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Penny's New York-Philadelphia Runs Made by Electricity

Transit Journal News - January 21, 1933

Electric train service between New York and Philadelphia was started on January 16, 1933 by the Pennsylvania Railroad. The 9 o'clock train left Pennsylvania Station drawn by an electric engine especially designed for the service. On the run from Philadelphia, the first train to pull into Pennsylvania Station under electric power arrived at 3 p.m.

The initial electric service consists of four round trips. It will be increased, gradually, until the entire schedule of trains between the two cities is electrically operated. For the time being 12 modern electric engines will constantly be in use. At present, no change in the schedules of these trains will be made.



PENNSYLVANIA RAILROAD MODIFIED P5A No. 4775 POWERS THE WASHINGTON TO NEW YORK LEGISLATOR AT THE SCHUYLKILL RIVER BRIDGE IN PHILADELPHIA - 1935
CLASSIC TRAINS COLLECTION

Through trains between New York and Washington will begin running under electric power as far south as Wilmington, Delaware sometime in March. The change of engines will be made at Wilmington.

A grand total of 72 electric engines will be required to handle this complete electric passenger service in the Wilmington, Paoli, Philadelphia-New York territory. Practically all of them have been delivered. Suburban trains of the multiple-unit type will continue to be operated between Philadelphia and Trenton, and between New Brunswick and New York and Jersey City.

The Pennsylvania Railroad now has under electric operation more than 1,450 miles of track. All of its passenger lines entering Philadelphia are so equipped. With that city as the hub, this improvement extends westward on the Main Line to Paoli, on the south to Wilmington and the branch line extending to West Chester, to Norristown on the Schuylkill Valley line, the entire Chestnut Hill branch, and on the east to New York City and the western portion of Long Island.

Inauguration of electric train service between New York and Philadelphia on January 16th marks the completion of an important portion of the \$100,000,000 electrification program, announced on November 1, 1928, to cover both passenger and freight train service at the Pennsylvania Railroad's eastern terminals. The work is being carried out over a period of years, It will embrace, in its entirety, all train service, both freight and passenger, between New York, Philadelphia, Baltimore and Washington. (Baltimore Chapter, N.R.H.S. - INTERCHANGE)





THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



CONSTRUCTION BEGINS ON AMTRAK SERVICE TO ROANOKE

The first phase of construction of a rail platform that will be part of an Amtrak service expansion to Roanoke, Va., has begun, Virginia Gov. Terry McAuliffe announced Nov. 12.

Involved in the project are the Virginia Department of Rail and Public Transportation (DRPT), the city of Roanoke, Amtrak and Norfolk Southern Corp. Anticipated to start in 2017, the Amtrak service to Roanoke will be an extension of the Northeast Regional train from Lynchburg, Va. It has been 34 years since an intercity passenger train has served Roanoke.

"Bringing passenger-rail service back to Roanoke will be an enormous economic driver for the region and the entire commonwealth," said McAuliffe in a press release.

The service will provide a same-seat trip from Roanoke to Lynchburg, Washington, D.C., Baltimore, Philadelphia and Boston.

Virginia is committed to reducing traffic congestion by offering alternate transportation choices to driving on congested highway corridors such as Interstate 81, Route 29, I-95 and Route 460, while expanding mobility and increasing connectivity for travel throughout the regions served by and along the Northeast Corridor, Virginia officials said.

"There is high demand for passenger-rail service in Virginia as demonstrated by considerable ridership growth throughout the commonwealth," said Jay McArthur, Amtrak's principal officer of state partnerships. "We have developed a strong partnership with the commonwealth and look forward to Roanoke as another service expansion in Virginia's successful rail program, providing passengers with a convenient and pleasant service to Washington and other Northeast Corridor destinations."

Roanoke is the latest step for Virginia to lead the way as one of the few states in the country to successfully negotiate the addition of new intercity passenger-rail service in major rail corridors, balancing freight and economic development needs with additional intercity passenger rail options, Virginia officials said.

"Norfolk Southern and DRPT have a track record of success in implementing passenger service in Virginia," said James Hixon, NS' executive vice president of law and corporate relations. "We have made investments in our network, here in Roanoke and across the state, to ensure that passenger service is done safely and efficiently." [Edited from *Trains News Wire*]

AMTRAK SHIFTS 'VERMONTER' ROUTE

SPRINGFIELD, Mass. - Amtrak moved its *Vermont* service to the "Knowledge Corridor" (former Boston & Maine route from West Springfield, Mass., to Brattleboro, Vt. - Ed.) in northern Massachusetts on Dec. 29, 2014. The new route features stops in Greenfield and Northampton. The train will also add a stop in Holyoke later in 2015 when work is complete. The added stops due to the reroute will replace service provided to Amherst station, which ended on Dec. 28.

The restoration of train service to the Knowledge Corridor has been a goal of the Massachusetts Department of Transportation and Gov. Deval Patrick's administration, who have been leading the effort to improve the Pan Am Southern trackage.

The new, shorter route has not brought improved running times just

yet. "The schedule shown is the *Vermont*'s initial schedule," Amtrak spokeswoman Christina Leeds tells *Trains News Wire*. "Schedule adjustments will be implemented in the coming months upon completion of additional infrastructure improvements."

Amtrak worked with local authorities to raise rail safety awareness by meeting with community groups and schools.

Funding for the project was provided through the Federal American Recovery and Reinvestment Act.

AMTRAK REPORTS RECORD FISCAL-YEAR REVENUE, LOWEST OPERATING LOSS SINCE 1973

Amtrak continued to get its financial condition on track during fiscal-year 2014 by generating record revenue of \$3.2 billion and registering a federally funded operating loss of \$227 million — the lowest level since 1973, the national intercity passenger railroad announced Nov. 25.

In FY2014, which ended Sept. 30, Amtrak covered 93 percent of its operating costs with ticket sales and other revenue, up from 89 percent the year before. The unaudited operating loss of \$227 million represented a 37 percent decrease from FY2013's operating loss and 52 percent drop from FY2007's mark, Amtrak officials said in a press release.

As a result of the railroad's strong performance, long-term debt reductions of 61 percent over the past seven years and other factors, Moody's Investor Service confirmed Amtrak's A1/Stable debt rating as of Nov. 12, they said.

"Our efforts to operate a more financially sound railroad for our stakeholders continues to exceed expectations," said Amtrak President and Chief Executive Officer Joseph Boardman. "Amtrak's customer value proposition improves each year as seen by our continued ridership and revenue growth for the better part of the past decade."

Amtrak officials attributed the improved financial performance to an ongoing corporate restructuring program that features increased financial transparency, a de-leveraged balance sheet, an emphasis on improved service and increasing ridership.

The railroad also is developing the infrastructure and organization, and employing the equipment needed to ensure its growth continues, Amtrak officials said. In recent years, the railroad has expanded state-supported services, introduced Wi-Fi and eTicketing technologies, procured new equipment for the Northeast Corridor and long-distance services, implemented a major planning effort for next-generation high-speed rail and installed positive train control equipment.

To meet future passenger demands, increased levels of federal capital investment are needed to improve, expand and replace the aging infrastructure that supports intercity passenger rail, said Boardman and Amtrak Chairman Tony Coscia.

"Our financial performance over the past year is the clearest indication yet that Amtrak's investments, operating efficiencies and focus on its customers is paying off," said Coscia. "As we continue to make improvements in our operating and financial performance, we call upon the federal government and our stakeholders to support the capital investments necessary to keep moving Amtrak forward." [Progressive Railroading]

AMTRAK BUSINESS TRANSFORMATION EARNS INDUSTRY AWARDS

WASHINGTON - Dec. 1, 2014 - Amtrak is earning industry awards for its business transformation that has reduced costs, restructured performance management and differentiated pay, strengthened career growth and

development opportunities, implemented best-in-class recruitment and retention strategies, and created a Total Rewards compensation and benefits structure. Amtrak received the 2014 Global HR Top 10 Breakaway Leaders Award sponsored by Evanta which recognizes human resources leaders who are revolutionizing their company's competitive position in the evolving economy. Amtrak also received the 2014 Optimas Award from Workforce magazine that recognizes human resources and workforce management initiatives that achieve business results. It was awarded in the General Excellence category for its initiatives designed to keep the train operator chugging along for years to come.

"Our business transformation is being driven by the Amtrak board of directors and President and CEO Joe Boardman and his executive management team who are committed to fulfilling Amtrak's mission of moving America where it wants to go while ensuring our customers get a consistent, high-quality travel experience," said Barry Melnkovic, Chief Human Capital Officer, Amtrak. "At the heart of this mission are Amtrak employees. We aligned people, programs, practices and policies with the strategic goals of the company to optimize financial results of America's Railroad® as a team."

Amtrak's corporate restructuring is creating a foundation for employees to fulfill the company's mission and its strategic goals to provide intercity passenger rail service with superior safety, customer service and financial excellence. [Amtrak]

BOMBARDIER BYPASSES NEXT AMTRAK HIGH SPEED RAIL ORDER

Bombardier Inc., a tenacious fighter in landing the first Amtrak Acela Express contract at the turn of the century, announced it will not compete for Amtrak's next-generation order of high speed rail equipment for the railroad's Northeast Corridor (NEC).

Bombardier, making the announcement Monday, Dec. 8, 2014, said its decision was made in part due to Amtrak making changes in its specs for its upcoming order.

Amtrak is expected to purchase 28 trainsets capable of speeds up to 160 mph, and may announce its preferred supplier by next spring. Its Request for Proposals (RFP), due last Oct. 1, reportedly drew interest from Seoul, South Korea-based Hyundai Rotem, and while Siemens AG has not affirmed its interest outright in the Amtrak order, its display of HSR equipment at APTA Expo 2015 in Houston last October was seen as a marketing bid for both Amtrak's NEC and California's HSR business.

Bombardier produced the first Acela Express trainsets in tandem with Alstom SA, with equipment placed into service beginning in 2000. Technical glitches initially plagued the new gear at first, generating friction amongst Amtrak, Bombardier, and Alstom, with the two suppliers leveling lawsuits at each other prior to a settlement in 2004.

The two suppliers beat out other bids from Siemens and ABB for the Acela order, though test equipment offered by each company for demonstration on the NEC during the 1990s made the choice a difficult one for Amtrak from a public relations perspective. [Railway Age Rail Group News]

MICHIGAN MAN CHARGED AFTER ATTACKING AMTRAK CONDUCTOR, PASSENGERS

NILES, Mich. - Dec. 8, 2014 - A 44-year-old Michigan man has been charged with four counts of attempted murder after allegedly stabbing three passengers and a conductor on an Amtrak passenger train in Niles on Friday night, Dec. 5.

Michael Williams of Saginaw is being held on \$1 million bond in the Berrien County Jail, according to NBC News.

Train No. 364 was traveling between Chicago and Port Huron when the attack happened at Niles.

Niles Police Chief Jim Millin says police dispatch received a call from the train around 7 p.m. from someone reporting a suspicious person, the

Associated Press reports. When police arrived at the Niles station, the attack was already underway, Millin says. Police stormed the train and used a Taser on the suspect before taking him into custody.

The four victims were taken to area hospitals and were in stable conditions on Sunday evening. Police have not released a motive for the attack, but Williams' grandmother tells the Associated Press that the man had mental issues following his service in the military.

Amtrak spokeswoman Kimberly Woods tells the AP that the Amtrak Police Department is helping Niles city police with its investigation.

She says the company arranged alternate transportation for 172 passengers also onboard the train. [Trains News Wire]

AMTRAK'S COSCIA, SMART'S PREVISICH ASK CONGRESS TO BOOST PASSENGER-RAIL INVESTMENTS

Amtrak Chairman Anthony Coscia on Dec. 10 called on Congress to provide long-term, dedicated capital investments to develop and implement passenger-rail service along rail corridors between major U.S. cities.

Testifying before the Senate Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety and Security, Coscia said such investments would "unlock intercity passenger rail's potential" and, as a result, would stimulate the economy.

"Amtrak's growth over the past 10 years, especially on intercity corridors between 100 to 500 miles, hints at the tremendous opportunity of developing a robust, nationwide passenger-rail system focused on city pairs," Coscia said in a prepared statement. "In such corridors throughout the globe, high speed and higher-speed trains are not only an essential mode of transportation, but also a significant driver of local development and economic growth."

The United States should "fully embrace" investment in passenger rail to strengthen its economy and "improve the quality of our lives," he added.

When the new Congress convenes in January, it should consider approving the creation of a Transportation Trust Fund that recognizes the importance of intercity passenger rail, said Coscia.

A multi-year funding mechanism also would enable Amtrak to build major capital projects that would allow for faster and more reliable rail service between cities, he added.

John Previsich, president of the transportation division of the International Association of Sheet Metal, Air Rail and Transportation Workers (SMART), also called on the committee and Congress to pass long-term transportation funding that includes predictable, dedicated sources of funding during his testimony on Wednesday.

"Amtrak has set ridership records in 10 of the last 11 years, and polling that our union has commissioned throughout the country shows overwhelming support for more service and increased funding for Amtrak," said Previsich in a prepared statement.

Although Amtrak ridership has been growing, inadequate federal funding has caused the rail system to age and deteriorate. Meanwhile, other countries — most notably China — are investing heavily in modern passenger-rail systems, "leaving American competitiveness, and American workers, further and further behind," said Previsich.

"Passenger rail reauthorization is an opportunity to make needed investments in a critical segment of our transportation system," he said.

[Progressive Railroading]



CSX REAFFIRMS FOURTH-QUARTER OUTLOOK AND LONGER-TERM PERFORMANCE

JACKSONVILLE, Fla. – Dec. 3, 2014 – CSX is on track to deliver fourth-quarter financial results similar to the levels achieved in the third quarter, as service remains stable in the midst of the fall peak and the beginning of

strong winter weather conditions in the Northeast, Chief Financial Officer Fredrik Eliasson told investors and analysts at the Credit Suisse Global Industrials Conference today in New York.

"Fourth-quarter volume is tracking at the level we expected, and we are seeing strength across nearly all markets we serve," Eliasson said. "Longer term, we remain focused on the three key levers that deliver superior shareholder value: pricing above inflation, driving ever more efficient operations and growing our merchandise and intermodal businesses faster than the economy by developing new customers on our network, investing in our intermodal business and leveraging the benefits of the new energy environment."

Service excellence for customers is the foundation of CSX's ability to leverage those key drivers, Eliasson said, which is why CSX is making critical resource investments to restore service to previous record levels and position the company to capitalize on the long-term growth opportunities that exist across nearly the company's entire business mix. The company continues to expect to produce double-digit earnings growth and margin expansion in 2015 as it progresses toward a mid-60s operating ratio. *[CSX Corp.]*

CSX SAFETY TRAIN REACHES MORE THAN 2,000 FIRST RESPONDERS ON 18-CITY TOUR

JACKSONVILLE, Fla. - Dec. 3, 2014 - CSX's "Safety Train: Energy Preparedness Program" recently completed its 2014 tour, training 2,022 first responders from more than 350 public safety organizations in 18 cities. Using a rolling classroom and rail cars, the program provides firefighters, police officers, emergency management professionals and other first responders with insights on how rail cars work and how to respond to rail-related incidents. The program was offered in partnership with the Firefighters Training and Education Foundation.

"The Safety Train is just one example of CSX's commitment to helping first responders prepare for potential rail-related incidents," said Skip Elliott, vice president, public safety, health and environment, CSX. "In 2014 we expanded our outreach with first responders and emergency personnel to include training specific to crude-oil movements along key routes. Interest from public-safety employees was tremendous and we are happy to have had the chance to partner with so many different agencies."

The 2014 CSX Safety Train: Energy Preparedness Program tour began in Philadelphia in May and made 19 stops in cities along CSX's principal freight routes, ending with a return visit to South Kearny, N.J., November 18-20. Along the way, it has trained first responders in Eddystone, Pa.; Garrett and Indianapolis, Ind.; Chicago, Ill.; Erie, Pa.; Albany, Buffalo, Kingston, Rochester and Syracuse, N.Y.; Cleveland and Willard, Ohio; Nashville, Tenn.; Richmond, Va.; and Charleston, W.Va.

The CSX Safety Train comprises a locomotive, four tank cars, one flat car equipped with a variety of tank-car valves and fittings, two classroom cars and a caboose. CSX hazardous-material specialists lead training sessions with specific instruction on how crude oil and other hazardous materials are shipped. The training and instruction help strengthen CSX's partnership with first responders and provide a higher level of emergency readiness.

The CSX Safety Train is just one of several programs through which CSX offers training and recognition to emergency responders and customers. CSX has reached more than 100,000 first responders over the past six years, through hands-on sessions at training centers operated by CSX and the Association of American Railroads, classroom training at local fire stations, exercises and table-top drills, web-based and self-study training courses and the Safety Train. Also in 2014, CSX hosted more than 90 first responders from 30 communities across the CSX network at crude-by-rail incident response training at the Security and Emergency Response Training Center (SERTC) in Pueblo, Colo.

"Safety is CSX's first priority," said Romano De Simone, CSX director-hazardous materials. "Through training opportunities like the

Safety Train, we bring skill- and knowledge-based programs directly to first responders across our network and better equip first responders to make fact-based decisions that protect the public." *[Edited from CSX Corp.]*

FINAL CSX OYSTER EXPRESS TRAIN DELIVERED TO CHESAPEAKE BAY

WASHINGTON, D.C. - A unique, year-long partnership between the Maryland Department of Natural Resources (DNR), the National Fish and Wildlife Foundation (NFWF) and CSX recently came to a close with delivery of the 22nd and final freight train filled with fossilized oyster shells from Florida to the Chesapeake Bay.

Over the past 12 months, CSX has transported about 100,000 tons of the fossilized shell to help rebuild habitat in two Maryland oyster sanctuaries. Trains carrying the shells were delivered to CSX's Curtis Bay ore pier once every 10 to 14 days, where the shells were transferred to barges for the trip to the sanctuaries on Maryland's Eastern Shore. Once in place, the shells provide a habitat where young oysters can thrive.

Viable oyster reefs and the ecosystem they support provide natural filtering capabilities to help improve the water quality in the Chesapeake Bay, filtering silt, sediment and nitrates from the water.

With the help of partners, the State has planted more than a billion oysters in the Harris Creek Sanctuary since 2011. Since restoration efforts began, areas with less than one oyster per square meter now have upwards of 25 oysters per square meter.

"Oysters have been central to the Maryland way of life for centuries, and restoring the Chesapeake Bay's oyster beds is critical for this region's environment and the economy," said Michael Ward, president, chairman and chief executive officer of CSX. "CSX is proud to be a part of this unique public-private partnership in helping to restore one of our nation's greatest natural assets."

With a lack of natural, affordable shell available to support restoration of the two sanctuaries, DNR and its partners found the quality and quantity of the next best thing - fossilized shell - for purchase from Gulf Coast Aggregates near Carrabelle, Florida. To address the challenge and expense of moving the large volume of material, the National Fish and Wildlife Foundation negotiated an agreement with CSX to transport the shell at cost.

Maryland purchased the materials at a cost of approximately \$6.3 million. CSX provided an in-kind investment valued at approximately \$2.4 million in the form of reduced-cost transportation. *[Edited from CSX Corp.]*

CSX CREATES OPPORTUNITIES FOR INCREASED CROSS-BORDER TRADE WITH NEW INTERMODAL TERMINAL IN MONTREAL

JACKSONVILLE, Fla. - December 16, 2014 - CSX announced the opening of a new intermodal terminal in Salaberry-de-Valleyfield near Montreal, Quebec. The facility expands CSX's intermodal network capacity and offers Canadian customers domestic and international service that connects with the railroad's 21,000 mile network in the United States.

"CSX continues to invest in our intermodal business as a key growth driver and we look for long-term opportunities, such as increased north-south trade access outlined by the North American Free Trade Agreement," says Clarence Gooden, Executive Vice President and Chief Commercial Officer at CSX. "Opening a terminal near Montreal creates an opportunity to build relationships with new customers on our network, expand access to new markets, and improve the efficiency of the North American supply chain."

The \$100 million terminal, which spans 89 acres, includes cutting-edge equipment to capitalize on the efficiency and environmental benefits of intermodal rail transportation, such as three state-of-the-art rubber-tire gantry cranes - the first of their kind at an Eastern Canadian intermodal facility. Construction also incorporated environmentally sustainable innovations in the areas of noise abatement and protection of downstream waterways.

With capacity for 100,000 loads, the Valleyfield terminal is an important addition to the railroad's unique intermodal network, which offers both point-to-point corridor service and a hub-and-spoke model that allows it to reach into small- and medium-sized markets, to capitalize on the growing demand for intermodal transport. Trains serving the new terminal will also connect through the Northwest Ohio intermodal hub, offering efficient access to markets across the United States and Canada. *[CSX Corp.]*



LONG ISLAND RAILROAD BEGINS SIGNAL UPGRADES FOR EAST SIDE ACCESS PROJECT

NEW YORK - Dec. 3, 2014 - The Long Island Rail Road installed new signals at Harold Interlocking the weekend of Dec. 6-7, as part of its ongoing East Side Access project. The project required closing two of four East River tunnels connecting Queens to Manhattan and Penn Station, which resulted in travel disruptions and delays throughout the weekend.

Beginning at 10 p.m. on Friday and continuing through 5 a.m. on Monday, the railroad installed a portion of a new signal system in Queens known as Harold Interlocking. Harold is the nation's busiest commuter rail intersection used every day by the Long Island Railroad, Amtrak, and NJ Transit.

This was the first in a series of necessary cutovers that will be occurring during the next several years. When complete, East Side Access will enable direct access to Grand Central Terminal and the East Side of Manhattan for the first time.

"This work is necessary to keep the East Side Access project moving forward. We urge customers to build in extra travel time during the weekend, especially in this busy holiday period," says Long Island Rail Road President Patrick A. Nowakowski. "We are hopeful that by working with Amtrak and NJ Transit we will be able to minimize service interruptions, but we wanted to alert customers to the possibility of delays and urge them to plan accordingly." *[Edited from Trains News Wire]*



NTSB: COMMON ORGANIZATIONAL PROBLEMS FOUND IN ALL FIVE METRO-NORTH ACCIDENTS

Several common safety management problems were present in all five MTA Metro-North Railroad accidents that together caused six fatalities and 126 injuries, the National Transportation Safety Board (NTSB) announced Nov. 19 while releasing a special investigative report on the accidents.

NTSB members discussed the accidents, which occurred between May 2013 and March 2014, and the board's investigative findings at a special meeting yesterday in Washington, D.C. The report examines several common safety management issues present in all the accidents. Last month the NTSB released briefs identifying the probable causes of the accidents, which included the December 2013 derailment near the Bronx, New York, that killed four passengers. The NTSB found that the incident occurred after the train engineer, who later was diagnosed with sleep apnea, fell asleep and failed to slow the train as it sped through a curve.

"Metro-North and the Metropolitan Transportation Authority have much work yet to do," said NTSB Acting Chairman Christopher Hart in a press release. "The [Federal Railroad Administration] has much work to do as well. Railroad safety across the country depends on the FRA turning decisively to the task."

The investigations revealed that the railroad's safety programs were not effectively used to manage the safety of operations and employees. Additionally, Metro-North failed to effectively investigate accidents and incidents to identify and fix safety deficiencies, and known deficiencies weren't corrected, NTSB officials said.

The report analyzes not only safety gaps at Metro-North and MTA, but also problems with the FRA's regulations, inspection and oversight that allowed the safety gaps to exist, they said. Had previous NTSB recommendations

been implemented by the FRA, many of the safety issues encountered in these accidents could have been prevented, the report noted.

Examination of the FRA's national inspection program found that its system for prioritizing enforcement efforts was ineffective and that current methodology may not be effective in identifying systemic safety issues, NTSB members determined. This resulted in a lower FRA presence at Metro-North while track conditions were deteriorating, which increased the risk of a catastrophic accident, they said.

The NTSB issued recommendations to the FRA, Metro-North and the MTA, as well as several other entities. The recommendations address Metro-North safety policies, programs and protocols, rules on screening for obstructive sleep apnea and other sleep disorders, and track inspection plans.

[Progressive Railroading]



PATCO STILL STRUGGLING TO GET REFURBISHED RAIL CARS RUNNING CORRECTLY

CAMDEN, N.J. (CBS) — It's the problem that Patco just can't get settled: how to get the first of their refurbished rail cars into service.



THE NEW INTERIOR OF REFURBISHED PATCO RAIL CARS.
PATCO PHOTO

It's an issue that has delayed the entire \$194-million project to overhaul the 120-car fleet.

By now, some of the refurbished rail cars should have been carrying passengers.

It's not that new problems are coming up.

John Hanson, CEO of the

Delaware River Port Authority, says the New York State-based firm hired to do the work can't seem to address the old problems that cropped up with the first of the rebuilt cars were tested.

"They're primarily software problems, integrating with the communications systems, with the braking system, with the automatic train control system," Hanson explains.

Two top Patco officials were heading to the Alstom Transport plant in Hornell, NY, to try to get some answers.

The first few refurbished cars are still going through their 500-mile testing but, given the ongoing problems, Hanson can't say just when they'll be put in service. *[David Madden - CBS Philly]*

PATCO BEGINS NEXT PHASE OF BENJAMIN FRANKLIN BRIDGE



Beginning on December 4, Port Authority Transit Corporation (PATCO) trains started operating on a revised schedule as contractors began work on the next phase of the Ben Franklin Bridge rehabilitation project, which connects Philadelphia, Pa., and Camden, N.J. The new schedule affects service

between midday Thursday and early Monday morning and will remain in effect until early February 2015.

In this next phase of the bridge rehabilitation project, construction crews will be working both in the subway tunnel in Camden and on the bridge to replace cables for PATCO's communication, power and signal systems.

While the majority of the track-structure rehabilitation was completed during the continuous outages this past summer and fall, the supporting signal, power and communication systems must be replaced in stages over the coming year.

The PATCO Rail Rehabilitation Project over the Ben Franklin Bridge is a two-year, \$103-million project that involves replacing the entire PATCO track system across the bridge, as well as all the related signal, power and communications cables that are part of the system. Work on this project is expected to be completed in early 2016. *[Railway Track & Structures]*

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

PATH AIRPORT EXTENSION STUDY AWARDED TO HNTB

The Port Authority of New York & New Jersey on Wednesday, Dec. 10, 2014 awarded a three-year, \$6 million contract to HNTB to conduct a cost determination study on the proposed extension of PATH (Port Authority Trans-Hudson) rapid transit service to Newark Liberty International Airport.



PATH's western terminus is Penn Station Newark on the Northeast Corridor. PATH riders traveling from Lower Manhattan (PATH's World Trade Center Terminal) to the airport must now change at Newark to an N J Transit regional/commuter train that stops at the Newark Liberty International

Airport Rail Station, which connects with the Port Authority's AirTrain monorail.

The PATH extension would run parallel to the NEC and connect with the monorail, offering a one-seat ride between Lower Manhattan and NJ Transit's airport/rail station on the Northeast Corridor, along with improved connections to New Jersey urban centers Harrison, Jersey City, and Hoboken. To access the WTC-Airport line, passengers on PATH's 33rd Street line from Midtown Manhattan would change trains at Journal Square, in Jersey City; passengers traveling from PATH's terminal in Hoboken would change trains at Exchange Place, also in Jersey City.

HNTB is charged with determining a precise cost estimate for the project after evaluating technical and compliance issues. The Port Authority has estimated that the project would cost about \$1.5 billion and take five years to complete. Construction start-up is tentatively scheduled to begin in 2018.

[Railway Age Rail Group News]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN JANUARY

Jan. 1, 1880 - Meeting held at Frederica, Del., in favor of a Delaware Railroad branch from Dover to Rehoboth, Del.

Jan. 17, 1885 - PRR holds official celebration of opening to Reading, Pa.

Jan. 1, 1900 - PRR begins operation of Lancaster & Reading Narrow Gauge Railroad (Lancaster-Quarryville) under agreement of Nov. 22, 1899.

Jan. 27, 1913 - PRR special committee reports on proposed purchase of Atlantic Coast Line; postpones action as PRR needs all capital for its own improvements.

Jan. 28, 1918 - PRR annuls all passenger service out of Philadelphia in

afternoon; 25,000 men commandeered from all operating departments and temporary hires are put to work shoveling snow; drifts on The Hill up to 18 feet deep; tracks reopened on night of Jan. 29.

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

Jan. 22, 1928 - PRR and Reading slash fares between Philadelphia and Atlantic City, Ocean City, Stone Harbor, Wildwood and Cape May to meet bus competition; two-day excursion round trip to Atlantic City is \$2.25 vs. \$4.12 regular fare, good through Oct. 31; PRR operates first Atlantic City excursion train ever via Delair Bridge.

Jan. 1, 1937 - Pennsylvania Greyhound Lines, Inc. becomes an operating company and assumes operation of all subsidiaries except those in Illinois, Indiana and Virginia.

Jan. 15, 1938 - Regular electric passenger service begins between Paoli and Harrisburg with one round trip; first train is westbound *Metropolitan* arriving at 12:16 PM; GG1 No. 4859 was attached at Broad Street Station; first eastbound is the *Pennsylvania Limited*.

Jan. 15, 1940 - Eastbound *The Spirit of St. Louis* with streamlined K4s No. 3768 is first PRR train to cross St. Louis Municipal (later MacArthur) Bridge.

Jan. 1943 - Flag hung in Broad Street Station with a large star containing the total number of PRR employees in the military services and a smaller gold star containing the number of lives given for their country.

Jan. 6, 1950 - LIRR drops keystone herald and replaces with a new herald with "LI" in Futura lettering in a circle; also drops Tuscan red in favor of new grey and green paint scheme, both devised by Lester C. Tichy (1905-1981).

Jan. 15, 1953 - Brake failure on *Federal Express* entering Washington Union Station; GG1 No. 4876 and front of first car crash into concourse, demolishing trainmaster's office, and drop into basement; 41 injured.

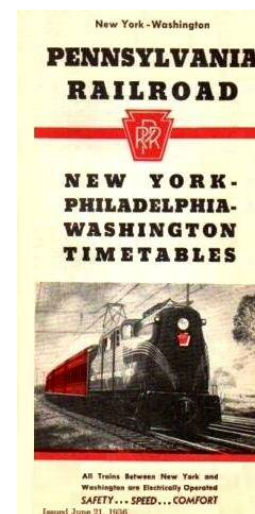
Jan. 3, 1954 - Last run of passenger service between Lancaster and York, Pa.

Jan. 5, 1956 - First test run of General Motors *Aerotrain* No. 1000 on PRR, Washington to Newark; on same day, second *Aerotrain*, No. 1001 makes demonstration run on NYC between Chicago and Detroit in 4 hours.

Jan. 15, 1966 - Last runs of passenger trains between Camden- Broadway and West Haddonfield; tracks removed to permit construction of PATCO transit line on former PRSL right-of-way.

Jan. 31, 1968 - Final day of the Pennsylvania Railroad prior to merger with the New York Central System.

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TIMETABLE 01-15

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

Through Tuesday, Jan. 28, 2015

Baltimore Society of Model Engineers Open House at 225 W. Saratoga St, 3rd floor walk-up, Baltimore, MD 21144. 1:00pm to 5:00pm. Info: www.modelengineers.com

Saturday, Jan. 3, 2015

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

Saturday and Sunday, Jan. 10-11, 2015

Greenberg's Great Toy and Train Show at the York Expo Center, 334 Carlisle Ave., York, Pa. Info: www.GreenbergShows.com

Saturday and Sunday, Jan. 10-11, 2015

NRHS Winter Conference, Advisory Council and Board of Directors' Meetings in Roanoke, Va. Hosted by the Roanoke Chapter.

Saturday and Sunday, Jan. 24-25, 2015

Amherst Railway Society Railroad Hobby Show at the Eastern States Exposition, 1305 Memorial Ave., West Springfield, Mass. Info: www.railroadhobbyshow.com

Saturday and Sunday, Jan. 31-Feb. 1, 2015

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

Saturday and Sunday, Feb. 21-22, 2014

Spring Thaw Train Meet at the Allentown Fairgrounds Agricultural Hall, 302 North 17th St., Allentown, Pa. 18104. Info: www.allentowntrainmeet.com

Sunday, March 1, 2015

Spring Scranton Model Train Show, Radisson Hotel (former DL&W Station) in Scranton, Pa.

Saturday and Sunday, March 14-15, 2015

Greenberg's Great Toy and Train Show at the Chase Center on the Riverfront, 815 Justison St, Wilmington, Del. Info: www.GreenbergShows.com

Friday and Saturday, March 27-28, 2015

East Coast Large Scale Train Show at the York Expo Center, 334 Carlisle Ave., York, Pa. Info: www.eclsts.com

Saturday and Sunday, March 28-29, 2015

World's Greatest Hobby on Tour at the New Jersey Expo Center, 97 Sunfield Ave., Edison, NJ 08837. Info: www.wghshow.com

Saturday and Sunday, April 10-11, 2015

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

Saturday, April 11, 2014

Delaware Train Show at the Nur Shrine Center, Rt. 13, 198 S. Dupont Hwy., New Castle, Del. 19720. Info: www.toysshows.org

Wednesday thru Sunday, April 15-19, 2015

NRHS Spring Conference, Advisory Council and Board of Directors' Meetings & Association of Tourist Railroads and Railway Museums (ATRRM) Joint Conference at the Maryland & Pennsylvania Railroad Preservation Society, York, Pa. Info: www.ATRRM.org

Thursday - Saturday, April 23-25, 2015

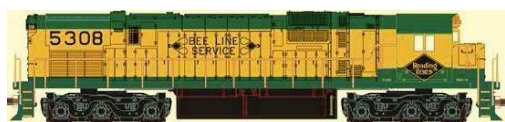
Eastern Division TCA Train Meet at the York Fairgrounds, 334 Carlisle St., York, Pa. 17403. Info: Debbie_Geiser@verizon.net or 302-674-5797.

Friday - Sunday, May 15-17, 2015

22nd National Trolley Meet by the East Penn Traction Club at the Philadelphia Convention Center's Exhibit Hall "G" at Broad and Race Streets in Philadelphia, Pa. Info: www.trollymeet.org

Tuesday thru Saturday, June 16-20, 2015

NRHS 2015 Convention at Rutland, Vt. Info: www.nrhs.com



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WWW.RRMUSEUMPA.ORG

717-687-8628

January, February, March, November and December: Tuesday through Saturday, 9:00 am to 5:00 pm. Sunday, 12:00 pm through 5:00 pm.

April through October: Monday through Saturday, 9:00 am to 5:00 pm. Sunday, 12:00 pm through 5:00 pm.



STRASBURG RAIL ROAD

SPECIAL EVENTS

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Open weekends & select weekdays: March 7-31, 2015

Open daily: March 29, 2015



DECEMBER, 2014

CHAPTER MEETING MINUTES

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



LESS THAN CARLOAD SHIPMENTS
LOCAL AND NATIONAL NEWS



STEAMTOWN OFFERS NINE ENTRANCE FEE-FREE DAYS
IN 2015

SCRANTON, Pa. - Dec. 11, 2014 - Steamtown National Historic Site will waive its daily entrance fees for nine events in 2015. Those dates are:

Jan. 19 – Martin Luther King, Jr. Day

Feb. 14-16 – Presidents Day weekend

April 18-19 – opening weekend of National Park Week

Aug. 25 – National Park Service's 99th birthday

Sept. 26 – National Public Lands Day

Nov. 11 – Veterans Day

The site features a visitor orientation center with exhibits showing how the former Delaware, Lackawanna & Western Scranton Yards evolved from 1850 to present, along with a 250-seat digital surround-sound theater showing the park movie, "Steel and Steam," throughout the day. Visitors may also take part in a scheduled locomotive shop tour. For a small fee – \$5 for all ages 6 and older – visitors may also enjoy the a short train ride inside the railroad yards on entrance fee-free days that the seasonal train also operates. For more information, or for park hours, go to www.nps.gov/stea [Trains News Wire]



PENNSYLVANIA MUSEUM BEGINS RDC
RESTORATION

BELLEFONTE, Pa. - Dec. 10, 2014 - The Bellefonte Historical Railroad Society has started work to restore its Budd Rail Diesel Car. The move marks the next major step in a process begun three years ago to acquire grant funding, plan, and execute the return of the car to operation. The group expects to complete the project by the end of 2015.

Rail Mechanical Services Inc. of Columbia, Pa., will perform the heavy

mechanical and body restoration work. Other work will be done by Society volunteers. The move to the Rail Mechanical Services facility is scheduled for Dec. 15.



**WORKERS PREPARE RDC No. 9167 FOR RESTORATION
BELLEFONTE HISTORICAL RAILROAD SOCIETY**

The return of the car will give the group the capability to offer smaller and more frequent excursions from the Bellefonte station. The group now offers two large excursions each year – the Fall Foliage Excursion in October and the Santa Express in December.

The group worked with its supporting partners, the Centre Regional Planning Agency and the Bellefonte Intervalley Area Chamber of Commerce, to bring the project this far.

The Budd Co. built No. 9167 as New York, New Haven & Hartford car No. 40. It was operated in commuter service in Connecticut, Massachusetts, and Rhode Island. It was acquired by the Pennsylvania Department of Transportation from Penn Central in 1975 for commuter service in the Philadelphia area and renumbered 9167.

The car was placed in storage in 1983 and transferred to the Pennsylvania Historical and Museum Commission in 1984. That organization later transferred the car to the Bellefonte Historical Railroad Society.

No. 9167 is one of six RDCs remaining in Pennsylvania. Once restored it will be one of only two in operation in the state. For more information on the museum, go to www.bellefontetrain.org [Trains News Wire]

PENNSYLVANIA RDC MOVES TO RESTORATION FACILITY



**No. 9167 RESTS ON HIGHWAY WHEELS FOR THE TRIP TO COLUMBIA
BELLEFONTE HISTORICAL RAILROAD SOCIETY**

BELLEFONTE, Pa. - Dec. 18, 2014 - The Bellefonte Historical Railroad Society's ex-Boston & Maine Budd Rail Diesel Car No. 9167 has moved to nearby Columbia for restoration.

The car was lifted by crane from its wheels and placed on highway wheels Dec. 15 at Blazer Enterprises in Union Township, after having been moved there by the Nittany & Bald Eagle Railroad.

Preparation for the lift began about 9 a.m. Monday by Rail Mechanical Services of Columbia, the contractor for the restoration work. Alison Crane & Rigging did the lift. Once the car was transferred to highway truck, its trucks were lifted and placed on a flat bed for separate transport by RMS.

No. 9167 was moved by Silk Road Transport of Arkport, N.Y. – a specialized transport company – and left the site for Columbia about 2:30 p.m. Officials of BHRS, Nittany & Bald Eagle, the Bellefonte Intervalley Area Chamber of Commerce, the Centre Regional Planning Agency, and Pennsylvania Department of Transportation were on hand to observe the move. Each of the agencies participated in the partnership that made the restoration possible.

The refurbished car is scheduled to return to Bellefonte next summer by rail and under its own power.

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LATE BREAKING AMTRAK NEWS

NEW AMTRAK BAGGAGE CARS MOVE ON SPECIAL TRAIN TO FLORIDA

ELMIRA, N.Y. - Dec. 17, 2014 - Eighteen new Amtrak baggage cars are moving Wednesday from the CAF USA plant near Elmira to Amtrak's Hialeah maintenance facility near Miami for final inspections before acceptance. A special train with two locomotives and the baggage cars are expected to arrive in Albany about 8:30 p.m. Wednesday evening.



A SPECIAL TRAIN MADE OF NEW AMTRAK VIEWLINER BAGGAGE CARS DEPARTS ELMIRA, N.Y., ON WEDNESDAY. THE CARS ARE BOUND FOR FLORIDA FOR ACCEPTANCE INSPECTIONS - DON JILSON

The special will then travel through New York to Philadelphia, arriving around 3:30 a.m. Thursday. In Philadelphia, two additional baggage cars that have been testing on the Northeast Corridor will be added to the train.

Around 7:30 p.m. Thursday, all 20 of the new cars will depart Philadelphia about two hours behind Silver Meteor train No. 97 through Virginia, North Carolina, South Carolina, Georgia, and Florida. The special train is expected to arrive in Hialeah around 9 p.m. Friday.

Amtrak is encouraging media and rail enthusiasts to take photos of the special as it travels, tag them with the hashtag #AmtrakForward and share

them on Amtrak's Twitter and Instagram accounts.

After arriving in Hialeah, the cars will go through a final round of inspections before being accepted. The baggage cars are expected to enter revenue service in early 2015 and will be used on any of Amtrak's 15 long-distance routes.

The baggage cars are part of a larger order for 130 single-level, long-distance passenger cars, including diner, sleeper, and baggage-dorm cars. *[Trains News Wire]*

AMTRAK PERFORMS EMERGENCY WORK ON BALTIMORE TUNNEL

BALTIMORE - Dec. 17, 2014 - Amtrak is performing emergency track work on the Baltimore & Potomac tunnel between West Baltimore and Baltimore Penn Station on the Northeast Corridor this week. Spokeswoman Christina Leeds tells the *Baltimore Sun* that the railroad is working to correct settlement issues with the tunnel floor.

"The tunnel has a concrete floor that has been plagued with localized settlement over the past several years due to erosion of the underlying soil from excessive water infiltration into the tunnel," she says.

The work this week was first announced by the Maryland Transit Administration on Monday, when it warned MARC commuter train passenger to expect delays of up to 25 minutes during peak travel times and up to 10 minutes during midday periods as trains are forced to single-track through the tunnel. It said delays are expected through Wednesday. About 85 Amtrak trains, 57 MARC commuter trains and two freight trains pass through the tunnel every day.

Leeds says Amtrak crews are "working to inspect and return the track to service as quickly and safely as possible," but does not provide an estimate for when the work will be completed.

The tunnel and options for its replacement is the subject of an engineering and environmental study being conducted jointly by the Maryland Department of Transportation, the Federal Railroad Administration, and Amtrak.

The state recently published three options for dealing with the deteriorating tunnel as part of its ongoing study: repair and restore the existing tunnel; build a new tunnel that sweeps north from the West Baltimore station before heading east toward a yard near Penn Station; or bring the line east from the West Baltimore station into the Midtown Edmondson neighborhood and into a new tunnel that would cut a more direct line near Penn Station. *[Trains News Wire]*



RSI REPORT: PROPOSED TANK-CAR RULE COULD CARRY \$60 BILLION PRICE TAG

A proposed tank-car rule could cost the economy as much as \$60 billion, according to a new report prepared by economic research firm The Brattle Group for the Railway Supply Institute Committee on Tank Cars (RSI-CTC).

The committee submitted the report to the U.S. Pipeline and Hazardous Materials Safety Administration (PHMSA), which proposed the rule in July. The high price tag associated with the rule largely is due to the costs of modal shifts from rail to highways, potential modifications to tank cars, early retirement of existing tank cars and lost service time for tank cars under modification or awaiting modification, the report states.

"The numbers show that almost two-thirds of tank cars will need to be idled for some period of time during the proposed modification program," said Kevin Neels, a Brattle Group principal and the report's co-author, in a press release. "Almost 1 million tank car years of capacity could be lost due to early retirement and idle time associated with cars awaiting modification."

Indirect effects of the proposed rule could be severe, such as higher gasoline prices due to decreased crude production, a reduction in ethanol production that would impact U.S. requirements to blend gasoline with ethanol, and constrained shop capacity because of an overly aggressive

timetable for tank-car modifications, which potentially could result in transportation shortages for other commodities, the report states.

"The Railway Supply Institute Committee on Tank Cars is committed to aiding in the creation of a comprehensive industry response that will enhance the safe transportation of crude oil and ethanol by rail," said Railway Supply Institute President Tom Simpson. "Our experts have submitted a tank car-related proposal to PHMSA that will do just that. We have been calling on DOT since 2011 to identify tank car standards that can be efficiently and rapidly implemented."

The RSI-CTC's proposal to PHMSA supports nearly all elements of the prescribed requirements in the proposed rule's third option involving modification requirements for existing tank cars, according to RSI. Specifically, modifications would include jackets if necessary, full-height head shields, a reconfigured bottom outlet valve handle and reclosing pressure relief valve, and a thermal protection system that meets the 100-minute pool fire requirement, RSI officials said.

In contrast to the proposed rule, the RSI-CTC modification timeline would more realistically account for the shop capacity available to carry out the required modification work and avoid many of the penalties, inefficiencies and capacity shortages associated with "an overly aggressive timeline," they said. Car modifications would be prioritized to address tank cars that would benefit most from initial modifications. *[Progressive Railroading - Dec. 3, 2014]*



HART INSTALLS FIRST TRACKS FOR HONOLULU RAIL PROJECT

Rails are now being installed on the rail guideway segments near what will be the Honolulu Authority for Rapid Transportation's (HART) Hoopili rail station in Ewa, Hawaii.

Eventually, HART will use 140 miles of track for the Honolulu transit-rail project, a 20-mile elevated light-rail line. Tracks will run in each direction and a third rail will power the system.

The authority also will build track at its rail operations center in Waipahu, where rail cars will be cleaned, maintained and stored, HART announced in its weekly "eBlast" newsletter.

HART has purchased more than 13,000 tons of rail and other track materials, including concrete ties, fasteners and special trackwork for the rail system. The agency expects its rail cars to be delivered from a manufacturing plant in Italy mid-2016. *[Progressive Railroading - Dec. 8, 2014]*

THIS MONTH'S BANNER PHOTO

A PRR P5a passes BRILL tower, named for the J. G. Brill plant on the left, with a southbound freight in September, 1935. The truss bridge in background carries the B&O Philadelphia-Baltimore line over the PRR. Amtrak's 2014 Autumn Express traversed this bridge on Sunday, Nov. 9. General Electric photo.



OPERATION LIFESAVER REMINDS YOU...

As you start the new year, remember that any time is train time.



"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****JANUARY 19, 2015** - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - STATION HOLIDAY CLEAN-UP

Spiff up the Station from the Christmas Open House and holiday festivities. No program or speaker - just mops and brooms!

FEBRUARY 16, 2015 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR CHAPTER MEETING**MARCH 16, 2015** - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR CHAPTER MEETING**APRIL 20, 2015** - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR CHAPTER MEETING**CHAPLAIN CONTACT INFORMATION:****DAVID STAMBAUGH** EMAIL: CHAPLAIN@NRHS1.ORG PHONE: 717-292-1726

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

77 YEARS AGO THIS MONTH

Pennsylvania Railroad GG1 electric locomotive No. 4859 earned a footnote in railroad history when it inaugurated electrified railroading between Philadelphia and Harrisburg on January 15, 1938, with engineer Oscar Buck of Harrisburg at the throttle of the 13-car Pittsburgh-bound *Metropolitan* passenger train. Built at PRR's Altoona shops just a month earlier, the 238-ton streamlined giant returned to Harrisburg and Enola Yard hundreds of times over the next 41 years, including assignments with the New York-Chicago flagship run, the *Broadway Limited*, and the premier New York-St. Louis train, *The Spirit of St. Louis*. No. 4859 also frequently sprinted between New York and Washington, occasionally pulling the popular *Congressional*. Designed as a 100-mph intercity passenger locomotive, it also hauled commuters, troops, mail, express, milk cars, coal and general freight before being retired by Conrail. Teamed with another GG1, No. 4887, it pulled the last GG1-powered freight train, from Enola Yard to

Wilmington, Del., on Nov. 21, 1979, with engineer Ed Wade of Camp Hill in charge.

In early 1982, No. 4859 was just weeks from being towed to a New Jersey scrap yard to be cut up when a band of state and local officials and the Harrisburg Chapter of the National Railway Historical Society stepped in to acquire and restore it. That same year, No. 4859 won a listing on the National Historic Register. The Chapter coordinated the \$50,000 project, with heavy financial aid from the Harrisburg Redevelopment Authority and the Pennsylvania Historical and Museum Commission, which now became its owner. Restoration at the Strasburg Rail Road shop in Lancaster County began on Aug. 11, 1986, and was completed Oct. 7, returning the locomotive to its '30s Art Deco appearance devised by internationally known industrial designer Raymond Loewy. The project culminates this weekend with No. 4859's placement for permanent display in Amtrak's Harrisburg station trainshed, near the spot at which it completed its most historic trip. [From GG1 No. 4859 Dedication Ceremony on Saturday, Nov. 15, 1986 - Harrisburg Chapter, N.R.H.S.]

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MEMBERSHIP MEETING NOTICE

THE STATION HOLIDAY CLEAN-UP OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, JANUARY 19, 2015, STARTING AT 7:30 PM. NO PROGRAM OR SPEAKER.

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



CHAPTER WEBSITE: WWW.NRHS1.ORG

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