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Electro-Motive Division's Versatile GP7/9 Series

In 1939, the Electro-Motive Division of General Motors introduced the FT, the first road freight diesel locomotive. The success of the FT and the post-war successors, the F2 and F3, made EMD the largest locomotive builder by 1949. But in early 1949, there was a threat to EMD's lead. The other builders were all offering a new type of locomotive, the road-switcher. As the name implies this was a locomotive that combined the features of a switch engine with those of a road freight engine. EMD's first attempt at a road switcher, the BL-2, was not successful.



WESTERN MARYLAND BL-2 No. 82, HAGERSTOWN, MD. YARD, JAN. 10, 1973. PHOTO BY GG1TIM.

The BL-2 was essentially an F3A with front and rear steps and walkways and had the upper parts of the car body sloped inward to improve visibility to the rear. EMD needed something better. In early 1949, the F3 series was upgraded to the F7 series. In October 1949, EMD introduced the GP7. The GP7 was powered by a 16-cylinder, 1,500 horsepower 567B diesel engine driving a D12 generator, which powered four D27 traction motors, exactly like the F7. The basic design, like almost all road switchers, followed the design of diesel switchers with the addition of a short hood instead of an end-cab. EMD also made the hoods full height to better accommodate the diesel engine and all of the mechanical and electrical components of a road engine.



PRR No. 8553, A "TORPEDO BOAT" GP7, POWERS THE PONY EXPRESS TO MONMOUTH PARK RACE TRACK ON THE NEW YORK & LONG BRANCH, JUNE 21, 1957. PHOTO BY BOB KRONE.

The first versions of the GP7 were more switchers than road units as they came with smaller fuel tanks and were not equipped with dynamic brakes. In 1951, the second version was introduced with options like several sizes of fuel tanks, dynamic brakes, and steam generators. Fuel tank sizes included 800 gallon, 1,200 gallon, and 1,600 gallon tanks. When water tanks to supply the steam generators were added, there were options for tanks for 800 gallons of fuel and 800 gallons of water or for 1,100 gallons of each. These larger tanks required moving the air reservoirs to the roof to provide space for the tanks. These units became known as "torpedo boats." Early GP7s had taller engine doors. On the Phase 2 engines with dynamic brakes, the doors under the dynamic brakes were shortened by four inches, leaving one tall door in front of the dynamic brakes. The Phase 3 engines used the shorter doors for all of the engine access doors regardless of dynamic brakes. Another variation was the cableless GP7B built for Santa Fe. GP7 production lasted from October 1949 until May 1954. There were 2,615 GP7s built for U.S. railroads, 112 for Canada, and 2 for Mexico. Major buyers of the GP7 were Santa Fe (244 and 5 GP7Bs), New York Central (218), Missouri Pacific (208), Chesapeake & Ohio (180) and Atlantic Coast Line (154). Other roads buying more than 100 units included Frisco (129), Seaboard Air Line (123), Chicago & Northwestern (121) and Rock Island (113)



BAR GP7 No. 68, LEASED TO THE PRR, JOHNSONBURG, PA., AUGUST 1, 1960. PHOTO BY DOUG WINGFIELD.

In January 1954 EMD upgraded its product line with the 567C engine, D12B generator, and D37 traction motors. The GP7 became the 1,750 horsepower GP9. The GP9 marked the end of the car body freight locomotive (there were 3,808 F7s built). Externally, the first GP9s were little changed from the last GP7s. Later versions would change the louver arrangements and the last versions would come without the frame skirting. The GP9 came with all of the fuel tank, steam generator, and dynamic brake options as the GP7 including "torpedo boats." There were also GP9Bs built for Pennsylvania (40) and Union Pacific (125). Production lasted until December 1959, although 13 additional units were built in Canada after 1959, the last one in August 1963. There were 3,444 GP9s built for U.S. railroads, 646 for Canada, and 15 were exported to South America. Five railroads purchased over 300 GP9s each. These were

Chesapeake & Ohio (363), Canadian National (349), Illinois Central (348), Southern Pacific (328), and Norfolk & Western (306). Union Pacific and Pennsylvania also had over 300 GP9s when the GP9Bs are included. Pennsy had 270 GP9s and 40 GP9Bs and UP had 219 GP9s and 125 GP9Bs. Other railroads who bought more than 100 GP9s include Canadian Pacific (200), Baltimore & Ohio (194), Northern



PRR's first GP9, No. 7000, at Woodbine, NJ on the Cape May Seashore Lines, April 24, 2004. This GP9 powered Lancaster Chapter's Winter Spectacular excursion on Jan. 30, 2010. Photo by Joe Osciak. Sister PRR GP9 No. 7006 is on display at the Railroad Museum of Pennsylvania in Strasburg, PA.

Kaiser Steel iron ore trains in Southern California and GN continued to use them as helpers on Marias Pass.



Penn Central No. 3826, a cabless GP9B, Phillipsburg, NJ, Nov. 1, 1975. Photo by George W. Hamlin.

System did not have any rebuilding programs or chop nose programs, but kept their fleets running on locals and mine runs well into the 1980s with just minor changes and new paint.



Rock Island No. 1275, a chop-nose GP7 at Blue Island, Ill., April, 1976. Photo by Dan Tracy.

Electro-Motive Division
GENERAL MOTORS • LA GRANGE, ILLINOIS
Home of the Diesel Locomotive

Pacific (176), New York Central (164), Milwaukee Road (128), and Nickel Plate Road (107). GP stood for General Purpose and the GP7 and GP9 lived up to that designation. On SOO Line and Norfolk & Western they handled the premier passenger trains. C&NW used GP7s for commuter service in Chicago and SP used GP9s for commuter service in San Francisco. Santa Fe, MP, and numerous other roads powered branch line and secondary passenger trains with steam generator equipped GP7s and GP9s. GP7s and GP9s worked in yards and switched industries all across North America. They powered locals and branch-line trains and worked as mine shifters in the coal fields of West Virginia and Kentucky. They worked as helpers on mountain passes all across North America, including Tehachapi, Cajon, and Marias Passes. Combined into multiple unit consists, they handled coal drags, reefer blocks, and hot shot manifest trains. They were often mixed with F units.

As they aged and newer and more powerful locomotives were put into service, the GP7s and GP9s were often downgraded to secondary trains. But that did not mean they were excluded from main line service. Up until the 1970s, SP used sets of GP9s as the helpers on the Kaiser Steel iron ore trains in Southern California and GN continued to use them as helpers on Marias Pass.

In the 1970s, several railroads had rebuilding programs that remanufactured older locomotives. The most prolific rebuilders of GP7s and GP9s were Illinois Central Gulf, Santa Fe, CP, C&NW, and Rock Island. ICG cut down the short hood (often called a chop-nose), added paper air filters, and eventually fabricated a new cab for their GP7 (called GP8s) and GP9 (called GP10 and GP11) rebuilds. ICG also rebuilt GP7s and GP9s for other railroads including Conrail and Clinchfield. Santa Fe cut down the short hood, removed dynamic brakes, and fabricated new cab roofs to accommodate air conditioners as they rebuilt their GP7s, GP7Bs (with cabs added), and GP9s into switch engines. Other than a paper air filter box, SP's rebuilt GP9s were little changed externally. Seaboard Coast Line got into rebuilding much later, but turned out 155 GP16s. Other railroads like MP and MKT did not have specific rebuilding programs. Instead they cut down the short hood and reworked the diesel engines as they units were sent in for shopping. Both Canadian National and Canadian Pacific rebuilt some of their fleets. Eastern coal haulers N&W and Chessie System did not have any rebuilding programs or chop nose programs, but kept their fleets running on locals and mine runs well into the 1980s with just minor changes and new paint. Although almost all of the GP7s and GP9s are gone from the major railroads, they can still be found working on short lines and as industrial and grain elevator switchers in many parts of North America. [Charles Mylan - Atheam.com. Graphics from the collection of the Editor]



Reading GP7 No. 663, Outer Station, Reading, Pa., June 3, 1958. Photo by Bob Krone.



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



2014 MEMBERSHIP RENEWALS ARE DUE NOW!

BE SAFE - DON'T DELAY! PLEASE REMIT YOUR 2014 DUES PAYMENT TO ENSURE THAT YOUR PAYMENT IS PROPERLY RECORDED AND YOUR MEMBERSHIP IS VERIFIED BY FERNLEY & FERNLEY BEFORE THE MARCH 31, 2014 DEADLINE.

IF YOUR DUES PAYMENT IS NOT RECEIVED AND PROPERLY RECORDED BEFORE MARCH 31, 2014, YOUR MEMBERSHIP IN THE N.R.H.S. WILL BE TERMINATED. RENEWALS SUBMITTED AFTER APRIL 1, 2014 WILL BE PROCESSED AS A NEW MEMBER.



AMTRAK PRESIDENT AND CEO JOE BOARDMAN NAMED RAILROADER OF THE YEAR

December 9, 2013: Joseph H. Boardman, President and Chief Executive Officer of Amtrak, has been named 2014 Railroader of the Year by railroad industry trade journal Railway Age.



“Joe Boardman, who came to Amtrak after his tenure as Federal Railroad Administrator, has been chief executive for the past five years, far longer than any of his post-Graham Claytor predecessors,” said *Railway Age* Editor-in-Chief William C. Vantuono. “Under his watch, Amtrak has posted record ridership and revenues, ordered

a new fleet of electric locomotives for the Northeast Corridor and new single-level long-distance cars, developed a long-term strategy for additional new rolling stock acquisitions, and is effectively administering major capital programs. Boardman has a sustainable vision for the future of U.S. intercity passenger rail, which includes higher-speed services. As such, he is a deserving recipient of our Railroader of the Year award.”

“My selection for this award is really a tribute to the men and women of Amtrak who are transforming our business culture, improving our customer service, enhancing our safety and security, planning for our future, and strengthening our focus on the bottom line,” said Boardman. “We are accomplishing a great many things and I am proud of all Amtrak employees in helping to make it happen.”

Joe Boardman is *Railway Age*'s 51st Railroader of the Year. He is the first Amtrak chief executive since the legendary W. Graham Claytor Jr. in 1989 to be named Railroader of the Year. *Modern Railroads* magazine founded the award, one of the most prestigious in the railroad industry, in 1964 as the “Man of the Year.” *Railway Age* acquired *Modern Railroads* in 1991 and has presented the award annually since then. Boardman will be honored on March 11, 2014, at Chicago's Union League Club. *Railway Age* will tell the story of Joe Boardman and the organization he leads at Amtrak with a cover story in the magazine's January 2014 issue, which will also be available online at www.railwayage.com with video highlights, and in the magazine's January digital edition. (Written by William C. Vantuono, Editor-in-Chief)

NEW BIKE RACKS, ADDITIONAL PARKING AT 30TH STREET STATION

PHILADELPHIA – Amtrak, SEPTA and NJ Transit passengers traveling through 30th Street Station during the busy holiday season will once again be able to access the 30th Street side of the iconic building via a newly-reconstructed West Plaza. The plaza re-opened on Friday, November 22 and features additional bike racks, expanded parking and new outdoor seating options, among other improvements. The installation of nine new

bicycle racks plaza will expand bike parking capacity to nearly 100 spaces on the west side of the station. Six more bike racks, provided by the City of Philadelphia, are being installed on the 29th Street (east) side of the station.

The new West Plaza improves pedestrian connections to the University City neighborhood and features energy-efficient LED lighting that will improve visibility and security through safer walking and driving conditions. Drivers will also find expanded vehicle lanes and additional kiosk-based metered parking, including 14 new spaces along “Little Market Street” in areas that had previously been restricted, along with six new spaces south of the portico.



“The new West Plaza is an impressive link between historic 30th Street Station and the vibrant University City neighborhood,” said Stephen Gardner, Amtrak vice president of Northeast Corridor infrastructure and investment development. “As we progress a master plan for the station precinct, improvements like these that improve connectivity for our passengers and further integrate 30th Street Station into the community will be crucial to realizing the

maximum development potential of the area.”

In addition to the limestone-cast and granite materials used in the construction, architectural refinements can be seen throughout the new plaza including 20-inch bronze inlaid lettering spelling out the word “Philadelphia” arched over a five-foot diameter medallion featuring the Amtrak logo. This ornamental gateway serves as a welcome point for visitors accessing the station from Drexel University, the University of Pennsylvania and the rest of University City.

From that point, near the curb at 30th Street to the station entrance, an at-grade pedestrian crosswalk has been installed – an improvement directly benefiting passengers with disabilities who had trouble navigating some of the raised features of the old plaza. New planters with landscaping, some of which feature built-in seating, will enhance the visitor experience for passengers and members of the community who choose to utilize the public areas of the plaza for recreation or other purposes.

The \$30 million Amtrak-funded project also includes renovation of the steel infrastructure beneath the pedestrian plaza, which will continue into 2014.

More information about the project, including a video presentation of some of the new features, can be found on the Amtrak blog. An attached aerial photo gives a birds-eye view of the completed project. [Amtrak]

AMTRAK TO SPEND \$86 MILLION ON EAST RIVER TUNNELS

NEW YORK - Nov. 19, 2013 - Amtrak will use \$86 million in Hurricane Sandy relief funds to improve maintenance of its East River tunnels out of Manhattan also used by Long Island Rail Road commuter trains. Amtrak owns the four single-track tunnels that run under the East River to Penn Station and uses them for Northeast Corridor service between New York and Boston, but Long Island Rail Road trains in and out of Manhattan make

up most of the traffic.

Planned changes include replacing all jointed rail in the tunnels with welded rail, and new initiatives for improved track inspection and a pre-emptive track maintenance and replacement program. New York Sen. Charles Schumer says he has worked out the agreement following a September meeting with Amtrak Chairman Anthony Coscia, the *Associated Press* reports.

"Amtrak's ongoing and planned Penn Station initiatives, outlined today by Chairman Coscia to Senator Schumer, underscore the urgency to move forward to improve the aging and degrading infrastructure," Amtrak spokesman Cliff Cole says. [*Trains News Wire*]



CSX AND GE TRANSPORTATION PARTNER TO PILOT LIQUIFIED NATURAL GAS LOCOMOTIVES

JACKSONVILLE, Fla. - November 13, 2013 - CSX Corporation and GE Transportation, a division of GE today announced an agreement to explore emissions-cutting and efficiency breakthroughs in Liquefied Natural Gas (LNG) technology for locomotives beginning with a pilot program in 2014.

"LNG technology has the potential to offer one of the most significant developments in railroading since the transition from steam to diesel in the 1950s," said Oscar Munoz, executive vice president and chief operating officer, CSX Corporation. "That change took many years to complete and began with a lot of unknowns, and this one is no different. But aggressively exploring this technology is consistent with CSX's focus on tomorrow, its longstanding commitment to efficient and environmentally friendly transportation, and its role in helping to promote U.S. energy independence. GE Transportation has the know-how to provide the right LNG solution for our locomotive fleet and help us better understand the feasibility of LNG technology from a safety, operations and economic perspective."

Natural gas-fueled locomotives can travel longer distances without refueling stops, as well as provide environmental and economic benefits. Adoption of natural gas-fueled locomotives will make freight rail an even more attractive transportation solution and furthers the industry's ability to absorb traffic from the nation's highways in an environmentally efficient way.

GE has been testing low-pressure natural gas technology since spring of 2013, and is working closely with CSX and other Class 1 partners. Field tests are expected to begin in 2014. GE's NextFuel(TM) kits allow railroads to use natural gas as a fuel source, reducing emissions and potentially reducing fuel costs while not compromising performance. An Evolution Series locomotive equipped with the NextFuel Natural Gas Retrofit Kit meets US EPA Tier 3 emission standards.

CSX will be working over the next few months to develop a test plan and secure regulatory concurrence. For CSX, GE Transportation will deploy its new NextFuel Natural Gas Retrofit Kits that enable existing Evolution Series locomotives to operate with dual fuel capabilities. CSX and GE will also work on the continued development of LNG technology for other classes of locomotives to promote gains across a larger portion of the CSX locomotive fleet, and will work closely with key stakeholders and agencies across government to ensure safety, realize environmental and other benefits, and advance LNG deployment. [*Edited from CSX Corp.*]

CSX TO HELP DEVELOP INTERMODAL FACILITY IN PENNSYLVANIA

The Greater Erie Industrial Development Corp. (GEIDC) announced plans to develop an intermodal facility in Harborcreek Township, Pa.

GEIDC and private investor-operators are working with CSX Transportation on design and service plans for the Erie Rail Terminal, which is part of an Erie inland port initiative. Construction is slated to start in fall 2014 and the terminal is scheduled to open in early 2016.

The facility would be connected with a CSX mainline that runs between New York and Chicago, and connects to the Class I's Northwest Ohio Intermodal Terminal in North Baltimore, Ohio.

"The Erie Rail Terminal is our interchange on that highway, bringing the Erie region's businesses new efficiencies and trade opportunities," said GEIDC President and Chief Executive Officer John Elliott in a press release. "CSX's involvement in the intermodal terminal will help open our region to global markets and have an immediate positive impact on the Erie County region."

The project will "help unlock the value of intermodal transportation" for shippers in northwest Pennsylvania, western New York and northeast Ohio, said CSX Vice President of Intermodal Bill Clement, adding that the facility will strengthen transportation infrastructure serving the region.

[*Progressive Railroading*]

CSX FILES TO DEACTIVATE SIGNALS ON MICHIGAN LINE

FLINT, Mich. - Nov. 20, 2013 - CSX Transportation has filed with the Federal Railroad Administration to deactivate the signals on its Saginaw Subdivision in eastern Michigan. The former Pere Marquette line runs between Mount Morris, just north of Flint, and Plymouth, a distance of about 55 miles.

The railroad seeks to remove 67 dispatcher-controlled signals, 20 automatic signals. In addition, 28 power-operated track switches will be converted to hand throw operation. It will install new approach signals at MP CC-27.9, CC-32.9, CC-35.0, CC-49.1, CC-51.5, and CC-74.9.

Two locations will remain dispatcher-controlled, with signals remaining in operation. Those locations are at CP South Kearsley, MP CC-33.54, and at CP Holly, CC-50.42. Both locations are at-grade crossings with Canadian National rail lines.

In its filing, CSX states that the signal system "is no longer needed for present-day operations." If the signal discontinuance is approved, CSX will operate the line with track warrant control.

The line once supplied CSX with lucrative automotive and chemical traffic from Flint and Midland. Now it is operated north of Mount Morris by Lake States Railway. Lake State has operated that portion since 2005. [*Trains News Wire*]



FOUR KILLED IN METRO-NORTH COMMUTER TRAIN DERAILMENT



LOCATION MAP OF DERAILMENT - BBC NEWS

NEW YORK - Dec. 2, 2013 - A Metro-North commuter train traveling on the Hudson Line from Poughkeepsie to Grand Central Terminal derailed on a curve near the Spuyten Duyvil station in the Bronx on Sunday, Dec. 1. The incident has disrupted Metro-North Hudson line service for Monday, but Amtrak's Empire Service has resumed regular operation.

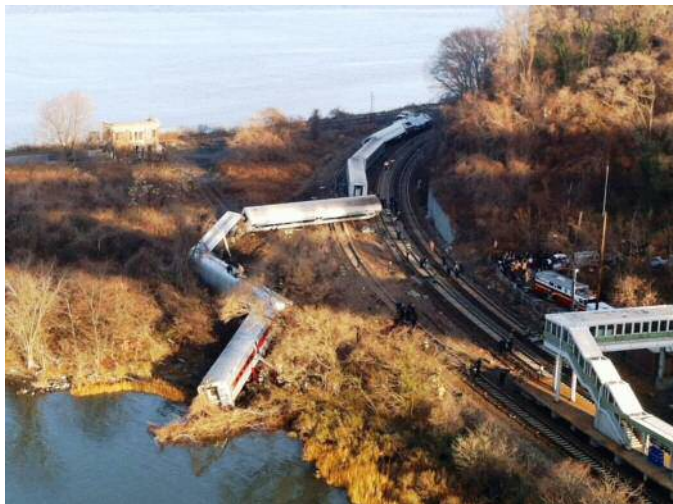
The incident has resulted in four deaths and 63 injuries, 11 critical.

According to the National Transportation Safety Board, preliminary

information from event recorders shows train was traveling at about 82 mph as it entered the 30 mph restricted curve. About 5 seconds before the engine came to a stop, pressure in the brake pipe dropped from 120 psi to 0, which resulted in an emergency brake application. About 6 seconds before the rear engine came to a stop, the throttle went to idle.



OVERHEAD VIEW OF THE DERAILMENT SITE ON DEC. 1, 2013. SPUYTEN DUUVIL STATION IS AT THE TOP RIGHT. AMTRAK'S WEST SIDE LINE IS AT THE BOTTOM. NTSB PHOTO.



CAB CONTROL CAR NO. 6222 STOPPED JUST SHORT OF THE HARLEM RIVER. ASSOCIATED PRESS PHOTO.

The train made nine station stops prior to the derailment. The agency says it is unaware of any prior issues with the brakes during the run. The passenger cars and locomotive will be moved to a secure location for a more detailed examination over the next few days.

Investigators also began interviewing the train crew Monday, a process that will continue for several days. The engineer's cell phone has been recovered and as part the investigation.

The NTSB has released all tracks back to Metro-North. Riders should consult mta.info for additional information on the continuing repair effort and service restoration.

Train No. 8808 had departed Poughkeepsie at 5:54 a.m. and was scheduled to arrive in New York at 7:43 a.m. About 120 people were on board when the train derailed at 7:22 a.m. Two men and two women were killed, with three of the victims thrown from the train during the derailment, fire department officials say.

The train was operating in push mode, with P32AC-DM No. 225 pushing seven cars: Nos. 6156, 6147, 6188, 6440, 6345, 6288 and cab control car No. 6222. The locomotive and cars all derailed, with the diesel and four cars on their sides. The cab car stopped just short of the Harlem River.

North of area where the derailment occurred Metro-North's Hudson Line consists of four main line tracks, numbered (west to east) 4-2-1-3. At CP 12, Amtrak's West Side Line to Penn Station diverges from Track 4, and Metro-North's Track 3 from the north rolls into Track 1. The line also intersects Track 6 (an industrial track).

The derailment occurred just south of CP 12, fouling tracks 4 and 2. The curve where the train derailed had a speed limit of 30 mph, while the stretch of track just before the curve has a 70 mph speed limit. The curve is near the scene of a CSX Transportation freight train derailment in July.

The engineer of the train has told officials that the brakes had failed, but that account had not been confirmed. Earl Weener of the National Transportation Safety Board says the agency's investigators have yet to interview the engineer, who was among those injured, or the rest of the train crew. The NTSB has recovered the event recorder from the train, which should indicate whether speed was a factor in the accident. Investigators from the NTSB are divided into four teams, focusing on different areas, including one team that is working to validate the information of the event recorder.

Rescue workers from the New York police and fire departments converged in large numbers and lowered stretchers into the passenger cars. Firefighters cut their way into the damaged cars with electric saws.

After receiving clearance from the NTSB, early today cranes and other special heavy equipment are beginning to remove the derailed equipment from the area so repairs can begin.

The derailment is expected to snarl today's commute for the 26,000 weekday riders who use the Hudson Line. Today limited southbound train service will operate between Poughkeepsie and Yonkers stations only, and connect with shuttle bus service to Van Cortlandt Park-242nd Street for No. 1 Subway service into Manhattan.

For northbound service between Yonkers and Poughkeepsie stations only, passengers will have to take the S Shuttle from Grand Central to Times Square for No. 1 Subway Service to Van Cortlandt Park-242nd Street. Bus service will operate to Yonkers Station and connect with limited train service to Poughkeepsie.

Metro North was encouraging passengers to ride its Harlem and New Haven Lines as an alternative. Hudson Line tickets are honored for these services.

Amtrak's Empire Service between New York and Albany was initially disrupted Sunday, although the derailment occurred just clear of the junction with Amtrak's West Side Line. Amtrak restored service in the afternoon, but at the direction of Metro-North and local fire department officials, Amtrak trains are operating at restricted speeds through the area until further notice.

Sunday's derailment was believed to be the deadliest rail accident in the New York City area since 1991, when five people were killed and more than 150 were injured after a subway train derailed in lower Manhattan.

About 26,000 riders use the Hudson Line daily. *[Trains News Wire]*

METRO-NORTH RECEIVES EMERGENCY ORDER FROM FRA, TAKES NEW SAFETY-ENHANCING ACTIONS

The Metropolitan Transportation Authority (MTA) Dec. 8 announced that MTA Metro-North Railroad is making immediate improvements to reinforce safety at critical curves and movable bridges along its right of way.

The improvements were directed Dec. 6 by New York Gov. Andrew Cuomo in a letter to the MTA and by the Federal Railroad Administration (FRA) in an emergency order issued late last week.

The emergency order directs Metro-North to take immediate steps to ensure its train crews don't exceed speed limits, modify its existing signal system and provide two employees to operate trains where major speed restrictions are in place.

The order also requires the railroad to provide the FRA with a list of main track locations where there is a reduction of more than 20 mph in the maximum authorized train speed by tomorrow. In addition, Metro-North

must identify appropriate modifications to its existing automatic train-control system or other signal systems to enable adequate advance warning of and adherence to such speed restrictions.

The modifications will help prevent another over-the-speed-limit event if a locomotive engineer fails to take actions to appropriately slow or stop a passenger train, FRA officials said in a press release.

The FRA's order followed the Dec. 1 accident in which a Metro-North train derailed in the Bronx, N.Y., killing four passengers and injuring as many as 70 others. In its investigation, the National Transportation Safety Board (NTSB) determined that just prior to the derailment, the train was traveling 82 mph as it approached a 30-mph curve.

"Metro-North is taking important steps to improve safety for its customers and employees, and I expect the railroad will continue searching for ways to improve its operations and fully restore its commuters' confidence," said MTA Chairman and CEO Thomas Prendergast in a press release.

The railroad also must submit to the FRA for approval an action plan that ensures the safety of its operations for passengers and employees by Dec. 31. The plan must contain target dates and milestones for implementing necessary signal system modifications.

"Last year was the safest on record for our nation's rail industry," said FRA Administrator Joseph Szabo. "Even with a 43 percent decline in train accidents nationwide over the past decade, we must remain steadfast and vigilant to ensure passengers and employees are safe."

Meanwhile, Metro-North officials announced the improvements they've made to date. Signal crews have installed new protections at the Spuyten Duyvil curve, the site of the derailment, which will warn train engineers of the approaching speed reduction and will automatically apply the train's emergency brakes if speed is not lowered to the 30 mph maximum in the curve.

The signal improvement at Spuyten Duyvil was done simultaneously and in coordination with work to restore track, power and signal systems there after the derailment, Metro-North officials said.

By Dec. 9, all Metro-North trains will enhance communication between train engineers and conductors to ensure trains are operated at safe speeds at four other critical curves as well as at five movable bridges, they said. Conductors will stand with engineers at each train's control cab through the critical curves to verbally confirm that speed limits are adhered to. Where the train layout prohibits the conductor from reaching the engineer in a locomotive, they will communicate by radio. They also will communicate by radio at the five movable bridges.

Metro-North engineers are developing new signal protections to automatically enforce speed restrictions at the other four critical curves by March, and at the five movable bridges by September, Metro-North officials said.

The railroad also has surveyed its tracks and will reduce the maximum authorized speed at 26 locations in order to eliminate all locations where the speed limit drops by more than 20 mph. Signs will be posted along the right-of-way to alert engineers of reductions in maximum authorized speed at the four curves by Dec. 16. [*Progressive Railroading*]



**NORFOLK SOUTHERN
SUPPORTS RESTORATION OF
HISTORIC LOCOMOTIVE
THROUGH SALE OF ROTHKO PAINTING**

NORFOLK, VA. - Nov. 22, 2013 - In a fortunate intersection of the worlds of fine art and railroading, Norfolk Southern has sold a well-known abstract expressionist painting and will use a portion of the proceeds to help fund the restoration and long-term maintenance of another American treasure, the Class J No. 611 steam passenger locomotive.

NS Chairman and CEO Wick Moorman said NS sold its untitled 1959 Mark Rothko painting through an auction in New York City on Nov. 14 and will direct \$1.5 million of the proceeds to "Fire Up 611!," the capital campaign

to rehab the famous Norfolk & Western Railway streamliner and return it to passenger excursion service.

"No. 611 is an American classic, a reflection of a time and a people who put the country on their backs and carried it into to the modern age of railroading," Moorman said. "611 is not an NS, N&W, Virginia, or Roanoke locomotive. It belongs to everyone and every generation. In that spirit, and on behalf of NS employees everywhere, I announce our strong support for bringing back a true national marvel."

"People from 15 countries have contributed their time and resources to bring back the 'Queen of Steam,'" said Bev Fitzpatrick, executive director of 611's owner, the Virginia Museum of Transportation (VMT) in Roanoke, Va. "NS' generous and timely support gives us the best opportunity to reach the \$5 million needed to put this icon back on the rails and keep her moving for decades."

611 rolled out of N&W's Roanoke shops in 1950 and with sister Class A and Y6 locomotives constituted the "Magnificent Three" that pulled passenger and heavy freight trains during the last two decades of steam railroading in the U.S. Class J locomotives such as 611 could pull 15 cars at 110 mph, and their builders once promoted the advanced engineering by showing how several men, with nothing more than a rope, could pull one on the track. 611 was retired in 1959, restored for excursion service in 1984, and retired again in 1994. Since then, 611 has been on display at VMT.

The 611 plan contemplates making it available for service in NS' 21st Century Steam program in 2014. In this program, several vintage steam locomotives from NS' past give people throughout the railroad system opportunities to ride behind the marvelous, powerful locomotives of old, while learning how today's railroads create jobs, support the economy, save fuel, protect the environment, and keep America competitive.

"With railroads as the backbone of the country's transportation system - today as during 611's time - we all can look forward to the brightest days of America's future," said NS President Jim Squires. "611 represents not just past glory but infinite possibilities for the future."

Rothko (1903-1970) was a Latvian émigré who became one of the U.S.' most famous post-World War II artists. He resisted having his works labeled, but art critics said he wanted people to have spiritual experiences when viewing them.

NS' signed Rothko painting was created in 1959. The "oil on paper laid down on canvas" image measures 29-1/2 by 21-1/2 inches and features amorphous forms that float on top of each other, "...wonderfully capable of moving the viewer to extreme states of feeling..." according to Sotheby's, the auction house.

NS bought the painting in 1996. It was part of the railroad's collection of public area visual art and historical artifacts safeguarded throughout the history of the corporation, including train models, tools, clocks, safety and service awards, and maps. Some pieces - including the Rothko -- have been loaned to museums in the U.S. and abroad for exhibitions. [*Norfolk Southern Corp.*]



NJ TRANSIT UPGRADING BILEVEL CARS

NEWARK, N.J. - NJ Transit is spending up to \$23



NJT BILEVEL CARS AT WESTPORT, CONNECTICUT ON METRO-NORTH'S NEW HAVEN LINE. PHOTO BY PETE HOYLE.

million to repair and upgrade 429 of its bilevel commuter cars. The work is not related to damage from Hurricane Sandy.

Bombardier Transit does the work under contract. In total, the work will add 459 new seats to the cars, repairs to the suspension system and upgrades to computers and security cameras. The manufacturer

recommends replacing the suspension system and other components every six years. Some of the cars were purchased in 2006.

"It's basically preventive – sort of updating it on a regular, manufacturer-recommended schedule, and updating the computer system," NJ Transit Executive Director Jim Weinstein tells the Newark Star-Ledger. "Doing it all at one time creates some financial efficiency."

Along with the required maintenance to the suspension system, other modifications include additional seats, upgrades to the onboard computer system, updates to onboard digital signage, and the addition of a forward-facing camera, which can be used in a post-incident investigation.

It takes about two weeks to upgrade a bilevel car. [Trains News Wire]



NAVY YARD SUBWAY LINK EYED FOR SEPTA

U.S. Sen. Bob Casey (D-Pa.) is urging a 1.5-mile extension of SEPTA's Broad Street subway line to the Philadelphia Naval Shipyard, the nation's oldest such facility, now redeveloped as an office center and residential neighborhood.

Casey sent a letter to the Federal Transit Administration's Brigid Hynes-Cherin, regional administrator for FTA Region 3, urging her to discuss the potential project with SEPTA, the Philadelphia Industrial Development Corp. (PIDC), and local labor organizations, local media report.

In the letter to Hynes-Cherin, Casey said many Navy Yard employees rely on a shuttle bus that PIDC uses to ferry them to other SEPTA stops. "As the Navy Yard continues to grow, we need to start planning for a long-term solution that will provide commuters with direct access to the Navy Yard as part of SEPTA's subway system," Casey said.

In 2007 feasibility study by PIDC and the Delaware Valley Regional Planning Commission, the metropolitan planning organization (MPO) covering Philadelphia and nearby Pennsylvania and New Jersey counties, estimated the cost of a subway extension to be \$370 million. Regional rail advocates suggest to Railway Age the price likely would be somewhat higher today, but generally agree with the 2007 study's assertion that the extension would improve the line's economic performance.

SEPTA General Manager Joe Casey says the agency, beleaguered until this week by a lack of identifiable capital funding, has not ignored the proposal. "While SEPTA's priority remains addressing our \$5 billion backlog of critical infrastructure projects, we also participate in a responsible long-range planning process that evaluates the future transit needs of the region," Casey told local media. [Railway Age Rail Group News]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN JANUARY

Jan. 16, 1897 - Passenger train is derailed near Media, Pa. and the engine rolls down an embankment, injuring the crew; Lewis Gable, 13, and Robert Gray, 9, are arrested for placing a shovel handle on the tracks "to see the engine jump."

Jan. 22, 1902 - Pres. Cassatt makes public announcement of appointment of Board of Engineers for Penn Station - New York project.

Jan. 28, 1907 - Southbound tracks open for revenue service on Wilmington, Del. track elevation, including new station by Furness & Evans.

Jan. 27, 1912 - PRR reports that its "safety first" education campaign has reduced employee accidents and injuries by 66% in 1911.

Jan. 1917 - PRR announces plan for new \$16 million Pittsburgh Terminal to accommodate heavy traffic growth since 1914; also to construct Pennsylvania & Newark bridge over Delaware River and enlarge the Morrisville, Pa. Yard.

Jan. 1922 - Kennett, Pa. station renamed Kennett Square on the Octoraro Branch.

Jan. 3, 1927 - PRR inaugurates a New York-Washington express solely to carry Aiken, Asheville and Augusta cars for Southern Railway *Augusta Special*; operates through Apr. 24.

Jan. 23, 1932 - AC electrification placed in service between Sunnyside Yard and Manhattan Transfer.

Jan. 13, 1937 - PRR Board authorizes \$36.3 million for electrification of lines between Paoli and Harrisburg, Trenton and Enola Yard via Low Grade Line, "Port Road" between Columbia and Perryville, Monmouth Jct. and South Amboy, Cumberland Valley between Harrisburg and Lemoyne, Frazer to West Chester, Greenwich Yard line, Trenton/Coalport Yard, and Meadows Yard, permitting electrification of all main passenger and freight routes east of Harrisburg; financed by regular bond issue through banks.

Jan. 26, 1942 - PRR receives first Baldwin diesel switcher, No. 3907, PRR Class AA6a; followed by 8 more.

Jan. 19, 1947 - First major reduction of peak wartime passenger service; *The Pennsylvania Limited* (eastbound) combined with *The St. Louisan* east of Pittsburgh; *The Akronite* (westbound) combined with *The Clevelander* east of Pittsburgh; the Washington section of *The St. Louisan* (westbound) discontinued west of Harrisburg; *The Duquesne* (eastbound) extended from Philadelphia to New York; cuts total 9,000 miles per day; to be soon increased to 15,000 miles.

Jan. 9, 1952 - PRR Board authorizes retirement of Uniontown, Pa., station.

Jan. 10, 1957 - PRR announces it will buy six experimental Budd MU cars based on Pioneer III design for Philadelphia commuter service; will have ignitron rectifiers and d.c. traction motors; to be followed by regular order for 250 cars to replace MP54's system-wide.

Jan. 12, 1962 - PRR and NYC boards approve and sign formal merger agreement; exchange ratio to be 1 NYC to 1.3 PRR; new company to have 11 NYC and 14 PRR directors; PRR to nominate first Chairman/CEO and NYC to nominate first Pres./Chief Administrative Officer; each to also name a Vice Chairman.

Jan. 16, 1967 - PRR ends train telephone service on the *Broadway Limited* between New York and Harrisburg.



Jan. 31, 1968 - The last passenger train operated by the Pennsylvania Railroad was Train No. 367, which departed Suburban Station at 11:59 PM. By the time this lowly Paoli Local arrived at 30th Street Station, it had become a Penn Central train!

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



PENN CENTRAL NEWS IN JANUARY

Jan. 16, 1969 - First "Metroliner" high-speed train begins operation between New York and Washington; one round trip; running time 2:59; first trip arrives in Washington eight minutes late; one way fare is \$12.75 coach and \$19.90 first class.

Jan. 24, 1970 - Penn Central cancels eight Hudson line trains after engineers refuse to operate them because of lack of heat in locomotives.

Jan. 29, 1971 - Penn Central applies to Pennsylvania PUC to increase Philadelphia commuter fares by 10% effective Mar. 1.

Jan. 18, 1972 - Penn Central inaugurates TV-51/TV-52, overnight piggyback run between 47th Street, Chicago and Detroit.

Jan. 10, 1973 - Penn Central Trustees inform Judge Fullam of severe cash crisis; may have to halt all operations by the end of February.

Jan. 1974 - Penn Central issues an unusual public relations movie called Penn Central 1974, aimed at convincing Congress, shippers, et al., that it is not crying wolf in proclaiming its bankrupt state; movie shows derailments, slow orders, cars rocking dangerously on spongy track, etc., as well as some scenes of good service, all narrated by actual employees; most "good" scenes are on ex-NYC and most "bad" scenes on ex-PRR or New Haven.

Jan. 31, 1975 - Penn Central loss for the month is \$47.97 million, or \$64,500 per hour.

Jan. 5, 1976 - Penn Central opens new TrailVan terminal at Newark, Del.



TIMETABLE 01-14

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

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

Thursday - Saturday, Jan. 9-11, 2014

Prototype Rails Railroad Prototype Modelers Meet in Cocoa Beach, Fla. Info: <http://www.prototype Rails.com/>

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, 2014

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

Sunday, Jan. 12, 2014

Atlantic Division, TCA Meet at Plumbers Union Hall, Philadelphia, PA. Info: Bob Lubonski, 856-608-9265, sas@scientificapparatus.com

Saturday and Sunday, Jan. 18-19, 2014

World's Greatest Hobby on Tour at the Greater Philadelphia Expo Center, 100 Station Ave., Oaks, PA 19456 Info: www.wghshow.com

Saturday and Sunday, Jan. 25-26, 2014

Amherst Railway Society Railroad Hobby Show at the Eastern States Exposition, 1305 Memorial Avenue in West Springfield, Mass. Info: <http://www.railroadhobbyshow.com/>

Saturday, Feb. 1, 2014

Super Saturday Streetcar Special XXI using a chartered SEPTA trolley departing from 69th Street Terminal in Upper Darby, Pa. by the Wilmington Chapter, NRHS. Info: www.railroadphotographer.com

Saturday and Sunday, Feb. 1-2, 2014 - Rescheduled from Mar. 29-30, 2014

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

Saturday and Sunday, Feb. 8-9, 15-16, 2014

Cabin Fever Days at the Harris Railroad Switch Tower Museum located at the corner of 7th and Walnut Streets in downtown Harrisburg, PA, Admission \$20.00 per person. Reservations must be made in advance and will be limited to avoid overcrowding, so you'll have plenty of opportunity to watch and photograph the day's rail traffic. There will be no ticket sales at the door. To make your reservation for Harris Tower, send an email to HarrisTower@verizon.net or phone Harris Line at 717-232-6221. Following an update on Chapter activities you'll have an opportunity to leave a message.

Saturday, March 8, 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

Sunday, March 19, 2014

Atlantic Division, TCA Meet at Plumbers Union Hall, Philadelphia, PA. Info: Bob Lubonski, 856-608-9265, sas@scientificapparatus.com

Saturday and Sunday, March 22-23, 2014

Greenberg's Train & Toy Show at the Chase Center on the Riverfront, 815 Justison St., Wilmington, DE 19801. Info: www.GreenbergShows.com

Friday - Sunday, March 28-30, 2014

Railroad Prototype Modelers Valley Forge Meet at the Desmond Great Valley Hotel & Conference Center in Malvern Pa. Info: <http://phillynmra.org/rpmmeet.html>

Saturday and Sunday, April 12-13, 2014

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

Thursday - Saturday, April 24-26, 2014

Eastern Division, TCA Meet at the York Expo Center, 334 Carlisle Ave., York, PA 17404. Info: Debbie Geiser, 302-674-5797, debbie_geiser@verizon.net

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.

Thursday - Sunday, May 1-4, 2014

Pennsylvania Railroad Technical & Historical Society Annual Meeting at the Radisson Penn-Harris Hotel in Camp Hill, Pa. Info: http://www.prrths.com/conventions/PRR_Annual.html

Saturday and Sunday, June 21-22, 2014

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

Sunday - Saturday, July 13-19, 2014

NMRA National Convention and National Train Show in Cleveland, Ohio. Info: <http://www.2014cleveland.org/>

Thursday - Saturday, Oct. 16-18, 2014

Eastern Division, TCA Meet at the York Expo Center, 334 Carlisle Ave., York, PA 17404. Info: Debbie Geiser, 302-674-5797, debbie_geiser@verizon.net

Saturday and Sunday, Oct. 25-26, 2014

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

Saturday, Nov. 15, 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



DECEMBER, 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, December 16, 2013. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 40 members present.

MINUTES: President Tom Shenk asked for a motion to approve the October Membership Meeting Minutes. Steve Himpel approved the motion and Fred Kurtz seconded the motion. The October membership minutes were approved as printed in the *Lancaster Dispatcher*.

BUDGET: President Tom Shenk went over the Chapter Budget for the 2013-2014 year with the Chapter membership. John Sweigart asked about money in the budget to redo the brick work on the station. Tom announced

the project will be costly and the board needs to discuss options on how to raise the money. The brick work is not included in the budget for this year. Toady Kennel asked if there is money in the budget to replace the Christmas tree at the station. Tom announced there is money in the Freight Station budget for the purchase of a new tree. Dennis Allen made a motion to approve the Chapter budget and Fred Kurtz seconded the motion.

TREASURER: Treasurer Richard Rutledge gave the Treasurer's Report for the months of October and November. Richard reported he increased the interest rate of the chapter's CD from 0.6% to 1.01% by moving some money from chapter accounts and getting a CD for a 15 month period.

MEMBERSHIP: First Vice-President Ron Irwin announced there are 102 Regular memberships, 54 Family memberships, and 1 Student membership. Chapter donations were \$291.00, Rail Camp donations \$70.00, and Railroad Preservation donations \$35.00.

NATIONAL REPRESENTATIVE: Fred Kurtz announced he would be attending the National Meeting in St. Louis, Missouri on January 9, 2014. Fred announced the big topic to be discussed at the meeting will be how the dues will be collected. Fred announced National would like to go 100% electronic to collect the dues from all chapters. Fred announced he will do his best to represent the chapter at the Advisory Council meeting and will give a report at the February Chapter meeting.

DONATION: Steve Himpl reported \$250.00 in sales from Railroadiana, and \$11.00 from the chapter donation box. Steve reported items were donated by Fred Abendschein's wife. The collection is quite extensive from Fred's years of collecting. So far, 370 books, 350 railroad time tables and maps have been cataloged. There still are 52 boxes of assorted magazines, 12 boxes of strategy games and builders plates for the GG1 4800 engine. Steve announced they will try to sell the surplus items after the holidays. Steve announced they are checking into purchasing some cabinets and bookcases to store and display some of the collection.

OPEN HOUSE DATES: Tom announced the Christiana Freight Station Open House will be on Saturday, December 21 from 3:00 p.m. to 8:00 p.m. Santa will be visiting the Station and hay rides will start at 5:30 p.m. On Sunday, December 22, the Freight Station will be open from 1:00 p.m. to 5:00 p.m.

ANNOUNCEMENTS: Tom Shenk announced the Kitchen Committee (Joan Shearer and Eileen Stoll) thought we needed help for the January Chapter meeting. Toady Kennel is signed up to help at the January meeting. Helen Shaak asked if anyone was in contact with Mark Eyer. Mark would like to rent the chapters six radios. Fred said he will e-mail Mark and take care of the radios.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:00 p.m. for the Annual Chapter Christmas Party.

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



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



**PENNSYLVANIA PASSES TRANSPORT
FUNDING MEASURE**

HARRISBURG, PA - Nov. 25, 2013 - The Commonwealth of Pennsylvania has passed a \$2.3 billion transportation package that raises the state gas tax and provides funding for rail operations in Philadelphia, Pittsburgh, and on Amtrak's Keystone Corridor linking Philadelphia and Harrisburg, the state capital.

Gov. Tom Corbett, who backed the measure, was slated to sign the measure into law Monday, Nov. 25, 2013.

A revamped formula results in a net increase in the state gasoline tax of 9.5 cents per gallon starting Jan. 1, 2014. Another 9.7 cents is added in 2015, and at least 8 cents more is forecast for 2017.

Though the major portion of the funding package, \$1.65 billion, is for

highway projects, particularly structurally deficient bridges, SEPTA will receive \$340 million per year, avoiding severe service cuts the agency projected for Philadelphia rail, light rail, and bus services.

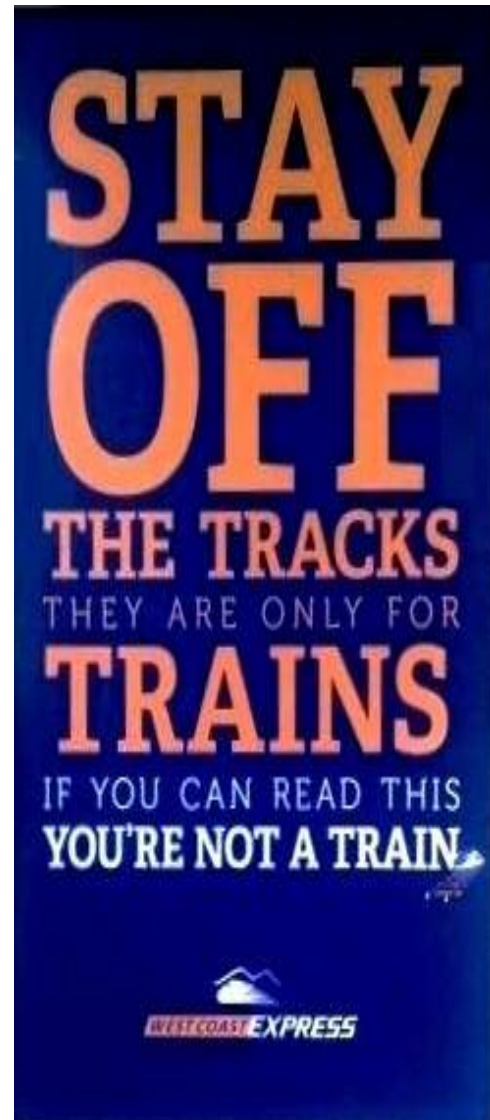
SEPTA General Manager Joseph M. Casey identified one of SEPTA's top capital funding needs was the rehabilitation of rail bridges on the Media/Elwyn Regional Rail line. Current conditions had made the closure of those bridges a likelihood absent capital funding.

A spokesman for the Port Authority of Allegheny County told local media the agency had not received revenue estimates for handling Pittsburgh rail and bus services, but did expect the move to eliminate any threat of service cutbacks.

The bill also includes funding for bicycle and pedestrian projects and street improvements, such as safer access routes to and from schools. [Railway Age Rail Group News]

THIS MONTH'S BANNER PHOTO

Amtrak GG1 No. 912 at Bowie, Maryland with a four-car Metroliner train in February 1978. The high-speed M.U.'s did not do well in snow, and were often towed by GG1's when the flakes began to fly. Photo by Walter Feibelman.



**WORDS OF WISDOM
FROM WEST COAST EXPRESS IN BRITISH COLUMBIA, CANADA**

“INSIDE THE BACK PAGE”
UPCOMING LANCASTER CHAPTER ACTIVITIES

JANUARY

JANUARY 20, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

Continuing a chapter tradition at the first meeting of the new year, First Vice-President Ron Irwin will present a spectacular travelogue titled “North to Alaska” showcasing the 2013 Chapter trip to Alaska. This is the next best thing to actually traveling with the gang.

FEBRUARY

FEBRUARY 17, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

Mark Eyer returns with *Chicago - 1985 & 1986 - a look back at railroading in the Windy City before the mergers*. The belts: IHB, BRC, EJ&E; the neat class l's: MP, C&NW, ICG, Soo, MILW and Seaboard before they fell, along with ATSF, BN, Chessie and Conrail. Commuter trains with F40's, F Units, and BN E Units. The great locations like Dolton, Blue Island, McCook, the BN Racetrack and Joliet.

CHAPLAIN CONTACT INFORMATION:

DAVID STAMBAUGH EMAIL: CHAPLAIN@NRHS1.ORG PHONE: 717-292-1726

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

INCLEMENT WEATHER NOTICE

IF A CHAPTER MEMBERSHIP MEETING MUST BE CANCELLED DUE TO INCLEMENT WEATHER, THERE WILL BE A RECORDED MESSAGE ON THE CHRISTIANA FREIGHT STATION'S ANSWERING MACHINE - CALL 610-593-4968 FOR THE LATEST MEMBERSHIP MEETING STATUS. YOU MAY ALSO CHECK TV CHANNELS ABC 27 AND CBS 21 OR THEIR WEB SITES. IF THERE IS THE SLIGHTEST POSSIBILITY OF ICE OR SNOW ON THE ROADS, FOLLOW THE SAFE COURSE AND STAY IN THE COMFORT OF YOUR HOME!

SYNOPSIS OF THE FALL 2013 BOARD OF DIRECTORS' MEETING

The NRHS Board of Directors met in Claymont, Delaware, Saturday, November 9, and Sunday, November 10, 2013. Bill Bain, Claude Doane and Bob Neman participated in the meeting via telephonic connection.

The Board of Directors authorized NRHS to establish a foundation to handle investments, donations and grants apart from operating funds.

The quarterly financial report was not ready for the meeting but should be posted to the Board and Advisory Council web pages next week.

The Board of Directors authorized NRHS to extend the contract with Fernley & Fernley for four months until April 30, 2014 to permit time to negotiate new terms.

The Board of Directors chartered a new chapter in the Monterey, TN area.

The Membership renewal rate for 2013 was 94.4% versus 95.1% in 2012.

Work is underway to conduct the 2014 elections. Bob Ernst is chairing the 2014 Election Committee.

In convention business, the Board received reports of recent and planned conventions:

- 2013 Convention chair, Greg Molloy, advised that the convention appears to have made a profit. The final bills are now being paid. The 2013 Convention operated smoothly and has received positive press coverage.
- 2014 - The Board received an update about plans for the 2014 convention in Springdale, Arkansas. Ticket sales should begin in December 2013.
- 2015 - The Board of Directors authorized NRHS to look into the feasibility of a convention in Rutland, VT.

The Board received an initial report from the Relations Committee, and status reports from the Preservation Committee, Transactional Business Committee and the Development Committee.

The Board voted to remove Barry O. Smith as NRHS Vice President, based on findings received from the State of Washington. The Board voted to have Joe Maloney complete the remainder of the term as Vice President, and for Bob Ernst to complete the remainder of the term as Secretary.

The Board seat in District A remains vacant, and the Board seat that Joe Maloney handled in District 3 is now vacant. Qualified members are encouraged to volunteer for these positions.

Registration is open for the Winter 2014 NRHS Conference in Saint Louis, MO, January 11-12, 2014.

Joseph C. Maloney, Jr. - Vice President

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PENNSYLVANIA
RAILROAD

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MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, JANUARY 20, 2014 STARTING AT 7:30 P.M.

**LANCASTER CHAPTER
NATIONAL RAILWAY
HISTORICAL SOCIETY
10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416
PHONE: 610-593-4968
CHAPTER WEBSITE: WWW.NRHS1.ORG**



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