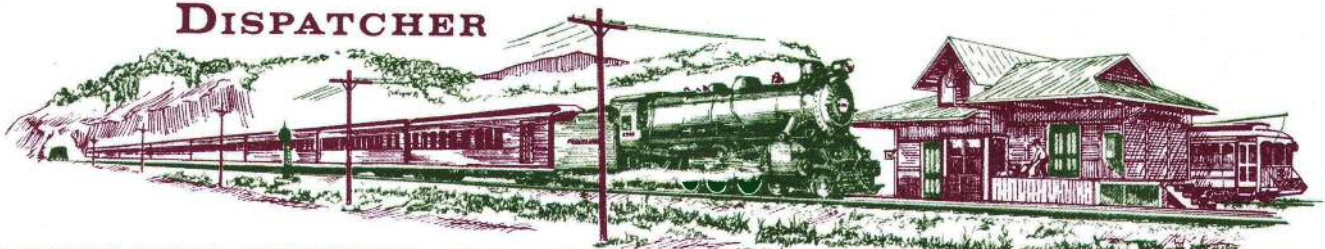


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The Lancaster Chapter, N.R.H.S. Board of Directors Wishes All Chapter Members, Friends and E-Mail Readers a Very Merry Christmas and a Happy, Healthy and Prosperous New Year



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



AMTRAK 'KEYSTONE' MAKES EXTENDED RUN ON SEPTA

PHILADELPHIA – An Amtrak Keystone Service train mistakenly ran the length of a SEPTA commuter line on Nov. 14, providing some “rare mileage” for Amtrak equipment. The train was being turned due to a faulty cab car.

Train No. 644, with 130 passengers aboard, was en route from Harrisburg to New York by way of Philadelphia's 30th Street Station when it developed a problem with former Metroliner cab car No. 9639. After arriving seven minutes late, at 10:48 a.m., officials decided to run the train west from Zoo interlocking to Valley interlocking, the junction with SEPTA's short Cynwyd Line, change ends, and run through the



AMTRAK AEM-7 No. 904 AT CYNWYD STATION.
PHOTO JOHN P. ALMEIDA, PHILLYNRHS.COM

“subway” underpass at Zoo interlocking back onto the NEC. That is a standard move when Amtrak push-pull trains need to be turned on a wye in Philadelphia, according to a source close to the incident. The train pulled out at 11:32, 37 minutes late.

However, instead of stopping just west of the signal at 52nd Street, the train continued through Valley interlocking and on to SEPTA's short Bala Cynwyd line, finally stopping just short of the bumper post at the current end of track in SEPTA's Cynwyd Station, 2.1 miles from Valley interlocking. The train was immediately held there for a fresh crew and SEPTA pilot, and departed at 1:15 p.m. — under SEPTA supervision. Passengers were transferred to connecting northbound Northeast Corridor train No. 650 at 30th Street.

The next train due in the area was SEPTA No. 1071, a scheduled Cynwyd Line train due out of 30th Street at 12:24 p.m.

Amtrak spokesman Craig Schulz tells Trains News Wire the crew was held out of service following the incident pending an investigation, but has since been returned to service. [Trains News Wire]

AMTRAK PREVIEWS NEW LONG DISTANCE CARS

WASHINGTON - Oct. 24, 2013 - Production of the first units of new Amtrak long distance passenger rail cars is nearing completion and they are expected to begin field testing this winter. The cars are being built by CAF USA at its facility in Elmira, N.Y., which hired more than 400 employees to perform the manufacturing and final assembly work.

The \$298.1 million order for 130 single-level long distance passenger rail cars includes 25 sleepers, 25 diners, 25 baggage/dormitory and 55 baggage cars. More than 120 suppliers in 25 states and 93 cities are providing parts for the new rail cars.

“Amtrak long distance service connects America and so, too, does this equipment order in the form of jobs and economic opportunity in communities across the country,” said Amtrak President and CEO Joe

Boardman. “Amtrak is a major driver in the rebirth of an American rail manufacturing and supplier base that is strengthening our national economic health.” The new long distance cars will replace and supplement the existing fleet and allow cars built in the 1940s and 1950s to be retired. The sleeper, diner and baggage/dormitory cars will likely operate on eastern routes such as Lake Shore Limited, Cardinal, Crescent, and Silver Service with the baggage cars used nationwide. One of each type of car will be field tested this winter with the first units expected to enter revenue service during the summer of 2014. All 130 cars are expected to be delivered by the end of 2015.

Passengers will experience many improvements including: modern interiors with better layouts; better lighting and more efficient air conditioning and heating systems; additional outlets to power personal electronic devices; improved accessibility for passengers with disabilities; and bicycle racks in the baggage cars. Furthermore, the new cars feature improvements for employees such as functional kitchen layouts that are easier to maintain, a more efficient process to stock food and an improved baggage car for easier organization.

Long distance trains provide national connectivity and mobility, feed riders onto the rapidly growing state-supported corridor services and deliver about half a million passengers to the Northeast Corridor each year. Since 2006, ridership on long distance trains is up nearly 27 percent, and in FY 2013, all long distance routes combined had the best year in 20 years with 4.8 million passengers.

In addition, about 42 percent of identified passengers with disabilities who used Amtrak in FY 2013 rode on a long distance train. Amtrak long distance trains serve 40 percent of America's rural population and are the only remaining scheduled intercity transportation in many places as intercity bus and airline services abandon smaller communities. [Edited from Amtrak]

AMTRAK 'AUTUMN EXPRESS INAUGURAL'



PHILADELPHIA - Nov. 4, 2013 - Nearly 1,700 people filled two Amtrak “Autumn Express” excursion trains that operated this past week weekend along 235 miles of the Northeast and Keystone corridors in Pennsylvania, Delaware, and Maryland. The train also used connecting freight-only Norfolk Southern routes. Billed as the “Autumn Express Inaugural,” the fall foliage trains marked Amtrak's first-ever solo efforts to market and operate railfan-oriented excursions.

Amtrak Phase III heritage P42 No. 145 and P40 No. 822 led the 16-car trains each day. The train consisted of six Amfleet and nine Horizon coaches, and conference car No. 9800. The trains departed Philadelphia's 30th Street Station and traveled south on the Northeast Corridor 59 miles to Perryville, Md., where they diverged onto Norfolk Southern's Port Road Branch. This one-time electrified freight line runs along the Susquehanna River 64 miles to Enola Yard near Harrisburg. The line passes through three tunnels, crosses the historic 28-span Shocks Mills Bridge, runs within sight of three large dams, and passes the famous Three Mile Island nuclear power plant.

A highlight for riders was the rare opportunity to ride through Norfolk Southern's busy Enola Yard, built by the Pennsylvania Railroad in 1905. At the west end of Enola, the special trains ran eastward onto the Pittsburgh Line, which carries Amtrak's *Pennsylvanian*, and crossed the 3820-foot long Rockville Bridge across the Susquehanna River. Passengers were treated

to more freight-only "rare mileage" as the trains switched onto the Royaltan Branch in Harrisburg. The trains traveled east over the branch for 21 miles to the connection with the Port Road near the Shocks Mills Bridge. After a 7-mile ride over the Port Road in the direction opposite traveled earlier, the trains headed east on the 12-mile Columbia Secondary to Lancaster where they switched to Amtrak's Keystone Corridor for the 68-mile sprint back to Philadelphia.

The trips gave "mileage collectors" the chance to pick up 101 miles of freight-only trackage. Scores of photographers, both enthusiasts and local residents, were out to photograph the trains. On board Saturday's train, spirits were high despite problems with the public address system, apparently caused by the length of the train and the mixed equipment. The trip operated non-stop, except to quickly pick up or drop off NS crew members at three locations. All on-board "attendants" were volunteers from various Amtrak departments in the Philadelphia and Wilmington region.

Since its inception, Amtrak has provided equipment and crews for countless excursions across the country, but this is the first time the company has run its own trips. Section 216 of the Passenger Rail Investment and Improvement Act of 2008 encourages Amtrak to increase the operation of special passenger trains.

Amtrak Chief of Operations for Transportation Christopher M. Jagodzinski compared the trips to the inaugural of Metro-North Commuter Railroad's excursion program. "What kind of places can we go where people normally would not have access?" he said. In the initial planning Amtrak realized, "We should be able to do this ourselves." The railroad called upon its reservation system as well as the operations and mechanical departments.

Amtrak Media Relations Manager Craig Schulz told Trains News Wire that the first scheduled train, which operated Saturday, sold out on Amtrak's website within a few days. Realizing that there still was great interest, Amtrak added a second day. The 850 seats for that train sold in less than nine minutes, Schulz said. Fares were \$89 for adults, and half price for children.

The equipment came from Amtrak's small reserve pool that moves around the country to cover private charters, plus some Northeast Corridor cars. Jagodzinski hinted that these would not be last such Amtrak excursions. He said a key consideration when running trains over freight railroads is that the excursion cannot interfere with the host railroad's freight operations. Jagodzinski says that in each case "the business case has to be right," but that there are several other future route possibilities in the Northeast and the Midwest. [Scott A. Hartley - Trains News Wire]

AMTRAK'S 'PENNSYLVANIAN' GOES UNRESERVED HARRISBURG TO PHILADELPHIA

PHILADELPHIA - Nov. 14, 2013 - Amtrak's *Pennsylvanian* will become an unreserved train east of Harrisburg on Dec. 3. Passengers traveling between Harrisburg, Elizabethtown, Lancaster, Exton, Paoli, and Philadelphia will no longer be required to make reservations for coach seating. *Keystone Service* trains between Harrisburg and Philadelphia are already unreserved, but reservations are required east to New York City. Amtrak is temporarily requiring reservations on all trains between Harrisburg and Philadelphia during the peak Thanksgiving travel period. That restriction ends on December 3. [Trains News Wire]



BRIDGE TO BE REPLACED WHERE TRAIN DERAILED, CHEMICALS RELEASED

PAULSBORO, NJ - Nov. 9, 2013 - A bridge that was the site of a 2012 train derailment is set for replacement.

Conrail spokesman Michael Hotra told the *Courier-Post* that work would begin soon on a new span over Mantua Creek between Paulsboro and West Deptford.

Once the new bridge is in place, the existing structure is to be demolished. Hotra said the entire project should be finished by September [2014]. He did not disclose the cost.

The [existing] swivel bridge was built in 1873 and has had problems in recent years. On November 30, 2012, four tank cars fell into the creek below and one released about 100,00 pounds of toxic vinyl chloride into the air.

[Enhanced from the Press of Atlantic City]



CSX SELECTS McKEES ROCKS AND STOWE TOWNSHIP FOR NEW PITTSBURGH INTERMODAL FACILITY

JACKSONVILLE, Fla. - October 17, 2013 - CSX Corporation and its transportation and intermodal terminals subsidiaries today announced plans to design and build a new intermodal facility in McKees Rocks and Stowe Township, Pennsylvania, near Pittsburgh. The proposed facility will create transportation saving opportunities by giving western Pennsylvania shippers direct intermodal freight rail access, allowing for the shift of long-haul freight from highway to rail and strengthening the transportation infrastructure serving the region's economy.

The proposed site in McKees Rocks would redevelop the former Pittsburgh & Lake Erie Railroad Yard, which operated for over 100 years. CSX acquired the assets of the Pittsburgh & Lake Erie in 1992. The project will generate approximately 360 jobs during construction. Once operational, the facility will support approximately 40 on-site jobs, 40 drayage jobs and 100 indirect jobs throughout the region as a result of improved transportation access and distribution opportunities for local and regional businesses.

As plans are developed, CSX will work with the community to ensure that this facility considers the needs of McKees Rocks and Stowe Township as well as CSX customers and the Pittsburgh region's economy.

The Pittsburgh Intermodal Facility will utilize CSX's National Gateway project, an \$850 million public-private partnership to create a highly efficient and environmentally friendly double-stack cleared rail corridor on the CSX network between the Mid-Atlantic and the Midwest. Funded by CSX and its federal and state government partners, including a \$35 million Pennsylvania Transportation Assistance Program Grant, the National Gateway will create more than 9,000 jobs in Pennsylvania. In early September, the National Gateway coalition announced that the first phase of the project had been cleared, making way for double-stack intermodal rail service between CSX's intermodal terminal in Chambersburg, Pa., and its new state-of-the-art hub facility in Northwest Ohio.

CSX expects to complete planning, design, permitting and property acquisition for the approximately 65-70 acre Pittsburgh Intermodal Facility in 2014, with the goal of beginning the two-year construction process in 2015. As part of the design process, CSX will work with local officials to ensure the terminal supports local industrial development already in the planning stage. [Edited from CSX Corp. and Trains News Wire]



NORFOLK SOUTHERN DEDICATES EXPANDED LANCASTER, PA. RAIL YARD IN HONOR OF FORMER NS VICE PRESIDENT AND STATE SENATOR H. CRAIG LEWIS

LANCASTER, PA.- Oct. 31, 2013 - In a private ceremony today attended by Norfolk Southern CEO Wick Moorman, Lt. Governor Jim Cawley, State Senator

Tommy Tomlinson, Drexel University President John Fry, and numerous government and business officials, family and friends, NS renamed its Dillerville Yard here in honor of H. Craig Lewis. After serving as state senator for the 6th District in Bucks County for five terms (1975-1994), Lewis joined NS as vice president corporate affairs in 1997, retiring from the railroad in 2009. He died unexpectedly earlier this year.

"Because of his experience and respect from both sides of the aisle in Harrisburg, Craig was a key part of our integration of Conrail's assets in Pennsylvania in the late 1990s," said Moorman. "He later led our passenger and transit policy team and managed many complex projects, including the

sale of Conrail's Boonton Line to New Jersey Transit and the NS phase of the Lancaster Northwest Gateway Project. Craig brought energy, creativity, and humor to every initiative and was able to bring diverse perspectives together in a collaborative manner. Dedicating our yard in Lancaster in honor of Craig is a fitting tribute."

Craig was a dear friend and a trusted colleague. He quickly grasped the strategic importance of the Northwest Gateway Project for the City of Lancaster, Franklin & Marshall College, and Lancaster General Health," said Fry. "He became our partner in addressing the many technical and logistical hurdles involved with making this project a reality. I am very pleased that Norfolk Southern has chosen to honor Craig for his service to their company and to this community by naming this rail facility the H. Craig Lewis Yard."

The expansion of Lewis Yard began in early 2009 following several years of studies and design and was completed in November. The yard expansion is part of the Lancaster Northwest Gateway Project, a \$75 million plan to remediate and redevelop approximately 75 acres of urban brownfields to enhance economic development opportunities in the City of Lancaster by connecting the city street grid system, creating urban green spaces, and providing campus development sites for Franklin & Marshall College and Lancaster General Health on land formerly owned by Armstrong World Industries and NS. The final segment of the Gateway Project will begin in the spring of 2014 when the railroad transfers ownership of approximately 28 acres of its yard east of Dillerville Road to Franklin & Marshall and Lancaster General. This work is expected to take 12 months to complete.

[Edited from Norfolk Southern Corp.]

NORFOLK SOUTHERN TO BEGIN TESTING NATURAL GAS LOCOMOTIVE



NS 5053 AT SALISBURY, NC ON MARCH 9, 2010. FORMERLY A HIGH-HOOD INTERSTATE RAILWAY UNIT, 5053 WAS ONE OF TWO 5000 SERIES UNITS TO RECEIVE A LOW NOSE. PHOTO BY HAROLD HODNETT.

ALTOONA, Pa. Oct. 16, 2013 - Norfolk Southern has started a project to convert one of its GP38-2 locomotives to burn compressed natural gas. The locomotive will be converted at the railroad's Juniata Shops in Altoona. The railroad has been studying the concept for several years and has decided to move ahead with field testing, according to a source close to the railroad.

The CNG conversion system, provided by Energy Conversions Inc., is the next generation of the system that Energy Conversions has in use on the Napa Valley Wine train in California. NS officials visited the Napa Valley Wine train to view the Alco FPA-4 locomotive equipped with an EMD prime mover and CNG conversion kit. The locomotive, No. 73, has been powered by 100 percent CNG since 2003.

NS has selected GP38-2 No. 5053 for conversion to CNG. GP38AC No. 2847 will become the CNG tender and slug for No. 5053. It will receive a new "Admiral" cab and an eight-tube CNG storage rack mounted inside the long hood. Energy Conversions will supply the CNG storage system for the tender and CNG conversion system for the GP38-2. The system is designed to accommodate eight tubes made from 1-inch thick steel measuring 24-inches in diameter and 27-feet long. Along with storing the CNG, the tanks will provide the necessary ballast for the slug to add weight and tractive effort.

The storage tanks on the slug are designed to provide enough CNG to give the locomotive the equivalent energy of 1,200-gallons of traditional diesel fuel. This is called diesel gallon equivalent and is used to rate the storage capacity needed for natural gas to equal the energy content of an equivalent amount of diesel fuel.

Although designed to hold the longer tubes, the initial mother-slug set NS is constructing will use eight 22-foot-long tubes with 1.5-inch-thick steel and have a 1,000-gallon DGE. These tubes were selected due to their immediate availability from the supplier. Any future CNG-powered sets will use the 1-inch-thick and 27-foot-long tubes.

Compressed natural gas has less energy, but is potentially more attractive for use in local or yard service applications with its lower cost compared with liquefied natural gas. Liquefied natural gas holds 2.4 times more energy per DGE compared with CNG and is more expensive to make due to the increased cost to liquefy the fuel.

The railroad plans to have the CNG-powered set ready for testing in the first quarter of 2014. *[Trains News Wire]*

NORFOLK SOUTHERN REPORTS THIRD-QUARTER 2013 EARNINGS

NORFOLK, VA. - Oct. 23, 2013 - Norfolk Southern reported third-quarter net income of \$482 million, 20 percent higher than \$402 million for the same period of 2012. Diluted earnings per share were \$1.53, up 23 percent compared with \$1.24 per diluted share in the third quarter last year.

"Norfolk Southern delivered strong results, led by growth in our chemicals, metals/construction, intermodal, and automotive businesses, combined with ongoing productivity improvements," said CEO Wick Moorman. "Even in the face of continuing weakness in the coal markets, our focus on service efficiency and velocity allowed us to provide superior performance for our customers and excellent results for our shareholders."

Railway operating revenues were \$2.8 billion, 5 percent higher compared with third-quarter 2012, with shipment volumes increasing 4 percent.

For the third quarter, general merchandise revenues were \$1.6 billion, 11 percent higher compared with the third quarter of 2012, primarily as a result of a 6 percent growth in shipments.

Coal revenues were \$641 million, 9 percent lower compared with the third quarter last year, due to lower average revenue per unit and a 2 percent decline in volumes.

Intermodal revenues were \$605 million, a 7 percent increase compared with third-quarter 2012. Volumes increased 5 percent due to continued domestic and international growth.

Railway operating expenses for the third quarter totaled \$2.0 billion, 1 percent higher compared with the same period of 2012.

Income from railway operations for the third quarter was \$849 million, 16 percent higher compared with the same period last year.

The railway operating ratio for the third quarter improved 3 percentage points to 69.9 percent compared with 72.9 percent in the same quarter last year. *[Norfolk Southern Corp.]*

ROANOKE LOCOMOTIVE SHOP EMPLOYEES COMPLETE 2 MILLION INJURY-FREE EMPLOYEE-HOURS

ROANOKE, VA. - Oct. 25, 2013 - The 236 employees of Norfolk Southern's Roanoke Locomotive Shop charged past a rare milestone this month by logging more than 2 million injury-free employee-hours. The shop, which overhauls the company's locomotives, has gone six years without a reportable injury.

Shop Manager Chuck Sloan attributed the achievement to teamwork. "It's a cooperative effort between labor and management that focuses on safety, operating performance, and customer service," Sloan said. "With an achievement of this magnitude, everyone associated with Roanoke Locomotive Shop is involved. The support we receive from around the company for continued improvement contributes to this success. Dedication to safety, commitment to success, and teamwork above all else made this achievement a reality."

To commemorate the achievement, shop employees crafted a bell to be displayed on the shop floor beside the 1-million-employee-hour bell the employees made in 2011 to mark that milestone. The bell was unveiled at ceremony today.

A reportable injury is one that requires more than basic first aid, typically incurs lost time at work, and must be reported to the Federal Railroad Administration. The Roanoke Locomotive Shop has not had a reportable injury since Oct. 9, 2007. [Norfolk Southern Corp.]



FIRST MBTA HSP-46 AT TTCI FOR TESTING

The Massachusetts Bay Transportation Authority's first new HSP-46 regional/commuter rail locomotive has arrived at Transportation Technology Center, Inc. in Pueblo, Colo., to undergo testing before it is delivered to Boston and operator MBCR (Massachusetts Bay Commuter Railroad).



In 2010, MBTA approved the purchase of 20 new diesel-electric locomotives from Wabtec subsidiary MotivePower, Inc. for \$114 million. At the time, they were slated to replace the 20 oldest units in the fleet.

On top of seven units added in 2012, in June MBTA signed a contract with MotivePower for 13

additional units, bringing the overall total to 40. The recent contract is valued at \$70 million.

"The new HSP-46 design provides dramatically improved fuel efficiency, reduced emissions, and lower life-cycle costs compared to MBTA's existing locomotives," Wabtec Chairman and Chief Executive Officer Albert J. Neupaver told Railway Age when the original 20 locomotives were ordered.

Industrial designer Cesar Vergara of VergaraStudio designed the HSP-46's carbody, as well as several potential paint schemes, which the MBTA had members of the riding public vote on in 2012. The scheme that was ultimately selected was by far the largest vote-getter. [Railway Age]



MARYLAND APPROVES PLAN FOR LIGHT RAIL TRANSIT PUBLIC-PRIVATE PARTNERSHIP

WASHINGTON - Nov. 12, 2013 - Maryland Gov. Martin O'Malley and members of the Board of Public Works have approved the Maryland Transit Administration's plan to construct the light rail Purple Line through a public-private partnership. Board members also approved the MTA's proposed competitive solicitation method for selecting a private concessionaire to design, build, finance, operate, and maintain the light rail line.

The Purple Line is a 16-mile light rail line that will run east-west inside the Capital Beltway between Bethesda in Montgomery County and New Carrollton in Prince George's County. It will have direct connections to Metro's Orange Line, Green Line, and two branches of the Red Line, and to MARC's Brunswick, Camden, and Penn Lines commuter rail lines. A total of 21 stations are planned. The total project cost is \$2.2 billion, with the private sector expected to invest between \$500 and \$900 million. A combination of federal, state, and local funds also will be used to fund the project. Maryland's Transportation Infrastructure Investment Act of 2013 added \$711 million in state funds for design and construction to MTA's six-year capital budget.

Approval means that a single private partner will be responsible for designing, constructing, operating, and maintaining the project, and provide up to \$900 million in private financing. It differs from a typical project in which the state separately bids for the design and construction of the transit line and then operates the system, such as light rail in Baltimore.

In return for operating, maintaining, refurbishing/replacing equipment and financing a portion of construction for the Purple Line, the MTA will pay the contractor annual availability payments throughout the 30 to 40-year contract period. Deductions will be made from the payments if the contractor does not meet pre-determined performance targets, such as on-time performance, vehicle cleanliness, and customer service. MTA will continue to set fares and collect the fare revenue.

MTA will issue a request for qualifications in the next few weeks, select the short list of qualified proposers, and announce a preferred partner by fall 2014. Construction could begin in spring 2015. More information on the project and the competitive solicitation process can be found at www.purplelinemd.com. [Trains News Wire]



NJ TRANSIT REACHES NEW HIGHS IN CUSTOMER SATISFACTION

NEWARK, NJ - Nov. 8, 2013 - NJ TRANSIT today published the results of its latest customer survey as part of *Scorecard*, posting an overall satisfaction rating of 6.4 for the first quarter of Fiscal Year 2014 (FY14), matching the corporation's highest customer satisfaction rating that was achieved during the third quarter of the previous fiscal year. In addition to a strong overall satisfaction score, NJ TRANSIT also posted record highs on its bus, rail and light rail service during the same time period.

Through *Scorecard*, NJ TRANSIT continues to utilize feedback gathered through these surveys to target specific improvements in order to boost customer satisfaction, as well as to provide the public with a clear measurement of how the corporation is performing. The most recent survey, which was conducted online at njtransit.com between August 12 and September 3, was the first to be offered in both English and Spanish. It asked bus, rail, light rail and Access Link customers to rate NJ TRANSIT on a scale of 0 to 10, and as with previous surveys, customers considered 42 attributes of the system related to facilities, scheduling, vehicles, communications and the overall experience using NJ TRANSIT. Customers were also asked to identify the most important aspects of NJ TRANSIT service among the items they rated.

"This survey data continues to drive our strategic decisions with the goal of improving the overall experience for the people who use the NJ TRANSIT system each day," said NJ TRANSIT Executive Director James Weinstein. "We remain committed to actively monitoring our customers' feedback so that we can respond to meet their needs."

Of the approximately 457,560 customers who used NJ TRANSIT service on a typical weekday in the first quarter of FY14, NJ TRANSIT received more than 19,000 responses to the survey, the highest number of responses to date. Regarding customer loyalty, 79 percent of the customers surveyed said they would recommend NJ TRANSIT to a friend or relative (above the 67 percent baseline rating). NJ TRANSIT established the baseline with the first customer survey conducted in advance of the launch of *Scorecard* in 2011.

Survey Results – First Quarter FY14

For the first quarter of FY14, customers rated their overall satisfaction with NJ TRANSIT service as above average with a score of 6.4, matching the survey high set during the third quarter of FY13 and nearly reaching the agency's annual goal of 6.5

Current customer satisfaction ratings on NJ TRANSIT's four service modes are as follows:

- Bus customers rated their overall satisfaction with service at a 6.4, marking a record high, as well as a significant improvement above the baseline rating of 5.5. About 280,700 customers used NJ TRANSIT's interstate and local bus system on a typical weekday during the first quarter of FY14, representing approximately 61 percent of all NJ TRANSIT customers.
- Rail customers gave NJ TRANSIT an overall score of 6.0, matching the survey high set during the previous quarter, and showing a strong

improvement over the baseline rating of 4.5. Approximately 135,525 customers rode NJ TRANSIT trains on a typical weekday throughout the first quarter of FY14, comprising 30 percent of all NJ TRANSIT customers.

- Light Rail customers gave NJ TRANSIT an overall satisfaction rating of 7.4, reaching an all-time record high. About 37,525 customers used NJ TRANSIT's three light rail lines on a typical weekday in the first quarter of FY14, making up approximately eight percent of total NJ TRANSIT customers.

- Access Link, NJ TRANSIT's paratransit service for customers with disabilities, was given an overall rating of 8.1, down slightly from the record high of 8.3, but still well above the baseline score of 7.5. Access Link serves approximately 3,810 customers on a typical weekday.

"The fact that four out of five NJ TRANSIT customers would recommend our service to a friend or relative speaks volumes to the work we are doing through Scorecard to improve customer satisfaction," said Executive Director Weinstein. "We are encouraged by the strong marks we achieved in this latest survey, and we want our customers to know that we continue to rely on their valuable feedback to continue to meet their needs." [NJ Transit]



SEPTA NORRISTOWN LINE SCHUYLKILL RIVER BRIDGE REOPENS

PHILADELPHIA - Nov. 11, 2013 - Following a \$7.9 million, four-month repair project, SEPTA's 3,175-foot, single-track bridge over the Schuylkill River at Bridgeport returned to service today on the Norristown High Speed Line.

Shuttle buses had replaced rail service between Bridgeport and the Norristown Transportation Center. During the closure, contract crews replaced all the ties, bridge timbers, walkways and railings on the 102-year old bridge. Waterproofing and some structural steel repairs were also included.

"The bridge ties that sit directly upon the steel structure and hold the rail in place were rotting and failing," Jeff Knueppel, SEPTA's deputy general manager, says. "Without full timber replacement, we would have had no choice but to permanently close the bridge."

Last year, SEPTA said the bridge would be closed "indefinitely" while the repairs were underway.

SEPTA officials say the tie and timber replacement was essential to maintain safe operations, but a more extensive rehab is necessary to bring the entire structure into a state of good repair, including steel repairs, cleaning, and painting the entire bridge. This work is estimated to cost \$30 million. The last major rehabilitation of the bridge occurred in 1985.

The 13.4-mile interurban line runs between 69th Street Terminal in Upper Darby, just outside Philadelphia, to Norristown, the seat of Montgomery County. It is entirely grade separated and uses a third rail for power.

[Trains News Wire]

SEPTA TO ADD FREE WiFi AT MORE RAIL STATIONS

The Southeastern Pennsylvania Transportation Authority (SEPTA) is expanding free Xfinity WiFi service to stations throughout its system, agency officials announced Oct. 29. The WiFi service expansion builds on a partnership between SEPTA and Comcast, which began with the launch of Xfinity WiFi at regional rail stations, including Market East, Suburban, 30th Street, Temple University and University City, SEPTA officials said in a press release. SEPTA will be one of the first transportation agencies in the nation to provide WiFi at its transit stations, they added.

Over the next two years, hot spots will be added at all stations on the Market-Frankford and Broad Street lines, and at several additional locations on the Norristown High-Speed Line. In addition, service will be expanded to stations along Regional Rail, including at Airport Line terminals.

[Progressive Railroadng]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN DECEMBER

Dec. 6, 1890 - Eastbound track of new Coatesville wrought iron Pratt truss bridge placed in service.

Dec. 31, 1900 - Monongahela Railroad incorporated; owned 50/50 by PRR and P&E to develop the coal fields of the Mon Valley under the "Community of Interest" program.

Dec. 28, 1903 - PRR discloses plan to add ten tracks to Broad Street Station by extending it northward from Filbert Street to Cuthbert Street in hearing before Board of Surveyors; PRR files opposition to plan for Benjamin Franklin Parkway because it would cut across this block diagonally.

Dec. 28, 1906 - Pres. A. J. Cassatt dies suddenly in his sleep of heart failure at his Philadelphia town house, 202 West Rittenhouse Square, at 1:00 PM; had felt ill on waking and decided to spend day in bed and return to business the following day.

Dec. 19, 1909 - PRR orders 25 DD1 electric locomotives from Westinghouse Electric & Manufacturing Company for delivery by July 1, 1910.

Dec. 4, 1912 - PRR Board appoints special committee to consider proposition of Atlantic Coast Line Company to sell Atlantic Coast Line Railroad to PRR.

Dec. 20, 1915 - New station opens at Canton, Ohio.

Dec. 8, 1919 - USRA orders a 10% cut in passenger service in the East because of coal miners strike, effective Dec. 10; includes *Broadway Limited* and *Atlantic City Limited*, 8 New York-Washington trains, all second sections, special movements and excursions, and all parlor cars except those on the *Congressional*, *Colonial Express*, and *Federal Express*.

Dec. 2, 1924 - Architect E. R. Graham presents preliminary renderings of 30th Street Station and area east to Broad Street to Special Committee on Philadelphia Improvements; estimated cost \$54 million, of which city is to put up \$12 million and PRR to realize \$23 million from air rights and property sales, leaving a net cost of \$19 million.

Dec. 15, 1929 - The *Duquesne* inaugurated as a day train between Philadelphia and Pittsburgh on 8-hour schedule.

Dec. 29, 1934 - PRR takes delivery of No. 4780, first of 28 "modified" Class P5a electric locomotive, from Juniata; has streamlined steeple cab similar to that adopted for GG1 and R1.

Dec. 18, 1939 - PRR declares 2% annual dividend; up from 1% in 1938.

Dec. 5, 1944 - PRR begins one month of tests with borrowed N&W Class J 4-8-4 No. 610 in freight and passenger service on Fort Wayne Division; tests made at request of VP-Western Region J. M. Symes, who is not impressed by performance of T1's and Q2's; makes 2 freight and 12 passenger runs at speeds up to 94 MPH; less power than T1 at speeds over 42.5 MPH but better acceleration.

Dec. 22, 1949 - LIRR wreck at Sunnyside; motorman W. Shelton blamed.

Dec. 22, 1954 - President Symes briefs PRR Board on lightweight train projects; Pullman has no orders for "Train-X"; GM is building two lightweight trains (Aerotrain) using modified bus bodies and a special 1200 HP diesel.

Dec. 30, 1959 - New Jersey PUC permits PRSL to drop 8 daily and 2 Saturday Camden-Hammonton locals.

Dec. 15, 1964 - PRR sells Girard Point facilities to Philadelphia Industrial Development Corporation.

Dec. 13, 1967 - *Broadway Limited* consolidated with *The General*; loses all-Pullman status and special observation lounge cars with master room and shower; train becomes the old *General* with the *Broadway* name

operating on a 16:10 schedule eastbound and 16:40 westbound; last run of the 'real' *Broadway* was Dec. 12.

Dec. 29, 1972 - Last run of PRSL passenger service between Wildwood Jct. and Wildwood, N.J.

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



PENN CENTRAL NEWS IN DECEMBER

Dec. 31, 1968 - Penn Central acquires rail assets of New York, New Haven & Hartford Railroad Co. at 11:59 PM; pays \$145.6 million in cash and securities, including 950,116 shares of Penn Central stock, making New Haven Trustees the largest individual stockholder.

Dec. 1, 1969 - Paul A. Gorman, former President & CEO of Western Electric, takes over as President; A. E. Perlman promoted to Vice Chairman.

Dec. 1, 1970 - Penn Central adopts General Electric's "Lexan" as standard window material in passenger cars, locomotives and cabin cars; is bulletproof, but early versions of "Lexan" become scratched and translucent with repeated washings, making it next to impossible for passengers to see where they are.

Dec. 1, 1971 - Penn Central and Reading ask SEPTA for 12% fare increase.

Dec. 22, 1972 - Judge Fullam approves new Penn Central crew consist rules calling for one conductor and one brakeman rather than two brakemen effective Jan. 12, 1973.

Dec. 17, 1973 - Ice storm hits New York area coating surfaces with over an inch of ice; shuts down LIRR as third rails and cars freeze; 240,000 passenger delayed up to 10 hours, many trapped in trains whose doors, light and heating systems are unable to operate; delays continue for three days; New Haven's New Canaan Branch shut down for three days by ice on rails and catenary; GG1's required to tow "Metroliners" for several days.

Dec. 20, 1974 - Judge Fullam authorizes Penn Central Trustees to obtain \$30 million in funds through 3R Act; cites projected cash shortfall of \$85.4 million by Feb. 1975.

Dec. 9, 1975 - Penn Central Trustees announce that they will discontinue service on Feb. 27, 1976 on 390 light-traffic segments that will not be conveyed to Conrail.



TIMETABLE 12-13

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

Through Jan. 5, 2014

A *Brandywine Christmas* at the Brandywine River Museum in Chadds Ford, Pa. Info: www.brandywinemuseum.org.

Saturday and Sunday through Jan. 19, 2014

Pequea Valley Model Railroaders will be open to the public from 1:00 pm to 4:00 pm at the Paradise Township Municipal Building, 2 Township Drive, Rear Entrance, Paradise, PA 17562. Admission \$2. - under 12 free. Info: <http://www.gartrain.com/PVMRPARADISE2012-2013.html>

Sunday, 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. 1, 7, 8, 2013

Schuylkill Valley Model Railroad Open House at 400 South Main Street, Phoenixville, Pa 19460, 610-935-1126. Free. Info: www.svmrrc.com

Friday, Saturday and Sunday, 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, 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, 21-22, 2013

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

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

Tuesday, Dec. 31, 2013

Annual New Year's Eve Trolley Charter departing 63rd and Malvern Loop on SEPTA Route 10 trolley line at 10:00 PM sharp, returning around 2:00 AM on January 1, 2014. Sponsored by Friends of Philadelphia Trolleys. Fare is \$45.00. Mail check made out to FPT to: Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543. Info: Harry Donahue at had2709@aol.com or Bill Monaghan at FPT2799@comcast.net

Saturday, Jan. 4, 2014

Keystone Division, TCA Meet at St. Philip's Parish Hall, Rts. 741 & 999, Millersville, PA. Info: Ron Morris, 610-670-6829, RonTrain@ptd.net

Friday - Sunday, Jan. 10-12, 2014

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

Saturday and Sunday, Jan. 11-12, 18-19, 25-26, 2014

Schuylkill Valley Model Railroad Open House at 400 South Main Street, Phoenixville, Pa 19460, 610-935-1126. Free. Info: www.svmrrc.com

Saturday and Sunday, Jan. 11-12, 2014

Greenberg's Train & Toy Show at the York Expo Center, 334 Carlisle Ave., York, PA 17404. Info: www.GreenbergShows.com

Thursday - Saturday, April 24-26, 2014

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

Thursday - Sunday, April 24-27, 2014

NRHS Spring Conference, Advisory Council and Board of Directors' Meetings in Lewisburg, Pa. Hosted by the Central Pennsylvania Chapter.





ROUTE 741 EAST, STRASBURG, PA

www.rrmuseumpa.org

717-687-8628

Saturday, Dec. 7 & 14, 2013 - Home For The Holidays/Polar Express Parties



STRASBURG RAIL ROAD

SPECIAL EVENTS

www.strasburgrailroad.com

1-866-725-9666

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

Friday Evening, Dec. 6, 13, 20, 2013 - Christmas Feast Train at 5:30 pm and The Night Before Christmas Train at 7:00 pm.

**NOVEMBER, 2013
CHAPTER MEETING MINUTES**

There are no Regular Chapter Meeting Minutes to report. The Annual Chapter Banquet superseded the Regular Chapter Membership Meeting.



**LESS THAN CARLOAD SHIPMENTS
LOCAL AND NATIONAL NEWS**

SHORT LINE, NRHS SAVE LACKAWANNA GP7



No. 5460, former DL&W No. 959, sits at the Delaware-Lackawanna Railroad yard in Scranton, Pa. on October 12, 2013.

SCRANTON, Pa. - The Delaware-Lackawanna Railroad and the Tri-State Chapter of the National Railway Historical Society have teamed up to save a former Delaware, Lackawanna & Western GP7. The engine is currently at Scranton where it will be restored and operated.

GP7 No. 959 was built in 1952 among 15 dynamic-brake equipped units that worked on the Lackawanna during the final days of steam and into the Conrail era. After the 1960 merger with Erie, it was renumbered No. 1278 and later it became Conrail No. 5993. It was rebuilt by Morrison-Knudson as GP8 No. 5460. In 1991, it was traded in for new power and ended up at a Pennsylvania scrap yard. It was saved from the scrapper's torch and became the Pilet Brothers scrap yard shop switcher. In 2001 it was sold to Vulcan Materials in Kankakee, Ill.

At Scranton, it will be evaluated and a restoration plan will be developed. According to the press release, it will eventually see service on the D-L in and around Scranton and be used at Steamtown National Historic Site during special occasions. *[Edited from Trains News Wire]*

THIS MONTH'S BANNER PHOTO

With "J" Tower (LEMO) in the background, the original Pennsylvania Railroad GG1, No. 4800, stands guard over the Railroad Museum of Pennsylvania in Strasburg on a snowy afternoon. An Amish buggy scurries home to a warm barn. Photo by Mike Bolton.



WE WISH EVERYONE A VERY MERRY CHRISTMAS AND A HAPPY, HEALTHY AND WEALTHY NEW YEAR FROM PENNSYLVANIA DUTCH "AMISH COUNTRY."

ONE YEAR BEFORE "THE DAY OF INFAMY"



PENNSYLVANIA-READING SEASHORE LINES E6s No. 6064 BRINGS TRAIN No. 1010, THE SEA HAWK, INTO PHILADELPHIA'S BROAD STREET STATION, ON A SNOWY DECEMBER 7, 1940. NO DOUBT, THE TRAIN IS BRINGING SOUTH JERSEY SHOPPERS TO THE GIMBELS, LIT BROTHERS, STRAWBRIDGE & CLOTHIER AND JOHN WANAMAKER DEPARTMENT STORES!

Don't get sidetracked! Renew your NRHS membership today!



PHOTO BY DICK JOHNSON

All NRHS memberships expire December 31st unless renewed for 2014. If you have already sent in your 2014 renewal, we thank you for your continued support of the Lancaster Chapter and its programs. If you have not renewed, however, please do so now. Thank you.

Welcome  aboard!

The Lancaster Chapter, N.R.H.S. warmly welcomes the following new Chapter members. Thanks for joining - it's a pleasure to have you aboard!

Nevin A. Lontz, Family member: wife Marie
2605 Crestwyck Circle, Mount Joy, Pa. 17552
Phone: 717-309-9623, e-mail: nmlontz@aol.com

Evan Russell III, Family member: Martina Paul
113 Captiva Way, Coatesville Pa. 19320

HISTORIC GETTYSBURG STATION SOLD

GETTYSBURG, Pa. - Nov. 15, 2013 - The Gettysburg borough council has sold the historic Gettysburg station to the Gettysburg Foundation, the Hanover Evening Sun reports. The Foundation plans to donate the station to the Gettysburg National Military Park, but must wait for Congress to pass legislation to include the station as part of the park's boundaries. The foundation paid \$500,000 to acquire the property, and plans to keep the station as a visitor center for the Gettysburg Convention & Visitors Bureau until the property becomes part of the National Park.

Opened in May 1859, the station was used as a field hospital during the Battle of Gettysburg in July 1863, and soldiers used the station's cupola during the battle. By the end of July nearly 15,000 wounded soldiers were transported through the station for medical assistance. President Abraham Lincoln arrived at the station on Nov. 18, 1863, before giving his famous Gettysburg Address at the Soldiers' National Cemetery the next day. It eventually became the property of the Western Maryland, which in 1955 leased the building to the Gettysburg Travel Council.

The foundation received a grant from the Richard King Mellon Foundation and funds from the Tawani Foundation of Chicago helped make the station purchase possible. Local resident and supporter William Aldrich also made contributions to the foundation for the station project. [Trains News Wire]

UNION PACIFIC BIG BOY NO. 4014 STARTS ITS EPIC JOURNEY TO RESTORATION



WITH THE UNION PACIFIC STEAM CREW WATCHING EACH WHEEL CAREFULLY, BIG BOY NO. 4014 MOVES INTO THE SUNLIGHT. THE ENGINE'S RIGHT SIDE HAS BEEN AGAINST A TREE COVERED EMBANKMENT FOR THE PAST 24 YEARS. PHOTO BY JIM WRINN.

parking lot.

With the track work in place, the crew began the day with the move, starting about 8:30 a.m. and concluding just as a 10 a.m. briefing was about to begin. About 200 people gathered to watch the spectacle of the Big Boy inching along as the front end loader pulled it.

The only glitch was minor. The front driver lifted up as the engine entered a sharp curve leaving the museum, but the UP crew greased up the flanges and kept moving slowly into place. The total progress for the day: about 700 feet.

POMONA, Calif. - Nov. 15, 2013 - Every journey begins by putting one foot in front of the other, and for Union Pacific's repatriated Big Boy steam locomotive No. 4014, that turned out to be true Thursday, Nov. 14.

Using a front end loader, the UP steam crew carefully walked the 600-ton locomotive out of the Rail Giants museum and onto panel track laid for the move across 5,000 feet of the Los Angeles County Fairgrounds



THE PUBLIC GETS A CLOSE UP LOOK AT NO. 4014 AT THE LOS ANGELES COUNTY FAIRGROUNDS IN POMONA, CALIF., THURSDAY, THE DAY THE BIG BOY LEFT HOME FOR RESTORATION. PHOTO BY JIM WRINN.

In the afternoon, the steam crew received a tractor-trailer delivery of four additional pieces of panel track. The crew spent the afternoon installing those panels, and planned to receive more panel track today. It will take several days to leap frog the locomotive and panel track across the parking lot, and then a connection has to be made with Metrolink. The first destination for the locomotive is UP's shop at West Colton,

where it will be prepared for the dead-in-tow move via Las Vegas, Salt Lake City, Ogden, and Laramie to the restoration shop in Cheyenne, Wyo.

The UP and the Rail Giants Museum, a project of the Southern California Chapter of the Railway & Locomotive Historical Society, agreed to put the engine back in UP's hands for restoration to operation as a public relations ambassador for the railroad company. On Thursday, with the Big Boy finally gone and standing in the parking lot, chapter spokesman Steve McFerson summed up the museum's role as home to the engine for the past 51 years and the place where the dream of a Big Boy in steam was born. [Jim Wrinn - Trains News Wire]

CHAPTER SENIORITY LIST

Traditionally, railroads recognize an employee's years of service milestones. The National Railway Historical Society also honors this tradition. At the Annual Chapter Banquet on November 22, 2013, Lancaster Chapter First Vice President Ron Irwin awarded service pins to the following Chapter Members, who have achieved a significant membership milestone.

50 YEARS

Martha Benner

25 YEARS

Ed Mayover

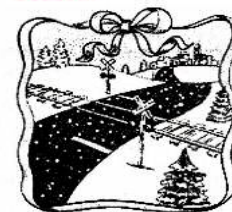
Samuel Slokum

SERVICE AWARD CERTIFICATE

Doris Geesey, Chaplain

Congratulations and sincere thanks for your many years of dedicated service.

Make this a Safe
and Happy Holiday
Season!



Always Expect
a Train!

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to you by
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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**



'MEMORIES ALONG THE SHORELINE' BY GIL BENNETT

"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****DECEMBER - NOTE ADDED & 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 9, 2013 - MONDAY, 7:30 PM - TRAVEL TIME OFFICE - BOARD MEETING**NEW >>> DECEMBER 16, 2013 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHRISTMAS PARTY**

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

JANUARY 2014 - THIS MEETING IS SUBJECT TO CHANGE**JANUARY 20, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING****CHAPLAIN CONTACT INFORMATION:**

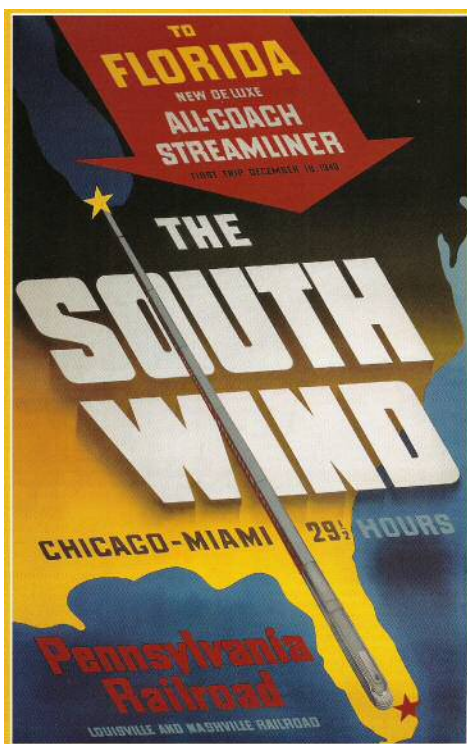
DORIS GEESEY EMAIL: RSCOOTER2@GMAIL.COM PHONE: 717-347-7637

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.

73 YEARS AGO THIS MONTH

The South Wind was a named passenger train equipped and operated jointly by the Pennsylvania Railroad, the Louisville and Nashville Railroad, the Atlantic Coast Line Railroad and the Florida East Coast Railway. *The South Wind* began operations on December 19, 1940, providing streamliner service between Chicago, Illinois and Miami, Florida. This was one of three seven-car streamlined trains operating every third day along different routes between Chicago and Miami. The other two trains were the *City of Miami* and the *Dixie Flagler*.

When Amtrak took control of most passenger rail service in the United States on May 1, 1971, the *South Wind* became a daily service. Under Amtrak the *South Wind* departed Chicago's Central Station in the morning and arrived in St. Petersburg, Florida or Miami, Florida late afternoon the following day. Total trip time was 33-34 hours, depending on the endpoints. On November 14, 1971, Amtrak changed this to a two-night schedule: trains would leave Union Station in the late evening and arrive in Florida the morning of the third day. Amtrak named this new train the *Floridian*, and the *South Wind* ceased to exist.



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

MEMBERSHIP MEETING NOTICE

THE ANNUAL CHRISTMAS PARTY OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY EVENING, DECEMBER 16, 2013 STARTING AT 7:30 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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