because of weak domestic coal traffic, which fell 10 percent.

"CSX posted historically high financial results as it continued to effectively manage ongoing challenges in the coal market and leverage growth opportunities in merchandise and intermodal," said Chairman, President and Chief Executive Officer Michael Ward during an earnings conference held this morning, adding that the "diversity and vibrancy" of the Class I's portfolio is helping the railroad tackle market factors it controls the most.

Merchandise revenue rose 7 percent to \$1.7 billion and volume increased 5 percent to 687,000 units, with the chemical sector — namely crude oil, frac sand and liquefied natural gas volumes — the key driver, said Executive Vice President of Sales and Marketing Clarence Gooden. Intermodal revenue climbed 8 percent to \$431 million and volume rose 6 percent to a quarterly record 657,000 units because of highway conversions, core pricing gains and traffic moving in corridors that now are 90 percent double-stack cleared, he said.

However, there are a couple of other negative things on CSX's 3Q ledger in addition to coal business: the operating ratio increased by 1 point to 71.5 and operating expenses rose 5 percent to \$2.1 billion. Materials, supplies and other costs climbed 10 percent to \$576 million, labor and fringe costs increased 5 percent to \$791 million and fuel costs rose 3 percent to \$407 million. Headcount, which was flat at 31,300 compared with the second quarter but down from third-quarter 2012's 32,200, is expected to remain relatively flat in the fourth quarter, said EVP and Chief Financial Officer Fredrik Eliasson.

For the full year, CSX execs anticipate EPS to rise slightly from 2012's \$1.79, the operating ratio to remain strong and efficiency savings to total \$150 million. Longer term, the railroad is targeting EPS growth of 10 percent to 15 percent for 2014 and 2015, and a high-60s operating ratio by 2015 as well as a mid-60s ratio in subsequent years. [Progressive Railroading]



NORFOLK SOUTHERN CELEBRATES 50 YEARS OF WORLD-CLASS SERVICE TO GLOBAL COAL MARKET WITH PIER 6

NORFOLK, VA. - Sept. 18, 2013 – Norfolk Southern today commemorated the fiftieth anniversary of the original dedication of Pier 6, its coal transloading facility in Norfolk, with a ceremony at Lamberts Point, where the railroad has been transferring coal directly from rail cars to ships for export for 130 years.

Pier 6 was completed in July 1963 and formally dedicated Sept. 18 that year. It was designed and built primarily to load ships bound for steel mills

around the world with high-quality, metallurgical coal from the central Appalachian coal fields. It was then, and remains today, the largest and fastest coal transloading facility in the Northern Hemisphere and continues to dominate the U.S. export coal market.

"Pier 6 was an engineering marvel 50 years ago, and it still is today," Moorman said. "No facility in the world provides the level and quality of service to the global metallurgical and thermal coal markets that Pier 6 does. We have every expectation that it will continue to fill that very large niche for decades to come."

Pier 6 is unique in its ability to blend coal from different sources to precise formulas as it is being loaded onto ships. It achieves this by dumping coal directly from rail cars into a conveyor system that feeds directly into ships' holds, in contrast to other facilities that store coal on the ground rather than in rail cars. This is a valuable service to receivers of metallurgical coal, who have exacting blend requirements and can receive the coal ready to use off the ship. Pier 6 also serves the thermal coal market. Pier 6 was built at a cost of \$25 million (\$190 million in 2013 dollars). In the last five years, Norfolk Southern has invested more than \$43 million to maintain and upgrade track and facilities at Lamberts Point, reflecting the company's confidence that, even given the challenges facing coal today, the global market will continue to require world-class service into the foreseeable future.



TO CELEBRATE THE 50TH ANNIVERSARY OF OPERATIONS AT PIER 6 IN NORFOLK, VA. ON SEPT. 18, NORFOLK SOUTHERN APPLIED A SPECIAL PAINT SCHEME TO COAL HOPPER 146313. THE CAR WAS REBUILT USING THE FRAME OF A RETIRED HOPPER AT FREIGHT CAR AMERICA'S SHOP IN ROANOKE IN AUGUST, AND MADE ITS DEBUT SEPT. 18 AT LAMBERTS POINT.

Fast Facts about Pier 6

- Coal operations at Lamberts Point cover 400 acres.
- The entire facility can hold about 6,500 railcars on 150 miles of track.
- It is the largest coal loading facility in the Northern Hemisphere, with a throughput capacity of 36 million tons annually.
- It takes an average of 24 hours to load one ship for a typical load of 80,000 tons.
- With both dumpers and both shiploaders operating, Pier 6 can handle up to 8,000 tons an hour.
- Each shiploader weighs 2,400 tons and rolls on 96 rail wheels. They are among the largest pieces of moving machinery in the world.
- The pier is 1,850 feet long.
- The shiploaders rise 182 feet above the water.
- Lamberts Point, including the 38th Street Car Shop, employs about 450 people.
- In January 2012, Pier 6 loaded a record 159,941.45 net tons (145,097.931 metric tons) of metallurgical coal into the M/V Cape Dover, destined for China. Loading was completed in less than 48 hours.

- Since 1883, more than 1.2 billion tons of coal have been loaded onto vessels at Lamberts Point. This would fill a train stretching almost half way to the moon. *[Edited from Norfolk Southern Corp.]*



MARC PENN LINE TO ADD WEEKEND SERVICE

Maryland Transit Administration's (MTA) MARC rail operations will add weekend service on its Penn Line, part of Amtrak's Northeast Corridor, beginning Dec. 7, 2013. MARC reportedly plans to add at least eight round trips Saturday between Penn Station-Baltimore and Washington Union Station, and six round trips on Sunday.

No weekend service is yet planned for MARC's Camden Line, which operates largely over CSX right-of-way. But MARC does plan to add two weekday round trips on the Camden Line. *[Railway Age]*



PENNSAUKEN TRANSIT CENTER OPENS

A \$40 million train station in Pennsauken, New Jersey opened Monday, Oct. 14, 2013 to link the River Line and the Atlantic City Rail Line.



ATLANTIC CITY RAIL LINE IS ABOVE IN THE BACKGROUND WHILE THE RIVERLINE PLATFORM IS ON THE FAR RIGHT. PHOTO BY THE COURIER-POST.

The multilevel Pennsauken Transit Center, near Derosse Avenue west of River Road, will allow direct transfers between trains on the east-west Atlantic City line and the north-south River Line.

The Pennsauken connection will provide additional access for area residents to 30th Street Station, Atlantic City, and the River Line's service between Camden and Trenton. NJ Transit's bus Route 419 also will serve the station.

The station has a 200-foot platform with a 60-foot canopy along the light-rail River Line, and two 300-foot-long, high-level platforms have been built on either side of the elevated Atlantic City line tracks, with stairs and elevators connecting the levels. Parking for 280 vehicles has been built in front of the station. Officials said most of the project was paid for with \$36 million from the federal stimulus.

NJ Transit officials hope the station will boost ridership on the lightly traveled Atlantic City line, which operates from Philadelphia with stops in Cherry Hill, Lindenwold, Atco, Hammonton, Egg Harbor City, and Absecon. The River Line, which opened in 2004, makes 21 stops in towns along the Delaware River, including the new station. *[Edited from the Philadelphia Inquirer]*



SEPTA'S BRIDGEPORT VIADUCT PROJECT REACHES HALFWAY MARK

Southeastern Pennsylvania Transportation Authority's (SEPTA) Bridgeport Viaduct project reached the 50 percent completion point.



Workers have installed new ties, rail, grating and handrail on the first 1,200-feet of open deck on spans 1 through 24. The remaining work on these spans includes the railing toe plate, the third rail system and guard rail.

The four month repair project to the Bridgeport Viaduct, which stands over the Schuylkill River between Bridgeport Station and the Norristown Transportation Center, will replace all of the bridge timbers along with the track level walkway and railing system to maintain service on the Norristown High Speed Line.

Since 1911, the 3,175-foot-long bridge has undergone several repairs and upgrades, but in recent years it has shown signs of deterioration. A detailed inspection in 2012 determined that the condition of the bridge's timbers had significantly deteriorated, which prompted SEPTA to implement emergency repairs.

SEPTA has designed an extensive rehabilitation program for the Bridgeport Viaduct in order to bring the bridge into a state of good repair and to extend its service life by 40 years.

In the proposed rehabilitation program, the entire viaduct will be cleaned and painted to protect against additional corrosion and significant structural repairs will be made. However, this work will have to be performed separately at a future date when funding is available. *[Railway Track & Structures]*



PRR, PRSL & LIRR EVENTS IN NOVEMBER

Nov. 12, 1891 - PRR dedicates Camden & Amboy historical marker one mile east of Bordentown at 3:00 PM; special train runs from Philadelphia; granite obelisk rests on a base of original Camden & Amboy stone sleeper blocks and is surrounded by a circular railing made from original rails; monument includes a bronze tablet with the John Bull and train in bas relief.

Nov. 27, 1896 - West Jersey & Seashore Railroad appoints a committee to settle questions and disputes with Atlantic City.

Nov. 13, 1901 - PRR Board approves abandonment of 40th Street and Zoological Gardens stations in Philadelphia with next timetable change.

Nov. 25, 1906 - Columbia & Port Deposit Branch closed between McCalls Ferry and Pequea to permit construction of McCalls Ferry hydroelectric dam.

Nov. 27, 1911 - PRR announces that in first year, Penn Station - New York has handled about 10 million passengers; station work force is 750; Bureau of Information handled 377,714 telephone inquiries.

Nov. 26, 1916 - *Cleveland/Buckeye* inaugurated between New York and Cleveland as first PRR through consist between those points.

Nov. 7, 1921 - PRR announces it has contracted with the Sun Ship Building Company for two steel ferry boats for Camden service.

Nov. 3, 1926 - First Class BB1 electric switcher, No. 3900-3901, built.

Nov. 29, 1931 - Passenger service discontinued between Columbia and Middletown, Pa.

Nov. 28, 1936 - Army-Navy Game held in Philadelphia's Municipal (later JFK) Stadium; PRR runs 38 special trains in what becomes an annual event; Greenwich Yard freight tracks adjacent to stadium serve as temporary terminal; Navy beats Army 7-0.

Nov. 14, 1941 - Coach/lunch counter cars placed in service on New York-Philadelphia "Clockers."

Nov. 1946 - PRR develops preliminary plans with Alco for Q3 4-4-6-6 duplex with welded boiler.

Nov. 8, 1951 - PRR announces \$9 million upgrading of Morrisville Yard, inactive since 1946, in connection with new Fairless Works of U.S. Steel Corp.; to be completed in 1953; assumes most functions of Coalport and Barracks Yards in Trenton and East Trenton enginehouse to avoid N.J. real estate taxes; to be from east to west: 45-track classification yard (2,000 cars), 17-track receiving yard (1,200 cars) and 13-track storage yard.

Nov. 21, 1956 - ICC approves PRR request to remove cab signals between Parkton and Glencoe on the Northern Central.

Nov. 17, 1961 - Jersey City Terminal abandoned after 127 years and PRR passenger trains make last runs between Jersey City and Newark; last

service was seven eastbound and six westbound trains; last departure is 5:05, *The Broker*, to Bay Head Jct.; PRR tracks continue to be used by Hudson & Manhattan between Journal Square and Harrison.

Nov. 1965 - PRR begins new publicity campaign in last-ditch effort to save *The Broadway Limited*, including complimentary newspapers delivered to rooms, canapes in lounge car and sherry with dinner.

Nov. 11, 1966 - PRSL abandons Newfield Branch between McKee City and Mays Landing.

Nov. 30, 1967 - PRR announces that first two Metroliner cars to be delivered have hit 164 MPH on test track between "COUNTY" and "MILLHAM".

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



PENN CENTRAL NEWS IN NOVEMBER

Nov. 25, 1968 - ICC orders Penn Central to take over all New Haven by Jan. 1, 1969; sets price of New Haven at \$145.6 million; trustees appeal to courts for higher price.

Nov. 26, 1969 - Penn Central Board votes to pass fourth-quarter dividend, ending longest continuous dividend record in U.S. history (1848-1969).

Nov. 28, 1970 - In last year of main line specials to Army-Navy Game, Penn Central operates three long-distance specials and one each using MU cars from Paoli and Trenton; hereafter Penn Central only operates specials to game from Philadelphia suburban points.

Nov. 14, 1971 - Penn Central removes the Octoraro Secondary from service between Wawa and the end of track at Colora because of flood damage.

Nov. 20, 1972 - Penn Central Trustees announce they will produce reorganization plan on Apr. 1, 1973.

Nov. 21, 1973 - Penn Central announces a \$5.8 million net operating profit for October 1973; only third profitable month since bankruptcy.

Nov. 30, 1974 - Last runs of Philadelphia-Springfield mail train No. 16-17; No. 17 becomes last non-Amtrak train to operate over Hell Gate Bridge.

Nov. 2, 1975 - Penn Central announces major improvements in suburban service on the Media-West Chester Line and to lesser extent on Wilmington and Paoli Lines because of new "Silverliner IV" cars.



TIMETABLE 11-13

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

Through Nov. 10, 2013

Exhibit - "Members Treasures" - items from the collections of RCT&HS members. The Reading Railroad Heritage Museum, South Third Street, Hamburg, PA. Info: call 610-562-5513, or visit their website at: www.ReadingRailroad.org

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

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

Saturday & 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, 10, 17, 24, 2013

Fall Foliage Express on the West Chester Railroad. Info: www.westchesterr.com.

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 & 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

Friday & Saturday, Nov. 29, 30, 2013

Santa's Express on the West Chester Railroad. Info: www.westchesterr.com.

Friday, Saturday and Sunday, Nov. 30, Dec. 6-8, 13-15, 20-22, 2013

Polar Bear Express on the Middletown & Hummelstown Railroad. Make your reservations EARLY. Info: www.mhrrailroad.com/schedule/

Saturday and Sunday, Nov. 30, Dec. 14-15, 21-22, 2013

Santa's Surprise Trains on the Middletown & Hummelstown Railroad. Reservations recommended. Info: www.mhrrailroad.com/schedule/

Saturday & Sunday, Nov. 30-Dec.1, 2013

Santa Claus Express on the Wilmington & Western Railroad. Info: www.wvrr.com.

Sunday, Dec. 1, 8, 15, 2013

Christmas Tree Train on the West Chester Railroad. Ride the train and cut your tree at Wiggin's Tree Farm. Info: www.westchesterr.com.

Saturday and Sunday, Dec. 7-8, 2013

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

Saturday & Sunday, Dec. 7-8, 14-15, 21-22, 2013

Santa's Express on the West Chester Railroad. Info: www.westchesterr.com.

Saturday & Sunday, Dec. 7-8, 14-15, 21-22, 2013

Santa Claus Express on the Wilmington & Western Railroad. Info: www.wvrr.com.

Various Days, Dec. 13-23, 26-30, 2013

Holiday Light Express on the Wilmington & Western Railroad using a PRR Doodlebug. Reservations suggested. Info: www.wvrr.com.

Saturday and Sunday, Dec. 14-15, 2013

Greenberg's Toy & Train Show at the Greater Philadelphia Expo Center, 100 Station Ave., Oaks, PA 19456. Info: www.GreenbergShows.com

Friday - Sunday, Jan. 10-12, 2014

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



RAILROAD MUSEUM OF PENNSYLVANIA

ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

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

**STRASBURG RAIL ROAD****SPECIAL EVENTS**WWW.STRASBURGRAILROAD.COM**1-866-725-9666****Various Saturdays thru Nov. 9, 2013** - Dinner Train & Murder Mystery**Through Saturday, Nov. 9, 2013** - Wine and Cheese Train**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, 4-15, 21-22, 2013** - Santa's Paradise Express**Friday, Dec. 6, 13, 20, 2013** - The Night Before Christmas Train**OCTOBER, 2013
CHAPTER MEETING MINUTES**

CALLED TO ORDER: The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, October 21, 2013. The meeting was called to order at 7:50 p.m. by President Tom Shenk with 56 members present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the September Membership Meeting Minutes. David Stambaugh approved the motion and John Sweigart seconded the motion. The September membership minutes were approved as printed in the *Lancaster Dispatcher*.

CHAPLAIN: Chaplain Doris Geesey read "The Grace of God." On behalf of the Chapter, Doris sent a planter and card to Dale Kerschner, who had back surgery. Dale was in attendance at tonight's meeting. Doris also received thank you cards from Fred Kurtz and Dale Kerschner.

TREASURER: Treasurer Richard Rutledge gave the Treasurer's Report for the month of September. On behalf of the Trip Committee, Dennis Allen presented a check to the chapter for \$3225.00. This check is the profit made from the Chapter's trip in May to Alaska (cruise).

TRIPS: Dennis Allen reported the Yellowstone Park trip for August 30 to September 7, 2014 is SOLD OUT. Dennis announced the trip sold out in a record time of only 5 days.

NOMINATING COMMITTEE: Nominating Committee Chairman Kevin Crouse announced the following offices and officers for the 2013-2014 year: President-Tom Shenk; First Vice President-Ron Irwin; Second Vice President-Glenn Kendig; Secretary-Donetta Eberly; Treasurer-Richard Rutledge; Editor-Ed Mayover; Historian-Evan Russell; Chaplain-Doris Geesey (David Stambaugh); 1st Director at Large-Cindy Kendig; 2nd Director at Large-Tom McMaster; National Representative-Fred Kurtz.

President Tom Shenk asked for any nominations from the floor. There were no nominations. President Tom Shenk asked for a motion to close the nominations and the slate of offices and officers for the 2013-2014 year stands as announced by Nominating Chairman Kevin Crouse. Dennis Allen made the motion to close the elections. Glenn Kendig seconded the motion. The chapter membership agreed. Chaplain Doris Geesey will stay on as Chaplain until the end of the year. The Chapter's new Chaplain for next year will be David Stambaugh.

MEMBERSHIP: First Vice-President Ron Irwin announced Chapter membership dues are due. If anyone brought their membership renewals along tonight, see that Ron gets them.

NATIONAL REPRESENTATIVE: Fred Kurtz announced he would be attending the Fall Conference. The Conference is being held in Claymont, Delaware in November. Fred reminded the chapter membership to consider

getting their newsletters electronically.

NEWSLETTER: Editor Ed Mayover announced a possible special color Best of the Best edition of the newsletter for 2013. This issue will be mailed to every chapter member regardless if you receive your newsletter electronically. Helen Shaak had a question about having a back up plan in case something happens to the person who sends out the newsletters electronically. Tom Shenk announced they are working on correcting this problem so chapter members will always receive their newsletters.

BANQUET: Tom Shenk and Linda Himpl announced some of the door prizes that will be given away at the Chapter's Annual Banquet on Friday, November 22, 2013. Here are just a few door prizes which will be available: Nissley's Winery, Baltimore Museum (tickets), Shady Maple Restaurant (gift card), Potomac Eagle Railroad (tickets) Sight and Sound, Altoona Museum (tickets), and Eden Resort.

Tom announced items available on the menu will be: Ham loaf, beef, turkey, noodles, green beans, filling, mashed potatoes, and plenty of desserts. The social hour will be held from 6:00 p.m. to 7:00 p.m. and the meal will be served around 7:00 p.m. The program at the Banquet will be presented by Steve Barry and will feature photos that he took on the Chapter's Alaska trip in May.

NEW REVISED DATES: Tom announced the decorating of the Christiana Freight Station for the Christmas holiday will be on Thursday, December 5, at 7:00 p.m. Monday, December 16 (the third Monday) will be the Chapter's Annual Christmas Party. Members should bring cookies, desserts or snacks to share. Saturday, December 21 from 3:00 p.m. to 8:00 p.m. will be the Christiana Freight Station Open House. The Christiana Lions Club will be at the Station with Santa visiting; food and hay rides in the evening to see the Christiana Christmas decorations. Sunday, December 22 the Freight Station will be open from 1:00 p.m. to 5:00 p.m. Glenn Kendig would like some volunteers to help watch the train displays and if any chapter members have ideas for the set up of the train displays for the open house, contact Glenn.

ANNOUNCEMENTS: Steve Himpl announced he would like to get some painting done on the caboose before wintertime. Tom reminded chapter members that if we have inclement weather, members can call the Freight Station and there will be a message on the answering machine to let you know if there will be a Chapter Meeting or not.

Tom thanked Lou Hauck and his brother, Gene for painting the PRR sign on the Gang House. Steve Himpl announced he rode Amtrak's Pennsylvanian to Pittsburgh. Mark Hoffman announced he and his wife, Elizabeth went to the Rail Trail (hike and bike) in Manor Township. The Rail Trail is near Creswell (Washington boro) and runs to Safe Harbor for five and a quarter miles. John Sweigart announced Berks County Holiday Lights Open House at Grings Mills will be open Friday, Saturday and Sunday - December 6, 7, 8, from 6-9 p.m. They also will be open Wednesdays to Sundays after these dates until the end of the year. The Pottstown & Reading Chapter will have a model railroad display there. Glenn Kendig reported that the large mirror in the Christiana Freight Station bathroom was once used on a hospital train. Doris Geesey brought a brochure of the activities at New Freedom. For a full schedule is at www.SteamIntoHistory.com. Some highlights were: York 17 and her sister "The Leviathan" will be there, Dinner on the train with Lincoln, Veterans can ride the train free with a paying customer on November 11, period music will be played and re-enactments.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:30 p.m. for the program entitled "Some Reading Memories" given by Paul Kutta.

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY

**OPERATION LIFESAVER REMINDS YOU...**

As you travel to visit family and friends this Holiday Season, **Don't get trapped on a highway-rail crossing.** Never drive onto a railroad crossing until you are sure you can clear the tracks on the other side without stopping.



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 THE 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

LAST CALL FOR TICKETS - ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 8, 2013

✂ -----

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

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

PLEASE MAKE CHECK PAYABLE TO: LANCASTER CHAPTER, N.R.H.S.

MAIL TO: LANCASTER CHAPTER, N.R.H.S.
TRAVEL TIME TRAVEL AGENCY
1044 NEW HOLLAND AVENUE
LANCASTER, PA 17601

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



CHRISTMAS HOLIDAY OPEN HOUSE WEEKEND



CHRISTIANA FREIGHT STATION, DECEMBER 21 - 22, 2013

Lancaster Chapter, N.R.H.S., will have a Sales Table for the Open House Weekend

DAILY SCHEDULE - NOTE REVISED DATES

SATURDAY, DECEMBER 21 - 3:00 PM TO 8:00 PM

Family Children's Party - 3:00 PM to 5:00 PM

Train Displays, Visit from Santa, Children's Activities, Free Hot Dogs and Drinks for Children

Hay Rides starting at 5:00 PM

Lancaster Chapter, NRHS Sales Table - Purchase Last Minute Gifts

Popcorn - Hot Dogs - Snacks - Drinks will be available

See Christiana Borough's Annual "Light Up Christmas" Christmas Lighting Contest

Hay Rides Around Town Sponsored by the Christiana Lions Club

SUNDAY, DECEMBER 22 - 1:00 PM TO 5:00 PM

Freight Station Decorated for Christmas - Train Displays

Popcorn - Snacks - Drinks will be available

Lancaster Chapter, NRHS Sales Table - Purchase Last Minute Gifts

THE ANNUAL LANCASTER CHAPTER, NRHS CHRISTMAS PARTY HAS BEEN RESCHEDULED TO

MONDAY EVENING, DECEMBER 16, 2013 at 7:30 PM



**CONRAIL GG1 4800, "OLD RIVETS" AT MORRISVILLE YARD, PENNSYLVANIA
ON FEBRUARY 11, 1978.**



"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****NOVEMBER****NOVEMBER 22, 2013 - FRIDAY, 6:00 PM - SHADY MAPLE SMORGASBORD - ANNUAL CHAPTER BANQUET**

We return to the Shady Maple Smorgasbord, one of the Chapter favorites, with a terrific program presented by Steve Barry. Full Buffet meal, fellowship and door prizes round out the evening. See order form in this issue of the *Lancaster Dispatcher*.

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 - CHRISTMAS HOLIDAY OPEN HOUSE

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

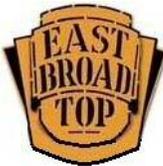
DECEMBER 22, 2013 - SUNDAY, 1:00 PM - CHRISTIANA FREIGHT STATION - CHRISTMAS HOLIDAY OPEN HOUSE

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.

ACTIVITY IN MOUNT UNION SIGNALS NEW FUTURE FOR THE EAST BROAD TOP RAILROAD

A track crew under the leadership of EBT Operations Manager Daniel Gilliland has been hard at work all this summer in the Mount Union yard, marking the start of a new era for the EBT. The work follows the purchase by the East Broad Top Preservation Association of the entire Mount Union yard from the Kovalchick family, longtime owners of the historic narrow gauge.

The track under restoration is a mix of historic standard-gauge and three-rail track extending south from the junction with the Norfolk Southern at the site of the long-vanished PRR Jacks Tower. The line travels along Pennsylvania Avenue in Mount Union and past the site of the EBT transfer yard and former coal-cleaning plant. Extensive renewals of ties, switch stands, and ballast will be required to return the line to operation. Landscaping and fencing of the urban right-of-way is also included in the plan.

The Mount Union work is part of a strategy to acquire and preserve the entire 33-mile narrow-gauge main line and the surviving narrow-gauge equipment and building complex at Rockhill. Standard-gauge movements are expected to be confined to the historically-dual-gauge portion of the line in Mount Union and Allenport. This north end of the line will leverage both interchange traffic with the NS and economic-development opportunities in the boroughs to create a revenue stream to support expanded operations.

In conjunction with the property sale, the Kovalchick Salvage Company has offered for sale the EBT hopper cars that have long sat idle in the Mount Union yard. Selected cars of historic value have been reserved by the East Broad Top Preservation Association, based on a survey of the yard's contents by Gilliland and FEBT President Lee Rainey.

Additional cars and parts—especially trucks—with a role in future FEBT restoration and interpretive projects were identified by a crew led by FEBT steel-car expert Steve Jacobs, and the FEBT is in discussion with the salvage company about acquiring these items.

These positive developments point strongly to a resumption of tourist operations in 2014. [Lee Rainey, President, Friends of the East Broad Top - Courtesy of Chapter Treasurer Richard Rutledge]

*Our Thanks
To You!*

THE LANCASTER CHAPTER BOARD OF DIRECTORS SINCERELY THANKS KEVIN CROUSE FOR SERVING ON THE 2013-2014 NOMINATING COMMITTEE. THANKS AS WELL TO ALL CHAPTER MEMBERS WHO DEVOTE THEIR TIME AND EFFORT TO THE CHAPTER. EVERYTHING YOU DO IS APPRECIATED!

LANCASTER CHAPTER BOARD of DIRECTORS

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HISTORIAN:	EVAN RUSSELL, JR.	610-269-7054	ERUSSELLJR@NRHS1.ORG
CHAPLAIN:	DORIS GEESEY	717-347-7637	DGEESEY@NRHS1.ORG
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NATIONAL REP:	FRED KURTZ	717-200-1551	FKURTZ@NRHS1.ORG

MEMBERSHIP MEETING NOTICE

THE ANNUAL BANQUET OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE SHADY MAPLE SMORGASBORD, 129 TODDY DRIVE, EAST EARL, PA 17519 ON FRIDAY EVENING, NOVEMBER 22, 2013 STARTING AT 6:00 PM.

**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

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10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416**

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