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MAY 2014



## ROSELLE TO JERSEY CITY: A FAREWELL

### WITH THE ALDENE PLAN UPON US, IT WAS TIME FOR ONE LAST TRAIN (AND FERRY) RIDE

BY JOHN A. YOHANNAN

A major change was about to take place in 1967 on the Jersey Central passenger service to Jersey City, N.J. From its humble beginnings on January 1, 1839, when it began operations as the Elizabethtown & Somerville, the railroad had grown to a 35-mile stretch of four-track main line from Raritan into Jersey City, carrying as many as 35,000 commuters daily on several dozen trains on their daily trek to their places of employment, mainly in New York City.



**CNJ GP7 No. 1524 BRINGS A JERSEY CITY-BOUND COMMUTER TRAIN INTO ROSELLE STATION ON APRIL 27, 1967, NOT LONG BEFORE THE ALDENE PLAN DIVERTED SUCH TRAINS TO NEWARK'S PENN STATION. PHOTO BY JOHN A. YOHANNAN**

The "Aldene Plan" was to take effect on May 1, and the mainline passenger trains that had been going to Jersey City for more than 100 years would no longer pass through Roselle, Elizabeth, Elizabethport, and the stations in Bayonne and at Communipaw en route into Jersey City. Instead, after leaving Cranford eastbound, they would go up a new ramp onto Lehigh Valley track and east to a connection at Hunter Tower with the Pennsylvania main line, which they would use into Newark's Penn Station. There, riders could take PATH rapid-transit trains to midtown Manhattan or PRR trains into Penn Station, New York City.

On April 27, for nostalgia's sake, I took one more trip to Jersey City from Roselle, where I lived, and took my 13-year-old son along. We drove the short distance to the Roselle station and waited, along with probably the usual number of other riders, likely on a routine trip into New York City. As the train approached from Cranford, we saw we'd have Jersey Central GP7 1524 as our motive power. The train was well-patronized, but we found seats. We made the usual stops at Broad Street in Elizabeth and Elizabethport, then passed over the huge Newark

Bay lift bridge before stopping at Bayonne's West 8th Street station. We clattered into Jersey City Terminal right on time.

As the 1524 backed the empty train out of the station, we walked the short distance to our ferry, The Tides, to cross the Hudson River one more time. The Tides and her sister, Narrows, both diesel-electric-powered, had plied between 69th Street in Brooklyn and Staten Island until they were put out of business by the Verrazano-Narrows Bridge. They were then leased to the Jersey Central, because CNJ's only operable ferry, Elizabeth, was steam-boilered and only used in rush-hour service.

The 12-minute ride across the Hudson had always been an enjoyable one for me, and this was no exception, with mild spring breezes blowing across the deck of The Tides. On the New York side, work had been in progress for some time for the new World Trade Center, and except for our ferry slips, all else had been removed from the immediate area, including the old Pennsylvania Railroad slips that had been alongside. Also gone were the piers that once were host to the famous steamship lines that had sailed up Long Island Sound to Providence, R.I., and Boston.

My son and I walked the short distance to the financial district at Wall Street, visited the old Federal Treasury Building where George Washington was sworn in as our first president, and then took a quick trip to the Brooklyn Bridge and back to Cortland Street before riding the ferry back to Jersey City.

Boarding The Tides, we made ourselves known to the pilot, a friendly man who would be out of a job soon. He invited us into the pilot house, but I declined with thanks, not wishing to take his attention from his duties. Our 3:15 p.m. train, a local, left Jersey City Terminal on time. At Roselle, we descended from the train in time to take a photo of the conductor with his hand on the signal cord, as if in tribute to the era that was ending. The local swiftly left the station, and in the short time we lingered,

we saw several express trains pass on the inside tracks of the four-track main. We watched the afternoon westbound rush hour in full swing, which kept the four tracks busy with train after train, in both directions. Except for a terse notice posted on the station door, there was no indication that all this would cease forever three days later.

We returned home, having spent a glorious day together. Living not far from the Lorraine grade crossing, we could hear the diesel horns blowing as the trains continued to operate through Roselle, but in a few days all became quiet as the Aldene Plan went into effect. Several days later, we visited the Roselle station and found it quiet, the service-change notice still posted on the door, now locked. The paper advised patrons to go to the new Roselle Park station, a mile north.

CNJ operated RDC shuttles into Jersey City for a while, and freight service continued until it was finally discontinued by Conrail. Gradually, the once shiny rails took on a rusty hue, then turned black from disuse as time went by. The well-kept four-track main line became weed-grown, with garbage and old tires strewn on the roadbed, and only one westbound track remained active, for occasional equipment moves from Elizabethport Shops, still in use by New Jersey Transit, out to the main line at Cranford. When NJT completed a new shop in the Jersey meadows, those moves also ended. The low railroad overpass over busy Route 1 in Elizabeth was removed, replaced with a high overpass for the one remaining track. As Conrail needed re-lay rail in other places, it would remove the heavy-duty rail from the station area for use elsewhere.

Today the right of way remains, choked with vegetation and second-growth trees pushing between the rotting ties, but there is serious talk about a light-rail line to connect Cranford with Elizabeth and on to Newark by way of the Newark Airport. Only time will tell if this happens, but I still fondly remember the day my son and I took our final ride into Jersey City.

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**AMTRAK'S NEW  
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AMTRAK AMERICA'S GETTING INTO TRAINING



**MAY 1, 1971**

**AMTRAK - 43 YEARS**

**MAY 1, 2014**



## THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



### CALL FOR VOLUNTEERS TO SERVE ON THE NOMINATING COMMITTEE FOR ELECTION OF CHAPTER OFFICERS

In accordance with the Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given that the Lancaster Chapter, N.R.H.S. is seeking Chapter Members in good standing to serve on the 2014-2015 Nominating Committee to prepare a slate of eligible candidates for presentation to the membership. If you are interested in serving on the Nominating Committee, please contact Chapter President Tom Shenk.



### LOCOMOTIVE, CABOOSE REMOVED FROM HARRISBURG STATION

HARRISBURG, Pa. - Mar. 24, 2014 - To make way for renovations to Harrisburg's former Pennsylvania Railroad station, Amtrak moved and stored the GG-1 electric locomotive and wooden N-6-b caboose, or cabin car to Pennsylvania fans, on display at the station.



PRR GG1 No. 4859 and N6b caboose No. 980016 at the Harrisburg Transportation Center. PHOTO BY JIM WRINN.

Owned and cared for by the Harrisburg Chapter of the National Railway Historical Society, No. 4859 and the cabin car have been on display under the station's train shed since 1986. No. 4859 has a strong connection to Harrisburg, as it powered the first Pennsylvania passenger train, the Metropolitan, into Harrisburg on Jan. 1,

1938, to inaugurate electric service upon the completion of the electrification project from Philadelphia.

Forty years later, the locomotive received the dubious honor of pulling the last GG-1-powered Conrail freight train, along with GG-1 No. 4887, from Enola Yard near Harrisburg to Edgemoor Yard in Wilmington, Del., on Nov. 22, 1979. It was placed on the National Register of Historic Places in 2004.

The locomotive and caboose were moved out of the station on April 5 for covering by a contractor on Amtrak's Market Street Running Track. The two will be placed in secure storage for three years during extensive demolition and reconstruction at the station. [Wayne Laepple - Trains News Wire]

>>> The June issue of the Lancaster Dispatcher has photos of the move <<<

### QUEBEC, NEW ENGLAND STATES STUDY 'MONTREALER' RESTORATION

GREENFIELD, Mass. - Mar. 31, 2014 - Transportation officials on both sides of the border are looking at reestablishing passenger rail service north of St. Albans, Vt., to Montreal, the Greenfield Recorder reports. The Inland Rail Study is looking at a 484-mile route from Boston to Montreal. Currently, Amtrak's Vermonter terminates in St. Albans.

The expansion was the topic of a recent meeting of the Franklin County Regional Planning Board.

Amtrak operated a New York City to Montreal train through Vermont, called the Montrealer, from the 1970s until 1995. That year, the train was replaced with the Vermonter and New York to Montreal service continued as the Adirondack in New York west of Lake Champlain. However, public officials have long wanted to restore the service through the Green Mountain State.

The Inland Rail Study is undertaken in collaboration with departments of transportation in Quebec, Vermont, Massachusetts, and Connecticut and support from the Federal Railroad Administration. It is unclear of the exact route of the proposed train, but it would likely follow the current Vermonter route. Amtrak and its partner freight railroads are already working on track to increase speeds on the route. [Trains News Wire]

### CONNECTICUT SEEKS PROVIDERS FOR NEW HAVEN-HARTFORD-SPRINGFIELD PASSENGER RAIL SERVICE

HARTFORD, Conn. - April 2, 2014 - Connecticut will seek proposals from companies to begin operating New Haven-Hartford-Springfield passenger service in 2016. The announcement comes this week from the office of Gov. Dannel P. Malloy.

The Connecticut Department of Transportation will be seeking proposals in the next 6-12 months. Current service is provided by Amtrak, which also owns the line.

"The state of Connecticut believes that the benefits to the customers of our new service can best be realized in the marketplace. We intend to issue a Request for Proposals that will invite state-of-the-art, proven strategies for the highest quality operations, customer service and maintenance," DOT Commissioner James P. Redeker says in a letter to Amtrak President and CEO Joseph Boardman. "While federal and state statutes drive open competition, the importance of competition to high-quality service is equally or more important."

The letter to Amtrak concludes with, "We appreciate the long-standing favorable relationship the Department and Amtrak enjoy, and we encourage Amtrak to pursue this new opportunity with us."

Commissioner Redeker also says that Amtrak will remain responsible for existing services on the line. The proposed passenger service will operate at speeds up to 110 mph, cutting travel time between Springfield and New Haven to as little as 73 minutes, according to the state. Travelers at New Haven, Wallingford, Meriden, Berlin, Hartford, Windsor, Windsor Locks, and Springfield will be able to board trains about every 30 minutes during the peak morning and evening rush hour and hourly during the rest of day, with direct or connecting service to New York City and multiple frequencies to Boston or Vermont (via Springfield). Future stations also are planned at North Haven, Newington, West Hartford, and Enfield. [Edited from Trains News Wire]

### AMTRAK ASKS CONGRESS TO USE NORTHEAST CORRIDOR PROFITS FOR CORRIDOR IMPROVEMENTS

WASHINGTON - Amtrak officials are seeking congressional approval to use the railroad's operating profits from the Northeast Corridor (NEC) for infrastructure improvement projects along the corridor instead of subsidizing long-distance routes.

In its fiscal-year 2015 budget request to Congress, Amtrak requested \$1.62 billion in federal capital and operating support, a 16 percent increase from FY2014 federal appropriations. Amtrak also is seeking a new federal policy and funding arrangement that would create a multi-year capital investment program "to reverse decay of NEC infrastructure," including replacement of 100-year-old bridges and tunnels along the corridor.

"Infrastructure deterioration and changes in business patterns have reached a point where something has to change," Amtrak President and Chief Executive Officer Joseph Boardman wrote in the railroad's budget-request letter to Congress.

Current federal funding levels put the NEC infrastructure at "increased risk

with serious economic consequences for the nation," said Amtrak Chairman Tony Coscia in a press release.

NEC revenue exceeds operating costs by more than \$300 million annually and is used to cover some costs of state-supported and long-distance trains, Boardman wrote. Instead, Congress should fully fund the operating and capital needs of the long-distance routes so that Amtrak can reinvest NEC revenue into its infrastructure needs, he said.

Long-distance trains have been a core federal responsibility since 1971, and Congress should fulfill its obligation by funding their cost, Boardman wrote.

He also noted that in FY2013, Amtrak set an annual ridership record of 31.6 million passengers and a ticket revenue record of \$2.1 billion.

"In spite of these successes, the likelihood of major infrastructure failure has grown," Boardman wrote. "Current investment levels leave us vulnerable to a bigger, costlier and far more damaging failure than anything we have seen."

Included with Boardman's letter was a report by the independent Northeast Corridor Infrastructure Advisory Commission, which described the increasing risk to NEC infrastructure. [*Progressive Railroading*]



#### [JOIN AMTRAK IN CELEBRATION OF WHY TRAINS MATTER](#)

WASHINGTON - Mar. 20, 2014 - Amtrak invites America to celebrate the many benefits trains bring to the nation at the seventh annual National Train Day on May 10, 2014. Trains are an integral

part of daily American life and connect communities, provide jobs and economic development, support local businesses and attract funds for infrastructure improvement. From big cities to small towns, coast to coast and border to border, trains matter.

In addition to events in Philadelphia, Washington, D.C., Chicago and Los Angeles, Amtrak is supporting events in many local markets across the country served by America's Railroad®. Event offerings will vary to include train equipment displays, family-friendly activities and local dignitaries.

"Trains have long been important to the growth and prosperity of our nation and today Amtrak supports our national economy and connectivity by moving America where it wants to go," said Amtrak President and CEO Joe Boardman.

Boardman added that rail travel is a vital transportation alternative that is cost-efficient, environmentally friendly and in high public demand. In addition, intercity passenger trains matter because they connect rural communities with major metropolitan areas and afford passengers more than 500 destinations – an option that has become increasingly important as airline and bus companies reduce service to significant regions of America.

Details on National Train Day events and information on how to host a National Train Day event are available at [www.NationalTrainDay.com](http://www.NationalTrainDay.com)

[Edited from Amtrak News Release]



#### [CSX 2013 ANNUAL REPORT HIGHLIGHTS INDUSTRY-LEADING SAFETY, HIGHEST-EVER CUSTOMER SATISFACTION AND RECORD FINANCIAL PERFORMANCE](#)

JACKSONVILLE, Fla. , March 31, 2014 - CSX is in the midst of an "exciting and transformative time," leveraging the most diverse portfolio in company history, wrote Michael Ward , CSX chairman, president and chief executive officer, in the company's 2013 Annual Report delivered this past week.

"The CSX you see today has overcome a challenging macroeconomic environment while transforming itself to leverage the growth opportunities that exist in nearly all of its businesses," Ward wrote. "Today, CSX is a

vibrant, healthy company that is meeting an essential need for the country and driving service excellence for our customers while investing in our infrastructure, employees and the communities that we serve."

A combination of macro forces and strategic investments propelled CSX to strong performance despite the challenging external environment, including the slowly recovering economy and transformation in the energy markets. The company now enjoys the most diverse portfolio in its history, as growth in the merchandise and intermodal businesses help to offset declining coal revenue.

The company's Annual Report outlines actions to further capitalize on growth opportunities and meet strategic challenges, including:

- Investing to support changes in energy markets, which are creating new opportunities for job growth, manufacturing resurgence and energy independence;
- Ongoing investment in double-stack intermodal capabilities through the National Gateway and new or expanded regional terminals;
- Continued pursuit of record customer satisfaction through improved communication and collaboration;
- Consistently strong safety performance, building on CSX's performance as the nation's safest Class I railroad in 2013, with the fewest accidents and injuries; and
- Focus on improving the company's environmental footprint, increasing sustainable development activities and amplifying engagement with local communities.

CSX continues to place a high priority on investing in critically needed transportation infrastructure while rewarding investors through dividends and share repurchases. In 2013, the company invested \$2.3 billion in the network and will invest another \$2.3 billion in 2014 to support long-term value creation for shareholders. The company is also focused on returning value to shareholders in the near term. In 2013, CSX paid dividends of 59 cents per share, up nine percent from the year before, and announced a new \$1 billion share buyback program.

These value-creating activities build on a sustained track record of delivering shareholder returns. Over the past decade, CSX increased operating income by nearly 600 percent and improved operating ratio by more than 2,200 basis points, while driving growth in earnings per share from continuing operations of nearly 2,000 percent. As a result, CSX shareholders have seen a total return on their investment of nearly 500 percent, easily outpacing the broader market.

As the coal headwinds subside, investments in intermodal and other markets take hold, and operations build on past success to drive efficiency and improving returns, CSX expects to generate double-digit earnings per share growth for its shareholders on a sustainable basis. In addition, the company continues to focus on achieving a mid-60s operating ratio long-term.

Full text of the CSX 2013 Annual Report, including Ward's letter to shareholders, can be found at <http://investors.csx.com>. [CSX Corp.]

#### [CSX, PENNSYLVANIA EMERGENCY MANAGEMENT AGENCY AGREE TO SHARE INFORMATION ABOUT HAZARDOUS SHIPMENTS](#)

HARRISBURG, Pa. – CSX Transportation and the Pennsylvania Emergency Management Agency have entered into an agreement that will allow the agency to share operational information regarding the movement of hazardous materials in Pennsylvania.

As part of the three-year agreement, agency staff will be granted access to the CSX computer network that tracks rail movements. Authorized agency staff will be trained by CSX personnel on how to operate the system.

The agreement, along with other efforts such as the Hazardous Material Emergency Preparedness Grant Program and grant funding for specialized firefighting training, helps local communities increase their level of emergency preparedness, the agency says. [*Trains News Wire*]

### STATE-OF-THE-ART CSX TERMINAL OPENS IN WINTER HAVEN

WINTER HAVEN, Fla. - April 2, 2014 - Evansville Western Railway, an affiliate of CSX, today announced the start of operations at the state-of-the-art intermodal terminal. Known as the Central Florida Intermodal Logistics Center (ILC), this facility serves as a centralized hub for transportation, logistics and distribution serving Orlando, Tampa and South Florida.

The 318-acre intermodal terminal is surrounded by 930 acres that is planned for development of up to 7.9 million square feet of warehouse distribution centers, light industrial and office facilities. The terminal features five 3,000-foot loading tracks and two 10,000-foot arrival and departure tracks. It's estimated the terminal will process up to 300,000 containers a year.

While Evansville Western Railway owns the facility, the terminal is operated by CSX Intermodal Terminals, Inc. with rail service provided by CSX Transportation (CSXT). Containerized freight previously handled at CSX's intermodal terminal in Orlando is immediately being shifted to Winter Haven. CSX will serve the region's intermodal market from the new Central Florida ILC and close its Orlando intermodal terminal. CSXT's Taft yard in Orlando will continue to serve other rail freight needs.

The terminal incorporates cutting-edge technology that is efficient, innovative and environmentally friendly. Several of its green technology initiatives include: three high-powered electric cranes that minimize noise and emissions; - solar panels on each building which provide alternative and renewable energy sources; - high mast exterior lighting using LED (light emitting diodes) to reduce energy consumption and light pollution; silver LEED (Leadership in Energy and Environmental Design) certification for its administration buildings. *[Edited from CSX Corp.]*

## HELLO, I AM

NORFOLK SOUTHERN



Ethics & Compliance

CORPORATE COMPLIANCE & ETHICS WEEK, MAY 4-10, 2014

### NS PROMOTES 'BIG YEAR' IN 2013 ANNUAL REPORT

NORFOLK, Va. March 21, 2014 - Norfolk Southern CEO Wick Moorman told stockholders this week that 2013 was a "big year" for the railroad and that he's expecting even more for this year. Moorman's remarks were part of the 2013 Annual Report released, on

March 19, that stated the railroad brought in \$11 billion in revenues for the third straight year.

"We achieved record performance levels as our investments in network capacity, technology, and new talent delivered the safe, efficient, and dependable service our transportation customers deserve," Moorman said. "We set new precedents for railway operating revenues and income from railway operations and achieved new landmarks for net income, earnings per share, and operating ratio."

According to the extensive report, the company's net income for 2013 was up 9 percent and earnings per share were up 12 percent, both breaking previous records. Traffic volume was also up by 3 percent despite a decline in coal shipments - traditionally the railroad's core business - by 5 percent. Leading the growth was domestic and international intermodal, which were up 6 percent. Merchandise traffic was also up 4 percent last year.

Besides jumps in traffic, the annual report also noted the \$2 billion in capital improvements made in 2013. Among them was the opening of a new Crescent Corridor intermodal facilities in Greencastle, Pa., and Charlotte, N.C.; an inland port at Greer, S.C.; and new bulk transfer facilities at Knoxville, Tenn. and Columbia S.C.

"I am confident in the future of Norfolk Southern and the rail industry and in our ability to help move the nation's economy forward," Moorman said.

*[Trains News Wire]*

### WORK BEGINS ON NS NORTH CAROLINA DOUBLE TRACK PROJECT

RALEIGH, N.C. - Mar. 28, 2014 - The North Carolina Department of Transportation began construction this week on 11 miles of second main track on the Norfolk Southern line between Salisbury and Kannapolis. The \$19.9 million project is part of the Piedmont Improvement Program, a series

of projects to improve the rail line between Raleigh and Charlotte for freight and passenger trains.

Construction of a second track will allow trains to pass each other more easily, which will improve travel times for trains along the Raleigh-Charlotte corridor, including the state-sponsored Carolinian and Piedmont. Several crossings will also be closed for upgrading as part of the project. The estimated project completion date is Nov. 16, 2016.

For more information about the Piedmont Improvement Program, go to [www.ncdot.gov/projects/pip](http://www.ncdot.gov/projects/pip). *[Trains News Wire]*



### FEDERAL TRANSIT ADMINISTRATION OKS MARYLAND PURPLE LINE LIGHT RAIL TRANSIT

Maryland's contentious Purple Line light rail transit project got a supportive boost Thursday, March 20, 2014, with the Federal Transit Administration issuing its Record of Decision essentially approving the 16-mile line.

The decision, which went public Thursday morning, was hailed by Maryland Transit Administration officials meeting with the Montgomery County Planning Board on the project. The Purple Line will link Bethesda, Md., in Montgomery County, with New Carrollton, Md. in Prince George's County, also connecting at four points with Washington, D.C.'s Metrorail system, and with Amtrak's Northeast Corridor.

Project supporters on Purple Line Now!, a website, said in a statement, "With the ROD in hand, the State can now request the initiation of final design, immediately begin acquiring right-of-way (i.e., private property) where needed, and most importantly, begin discussions with the FTA to secure a full funding grant agreement (FFGA) to build the Purple Line.

The site adds, "The \$100 million in the President's [fiscal year 2015] budget is still subject to Congressional approval as are any future appropriations to the project [though] Congress has traditionally respected the Federal Transit Administration's recommendations." Estimated cost of the Purple Line stands at \$2.37 billion. Maryland currently has set aside about \$900 million for the Purple Line, and seeks a private partner as part of a public-private partnership effort to build the line.

Strong opposition to the Purple Line remains in Chevy Chase, Md., though a country club located there reached an accord last summer settling a dispute over LRT right-of-way. *[Railway Age Rail Group News]*



### Metro-North Railroad METRO-NORTH SIGNAL UPGRADES COMPLETE AT CURVES AND BRIDGES

March 24th, 2014 - MTA Metro-North Railroad has completed permanent changes to its signal system to ensure automatic speed enforcement at five critical curves and five moveable bridges in New York and Connecticut, more than five months ahead of schedule.

Today the railroad announced that with the completion of work at the Devon Bridge in Stratford, CT, last Thursday all the signal modifications ordered by the Federal Railroad Administration in December are now complete, well before the September 1, 2014 FRA deadline.

"The complete implementation of the requirements of the FRA's Emergency Order 29, issued on December 8, 2013, brings us another step closer to a safer railroad, which is our number one goal," said Metro-North President Joseph Giulietti, who started on February 10 of this year. "We will continue to take all necessary steps to restore Metro-North to greatness."

Signal engineers first designed modifications to the circuitry at each location by calculating where and when speed limits should be reduced. Then signal maintainers had to reconfigure wiring along the tracks that sends the signal to the train to control its speed. Extensive testing was then performed to confirm that the changes were working as designed.

The signal display observed by train engineers in their cabs now will automatically indicate reduced allowable speeds on the approaches to these 10 locations. If the engineer does not reduce the train's speed

accordingly, the train will automatically come to a stop.

Metro-North Signal forces began work on changes to the Automatic Train Control system at Spuyten Duyvil just days after the fatal derailment and completed the modifications there on the same day the FRA order was issued.

Signal system modifications for the remaining four curves at Yonkers, White Plains, Bridgeport and Port Chester were all completed by February 8, ahead of the FRA March 1, target.

Work then shifted to the five moveable bridges on the New Haven Line at Cos Cob, South Norwalk, Westport, Bridgeport and Milford in Connecticut. The "Peck" Bridge in Bridgeport was completed first on January 18, 2014 and the fifth and final bridge at Devon was completed March 20, 2014.

The project was completed using Metro-North's own Signal Design and Construction forces. [Metropolitan Transportation Authority]

## THIS MONTH ON THE PENNSY

### PRR, PRSL & LIRR EVENTS IN MAY

**May 27, 1901** - Two fast trains each way established between Philadelphia and Wilkes-Barre via Pottsville and Hazleton.

**May 27, 1907** - First steel column of Penn Station - New York put in place.

**May 29, 1912** - Stone Harbor Railroad incorporated in New Jersey in interest of South Jersey Realty Company to build from Cape May Court House to Stone Harbor in competition with West Jersey & Seashore (PRR) line.

**May 1917** - Site-clearing begins for new Union Station in Chicago.

**May 8, 1922** - PRR Delaware River ferries *Haddonfield* and *Millville* launched at the Sun Shipbuilding Company in Chester, Pa.

**May 7, 1927** - Automatic train control and cab signals placed in service between Delair and West Haddonfield on Atlantic City line.

**May 21, 1932** - PRR establishes new Philadelphia-Cincinnati-Birmingham sleeper running westbound on *The Rainbow* and eastbound on *The Pennsylvania Limited*.

**May 16, 1937** - PRR operates one of its largest and fastest "Off the Beaten Track" railfan excursion from New York to Altoona with tour of shops and test plant; sponsored by New York Chapter of R&LHS, NRHS and Railroad Stories magazine; runs in 5:50 or about as fast as *Broadway Limited*; two 13-car sections run from New York, one with streamlined No. 3768 west of Paoli; other section from North Philadelphia for total of 1,763 passengers.

**May 19, 1942** - "V for Victory" banner hung in Penn Station - New York concourse.

**May 25, 1947** - Atlantic City Race Track spur opens off PRSL main west of Atlantic City; "Pony Express" race track extras begin operating from Philadelphia and New York.

**May 29, 1952** - Class S2 6-8-6 turbine No. 6200 scrapped at Conway.

**May 31, 1957** - ICC approves PRR and Santa Fe bid for joint control of Toledo, Peoria & Western Railroad.

**May 8, 1962** - Stockholders of PRR and NYC approve merger; to be on basis of 1 share PRR and 1.3 shares NYC for 1 share of new company, to be called Pennsylvania New York Central Transportation Company, or 60% PRR to 40% NYC.

**May 12, 1967** - National Park Service designates Horseshoe Curve a National Historic Landmark.



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

Amtrak		
X2000 Metroliner Service Extends to Connecticut		
Schedule effective April 5 through May 7, 1993 Mondays through Fridays Only		
202-- Express Metroliner	Reservations Required	223-- Express Metroliner
Read Down		Read Up
6:50 a.m.	Washington, DC	7:10 p.m.
R 6:59 a.m.	New Carrollton, MD	D 6:58 p.m.
—	Baltimore, MD	D 6:35 p.m.
Non Stop Express Service		
Ar 9:25 a.m.	New York, NY - Sun Station	Dp 6:30 p.m.
Dp 2:40 a.m.		Ar 6:08 p.m.
10:07 a.m.	New Rochelle, NY	8:36 p.m.
10:29 a.m.	Stamford, CT	8:16 p.m.
11:21 a.m.	New Haven, CT	7:53 p.m.

\* Train 202 terminates in New York on May 3. Standard Metroliner equipped operates on this date.  
\*\* Train 223 originates in New York on April 30 and May 7. Standard Metroliner equipment operates on this date.

R - Stops to receive passengers only  
D - Stops to discharge passengers only

Note: Due to the experimental nature of the X2000 demonstration, regular Metroliner equipment may be substituted without notice.

X2000  
DEMONSTRATION

## TIMETABLE 05-14

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

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Through Friday, May 30, 2015

*The War Came By Train - Civil War 150th Anniversary* at the B&O Railroad Museum, 901 West Pratt St., Baltimore, MD 21223.

Info: [www.borail.org](http://www.borail.org)

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](http://www.prrths.com/conventions/PRR_Annual.html)

Saturday, May 3, 2014

*Conrail Historical Society RailBQ* - Oliver Township Park, 501 S 3rd St. Newport, PA, 17074, next to the NS Pittsburgh to Harrisburg Main Line. Info:

[www.thecrhs.org/events/2014-Annual-Spring-RailBQ](http://www.thecrhs.org/events/2014-Annual-Spring-RailBQ)

Saturday, May 3, 2014

"Vosburg Flyer" photo freight sponsored by the Lackawanna & Wyoming Valley Chapter, N.R.H.S. Info: [www.laurellinesspecials.org](http://www.laurellinesspecials.org)

Saturday, May 10, 2014

*National Train Day* at New York, Philadelphia, Wilmington, Baltimore, Washington & Stewartstown Railroad. Info: [www.nationaltrainday.com](http://www.nationaltrainday.com)

Sunday, May 11, 2014

*Mother's Day Express* on the West Chester Railroad. Info: [www.westchesterRR.com](http://www.westchesterRR.com)

Thursday - Saturday, May 15-17, 2014

*22nd National Trolley Meet* by the East Penn Traction Club at the Pennsylvania Convention Center in center city Philadelphia Pa. Info: [http://eastpenn.org/2015\\_meet\\_announcement.htm](http://eastpenn.org/2015_meet_announcement.htm)

Saturday, May 24, 2014

*Picnicrail '14* at Maier's Grove, Blandon, Pa. Event starts at 1:00 p.m. with BBQ chicken buffet meal promptly at 5:00 p.m. Adjacent to NS' East Penn Main. Evening show by Steve Barry and Frank Etzel. Adults \$15, Children 3-12 \$7.50. Send SASE and check payable to P&R Chapter c/o Philip Reppert, 17 Adele Ave., Blandon, Pa. 19510. Order deadline is May 17th.

Sunday, May 25, 2014

*Memorial Day Special* on the West Chester Railroad. Info: [www.westchesterRR.com](http://www.westchesterRR.com)



Thursday - Sunday, May 29 to June 1, 2014

*Streamliners at Spencer* featuring classic cab units of the '30s through the '50s at the N.C. Transportation Museum in Spencer, N.C. Info: [www.nctrans.org](http://www.nctrans.org)

N&W No. 611 to attend 'Streamliners at Spencer' to kick off restoration

ROANOKE, Va.- April 1, 2014 - The Virginia Museum of Transportation will send Norfolk & Western Class J No. 611 to Spencer, N.C., for the "Streamliners at Spencer" event May 29-June 1 to kick off its restoration celebration. An "All Aboard" send-off party is scheduled for May 24 from 10 a.m. to 5 p.m. in Roanoke.

After leaving Roanoke, the locomotive will arrive at the North Carolina Transportation Museum on or about May 29. It will be the guest of honor at

the museum's Streamliners event. Restoration work will begin shortly after the close of the event.

The Fire Up 611! committee of steam locomotive technology experts, business leaders and railroad consultants conducted a feasibility study in 2013, which revealed that VMT would need \$3.5 million to restore, operate and preserve the locomotive. An additional \$1.5 million will be raised as an endowment for the iconic locomotive.

Although the original plan called for raising the restoration funds prior to the start of work, the committee and the museum's board of directors decided to move ahead with restoration now that \$2.3 million has been raised.

Fitzpatrick cites a tight timeline to participate in Norfolk Southern's 21st Century Steam Program in 2015, Amtrak's return to Roanoke, the momentum of the fundraising efforts and strong results as reasons in support of the decision. "The restoration will take approximately nine months and needs to begin this spring so we can participate in Norfolk Southern's 21st Century Steam Program in 2015," says Fitzpatrick. "As she travels the Norfolk Southern rail system, our 611 will draw the attention and interest of new donors and fans of the Class J 611 from the region and beyond."

For more information or to donate, go to [www.fireup611.org](http://www.fireup611.org) [Edited from Trains News Wire]

**Saturday, June 7, 2014**

**Annual Spring Bus Fling** at the Museum of Bus Transportation, 161 Museum Drive, Hershey, Pa 17033. Info: [www.busmuseum.org](http://www.busmuseum.org)

**Saturday and Sunday, June 7-8, 2014**

**Conrail Historical Society "Ride the Rails for Cancer"** at Hoffer Park, Race St., Middletown, Pa. Operated on the Middletown & Hummelstown Railroad and benefits Vickie's Angel Walk, a Pa. non-profit group that helps families financially during cancer treatments. Info: [www.thecrhs.org](http://www.thecrhs.org)

**Tuesday - Saturday, June 10-14, 2014**

**NRHS 2014 Annual Convention** at Springdale, Ark. Info: [www.nrhs.com](http://www.nrhs.com)

**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](http://www.gsmts.com).

**Saturday - Saturday, June 21-28, 2014**

**60<sup>th</sup> National TCA Convention** at the Crowne Plaza Hotel, located in Cherry Hill, NJ. Hosted by the Atlantic Division. Info: [www.adtca.com/2014-convention](http://www.adtca.com/2014-convention)

**Saturday, June 28, 2014**

**Steamtown Excursion** on the DL&W Pocono Mountain Line from Scranton to Delaware Water Gap. Info: [www.nps.gov/stea](http://www.nps.gov/stea)

**Sunday - Friday, July 6-11, 2014**

**RailCamp East** headquartered at the University of Delaware in Newark, Del. Activities center around the Strasburg Rail Road, Railroad Museum of Pennsylvania and Amtrak facilities in Delaware. Info: [www.nrhs.com](http://www.nrhs.com)

**Saturday, July 12, 2014**

**Steamtown Excursion** on the DL&W Pocono Mountain Line from Scranton to East Stroudsburg. Info: [www.nps.gov/stea](http://www.nps.gov/stea)

**Sunday - Saturday, July 13-19, 2014**

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

**Saturday, July 19, 2014**

**Lancaster Lock Show** for collectors of Antique and Collectible Padlocks, Railroadiana, Restraints, Keys, Door Hardware, and more! At the Lancaster Host Resort and Convention Center, 2300 Lincoln Highway East (RT 30), Lancaster, Pa. 17602. Info: [www.lancasterlockshow.com](http://www.lancasterlockshow.com)

**Saturday and Sunday, July 19-20, 2014**

**Amtrak Exhibit Train** at the Delaware State Fair in Harrington, Del.

**Saturday, Aug. 2 & 23, 2014**

**Steamtown Excursion** on the DL&W Endless Mountain Line from Scranton to Binghamton, NY. Info: [www.nps.gov/stea](http://www.nps.gov/stea)

**Saturday, Aug. 16, 2014**

**Steamtown Excursion** on the D&H Carbondale Line from Scranton to Carbondale, Pa. Info: [www.nps.gov/stea](http://www.nps.gov/stea)

**Saturday and Sunday, Sept. 27-28, 2014**

**'Enthusiasts' Weekend'** on the Western Maryland Scenic Railroad in Cumberland, Md. Info: <http://www.movingfullsteamahead.com/>

**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](mailto:debbie_geiser@verizon.net)

**Saturday, Oct. 25, 2014**

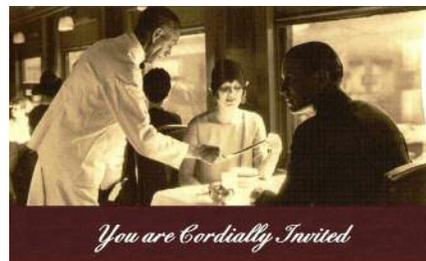
**Delaware Train Show** at the Nur Shrine Center, Rt. 13 / 198 S. DuPont Highway, New Castle, Del. 19720. Info: [www.toysshows.org](http://www.toysshows.org).



**ROUTE 741 EAST, STRASBURG, PA**

[WWW.RRMUSEUMPA.ORG](http://WWW.RRMUSEUMPA.ORG)

**717-687-8628**



Railroad Museum of Pennsylvania's new gallery exhibit  
"A FIRST CLASS RESTAURANT ON WHEELS:  
THE STORY OF THE RAILROAD DINING CAR"

**Saturday, April 26 through December 31, 2014** - Exhibit: A First Class Restaurant on Wheels -- The Story of the Railroad Dining Car

**Saturday & Sunday, May 10-11, 2014** - National Train Day

**Tuesday, July 1 through Sunday, July 6, 2014** - Reading Railroad Days

**Monday-Friday, July 14-18, 2014** - Barons & Builders Day Camp Ages 9-10

**Monday-Friday, July 28-Aug. 1, 2014** - Barons & Builders Day Camp 11-12

**Saturday, Sept. 27, 2014** - Members Day

>>> Confirmed: No Pennsy Days this year due to low attendance <<<



**STRASBURG RAIL ROAD**

**SPECIAL EVENTS**

[WWW.STRASBURGRAILROAD.COM](http://WWW.STRASBURGRAILROAD.COM)

**1-866-725-9666**

**Throughout Operating Season** - Daily Lunch Train

**Monday & Thursday Morning thru Sept., 2014** - Hostling Tour - 8:00, 9:00 am

**Saturdays, May 3 thru Nov. 22, 2014** - Wine & Cheese Train - 6:00 or 7:00 pm

**Saturday, May 3, 2014** - The Chocolate Express - 6:00 pm

**Sunday, May 4, 2014** - Vintage Baseball Day

**Saturday, May 10, 24, 31, 2014** - Murder Mystery Dinner Train - 6:00 pm

**Sunday, May 11, 2014** - Mother's Day Dinner Train - 12:00, 1:00, 2:00, 3:00 pm

**Saturday, May 17, 2014** - Seafood Express - 6:00 pm

**Sunday, May 25, 2014** - Flavors of Lancaster County - 6:00 pm

[Saturday, June 14, 2014](#) - Seafood Express - 7:00 pm  
[Saturday, June 14 thru Sunday, June 22, 2014](#) - Day Out with Thomas  
[Sunday, June 15, 2014](#) - Flavors of Lancaster County - 6:00 pm  
[Saturday, June 7, 21, 28, 2014](#) - Murder Mystery Dinner Train-6:00 or 7:00 pm  
[Sunday, June 29, 2014](#) - The Chocolate Express - 7:00 pm  
[Monday, June 30, 2014](#) - Flavors of Lancaster County - 7:00 pm  
[Various July 1, 3, 6-8, 10, 13-15, 17, 20-22, 24, 27-29, 31, 2014](#) - Flavors of Lancaster County - 7:00 pm  
[Wednesdays, July 2, 9, 16, 23, 30, 2014](#) - Prime Rib on the Rails - 7:00 pm  
[Fridays, July 4, 18, 25, 2014](#) - Farm and Brew Train - 7:00 pm  
[Saturday, July 5, 12, 26, 2014](#) - Murder Mystery Dinner Train - 7:00 pm  
[Friday, July 11, 2014](#) - The Chocolate Express - 6:00 pm  
[Saturday, July 19, 2014](#) - The Rolling Antique Auto Show and Run  
[Saturday, July 19, 2014](#) - Seafood Express - 7:00 pm  
[Saturday, July 26, 2014](#) - The Great Train Robbery - 5:00 pm  
[Fridays, Aug. 1, 8, 22, 2014](#) - Farm and Brew Train - 7:00 pm  
[Saturday, Aug. 2, 16, 30, 2014](#) - Murder Mystery Dinner Train - 7:00 pm  
[Sunday, Aug. 3, 2014](#) - The Chocolate Express - 7:00 pm  
[Various Aug. 4-5, 10-12, 14, 17-19, 21, 24, 31, 2014](#) - Flavors of Lancaster County - 7:00 pm  
[Wednesdays, Aug. 6, 13, 20, 2014](#) - Prime Rib on the Rails - 7:00 pm  
[Saturday, Aug. 9 & 23, 2014](#) - Seafood Express - 7:00 pm  
[Friday, Aug. 15, 2014](#) - The Chocolate Express - 7:00 pm



### LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS

#### PRR 0-6-0 No. 643 TO OPERATE ON MORE DATES THIS YEAR



WILLIAMS GROVE, Pa. The only operating former Pennsylvania Railroad steam locomotive, 0-6-0 No. 643, will operate on several dates this spring and summer for the Williams Grove Railroad. The

locomotive is owned by the Williams Grove Historical Steam Engine Association, which has greatly expanded its schedule of steam trips and their "Run a Locomotive" program for 2014.

No. 643 will run on the following dates: May 17 to 18, June 1 and 29, July 19 to 20, Aug. 24, and Aug. 27 to 31. The association also offers a chance for visitors to run No. 643 on select dates at a cost of \$125 per 30-minute slot.

Built in 1901 by the Pennsylvania, No. 643 is a class B4a 0-6-0 switcher, among the last of its class built. By 1917 the Pennsy had declared No. 643 surplus, and it was sold to the Central Iron and Steel Company in Harrisburg, Pa., where it was renumbered No. 5. For the next 40 years it worked for Central Iron and its successor company, Phoenix Iron and Steel. At some point the smaller original tender that it was built with was replaced with a larger, welded tender. In 1945 it received a new replacement boiler at the H. K. Porter Company. The original 1901 boiler was of the Belpaire type favored by the PRR, but the new boiler is of the more common radial stay style.

The steel mill closed in 1959, and in 1961 No. 643 was purchased by the Williams Grove Historical Steam Engine Association and moved to Williams Grove.

In addition to No. 643, the association operates No. 52, a 65-ton center cab diesel built by Vulcan Iron Works in 1953.

More information about the locomotive and the association is available at <http://pr643.wix.com/wgrr1> [Trains News Wire]



### ORGANIZATION PURCHASES MORE OF THE EAST BROAD TOP

MOUNT UNION, Pa. — The East Broad Top Preservation Association has completed the purchase of another segment of the legendary narrow gauge railroad from the Kovalchick family. The purchase includes track and right-of-way from Mount Union to the Aughwick Creek bridge, about four miles, according to Association President Larry Salone.

"It has been a long process," Salone says, "much longer than we thought." The next step, he says, is hiring an engineering firm to assess the condition of the four-arch concrete bridge over the creek.

Salone says he is arranging private and commercial financing to purchase the rest of the railroad from Aughwick to Alvan, including the section between Orbisonia and Colgate Grove operated as a tourist railroad for many years. He declines to say how long that may take, but hopes it will be soon.

As soon as the weather breaks, track workers will resume inserting ties in the dual-gauge track in the Mount Union yard area and will proceed south to the industrial park near the village of Allenport.

Meanwhile, Salone says, an application is before the federal Surface Transportation Board to set up a new "EBT Connecting Railroad" to operate standard gauge track in Mount Union from a connection with Norfolk Southern at CP Jacks. The trackage serves an industrial park, which currently does not have any active rail customers. [Wayne Laepple - Trains News Wire]

### NEW SHORT LINE FILES TO BEGIN COMMON CARRIER OPERATION OVER EAST BROAD TOP

MOUNT UNION, Pa. - The East Broad Top Railroad Preservation Association has filed with the federal Surface Transportation Board to begin common carrier rail operations in Mount Union. If approved, the name of the new railroad will be the East Broad Top Connecting Railroad.

Larry Salone, president of the East Broad Top Preservation Association, owner of the trackage, tells *Trains News Wire* that switching a proposed freight car repair facility will provide most of the new company's revenue. He also plans a marketing initiative to develop other traffic.

The new standard gauge short line will provide all common carrier railroad service over the line, which connects and interchanges Norfolk Southern in Mount Union.

The trackage extends about 4.1 miles. It consists of the Mount Union Industrial Track, between railroad Milepost 0.2, immediately west of the point of switch at the junction with NS, and the end of track at Milepost 1.4, and the original East Broad Top main line from its connection with NS and extending to EBT Milepost 4.4.

The original EBT, known for its narrow gauge lines, had dual gauge trackage for about a mile south of Mount Union yard, so any extension of common carrier freight service beyond there will require a third rail to be added.

Salone says the agreement between the nonprofit EBTPA and the new railroad should be executed by the end of May. The EBTC has not acquired a locomotive yet, Salone says, but will have one available when traffic starts to move. [Wayne Laepple - Trains News Wire]



### LAST RUN

The Lancaster Chapter extends sincerest condolences to the family of Chapter Member Kenneth G. Murry of Mountville, Pa., a prolific railroad photographer and preservationist, who perished March 31, 2014 in a fire at his residence. He was 75.



Friendly, funny, and sensitive, he nevertheless accumulated a string of accomplishments in railroad history. He had a knack for making an event worth celebrating out of an otherwise ordinary situation.

Ken was a member of the Lancaster Chapter of the National Railway Historical Society since 1959 and the Pennsylvania Railroad Technical & Historical Society. A retired industrial photographer for Armstrong World Industries, he had begun photographing trains in the 1950s during the closing years of mainline steam locomotive operations.

His greatest accomplishment in preservation was spearheading the chapter's drive to acquire and cosmetically restore the first Pennsylvania Railroad GG1, No. 4800. In addition, he played a role in the original "Friends of the GG1" campaign to restore Amtrak's ex-PRR GG1 No. 4935, and in the project to restore GG1 No. 4859, the first one to pull a revenue train from Philadelphia to Harrisburg in 1938, the year Murry was born.

Murry was also the Editor of the *Lancaster Dispatcher* from 1970 to 1977 and led the chapter's project to acquire, transport, and restore the former Cumberland Valley "Lemo" tower, also known as "J" tower. The tower was moved from its former location near Harrisburg to a site on the grounds of the Strasburg Rail Road, where it was reassembled and restored. He also was an avid collector of Mountville, Pa history and memorabilia....and anything related to the Peanuts comic strip SNOOPY!

He was among a small group to rediscover the Pennsylvania Railroad calendar artist Grif Teller in the 1970s, and he became a close friend of Teller. A commercial artist who lived in New Jersey, Teller was best known for painting scenes for the PRR calendars from 1928 to 1942 and from 1947 to 1958. Murry commissioned at least four large-format railroad oil paintings from him in the style of the PRR originals. Among Murry's prized possessions was the PRR original oil painting for the road's calendar for 1953 — "Crossroads of Commerce," showing Sharknose and E8 diesels near Steubenville, Ohio. In addition, he quietly purchased and donated to the Railroad Museum of Pennsylvania the most iconic of all Teller rail images, the oil painting titled "On Time!," which showed a steam-powered passenger train fighting a blizzard as the 1932 calendar scene.

He also handled all of the photography for the 1992 book *Crossroads of Commerce*, which was a combined biography of Teller and history of the calendar paintings.

In addition, he contributed photos to *Trains Magazine* as well as to the PRRT&HS quarterly, *The Keystone*, whose editor, Chuck Blardone, considered him to be his best friend. When Murry suffered a heart attack several years ago, he recuperated at the home of Blardone and his wife Carol.

A member of the Train Collectors Association, Murry was also an avid model railroad collector and garden railroader. His backyard railroad was loosely patterned after the Pennsylvania's Octoraro Branch, and it was a regular stop on Railroad Museum of Pennsylvania and National Train Museum garden tours. On a corner of the yard, large evergreen bushes were fashioned into the engine from the game *Monopoly*. It sat on tracks, "pulling" a passenger car. A sign on the display read "Minnie Mae" — in honor of Murry's mother.

[Dan Cupper, Steve and Linda Himpsl and lancasteronline.com]

### THIS MONTH'S BANNER PHOTO

To celebrate Amtrak's 43<sup>rd</sup> Anniversary on May 1st, we have the X2000 Demonstrator train at Harrison, New Jersey on April 7, 1993. Photo by Bill Hough.



### OPERATION LIFESAVER REMINDS YOU...

[FREIGHT RAILROADS JOIN OPERATION LIFESAVER TO LAUNCH SEE TRACKS? THINK TRAIN! CAMPAIGN TARGETING DRIVER AND PEDESTRIAN SAFETY AROUND RAILROAD TRACKS](#)

WASHINGTON, D.C. – April 8, 2014 – The Association of American Railroads (AAR), whose members include the major freight railroads in the U.S., Canada and Mexico, today announced its partnership and support for Operation Lifesaver's (OLI) new public service ad (PSA) campaign See Tracks? Think Trains! AAR joins the Federal Railroad Administration and the Federal Transit Administration in launching the *See Tracks? Think Train!* campaign, which includes bilingual television, radio, print and billboard ads aimed at getting drivers and pedestrians to think twice before taking dangerous risks around railroad tracks.

"People tempt fate every day around railroad tracks, whether they are racing to beat the train at a grade crossing or walking across the tracks to save time," said AAR President and CEO Edward R. Hamberger. "We hope to raise public awareness that if you see railroad tracks, you should always think a train is coming and that attempting to beat a train is a losing proposition."

Preliminary federal data show 908 pedestrians were injured or killed walking on or near railroad tracks in 2013, up 7.7 percent from 2012. An additional 1,193 people were injured or killed at highway-rail grade crossings in 2013, up 1.5 percent from 2012.

"It's up to all of us to spread the word and make people aware of the consequences of risky behavior around railroad tracks," said Hamberger. "One accident because someone was in a hurry or looking to save time is one accident too many."

Education and outreach is key to saving lives, and the See Tracks? Think Train! PSAs will be supplemented with ongoing education efforts of OLI's 50-state network of volunteers who work with the public through events with railroads, transit agencies, at schools, with law enforcement, first responders, professional drivers and community organizations.

For more information, including statistics, infographics, PSAs, posters and more visit [www.SeeTracksThinkTrain.org](http://www.SeeTracksThinkTrain.org) [AAR Press Release]

### CHANGE TO LANCASTER DISPATCHER DEADLINE FOR SUBMITTED ITEMS

In order to deliver the *Lancaster Dispatcher* to our members in a more expedient manner, effective with the June 2014 issue, the deadline for submitted items will be the THIRD Monday of the preceding month - one week earlier than the previous deadline.



APRIL, 2014

### CHAPTER MEETING MINUTES

**CALLED TO ORDER:** The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Fright Station, Christiana, Pa. on Monday April 21, 2014. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 41 members present. President Tom Shenk led those assembled in the Pledge of Allegiance.

**MINUTES:** President Tom Shenk asked for a motion to approve the March membership meeting minutes. Steve Himpsl approved the motion and Fred Kurtz seconded the motion. The March membership minutes were approved as printed in the *Lancaster Dispatcher*.

**CHAPLAIN:** Chaplain David Stambaugh reported Lawrence Snyder is in Lancaster General Hospital (Room 4913). He had severe coughing and the

hospital is trying to determine what was causing the cough. John Sweigart had shingles and is in attendance at tonight's Chapter Meeting. Long-time Chapter Member Ken Murry perished in a fire at his home. Chaplain David Stambaugh led the Chapter membership in a moment of silence for Ken. On Sunday, May 4 there will be a memorial service for Ken Murry. More information will be in the Sunday, April 27 edition of the Lancaster newspaper.

**TREASURER:** Treasurer Richard Rutledge gave the Treasurer's Report for the month of March. Richard transferred money from a maturing CD to the Chapter's checking account. Only \$86.75 was made in interest from that CD. President Tom Shenk is replacing Doris Geesey as a check signer on the Chapter accounts. Chapter Member Richard Brenner made a memorial fund donation to the Chapter in honor of Ken Murry. Steve Himpst also presented Richard with \$134.00 in donations for hats, shirts and coats that the Chapter had left over from previous sales.

**MEMBERSHIP:** Due to the absence of First Vice-President Ron Irwin, there was no membership report.

**NEWSLETTER:** Tom Shenk thanked Editor Ed Mayover for the 12-page full-color Special Edition of the newsletter that Ed produced for the Chapter.

**TRIPS:** Dennis Allen announced that not only did Central Pennsylvania have a record breaking snowfall this year (65 inches, the 3rd largest snowfall for Pa.) but Glacier Park also had a record breaking snowfall this year of 65 feet. Dennis reported they are still digging out the snow at the Summit.

**KITCHEN COMMITTEE:** President Tom Shenk thanked Evan Russell III and Tina Paul for volunteering in the kitchen for the April Chapter membership meeting. Joan and Eileen will need volunteers to help with refreshments in the kitchen for the months of May, June, and October. If anyone is interested see Joan, Eileen, or Tom. Also, at Chapter Membership Meetings there is a sign-up sheet available for the months that help is needed.

**NEWS UPDATES:** Steve Himpst announced a new ten foot ladder was purchased for use around the Christiana Freight Station. Steve Himpst gave a report on the recent fire at long-time Chapter member Ken Murry's home in Mountville. Steve announced that all the trackage east of Dillerville Road is gone. A boxcar, baggage cart, fishplates and spike bucket are still there. Steve also announced some items the Chapter received from Fred Abendschein will be put in the Gang House. The Chapter received many nice books from Fred's collection and will be purchasing book shelves for the books. Chapter members may sign out books from the Chapter Library. Steve announced Alcoa is still selling Strasburg Rail Road tickets. Steve will be working on the caboose - getting the molding in, painting the walls and floors, and getting the seats back in place. Steve also asked if any Chapter members know anyone who would be interested in purchasing old train magazines, builders plates etc. Tom received a name and phone number and will be contacting them to see if they are interested in purchasing any items.

**STATION CLEAN-UP DATE CHANGE:** Glenn Kendig announced the Saturday, May 3 clean-up day at the Christiana Freight Station has been changed to Saturday, May 17th. This Saturday will be the date for the Christiana Fire Hall annual breakfast. Chapter members can meet at the fire hall for breakfast and then head over to the Station for clean-up at 9:00 a.m.

**ANNOUNCEMENTS:** Richard Rutledge is trying to get a Chapter Meeting on Sunday, July 20 at Steam in History. Tom Shenk announced that the August Chapter Membership Meeting will be held at Strasburg Rail Road. Strasburg Rail Road tickets are available for sale at \$7.00 per ticket. Glenn announced that the first meeting of the Long Range Planning Committee will be held on Monday, May 12 at 7:00 p.m. at the Christiana Freight Station. Chapter member Mark Hoffman talked about all of Ken Murry's accomplishments over the years. Dennis Allen also reminisced about days spent with Ken Murry. Ken will be greatly missed by all.

**ADJOURNMENT:** The Chapter Meeting was adjourned at 8:15 p.m. for the program. Paul Kutta presented tonight's program, entitled "Some Pennsylvania Short Lines."

**37 YEARS AGO THIS MONTH**

**MAY 15, 1977**



**AMTRAK'S EX-PRR GG1 No. 4935 AT ITS REDEDICATION CEREMONY AFTER REPAINTING AT WASHINGTON UNION STATION ON MAY 15, 1977. FORMER PRR BUSINESS CAR No. 120 IS AT LEFT. PHOTO BY WARREN E. OLT. TODAY, WE CAN ENJOY VIEWING No. 4935 AT THE RAILROAD MUSEUM OF PENNSYLVANIA IN STRASBURG, PENNSYLVANIA.**

**BRING YOUR CAP 'N GOGGLES**

**COME ONE, COME ALL YE RAILROAD "NUTS"**

Join the National Railway Historical Society in the first trip of the season. Ride the Famous "Ma & Pa" on a flat car!

**SUNDAY, APRIL 25TH, 1937**

Via Pennsylvania Railroad  
and  
Maryland and Pennsylvania Railroad

EASTERN STANDARD TIME	
Lv. LANCASTER	4:58 A.M.
" DOWNINGTOWN	5:47 "
" PAOLI	6:13 "
Lv. PHILADELPHIA (Broad St. Sta.)	6:40 A.M.
" (Penn. Sta.—30th St.)	6:44 "
" WILMINGTON	7:20 "
" BALTIMORE (Pennsylvania Sta.)	8:37 "

Schedule over Maryland & Pennsylvania Railroad  
Contingent upon Handling of Railroad Fans

Time at YORK for Dinner.	
Lv. YORK	5:00 P.M.
Ar. LANCASTER	5:54 "
" DOWNINGTOWN	6:49 "
" PHILADELPHIA (Penn. Sta.—30th St.)	7:24 "
" (Broad St. Sta.)	7:38 "
Ar. WILMINGTON	8:46 P.M.
" BALTIMORE	10:04 "

Train may be headed at any point shown in the above schedule for complete circuit tour—returning to point of origin—free

**\$3.25**

Tickets on sale by Pennsylvania R. R. at stations listed above.  
THRU COACHES AROUND THE CIRCLE—PHILADELPHIA TO PHILADELPHIA  
Coach Lunch Service.  
Observation flat car Baltimore to York.  
The train will stop frequently over the Maryland & Pennsylvania R. R. to allow opportunities for photographing the railroad.  
Subject to change without notice.

**National Railway Historical Society**  
INCORPORATED

In order that we may provide adequate accommodations for you, kindly detach and mail this coupon promptly to Robert G. Lewis, 859 E. Gower Ave., Mt. Airy, Philadelphia, Pa.

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NO. IN PARTY .....

WILL BOARD TRAIN AT .....

**Be sure to send us this coupon. It will be to your advantage**

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**EXCURSION FLYER FROM THE COLLECTION OF FREDERIC H. ABENDSCHEIN THAT APPEARED ON THE 2013 LANCASTER CHAPTER ANNUAL BANQUET PROGRAM**

**"INSIDE THE BACK PAGE"****UPCOMING LANCASTER CHAPTER ACTIVITIES**

**MAY 12, 2014 - MONDAY, 7:00 PM - CHRISTIANA FREIGHT STATION - LONG RANGE PLANNING COMMITTEE**

**MAY 17, 2014 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - SPRING CLEAN-UP**

**MAY 19, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING**

Chapter Friend Frank Tatnall will present a very interesting and informative program titled "*Jersey Central in Pennsylvania and New Jersey Prior to 1976.*" One of the fallen railroads, the Jersey Central operated freight, passenger and commuter service, including the famed *Blue Comet*. An excellent program about a railroad not often documented, you won't want to miss this program!

**JUNE 16, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING**

Rescheduled from our cancelled February Chapter Meeting, Mark Eyer returns with "*Chicago - 1985 & 1986 - A Look Back at Railroading in the Windy City Before the Mergers.*" The belt railroads: IHB, BRC, EJ&E; the neat class I'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. Great locations like Dolton, Blue Island, McCook, the BN Racetrack and Joliet.

**JULY 20, 2014 - SUNDAY, 2:00 PM - STEAM INTO HISTORY - "AWAY" MEMBERSHIP MEETING**

Join the Chapter in New Freedom, Pennsylvania to ride Steam Into History. Details are shown below.

**CHAPLAIN CONTACT INFORMATION**

**DAVID STAMBAUGH** EMAIL: [CHAPLAIN@NRHS1.ORG](mailto: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.



Today, the rolling countryside along the old Northern Central route is relatively undeveloped – consistent with how the area would have appeared in the 1860s. The area's unspoiled beauty belies the hub of purposeful activity that was Hanover Junction during the Civil War. The station saw as many as 30 train stops daily, as the Northern Central carried troops and supplies heading to Washington for service in the Army of the Potomac. After the Battle of Gettysburg, wounded soldiers were transported to hospitals in York and Baltimore.

Seventeen months after the "Gettysburg Address," Lincoln was slain. The Northern Central carried Lincoln's funeral train through New Freedom and Hanover Junction, stopping in the city of York to take on water for the train's boiler.

Steam into History passengers also will learn about the railway's role in the growth of small towns along the route and its major contributions to the economic development of York County.

**2:00 pm** – Gather at the New Freedom Station

**2:30 pm** – Train Ride – 2 ½ hours – Frets & Strings, Jeff Greenawalt Hanover Junction Limited (½ hour layover in Hanover Jct)

**5:00 pm** – Train Returns to New Freedom – Lancaster Chapter meeting in the open air car at the New Freedom station

**Chapter Member Price \$19.00 / Children Ages 3-13 \$13.00 / Guest \$25.00 - Advance ticket sales form in the June Lancaster Dispatcher**

Regular ticket price is \$28.00 - Children 3-13 \$14.00

**DIRECTIONS to 2 West Main Street, New Freedom, PA 17349**

Our train excursion is located approximately 4 miles from Rt. 83. From Rt. 83, take the Shrewsbury exit. From there take 851W. Truck route. Once you are in New Freedom, follow 851W until you cross the railroad tracks. Our shop is on the left. Parking is available one block north of the shop and one block south. **DO NOT FOLLOW DIRECTIONS FROM GOOGLE MAPS, THEY WILL TAKE YOU TO CAMP HILL INSTEAD OF NEW FREEDOM.**

**Is the train handicapped accessible?**

We do not have a handicap lift or ramp at this time. We have coach hosts who will assist passengers on the train. These are seasoned hosts and have been most helpful helping our customers in a caring and thoughtful way. If you are concerned about getting your loved one on the train, you are always welcome to give us a call and discuss the options with us.

Steam Into History, Inc • P.O. Box 128, 2 West Main Street, New Freedom, PA 17349 • 717-942-2370 • [www.steamintohistory.com](http://www.steamintohistory.com)

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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, MAY 19, 2014 STARTING AT 7:30 P.M.

**LANCASTER CHAPTER  
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