



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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## HISTORY OF THE RAILWAY EXPRESS AGENCY

The Railway Express Agency, or REA, was **the** way to ship express parcels and goods years ago. The service and its trademark red diamond sign was a common sight in communities large and small (also well remembered was the company's green delivery trucks and baggage carts), and one could often find REA employed on passenger trains. The REA was the UPS or FedEx of its day but a loss of its business beginning in the 1950s ultimately led to its bankruptcy in the 1970s. Today, the

Railway Express Agency has long since been relegated to history but its memory and classic logo will likely never be forgotten as an important part of our country's railroading history.

The Railway Express Agency was a national monopoly set up by the United States federal government in 1917. Rail express services provided small package and parcel transportation using the extant railroad infrastructure much as UPS functions today using the highway system. The United States government was concerned about the rapid, safe movement of parcels, money, and goods during World War I and REA was its solution to this problem. REA ceased operations in 1975, when its business model ceased to be viable due to the construction of the interstate highway system making the UPS business model cost less to the customers.

### EARLY HISTORY

The first railway express agency in the United States is generally considered to have been started by William Harriden, who in 1839 began regular trips between New York City and Boston, Massachusetts as a courier transporting small parcels, currency and other valuables. William G. Fargo, a New York Central freight clerk at Auburn, N.Y., and Henry Wells, a leather worker at Batavia, N.Y., organized Wells Fargo & Co. in 1853. Other railway express pioneers include Henry B. Plant, who formed Southern Express Company, Alvin Adams who founded Adams Express Company, and John Warren Butterfield.

The express business flourished in the latter half of the 19th century, and by 1900 there were four principal railway express companies: Adams Express Company, Southern Express Company, American Express Company, and Wells Fargo. In 1913 the U.S. Post Office introduced its Parcel Post service, which offered major competition for the express companies. Despite this, private railway express business increased steadily through the end of World War I.

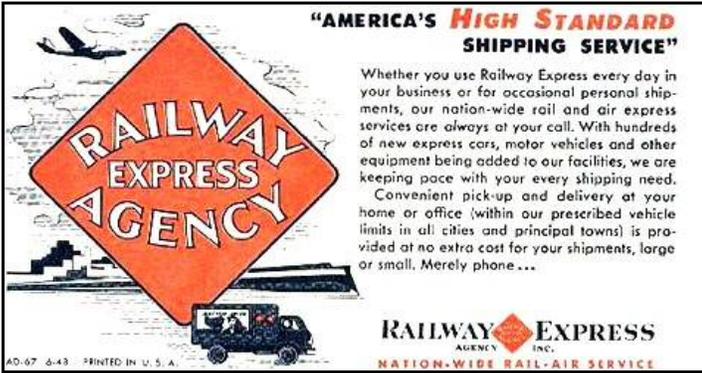
During World War I, the United States Railway Administration (USRA) took over the nation's railroads. Under the USRA, the four major and three minor express companies were consolidated as American Railway Express, Inc., save the portion of Southern Express that operated over the Southern Railway and the Mobile & Ohio.

In March 1929, the assets and operations of American Railway Express Inc. were transferred to Railway Express Agency (REA). REA was owned by 86 railroads in proportion to the express traffic on their lines - no one railroad or group of railroads had control of the agency. In response to customer demand, REA added a Chicago, Illinois-based refrigerator car line. In 1927, REA began an Air Express Division. In 1938, the remainder of Southern Express also joined the consolidated REA.



JANUARY 1934 PERISHABLE PACKAGE PLACARD

### POST WORLD WAR II OPERATIONS



JUNE 1948 RAILWAY EXPRESS ADVERTISEMENT

Due to rate increases, express revenues remained at profitable levels into the 1950s. REA concentrated on express refrigerator service from 1940 on, and continued to expand its fleet of express reefers until the mid-to late-1950s, when business declined dramatically due to the increase in refrigerated motor truck shipments. By this time, overall rail express volume had also decreased substantially.

In 1959, REA negotiated a new contract allowing it to use any mode of transportation. It also acquired rights to allow continued service by truck freight after passenger trains were discontinued. REA also attempted to enter the piggyback and container operations business, without

success. Another blow came when the Civil Aeronautics Board terminated REA's exclusive agreement with the airlines for air express.

By 1965 many of REA's reefers, now stripped of their refrigeration equipment, were in lease service as bulk mail carriers. Many ended their days relegated to work train service.



In 1969, after several years of losses, REA was sold to five of its corporate officers, and was renamed REA Express. By then its entire business constituted less than ten percent of all intercity parcel traffic, while only ten percent of its business moved by rail.

REA Express became embroiled in extensive litigation with the railroads and the United Parcel Service as well as with the Brotherhood of Railway Workers' Union. In November 1975, REA Express terminated operations and filed for bankruptcy. [www.wikipedia.com, www.American-Rails.com - Graphics from the Editor's collection]



(PLEASE PRINT NAME AND COMPLETE ADDRESS)

**RAILWAY EXPRESS AGENCY**  
(INCORPORATED)

To \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ Apt. No. \_\_\_\_\_  
State \_\_\_\_\_

No. of Pieces \_\_\_\_\_ Value \$ \_\_\_\_\_ Date of Shipment \_\_\_\_\_

**PLEASE PRINT**

**RAILWAY EXPRESS AGENCY**

From STREET ADDRESS CITY AND STATE

(Printed in U. S. A.) (772-A 12-56)



THE PAST, PRESENT, AND FUTURE OF THE RAILWAY EXPRESS AGENCY ARE SHOWN IN THIS 1933-1935 COLOR POSTER. THE PAST IS THE MAN ON HORSEBACK, AND THE PRESENT IS THE STEAM POWERED TRAIN IN THE LOWER RIGHT. RAILWAY EXPRESS AGENCY HAD HOPED THAT AIRCRAFT (EXEMPLIFIED BY A BOEING MODEL 247) WOULD BE IN ITS FUTURE.



## THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



### TEAM SELECTED TO DEVELOP JOINT MASTER PLAN FOR PHILADELPHIA 30<sup>TH</sup> STREET STATION PRECINCT

PHILADELPHIA - May 27, 2014 - Amtrak, Drexel University and Brandywine Realty Trust have selected Skidmore, Owings & Merrill LLP (SOM), in association with Parsons Brinckerhoff, OLIN, and HR&A Advisors to develop a comprehensive joint master plan for the area around Philadelphia's 30<sup>th</sup> Street Station. The New York-based firm will start work immediately, bringing its deep experience in complex urban projects including the nearly complete Denver Union Station Redevelopment – the largest public transit project under construction in the United States – and other high-profile projects across the country and around the world.



The joint planning effort represents a unique opportunity to develop new plans and re-envision existing planning efforts to create a single, integrated vision for the 30<sup>th</sup> Street Station precinct. The SOM team will aim to develop a

future where the station is at the epicenter of a dynamic, urban neighborhood full of opportunities for community development, economic development and improved transportation connections. A wide range of commercial opportunities, including a new vision for retail spaces within the station and the potential development of air rights above 85 acres of rail yards adjacent to the station, will also be considered.

The master plan will be guided by a Coordinating Committee comprised of Amtrak, Drexel University, Brandywine Realty Trust, Southeastern Pennsylvania Transportation Authority (SEPTA), Pennsylvania Department of Transportation (PennDOT), City of Philadelphia, New Jersey Transit, CSX Corporation, University of Pennsylvania, Philadelphia Industrial Development Corporation, Schuylkill River Development Corporation and University City District.

“We couldn't be more excited to work with the exceptional teams at SOM, Parsons Brinckerhoff, OLIN, and HR&A Advisors,” said Bob LaCroix, Amtrak Chief of Corridor Development. “Along with our great partners, we look forward to developing a bold vision for the precinct that accommodates growing demand for passenger rail service and outlines a framework for development that can reshape the Philadelphia skyline for generations to come.”

Roger Duffy, SOM Design Partner, called this project “a singular opportunity to reimagine one of the most significant and dramatic urban areas in America. We are honored to have been selected and we look forward to collaborating with the diverse group of local and regional stakeholders on this transformative vision.”

With master planning efforts currently being advanced in Washington, DC, Baltimore, New York, Chicago and now Philadelphia, Amtrak is poised to turn congested and tired rail stations into the centerpieces of thriving urban neighborhoods that appeal to the millennial and baby boomer generations. As these populations continue to flock to cities to live, work and play, they

are demanding walkable communities with vibrant arts and cultural institutions and access to transportation hubs such as 30<sup>th</sup> Street Station.

The Joint Master Plan is funded by Drexel University and its partners. Drexel is also developing its Innovation Neighborhood project on 12 acres of its campus adjacent to 30<sup>th</sup> Street Station to attract and launch high-tech businesses seeking a rich research and commercialization environment with unmatched transit access.

The study area also includes parcels already being developed by Brandywine Realty Trust, including the FMC Tower at Cira Centre® South.

Development of the master plan is expected to take approximately two years. Opportunities for public comment and involvement will be announced and advertised. *[Edited from Amtrak]*

### AMTRAK AIMS TO BUILD TRACKSIDE WI-FI NETWORK WITH BROADBAND-SPEEDS ON THE NEC

WASHINGTON - June 9, 2014 - Amtrak is exploring options to upgrade its on-board Wi-Fi service in the Northeast Corridor (NEC), with a particular interest in constructing a dedicated, wireless trackside network that provides a high-capacity, broadband-speed Internet connection between Washington and Boston.

A wireless trackside network would provide passengers a true broadband experience, close existing coverage gaps along the NEC, and allow Amtrak to drop current restrictions on streaming media and large file downloads.

“We know that our customers want a consistently reliable and fast on-board Wi-Fi experience – something we cannot guarantee today on our busiest trains when hundreds of customers want to go online at the same time – and we want to make that possible,” said Amtrak Chief Marketing and Sales Officer, Matt Hardison.

Amtrak is now soliciting bids for a proof-of-concept project. The goal is to increase available bandwidth per train from 10Mbps today to a minimum of 25 Mbps (and scalable to even faster speeds as technology advances) to meet growing customer data usage demands. Results of the test project will be used to determine whether it is technically and financially feasible to construct such a network along the entire 457-mile NEC.

This effort to explore a new wireless solution for the NEC represents Amtrak's ongoing commitment to using technology to improve the passenger experience and increase satisfaction. *[Amtrak]*

### AMTRAK LONG-DISTANCE EQUIPMENT ORDER ADVANCES TO KEY MILESTONE

WASHINGTON - June 17, 2014 - The Amtrak program to modernize its long-distance train equipment has advanced to a key milestone as the first of four new passenger car types is in field testing.

“It is clear that Americans want a national system of intercity passenger rail and Amtrak is moving ahead to build new equipment to meet customer demand,” said Amtrak President and CEO Joe Boardman.

The first car type now in field testing is a baggage car and will be used on all 15 long-distance routes across the Amtrak national system. The updated design provides for improved reliability and maintenance, and better baggage loading/unloading procedures. Also, the new built-in luggage racks can secure unboxed bicycles to support the growing demand by passengers to bring their bikes onboard an expanding number of routes.

The field testing program has several elements, including compatibility tests to ensure the baggage car couples cleanly with, and can operate through a curve without interference with, numerous types of Amtrak cars

and locomotives. In addition, there are tests for speed, stability, braking, noise, interaction of the wheel sets with the rail as well as actual baggage handling.

Field testing will continue through October with the baggage car traveling on the Northeast Corridor and on routes to Chicago, New Orleans and Miami. The expectation is that new baggage cars will begin entering revenue service by the end of 2014.

The baggage cars are part of a larger order for 130 single-level long-distance passenger cars, including diner, sleeper and bag-dorm cars being built by CAF USA of Elmira, N.Y. All four car types will modernize the Amtrak fleet, improve reliability and maintenance, upgrade passenger amenities, travel at speeds up to 125 mph and replace units built as far back as the 1940s and 1950s. The diner, sleeper and bag-dorm cars will be used on eastern long-distance routes with the first units of each expected to begin field testing this summer.

Long-distance trains form the backbone of the Amtrak national system, connect small towns to major cities, support local economic development, deliver passengers to state-supported corridor trains and conduct interstate trade and commerce. Their principal mission is connectivity, and it is an increasingly important one to communities that have been losing their bus and air connections at a steady pace over the last decade.

Since 1998, Amtrak long-distance ridership has grown by roughly 20 percent, without the introduction of any new services, frequencies, or equipment. In FY 2013, long-distance ridership reached its highest point in twenty years with 4.8 million passengers. In addition, long-distance trains are, on average, as full on the peak leg of their trips as are the premium Acela Express services on the Northeast Corridor. [Amtrak]



**MODEST EARNINGS GROWTH IN 2014  
CREATES FOUNDATION FOR DOUBLE-DIGIT EARNINGS GROWTH BEGINNING  
IN 2015**

JACKSONVILLE, Fla., - May 8, 2014 - Despite the difficult winter conditions of the first quarter, CSX is positioned to capitalize on underlying economic strength and market opportunities in the balance of 2014 to grow earnings, Fredrik Eliasson, CSX Corporation executive vice president and chief financial officer, told investors and analysts at the Bank of America Merrill Lynch Global Transportation Conference in Boston.

"With winter behind us, volume growth has picked up strongly, and we have visibility to several million new tons of domestic coal as inventories are normalizing and natural gas prices have risen," Eliasson told investors. "With the broader economy remaining healthy and with this improved environment for our domestic coal business, we expect to produce modest earnings growth in 2014."

Through the first five weeks of the second quarter, CSX volume increased 9 percent, with broad-based growth across nearly all markets. Expectations for 2014 will represent the ninth time in the last ten years that CSX has produced earnings growth for investors, despite a 55 percent loss in domestic coal volume over the last several years.

"We have emerged from the reshaping of the energy markets as a stronger, more flexible and more customer-driven company," Eliasson said. "CSX is well positioned to deliver compelling results for our shareholders as we support manufacturing renewal, energy independence and global trade."

The company expects to again produce double-digit earnings growth and margin expansion beginning in 2015, and expects to sustain an operating ratio in the mid-60s longer-term. This builds on a foundation of success over the last ten years during which CSX increased EPS nearly 2000 percent with total shareholder return of nearly 500 percent, easily outperforming the broader market. [CSX Corporation]

**CSX DERAILMENT LEAVES CARS DANGLING OVER RIVER**

MCKEESPORT, Pa. - Twelve cars from a CSX Transportation mixed freight derailed late on the night of June 7 in suburban McKeesport, according to



local media reports. The mixed freight included four locomotives and 88 cars enroute to Connellsville from New Castle, Pa., when it derailed near the Jerome Street Bridge area of McKeesport.



Several railcars, including two steel coil cars and a gondola loaded with scrap were seen hanging over the Youghiogheny River early Sunday as a result of the derailment. The McKeesport Marina located below was evacuated as a precaution. Also, a section of West Fifth Avenue and Lysle Boulevard was closed until crews could safely remove the derailed

cars. The derailment occurred on the railroad's Pittsburgh Subdivision double track mainline, which is served by Amtrak's daily Capitol Limited.

[Trains News Wire and KDKA-TV Pittsburgh, Pa.]



**NORFOLK SOUTHERN BEGINS GP33ECO  
LOCOMOTIVE PROGRAM**

ALTOONA, Pa. - May 8, 2014 - Norfolk Southern's Juniata Locomotive Shop has begun a new rebuild program to convert older four-axle EMD locomotives to modern, low-emissions road switchers. The first locomotive to enter the program was NS GP50 No. 7004 in late April, which will emerge as GP33ECO No. 4700. At present, 25 GP50s are scheduled to move through the program and will be numbered NS Nos. 4700-4724.



**THE FIRST GP33ECO BEGINS TO TAKE SHAPE AT JUNIATA SHOPS IN LATE APRIL.  
PHOTO BY ALLEN RIDER - NORFOLK SOUTHERN**

The project is partially funded by Congestion Mitigation and Air Quality emission reduction grants from the states of Illinois and Georgia. Fifteen GP33ECOs will be assigned to the Chicago area and the remaining 10 will be based in Atlanta.

The program will take existing high-hood GP50s of Southern Railway heritage and rebuild them with new 12-710ECO prime movers producing 3000 horsepower, larger radiators to support separate aftercooling which will assist in meeting Tier-3 emissions standards, new crashworthy Admiral Cabs, EMD EM2000 microprocessor system, Automatic Engine Start Stop system, stand-by plug-in heaters allowing shutdown in cold weather, air conditioning, and other modern features.

Along with the 25 GP33ECOs, 13 RP-M4C slugs will be produced to create GP33ECOs mother-slug sets. Three mother-slug sets will be assigned to the Chicago area with the remaining 10 based in Atlanta. All GP33ECOs will be equipped with the necessary equipment and connections to be mothers for the slugs if necessary. "RP-M4C" stands for Remote Powered-Microprocessor 4-axle Cab. The PR-M4Cs will be of similar design to the 610-class RP-M4C slugs that are currently operating with Norfolk Southern GP59Es. Although specific road numbers haven't been selected yet, Norfolk Southern intends to assign 610-series numbers to the slugs.

[Chris Guss - Trains News Wire]

### LINEAGE LOGISTICS TO BUILD NS-SERVED COLD STORAGE FACILITY NEAR SOUTH CAROLINA PORT

Warehousing and logistics company Lineage Logistics announced plans to break ground on a 340,000-square-foot cold storage distribution facility in North Charleston, S.C., in July.

To be located in the Palmetto Commerce Park, the facility will have immediate access to the Port of Charleston and rail access via Norfolk Southern Railway. The facility will feature the latest high-capacity blast freezing technology and offer intermodal transportation options to provide customers a more efficient solution to access domestic markets and export proteins to international markets, Lineage Logistics officials said in a press release.

NS' partnership with Lineage presents an opportunity to export more refrigerated products from various inland points to world markets through the Charleston port, said NS Director of Marketing for Ag and Consumer Products Alan Julian.

The port has been registering strong refrigerated container growth. The addition of Lineage's cold storage and blast freezing facility will provide Charleston with increased capabilities to meet the needs of the growing cargo segment, said Jim Newsome, president and CEO of the South Carolina Ports Authority. [*Progressive Railroading*]



### WITH STATE AID, SEPTA BOARD OKs SPENDING BOOST

PHILADELPHIA - May 24, 2014 - SEPTA will spend about 3 percent more for transit operations in the fiscal year that begins July 1, and it will nearly double its spending on major construction and repair projects, thanks to an infusion of state money.

The SEPTA board unanimously approved a \$1.33 billion operating budget and a \$572 million capital budget Thursday, without discussion.

The operating budget, which includes no fare increases, provides money for a pilot program to resume 24-hour-a-day subway service on weekends, beginning this summer. It also assumes an increase of 3.7 percent in labor costs; SEPTA is in protracted negotiations with unions representing bus and subway operators, commuter rail engineers, and mechanics and cashiers.

The capital budget provides a large boost over the current \$308 million spending plan for construction, repairs, and new vehicles. The additional spending was made possible by a boost in state transportation funding approved in November by the legislature.

The money will go for such things as a long-delayed "smart card" electronic fare-payment system, federally mandated positive train control on the Regional Rail network, new buses and railcars, and repairs to bridges, tracks, passenger stations, and power substations.

The SEPTA board also approved a 30-year lease with the city that gives the transit agency control over much of the city-owned concourses beneath Center City.

SEPTA will now be responsible for the cleaning, maintenance, and repair of most of the concourse beneath Market Street between Eighth and 18th Streets, and beneath Broad Street from JFK Boulevard to Spruce Street.

PATCO will continue to be responsible for cleaning and maintaining the city-owned concourse beneath Locust Street and the area around its Eighth/Market Station, including the passageway between Market and Chestnut Streets.

The Center City District, which had been responsible for most of the concourse cleaning, will continue to clean the concourses around the commuter rail stations at Suburban and Market East Stations, under a SEPTA contract that expires at the end of 2017.

The CCD also will be responsible for maintaining the area beneath the new Dilworth Plaza under construction west of City Hall. [*Paul Nussbaum, Philadelphia Inquirer Staff Writer*]

### SEPTA ANNOUNCES START OF WEEKEND OVERNIGHT SUBWAY PILOT

*Trains will replace Broad Street & Market Frankford Line Nite Owl Bus Operations*

Philadelphia, PA - June 3, 2014 - SEPTA will launch a pilot program to offer 24-hour weekend service on the Broad Street and Market Frankford Lines with the start of summer transit schedules at 12:01 a.m. on Sunday, June 15. This initiative is aimed at accommodating the demand for subway service among late night riders on Fridays and Saturdays.

Trains will replace Nite Owl buses on weekends and holidays, including July Fourth and Labor Day. Buses will continue to operate Nite Owl service on weekdays. The service pilot will be in effect through the Labor Day Weekend for the "Made in America" festival.

A passenger guide with additional information and tips for riding is available online at [www.septa.org/service/all-night.html](http://www.septa.org/service/all-night.html)

Nearly 10,000 riders currently use the Nite Owl bus service on weekends. SEPTA's staff will evaluate ridership, staffing costs, overall security, and other factors to determine whether 24-hour weekend subway service will continue beyond the pilot program.

Few U.S. rail transit systems operate on a 24-hour schedule at any time, let alone on weekends. SEPTA itself is one such system in part, operating a 24-hour schedule for its Route 10, 13, 15, and 36 light rail lines, dubbed "NiteOwl" routes. [*SEPTA and Railway Age Rail Group News*]

## THIS MONTH ON THE PENNSY

### PRR, PRSL & LIRR EVENTS IN JULY

**July 18, 1893** - Fourth track opens between Malvern and Coatesville.

**July 3, 1898** - PRR completes new two-track steel truss bridge over Delaware River at Trenton for westbound tracks; together with 1892 bridge, gives a four-track crossing; 1876 two-track iron bridge adjacent to old Trenton-Delaware road bridge removed.

**July 6, 1903** - PRR signs agreement covering realignment through Borough of Marietta, Pa.

**July 4, 1908** - Air pressure taken off Tubes C & D of East River Tunnels, and officials and 300 employees of S. Pearson & Son walk from Long Island City to Penn Station in normal pressure.

**July 1, 1913** - PRR leases West Jersey & Seashore Railroad; creates West Jersey Division with headquarters at Camden.

**July 1, 1918** - Miss Bridgit E. Whalen, senior PRR female employee, retires as telegraph operator at Collier, W.Va., a job she has held since July 26, 1868.

**July 11, 1923** - Three-speed continuous train control with cab signals placed in service between Lewistown and Sunbury on Northern Central as experiment and use of block signals and train orders discontinued; first such installation in U.S.; installed by Union Switch & Signal Company; 12 locomotives equipped.

**July 24, 1928** - Amelia Earhart travels over PRR in private car from Chicago to New York; rides in locomotive cab between Pittsburgh and Altoona.

**July 10, 1933** - PRR begins container car service between Erie and New York with second morning delivery.

**July 16, 1938** - Baltimore Division abolished and merged into Maryland Division; headquarters of Maryland Division moved from Wilmington to Baltimore; Southern General Division remains at Wilmington; saves \$94,000 per year.

**July 25, 1943** - World War II peak day for traffic over Allegheny Mountain; 222 freight trains pass through Gallitzin Tunnels; 5,184 cars eastbound and

5,961 cars westbound or 11,145 cars total, plus about 120 passenger trains.

**July 1948** - Eleven PRR Cascade-series sleepers painted in Missouri Pacific Eagle colors for through service.

**July 31, 1953** - WAWA Tower removed from service.

**July 14, 1958** - PRR places 6 Budd "Pioneer III" MU cars in suburban service on Paoli and Media lines; PRR Class MP85; cars are later designated "Silverliner I's" by SEPTA; operate as one 6-car train to Paoli during rush hour and as three 2-car trains during day.

**July 23, 1963** - PRR receives last of 66 E44 electric freight locomotives.

**July 19, 1967** - Budd Company displays first of 40 Metroliner cars.

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

← 2nd National Jamboree →

**BOY SCOUTS  
of AMERICA**

**VALLEY FORGE PARK**  
June 30-July 6, 1950



**MAPS**  
RAILROAD FACILITIES  
VALLEY FORGE PARK  
PENNSYLVANIA RAILROAD STATIONS  
in Philadelphia

ISSUED BY  
**PENNSYLVANIA RAILROAD**

## TIMETABLE 07-14

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

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**Through Sunday, Nov. 2, 2014**

**Take a Ride on the Reading** - Artifacts, original paintings, posters, model trains, ephemera from the collection of the Reading Company Technical & Historical Society, 500 S. Third Street, Hamburg Pa.

**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.

**Sunday, July 27, 2014**

**Summer Hamburg Dutch Train Meet** at the Hamburg Field House, 123 South 4th Street, Hamburg PA 19526. Info: Ralph Maurer at 610-987-3144 or [ralphthetrainguy@yahoo.com](mailto:ralphthetrainguy@yahoo.com)

**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)

**Friday, Aug. 15, 2014**

**Annual Bill Wagner Summer Dinner** of the Philadelphia Chapter, NRHS at the Moonstruck Restaurant, 7955 Oxford Avenue near SEPTA's Fox Chase Regional Rail station. \$48.00 per person to Philadelphia Chapter, NRHS, P.O. Box 7302, Philadelphia, PA 19101-7302

**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)

**Sunday, Aug. 17, 2014**

**39<sup>th</sup> Annual Train Meet** by the Central Pennsylvania Chapter, NRHS at the Warrior Run Fire Dept. Social Hall, Second St., Allenwood, Pa. 9:00 am to 2:00 pm. \$3 Adm. Info: Dave Hollenbach, 570-524-4703 before 9:00 pm.

**Saturday and Sunday, Aug. 30-31, 2014**

**Railfest 2014** at Steamtown National Historic Site in Scranton, 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.toyshow.org](http://www.toyshow.org).

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



**ROUTE 741 EAST, STRASBURG, PA**  
[WWW.RRMUSEUMPA.ORG](http://WWW.RRMUSEUMPA.ORG)  
**717-687-8628**

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

**Tuesday, July 1 thru 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. 6, 2014** - Model Railroad Day

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

**Sunday, Oct. 5, 2014** - Garden Railways Tour



**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 thru Nov. 22, 2014** - Wine & Cheese Train - 6:00 or 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

Saturday, Sept. 6 & 13, 2014 - Murder Mystery Dinner Train - 6:00 pm

Saturday, Sept. 13 thru Sunday, Sept. 21, 2014 - Day Out with Thomas

Sunday, Sept. 14, 2014 - The Chocolate Express - 6:00 pm

Saturday, Sept. 20, 2014 - Seafood Express - 6:00 pm

Sunday, Sept. 21, 2014 - Flavors of Lancaster County - 6:00 pm

Friday & Saturday, Sept. 26-27, 2014 - Victorian Dinner Train - 6:00 pm

Friday thru Sunday, Sept. 26-28, 2014 - Steampunk unLimited and concert

Saturday, Oct. 4, 11, 18, 2014 - Oktoberfest

Sunday, Oct. 12, 2014 - Flavors of Lancaster County - 6:00 pm

Saturday, Oct. 25, 2014 - Murder Mystery Dinner Train - 6:00 pm



## JUNE, 2014 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, June 16, 2014. The meeting was called to order at 7:35 p.m. by President Tom Shenk with 33 members present. President Tom Shenk led those assembled in the Pledge of Allegiance.

**MINUTES:** President Tom Shenk asked for a motion to approve the May Membership Meeting Minutes. Steve Himpstl approved the motion and Glenn Kendig seconded the motion. The May membership minutes were approved as printed in *The Lancaster Dispatcher*.

**CHAPLAIN:** Chaplain David Stambaugh reported chapter member Louis Stoll is recovering from recent back surgery. Lou Hauck's wife, Deb's father is ill and not doing so well. Lawrence Snyder is still in the Lancaster General Hospital and will need to go to a full care facility.

**TREASURER:** Treasurer Richard Rutledge gave the Treasurer's Report for the month of May. Glenn Kendig made a motion to pay all of the chapter bills. Linda Himpstl seconded the motion. Richard received a 30-year pin from the Friends of the Railroad Museum, which he presented to President Tom Shenk. Tom will give the pin to Chapter Historian Evan Russell for the chapter archives. Richard announced there was an article about Ken Murry in the Milepost magazine. Richard also has ordered Microsoft Office Pro software for Ed Mayover (newsletter) your secretary (board and chapter minutes) Fred Kurtz and Ron Irwin (chapter membership).

**MEMBERSHIP:** President Tom Shenk thanked First Vice President Ron Irwin for running the May Chapter Membership Meeting in his absence. Tom announced new members Doug Henry from New Holland and Tom Steckler from Christiana.

**MEMORIAL FUND:** Tom Shenk reported there is a Memorial Fund set up for long time chapter member Ken Murry, who passed away in March. Tom received \$175.00 in donations so far. Tom thanked Richard Brenner for his donation to the fund. If anyone would like to give a donation in Ken's honor contact Tom Shenk.

**NATIONAL NEWS:** Fred Kurtz reported that the National Convention in Springdale, Arkansas was held Monday, June 9 to Sunday, June 15. Fred was at the Board Meeting held on Thursday, June 12 by telephone conferencing. There was nothing new to report on the Advisory Council from the Board Meeting. Fred announced the Fall Conference will be in November at Johnson City, Tennessee and the January meeting will be in Roanoke, Virginia. Mark Eyer (District Director) reported on the Friday, June 13 Emergency Board Meeting that was held in Springdale, Arkansas. Mark reported that 2013 membership was 11,537 members and in 2014 membership was 10,002 members - a 13% loss in membership. National

decided to postpone the new dues process they were planning for the 2015 year. Dues collections will stay the same for Chapter Members and be mailed out to everyone as usual. Due to National's financial situation, they decided to form a new Business Committee with five members to try and come up with ideas how to get National out of this financial situation. National has given control to this Committee over the next 8 months to see if they can get National back on track financially. Members of the committee are: Robert Ernst, Walt Westles, Steve Barry, Jeff Smith and Greg Molloy. National is also being sued from a recent accident and there are legal issues facing National as well. The Bulletin that National puts out is also an expense and something that needs to be looked at as far as cutting costs. Mark also urged members to send in their ballots to vote for the National officers.

**LONG RANGE PLANNING COMMITTEE:** Glenn Kendig announced some upcoming events at the Christiana Freight Station (10 Railroad Avenue). On Saturday, August 23 there will be a community yard sale. Indoor spaces and tables will be available to rent. Refreshments will also be available for purchase. A movie night is also planned for Saturday, October 18 at 6:30 p.m. (more details to follow at a later date). A vendor/craft show for Saturday, November 1. Vendors and crafters are needed (more details will also be at a later date). For any more information about any or all events call Cindy Kendig at 610-593-6313. The following chapter members are on the Committee: Glenn and Cindy Kendig, Steve and Linda Himpstl, Richard and Jane Rutledge, Ed Mayover, and Kevin Crouse. All chapter members are welcome to attend the Long Range Planning Committee meetings.

**TRIPS:** Dennis Allen reported the final payment for the Yellowstone trip is due July 1st.

**RADIOS, CABOOSE AND LIBRARY:** Steve Himpstl announced \$50.00 in donations from the sales of shirts and hats. The new file cabinets the chapter purchased are in the Library and were organized by Linda Himpstl. Steve reminded Chapter Members to visit the Chapter Library and take out books. Steve announced he will get rid of the old chapter radios. Steve reported that steel molding, body putty, and painting are being done on the caboose. Dennis Allen announced that NS trains (two units) have been going through Lititz (Wilbur) three or four times a week.

**ANNOUNCEMENTS:** Tom Shenk announced the next Board Meeting will be Monday, July 14 at Tom's new office. The address is 951 Rohrerstown Road Lancaster, Pa. 17601. Tom also announced upcoming Chapter Meeting dates. The Sunday, July 20 Chapter "Away" meeting will be at New Freedom Station, York County "Steam into History." There will be advance ticket sales in the June newsletter. Sale price tickets in advance (only good on Sunday's train) will be \$19.00 for members, guests will be \$25.00 and children 3-13 will be \$13.00. Regular price is \$28.00 but tickets or seats may NOT be available for purchase the day of the train. The train ride is at 2:30 p.m. and the Chapter Membership Meeting will be held afterwards in the open railcar. Monday, August 18 "Away" Chapter Membership Meeting will be held at Strasburg Rail Road. Strasburg Rail Road tickets on that day only are \$5.00 per ticket. Dennis Allen will be at the Strasburg Station so you can purchase your tickets. You may buy as many tickets as you desire on that day for \$5.00 to be used anytime. The Chapter Membership Meeting will be held in the open railcar. Tom announced the Annual Chapter Picnic date will be Sunday, September 28. Chicken BBQ and drinks will be provided. Guests are welcome for a cost of \$5.00. Everyone is requested to bring a covered dish to share. More information will be in the newsletter closer to the date. Monday, October 20 will be a Regular Membership Meeting at the Christiana Freight Station. Friday, November 21, will be the Chapter's Annual Banquet at the Revere Tavern (family style). Saturday, December 20 and Sunday, December 21 are the dates for the Chapter Christmas Open House. The Chapter Membership Meeting for December will be on its usual third Monday (December 15) with the Annual Chapter Christmas Party. Tom also announced the Monday, January 19, 2015 Chapter Membership Meeting will be cancelled. Toady Kennel found an interesting article on a local man who was killed in a railroad crossing accident. The article will be donated to the Chapter Library.

**ADJOURNMENT:** The Chapter Meeting was adjourned at 8:20 p.m. for the program. Tonight's program on *Chicago - 1985 & 1986 - A Look Back at Railroading in the Windy City Before the Mergers* was given by Mark Eyer.



### LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



### MORE PASSENGER EQUIPMENT FOR THE STEWARTSTOWN RAILROAD

The Stewartstown Railroad has acquired ex-Erie No. 300, ex-New Hope & Ivyland railbus. Believed to have originally been built for the Erie Railroad in the 1930s, the railbus was moved to the Stewartstown property in late January 2014 from the Walkersville Southern Railroad. Immediate plans include photographing and cataloging the railbus, and then developing a restoration plan.



**RAILBUS AS IT APPEARED ON THE ERIE RAILROAD**

The railbus as it exists now is comprised of the wheeled frame, engine, transmission and dashboard/control panel. Side panels and doors are currently stored separately. The roof was destroyed over 20 years ago during a move to the Walkersville Southern, and will need to be rebuilt from scratch.

Photos seem to show that the railbus, which is powered by a Chevrolet 'Stovebolt' 6-cylinder engine with a three-speed manual transmission, originally sat 12 passengers. The railbus appears to have been manufactured by the Kalamazoo Railway Supply Company, though that is not certain. [Baltimore Chapter, N.R.H.S. - INTERCHANGE - photo from Friends of the Stewartstown Railroad, Inc., Seven-Point-Four newsletter]



### MORE OIL-BY-RAIL HEADS TO REGION'S REFINERIES

PHILADELPHIA - May 15, 2014 - At the Delaware River wharf where Appalachian coal trains once unloaded their cargo, 108 rail tankers lined up Tuesday to deliver a new distant energy source - crude oil from North Dakota.



**THESE BLACK TANK CARS, WHICH EACH HOLD 700 BARRELS OR 29,400 GALLONS OF CRUDE OIL, ARE OF A NEWER, STURDIER DESIGN THAN THE OIL TRANSPORTATION INDUSTRY IS UNDER PRESSURE TO ADOPT. CLEM MURRAY - STAFF PHOTOGRAPHER**

The Eddystone Rail Facility, built on leased land surrounding an aging Exelon Corp. power plant, is the latest oil-by-rail facility to open in the area, adding capacity to handle the cheap domestic crude oil that has become the salvation of the region's financially embattled refineries - but has also raised safety concerns about unprecedented rail movements of oil.

"If we didn't do what we did, the refineries are gone," said Jack Galloway, who created

Eddystone Rail Co. and enlisted Enbridge Inc., one of North America's largest energy distributors, as the operating partner in the project.

The Eddystone facility is designed to receive 80,000 barrels of light North Dakota crude a day, where it is unloaded into a storage tank, and then

pumped onto barges and delivered to refineries along the Delaware River. The investors aim to eventually double capacity to 160,000 barrels a day, or about two "unit" trains containing 120 rail cars.

Philadelphia Energy Solutions and PBF Energy opened oil-by-rail yards last year at their refineries to cash in on the reduced cost of domestic oil compared with imports.

The Eddystone Rail Co. is a merchant operation. "We're not married to a single refinery," said Galloway.

One client is the Monroe Energy refinery owned by Delta Air Lines just a few miles away in Trainer, which does not have room for its own rail yard. Monroe currently receives its domestic crude by barge from Albany, N.Y., where it is delivered by rail at a Hudson River terminal.

As with many energy booms, this oil-by-rail phenomenon comes with a dark side. A series of fiery derailments in the last year involving North Dakota Bakken crude oil has raised concerns about whether authorities are fully prepared for the risks.

The environmental group Clean Water Action on Monday submitted a right-to-know request to Philadelphia's Office of Emergency Management, demanding that it release risk assessments, evacuation plans, and response plans to communities along the rail routes.

Galloway does not dismiss safety concerns, but said oil and other hazardous commodities have been moving by rail through populous areas for a long time, and industry is responding by improving safety measures.

"If that's the way to save a domestic refining business and improve the balance of trades, then everybody has to step up," he said.

The Eddystone project cost \$140 million to build, twice its initial estimate. Construction costs soared because of winter-weather delays. More than 600 people were involved in laying the tracks, restoring an existing 200,000-barrel storage tank on the site, and installing pumps and pipe work.

Enbridge employs 11 people to manage the facility. An additional 33 are employed by Railserve Inc., the contractor that switches the trains, pumps out the rail cars, and loads the barges.

The mile-long trains are broken into two parts and travel like a merry-go-round on two concentric loops of rail that encircle the Exelon power plant. Forty cars can be unloaded at one time. The facility contains 14,000 feet of rail.

The facility is linked to Conrail's Chester Secondary line. The route is served by Norfolk Southern and CSX rail lines.

Steven Turnbull, Enbridge's senior manager of rail services, called the facility state-of-the-art. It includes an underground containment system to collect any spills, a foam fire-suppressant system, and monitors to detect explosive gas leaks.

"I've spent 37 years in the refinery business and I have never seen the level of atmospheric detection system we have here," said Turnbull.

The facility also includes a vapor recovery system to collect the emissions from the crude oil and pump them back into the railcars.

"We export the fumes back to North Dakota," said Erik L. Johnson, the vice president of Canopy Prospecting.

Tuesday's Norfolk Southern train, the second to make a delivery to Eddystone since the facility was inaugurated last week, arrived at 4 a.m., so its transit through the Philadelphia area was largely unnoticed.

The black tank cars, which each hold 700 barrels or 29,400 gallons of crude oil, were of a newer, sturdier design that the industry is under pressure to adopt because older cars are vulnerable to puncture during derailments.

The cars are owned by Bridger Logistics L.L.C., the Dallas trading firm that is marketing the oil moved through the Eddystone facility.

While much of the public discussion of the crude-by-rail boom has focused on safety issues, the industry says the domestic oil boom has saved the country billions of dollars in imports.

The head of the Carlyle Group, the investment firm that rescued the former

Sunoco refinery in South Philadelphia in 2012, last week said that domestic crude now accounts for most of the raw material processed at the Philadelphia Energy Solutions refinery.

The switch to domestic crude reduced oil imports by \$10 billion a year, Daniel A. D'Aniello, chairman and cofounder of the Carlyle Group, told the Greater Philadelphia Area Chamber of Commerce.

"We're sort of still waiting for the thank-you note from the White House," he said.

Nearly a quarter of all of the oil produced in North Dakota is now consumed at the Philadelphia refinery, he said. *[Andrew Maykuth, Philadelphia Inquirer Staff Writer]*



### PENNSYLVANIA GROUP SAVES HISTORIC GE BOX CAB LOCOMOTIVE

NORTH EAST, Pa. – The Lake Shore Railway Historical Society and Museum has saved the last General Electric 23-ton box cab locomotive ever built for domestic use. The husky little yellow diesel locomotive was built in 1939 and was moved to Erie County, Pa., in late April and is now on display at the museum in North East. The engine was built "for stock" and was eventually used throughout New York, including at Lehigh Portland Cement south of Albany, N.Y., and several steel mills around Buffalo, N.Y.



"This locomotive was built in

September 1939 as the last of six similar locomotives built that year," says Lake Shore President Ray Grabowski, Jr. "It now becomes the oldest General Electric locomotive preserved at Lake Shore Railway Museum."

Museum officials say the engine is surprisingly intact considering its age and that they are confident that it will run again. The engine was moved by truck from Buffalo by Scott Symans of Dunkirk, N.Y. Costs of the move were covered by the historical society's "Locomotive Rescue Fund." For more information about donating to the fund, visit the group's website. The engine can be seen Wednesday through Sunday. *[Edited from Trains News Wire - Photo by Lake Shore Railway Museum]*



### WESTERN MARYLAND SCENIC TO ACQUIRE, RESTORE C&O 2-6-6-2

CUMBERLAND, Md. - Thanks to the efforts of the Western Maryland Scenic Railroad, former Chesapeake & Ohio 2-6-6-2 No. 1309 will operate once again. The locomotive will be restored to operating condition as it finds its new home this summer in Cumberland. An agreement between the Baltimore & Ohio Railroad Museum and the Western Maryland Scenic will allow for the transporting of the locomotive from its current home in Baltimore to Cumberland for operation. The Mallet-type locomotive has been at the museum since 1972.



**C&O CLASS H-6 No. 1309 IN REVENUE SERVICE.**  
C&O PHOTO.

No. 1309 was the last domestic mainline steam locomotive manufactured by the Baldwin Locomotive Works in September 1949, and is one of two C&O H-6 locomotives preserved today.

Western Maryland Scenic officials say the restoration of No. 1309 will begin shortly after transport to the railroad's Ridgley, W.Va., shops this summer. Shop

managers have evaluated the locomotive and determined it to be an ideal candidate for operation on the mountainous tourist line. A preliminary budget has been established by the railroad, which has declined to give specific dollar figures, instead choosing to identify the cost in the "six-figure" range.

Currently, Western Maryland Scenic 2-8-0 No. 734 serves as the only operational steam locomotive on the 17-mile railroad. Federal regulations require a complete overhaul for No. 734 at the completion of the 2015 season. The railroad's goal is to complete the restoration of No. 1309 in time for the 2016 season, which opens in April.

Preliminary assessments by the railroad indicate that little work will be needed at Frostburg to accommodate No. 1309. Crews are evaluating the need to expand the siding at Frostburg to accommodate No. 1309 on some of its longest passenger trains.

Railroad officials believe that the acquisition and operation of this unique piece of C&O history will increase ridership, while also reducing operating costs over time. Currently, on some of its longest passenger trains, No. 734 requires the assistance of diesel helpers, which creates an additional fuel expense. The restoration of No. 1309 will eliminate the need for diesel supplements on the line's 2.8 percent grade.

"We are proud to have this wonderful opportunity to restore and operate such a historic and rare locomotive of this size, bringing even more history to the Western Maryland Scenic Railroad," says Jody Shaw, Western Maryland Scenic's media coordinator.

This locomotive will be the focus of the railroad's preservation fundraisers this year and next. The railroad is seeking both volunteers and donations for the restoration.

The railroad's "Steel Wheels" festival, to be held Sept. 26-28 in Cumberland, will allow enthusiasts a chance to document and photograph No. 1309 in its earliest phase of restoration at the Ridgley Shops.

For more on the Western Maryland Scenic, go to [www.movingfullsteamahead.org](http://www.movingfullsteamahead.org). *[Chase Gunnoe, Trains News Wire]*

### ST. LOUIS MUSEUM OF TRANSPORTATION AND VIRGINIA MUSEUM OF TRANSPORTATION TO TRADE HISTORIC LOCOMOTIVES

NORFOLK, VA. - May 28, 2014 - The Museum of Transportation, St. Louis, and the Virginia Museum of Transportation are in discussions to bring Norfolk and Western Y6a steam engine No. 2156, currently in the St. Louis museum, back to its place of origin at Roanoke, Va., on a five-year loan for display at the Virginia museum, in a transaction facilitated by Norfolk Southern.



**N&W CLASS Y6A No. 2156 AT THE ST. LOUIS MUSEUM OF TRANSPORTATION IN 2007. PHOTO BY TRACY BONE.**

In exchange, the Virginia museum will send to St. Louis a Southern Railway diesel General Motors EMD FTB unit to complement the St. Louis museum's FTA demonstration unit.

"This will reunite the last surviving Y-class locomotive, one of the hardest pulling steam locomotives ever built, with the J-611 and the

A-1218 in Roanoke, where all three were designed and built by Norfolk and Western," said Molly Butterworth, cultural site manager for the St. Louis Museum of Transportation. "In return, our historic FTA, built in 1939 to demonstrate to the rail industry the efficiency of diesel power, will be reunited with its complimentary B unit."

"We are thrilled to welcome the Y6a home again," said Bev Fitzpatrick, executive director of the Virginia Museum of Transportation. "We're grateful

to the St. Louis Museum of Transportation for this opportunity to reunite three powerful sisters of steam in their home town."

The Virginia Museum of Transportation, Virginia's official transportation museum, is home to two of the most powerful steam locomotives in existence today: the N&W Class A 1218 and the N&W Class J 611. The Museum attracts visitors of all ages from across the U.S. and around the world. Through exhibits, artifacts, and an outstanding collection of rail equipment, cars, trucks, airplanes, and more, the Museum tells the story of Virginia's rich transportation history. [Edited from Norfolk Southern Corp.]



#### ILLINOIS RAILWAY MUSEUM PLANS TO RETURN ELECTROLINER TO OPERATION

UNION, Ill. - June 16, 2014 -The Illinois Railway Museum has raised \$111,000 toward its goal of \$150,000 to begin electric motor work on the museum's Chicago, North Shore & Milwaukee Electroliner cars Nos. 801-802. The museum is attempting to raise \$500,000 as part of its Campaign for the Electroliner, an effort to restore the Liner to operation by its 75th anniversary in 2016.



The museum's plans include motor work, new upholstery, and rehabbing most of the interior. The first milestone is to get the train to operate reliably under its own power and then move on to the heating and air conditioning system.

If the museum can obtain the \$150,000 for motor work, the eight motors can be removed and sent out to a contractor

this summer, museum volunteer Tom Sharratt tells *Trains News Wire*. Over the weekend, the museum received confirmation of a \$5,000 National Railway Historical Society grant toward the restoration.

After the motors are repaired, the second phase of the project will involve replacement of the air conditioning system – essential to operation since the train is a sealed unit. This is estimated to cost \$75,000. IRM also wants to reinstall electric griddles in the tavern lounge where the famed "Electroburgers" were prepared. The estimated cost is \$10,000. The third phase involves re-upholstering the seats, cleaning and painting as necessary. This will cost an estimated \$100,000. The museum is also budgeting \$135,000 for unknown problems that might crop up in such areas as electrical wiring and control systems, the brake system, and plumbing.

The North Shore Line interurban operated between Chicago and Milwaukee. In 1939 it began a modernization program. The most significant component of the program was the purchase of two four-car articulated streamlined "Electroliner" trainsets from St. Louis Car Co. The two end units included operating cabs and smoking and non-smoking coach seating. There was also an additional coach and a tavern lounge. The Electroliners entered service on Feb. 9, 1941, with each trainset scheduled to run five one-way trips in Chicago-Milwaukee service every day at speeds up to 90 mph. The Electroliners continued in service until the end of the railroad on Jan. 21, 1963, and then saw service as "Liberty Liners" on the Southeastern Pennsylvania Transportation Authority's Norristown High Speed Line from 1964 to 1980. Both trainsets were preserved.

To make a donation to the Campaign for the Electroliner go to [www3.irm.org/store](http://www3.irm.org/store). Donations by mail may go to Illinois Railway Museum, P.O. Box 427, Union, IL 60180. [Steve Glischinski - *Trains News Wire*]

#### THIS MONTH'S BANNER PHOTO

To celebrate the Independence Day holiday, we have flag-draped PRR K4s No. 5353 westbound at Crestline, Ohio. This is most likely a special train that has stopped while the conductor and engineer compare their watches.

Henry C. Burkhardt photo, William J. Ayers collection, courtesy of the PRRT&HS.

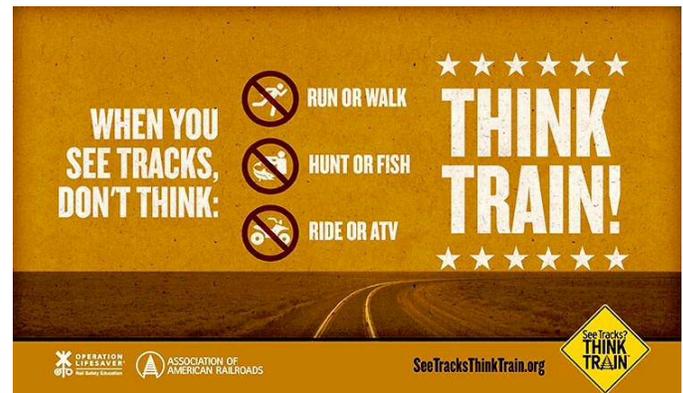
#### MODELER'S CORNER



Broadway Limited Imports has released an HO scale SD40-2 in the Reading and Northern green and yellow paint scheme. The locomotive is available in road numbers 3050 and 3052 with sound/DC/DCC. MSRP is \$269.99, although the internet hobby shops show

lower prices. For further information, see [www.broadway-limited.com](http://www.broadway-limited.com)

#### OPERATION LIFESAVER REMINDS YOU...



Welcome  aboard!

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

Doug Henry - New Holland, PA.

Tom Steckler - Christiana, PA.

#### 75 YEARS AGO THIS MONTH

JULY 4, 1939



PRR CLASS E6s No. 3000 ON A WARM 1939 INDEPENDENCE DAY AT TUCKAHOE, NEW JERSEY. PHOTO BY WILLIAM GRANVILLE - GEORGE RITZ.

***“INSIDE THE BACK PAGE”*****UPCOMING LANCASTER CHAPTER ACTIVITIES****JULY 14, 2014 - MONDAY, 7:30 PM - TRAVEL TIME OFFICE - CHAPTER BOARD MEETING**

Please note that the Travel Time office has moved to 951 Rohrerstown Road, Lancaster, Pa. 17601.

**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. Order form for tickets was in the June newsletter.

**AUGUST 18, 2014 - MONDAY, 6:00 PM - STRASBURG RAIL ROAD - “RIDE THE RAILS” MEMBERSHIP MEETING**

Arrive early at the Strasburg Rail Road station to board the 7:00 pm train for a relaxing ride to Paradise. Upon returning to Strasburg, we'll have our Membership Meeting in a Strasburg passenger car. Restrooms will be available at the station and the shops and restaurant close 15 minutes after the train returns to Strasburg. Purchase your tickets from the Chapter at the reduced price of \$5.00 each. Bring your friends to this fun-filled meeting.

**SEPTEMBER 28, 2014 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC**

The Chapter will provide its famous Barbeque Chicken and drinks. Members are asked to provide their own place settings and a covered dish to share. Bring a container or Ziploc bags to take food or chicken home. Picnic is free for Chapter members and \$5.00 for guests. Join your Chapter friends for a leisure, fun-filled afternoon with great food, drinks, snacks and desserts while watching Amtrak trains pass the historic Christiana Freight Station and our Chapter's beautiful Conrail caboose.

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

Tom Jordan, our friend from Yorkrail and Tom Sweeney, who's a member of the Harrisburg Chapter, NRHS and a retired Army colonel who was in the military railway service, will present an interesting program on the history of the military railway service. Tom has a very good presentation which was presented at the Harrisburg Chapter and the Friends of the Railroad Museum of Pennsylvania.

**NOVEMBER 21, 2014 - FRIDAY, 6:00 PM - HISTORIC REVERE TAVERN - ANNUAL CHAPTER BANQUET**

We return to the Historic Revere Tavern, one of the Chapter favorites, with a terrific Family-style meal, fellowship and door prizes. Order form for tickets will be in the October issue of *The Lancaster Dispatcher*.

**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



**THE LANCASTER CHAPTER, N.R.H.S. BOARD OF DIRECTORS WISHES  
ALL CHAPTER MEMBERS, FRIENDS AND E-MAIL READERS A VERY  
HAPPY AND SAFE INDEPENDENCE DAY HOLIDAY.**

THE “PHILADELPHIA” TRAVEL POSTER WAS COMMISSIONED BY THE PENNSYLVANIA RAILROAD IN 1955.

**LANCASTER CHAPTER BOARD of DIRECTORS**

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**MEMBERSHIP MEETING NOTICE**

**THE "AWAY" MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT STEAM INTO HISTORY, NEW FREEDOM, PA ON SUNDAY, JULY 20, 2014, STARTING AT 2:00 PM.**

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



**CHAPTER WEBSITE: WWW.NRHS1.ORG**

THE LANCASTER DISPATCHER IS PUBLISHED MONTHLY AS THE NEWSLETTER OF THE LANCASTER CHAPTER, NRHS AND IS MAILED TO EACH MEMBER OF THE CHAPTER AS ONE OF THE BENEFITS OF MEMBERSHIP. ANNUAL MEMBERSHIP DUES ARE \$70 (INCLUDES BOTH LANCASTER CHAPTER AND NATIONAL). OPINIONS AND POINTS OF VIEW EXPRESSED HEREIN ARE THOSE OF THE EDITOR, STAFF OR CONTRIBUTORS AND NOT NECESSARILY THOSE OF THE MEMBERSHIP, OFFICERS, OR THE NRHS. THE DEADLINE FOR ALL ITEMS SUBMITTED IS THE THIRD MONDAY OF THE PRECEDING MONTH. ADDRESS CHANGES OR CORRECTIONS SHOULD BE SENT TO: RON IRWIN, 15 HIGHLAND DRIVE, LANCASTER, PA 17602-3313 OR EMAIL: RIRWIN@NRHS1.ORG.

**PLEASE DELIVER PROMPTLY !!!  
FIRST CLASS MAIL !!!**

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CLASS  
MAIL**

*Forwarding and Address Correction Requested*

**LANCASTER CHAPTER, N.R.H.S.  
10 RAILROAD AVENUE  
CHRISTIANA, PA 17509-1416**