

## *The Phoebe Snow* *on The Road of Anthracite*

### **HISTORY AND ROUTE**

The train was named as part of the DL&W's marketing campaign, around 1900, along with the fictional character of Phoebe Snow to emphasize how the exhaust from its steam locomotives was cleaner than competitors' locomotives, as a result of using anthracite coal. It traveled across New Jersey, Pennsylvania, and the

Southern Tier of New York. The line's route pass over the Paulinskill Viaduct and the Delaware River Viaduct of the Lackawanna Cutoff in northeastern New Jersey and the Tunkhannock Viaduct on the portion of its route between Scranton, Pennsylvania to Binghamton, New York.

### **DELAWARE LACKAWANNA & WESTERN ERA (1949-60)**

On November 15, 1949, the DL&W inaugurated a new streamlined passenger train named after its long-dormant promotional symbol, Phoebe Snow. Launched by DL&W president William White, the new Phoebe Snow represented the DL&W's modernization of its passenger train fleet, and image, as it became Train No. 3 (westbound) and No. 6 (eastbound), which previously had been assigned the railroad's former premier train, the Lackawanna Limited. The Phoebe Snow ran on a daylight schedule between Hoboken, New Jersey, and Buffalo, New York, making the 396-mile (639-km) trip in about eight hours. Westbound, the sleepers and some coaches would continue on to Chicago, Illinois, over the Nickel Plate Railroad's Nickel Plate Limited and, on return, would be attached in Buffalo to Train No. 10, the New York Mail.

The train's reclining seat coaches were taken from a pool of 26 cars split between builders Pullman-Standard and American Car & Foundry (ACF). The dining cars and tavern-lounge-observation cars for the two Phoebe Snow consists were built by the Budd Company, while the through sleeping car in each consist was taken from a pool of nine 10-roomette, 6-double bedroom cars built for the Lackawanna by ACF. Motive power was provided initially by an A-B-A set of passenger-equipped EMD F3 diesels, but their steam generators provided insufficient heat to the train in winter, and were supplanted by a pair of EMD E8A diesel-electric locomotives.

In 1958, as part of the consolidation of operations between the Erie and DL&W railroads — the roads would merge formally in 1960 to form the EL — DL&W's mainline between Binghamton and Corning, New York, was severed and all trains traveling between those points were rerouted over the Erie mainline. Between April 29 and July 1, 1962, all passenger trains between Corning and Buffalo were re-routed off the DL&W mainline over Dansville Hill to the former Erie mainline via Hornell, New York, a route that was four miles (6.5 km) longer than the old one, and which added an hour to the scheduled time.

### **ERIE-LACKAWANNA ERA (1963-66)**

After the EL merger, the Phoebe Snow continued to run as No. 3. However, since the signature Tavern-Lounge cars (observation cars), with the Phoebe Snow drumheads on their tailends, were so closely identified with the train, when these cars were taken off the train and placed into storage shortly after the merger, many observers were led believe that the train had been discontinued. This was not true. The train continued to run, albeit without the cars that arguably defined it and with a new name - Erie-Lackawanna Limited (a merger renaming of the Erie Limited). Reportedly the cars had been placed into storage, in the unused Erie shop facilities at Susquehanna, Pennsylvania, because they were deemed a nuisance as they had to be turned on a turntable or a wye at the end of each trip. An alternative explanation for the discontinuation of the cars was that the Erie management resented the symbol of the DL&W playing such a prominent a role in the EL passenger train operation and sought to dispose of it wherever they could. However, it was equally true that the observation cars' bar facilities lacked the ability to provide proper food service, unlike the EL's dining-lounge cars which could serve both meals and beverages as well as provide distinct seating for each type of service.

Whatever the reason, the observation cars were restored after William White was appointed EL president on June 18, 1963. The originator of the Phoebe Snow ordered the train "reborn" as train No. 1, replacing the short-lived Erie-Lackawanna Limited. White was looking for a way to boost both EL employee morale and to gain some positive publicity for the foundering railroad; the move accomplished both. However, since a Hoboken-Chicago routing was chosen which bypassed Buffalo, the train was put in direct competition with the New York Central Railroad's passenger operation. In an earlier time, the new train might have flourished, but with the steadily declining image of passenger rail travel in the U.S. in general, and competition from airlines in particular, it was doomed from the start.

On November 27, 1966, the EL terminated the Phoebe Snow for good, leaving the Lake Cities as the EL's last long haul passenger train using Phoebe Snow diner cars and sleeper service, a service that ran until the Lake Cities also was discontinued on January 5-6, 1970. The trademark tavern Lounge cars were placed in storage again after the final run, although they appeared occasionally at the rear of special trains until sold off.

### **DISPOSITION OF CARS**

The ACF coaches used on the Phoebe Snow were split up; most were sold to New York's Metropolitan Transportation Authority for use as commuter cars. At least one coach ended up with Conrail where it was used on the Valparaiso Local out of Chicago, and several were sold to the Delaware and Hudson Railroad. As of 2012, surviving coaches include:

310/1310: Kept in the former Lehigh Valley Railroad yard in Sayre, Pennsylvania, it is owned by the Myles Group, operator of the Tioga Central Railroad.

311/1311: converted into an open-air car, it runs on the Great Smoky Mountains Railroad.

315/1315 and 317/1317: Formerly part of the Coe Rail dinner trains, they are now owned by the Medina Railroad Museum in New York.

318/1318: Privately owned in Iowa, it is being restored as a lounge car in a hybrid DL&W/EL paint livery.

325/1325: Restored as a Milwaukee Road coach, it currently runs on the Austin and Texas Central Railroad.

Both Tavern-Lounge cars (789 and 790) survive. Once used as parlor cars by the Long Island Rail Road, they were later acquired by Metro-North, which still uses them in business trains.

Both Budd-built streamlined diners (469/769 and 470/770) also survive. The 469 is fully operational, with several minor issues, while the 470 requires a full restoration. Owned by the Erie Lackawanna Dining Car Preservation Society, a nonprofit historical group based in Scranton, Pennsylvania, the diners are slated for restoration as DL&W 469 and EL 770 respectively.

None of the sleeper cars survive.

### **AMTRAK**

The EL discontinued its last long-distance passenger train, the Lake Cities, on January 6, 1970, about 16 months before Amtrak took over most U.S. passenger train operations. Amtrak might have taken over the Hoboken-Chicago operation, but observers speculated that the EL wanted to rid itself of its passenger trains before that could happen.

On November 13, 1979, three years after Conrail assumed operation of the former EL lines, Amtrak operated an inspection train over the former route of the Phoebe Snow between Hoboken and Scranton to determine the feasibility of restoring rail service between the two cities, and to try to prevent the abandonment of the Lackawanna Cut-Off. Dubbed the Pocono Day Express, it was the last passenger train to run over the route of Phoebe Snow in the twentieth century.

Amtrak was facing budget cuts that threatened numerous routes across the country at that time, however. The addition of a new route, one which had not seen a passenger train in nearly a decade, was a low priority.

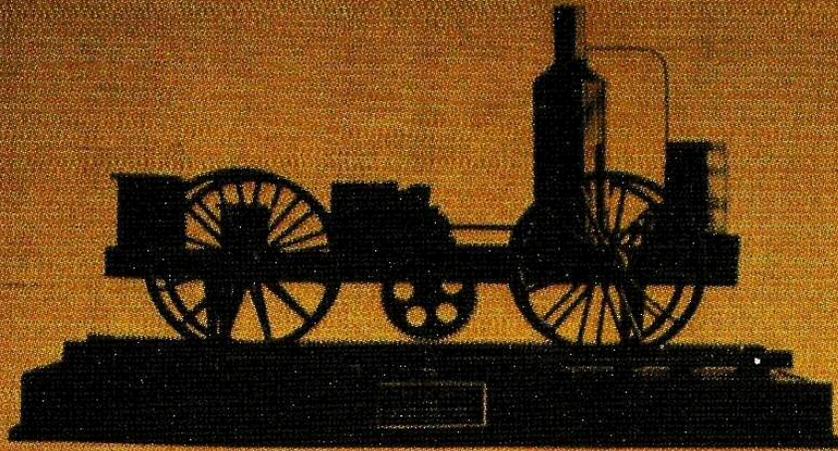
### **PROPOSALS FOR SERVICE RESTORATION**

On January 25, 2008, New York Senator Charles Schumer announced that Amtrak and the New York Department of Transportation were studying a proposal to create a passenger rail line between Syracuse, New York; Binghamton; and Scranton, with service on to New York City via a restored Lackawanna Cut-Off. Unlike the original Phoebe Snow train, which terminated at the ferry terminal in Hoboken, the new service would reach New York's Pennsylvania Station via the Kearny Connection.

Although Schumer's proposal reportedly has been shelved in favor of a routing via Albany, New York, New Jersey Transit is pursuing a proposal to offer commuter rail service between Scranton and New York.

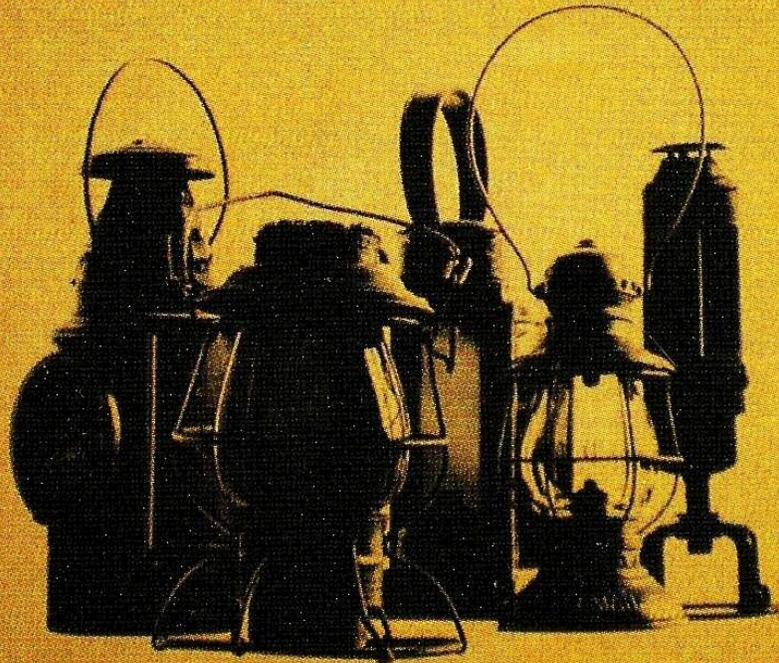
Today, much of the former Erie main line in Ohio and Pennsylvania itself is gone (in favor of the PRR's and NYC's lines). However, with the fond memories and exemplary service offered by the Phoebe Snow, the train will likely never be forgotten as another of our nation's classic passenger trains of yore. [Wikipedia.org and American-Rails.com]





# THE LARGEST AUCTION OF RAILROAD MEMORABILIA IN HISTORY · MARCH 20 · 21 · 22

9A.M.-5 P.M. SOUTH CONCOURSE 30TH ST. STATION · PHILA.   
ALL ITEMS ON EXHIBITION MARCH 13-18 ADMISSION \$2.00





## THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



### HEARING SET FOR BRUNSWICK 'DOWNEASTER' LAYOVER FACILITY

BRUNSWICK, Maine - Jan. 23, 2015 - The Maine Department of Environmental Protection has scheduled a public hearing for March 25 on a proposal to build a layover facility for *Downeaster* passenger trains in Brunswick.

The Northern New England Passenger Rail Authority, which manages *Amtrak's Downeaster* service between Boston and Brunswick, has applied for a storm water permit, the only remaining approval the authority needs before it begins construction.

The authority says it needs the facility to expand service and to make more efficient use of equipment, which now has to be serviced in Portland. Opponents say a layover facility is inappropriate near a residential neighborhood. They are trying to persuade the state to reject the permit application, which they see as the last opportunity to stop the project. Local zoning rules do not apply to rail projects, and the Federal Railroad Administration has already approved the facility.

The decision to hold a public hearing, rather than a less-formal public meeting, is unusual. Since the law that governs storm water permits went into effect in 1997, no storm water permit application has ever before been sent to a public hearing.

No time has been set for the hearing. However, the hearing is expected to last all day and into the evening, Karl Wilkins, a spokesman for the department tells the *Portland Press Herald*. [*Trains News Wire*]

### AMTRAK COMMITS \$12 MILLION TO RENOVATE CHICAGO UNION STATION

CHICAGO, Ill. - Jan. 29, 2015 - Amtrak has made a commitment of \$12 million to continue renovations of Chicago's 90-year-old Union Station. In the coming weeks and months, Chicago Mayor Emanuel will work in coordination with the federal government, the state of Illinois, Metra and Amtrak to facilitate a complete overhaul of Union Station that will require a multi-year, \$500-million investment.



CHICAGO UNION STATION'S GREAT HALL  
PHOTO BY BRIAN SCHMIDT

"By bringing Union Station into the 21st century, we will bring more economic opportunities to residents all throughout the city of Chicago," said Mayor Emanuel. "A modern transit system is essential to a thriving economy for Chicago. With this investment in the future of Union Station, we will provide a more reliable link between downtown and our

neighborhoods, connecting residents to work and keeping Chicago on the move."

Union Station is the third busiest rail terminal in the United States with roughly 120,000 passengers served each day. With increased ridership of both Amtrak and Metra, the station often reaches its maximum capacity, resulting in overcrowded waiting areas and platforms. Starting this year, Amtrak will invest \$12 million in improvements that will create a more comfortable and passenger-friendly station by addressing some of the most

critical capacity and service issues. This work will include planning and design for a larger passenger concourse, making safety improvements, enhancing temperature controls and conducting necessary repairs to the station's exterior façade.

The rehabilitation of Union Station will be supported by projects already underway to expand its role as a central and growing transit hub, linking neighborhoods to jobs and neighboring states and counties to Chicago. These include building the Union Station Transportation Center, a consolidated Chicago Transit Authority (CTA) bus terminal on city-owned land across the street that will anchor the new Central Loop Bus Rapid Transit Corridor. This corridor will connect Amtrak, Metra, the CTA Blue Line and many downtown destinations and serve as a key link between commuter and intercity rail, resulting in faster, more reliable transit to help people get between home and work.

In addition to this initial phase of rehabilitation, in the coming months, Mayor Emanuel will work with Amtrak, Metra and state and federal partners to start the engineering and design studies necessary to initiate a project of this size and scope and move forward with improvements recommended in the Union Station Master Plan. [*Railway Age*]

### AMTRAK, INDIANA AGREE TO 'HOOSIER STATE' CONTRACT EXTENSION

INDIANAPOLIS - Feb. 3, 2015 - Amtrak will continue to operate the Hoosier State service between Indianapolis and Chicago under an Indiana Department of Transportation (INDOT) contract extension through April 1. A previous contract extension expired Jan. 31.

The 60-service agreement will provide the parties extra time to complete long-term contract negotiations for Amtrak to continue operating the service, with portions of provided by INDOT contractors, Amtrak officials said in a press release.

INDOT officials are negotiating renewal of the service on behalf of the state and Beech Grove, Crawfordsville, Indianapolis, Lafayette, Rensselaer, Tippecanoe County and West Lafayette.

The four-days-weekly Hoosier State and the three-days-weekly Amtrak Cardinal service provide service between Indianapolis and Chicago.

[*Progressive Railroading*]



### CSX CONFIRMS MORE THAN 50 LAYOFFS AT JACKSONVILLE HEADQUARTERS

JACKSONVILLE, Fla. - Jan. 28, 2015 - As part of a new streaming initiative, CSX Transportation has confirmed 52 layoffs at the railroad's corporate headquarters in Jacksonville this week, *First Coast News* reports.

The workforce reduction initiative eliminated about 300 management positions through a combination of voluntary separation options, the restructuring of headquarters departments, and these 52 involuntary layoffs, according to CSX spokeswoman Melanie Cost. No additional layoffs are planned.

Employee buyout options were made available to those who were at least 53 years old and have had 19 years of service or more, according to Jacksonville Business Journal. The employees were offered a one-year salary or the option to add two years of age and one year of service, enabling them to benefit from a higher level of pension benefits.

"This is an effort to streamline management and reduce nonessential costs," Gary Sease, vice president of corporate communications, says.

The restructuring and workforce reduction is attributed to the railroad's sharp reduction in coal shipments, according to Cost. *[Trains News Wire]*

### CSX CRUDE OIL TRAIN DERAILS, EXPLODES IN WEST VIRGINIA



**DERAILED CSX TRAIN CARS BURN NEAR MOUNT CARBON WVA. ON FEB. 15, 2015. THE TRAIN DERAILED AT AROUND 1:20 P.M. PHOTO BY MARCUS CONSTANTINO - CHARLESTON (WVA) DAILY MAIL**

CHARLESTON, W.Va. - Feb. 17, 2015 - A fire continues to burn in a river valley southeast of West Virginia's capital city of Charleston. The scene follows a Monday afternoon derailment that sent part of a loaded crude oil train into the river valley near Montgomery, a community located 25 miles southeast of Charleston. Several small explosions were reported into Monday night, with perhaps the most severe of all explosions erupting into the sky around 11:30 p.m. Evacuations, which have now affected more than 1,000 local residents, remain in effect Tuesday morning, as tank cars continue to burn.

The railroad released an update to the media on Monday night. "CSX teams continue to work with first responders and federal, state and local officials on the derailment Monday afternoon of an oil train near Mount Carbon, West Virginia. CSX personnel and agencies are continuing their assessment to determine the number of cars derailed and resulting oil loss," the railroad says. "The company is working to contain oil found in a creek that runs parallel to CSX tracks, and water utilities on the nearby Kanawha River are taking precautions. Fire around some of the cars will be allowed to burn out."

The train, carrying symbol K080-14, included two locomotives and 109 cars traveling to Yorktown, Va., from the Bakken oilfields of North Dakota.

Several derailment service contractors and numerous state and federal agencies have set up command centers in nearby Montgomery as crews wait for the fire to burn itself out.

The derailment is located on the railroad's New River Subdivision between Hinton, W.Va. and Russell, Ky. The former Chesapeake & Ohio main line is also the route of Amtrak's Chicago to Washington *Cardinal*, which stops in Montgomery. *[Edited from Trains News Wire]*



### NORFOLK SOUTHERN REPORTS FOURTH-QUARTER AND FULL-YEAR 2014 RESULTS

NORFOLK, Va., January 26, 2015 – Norfolk Southern Corporation today reported financial results for fourth-quarter and full-year 2014.

Net income for the quarter was \$511 million, or \$1.64 per diluted share, compared with \$513 million, or \$1.64 per diluted share, earned in fourth-quarter 2013. For the year, net income increased to a record \$2.0 billion, 5 percent higher compared with \$1.9 billion for 2013. Diluted earnings per share for 2014 were a record \$6.39, up 6 percent compared with \$6.04 per diluted share for 2013.

#### FOURTH-QUARTER 2014 RESULTS

- > Railway operating revenues totaled \$2.9 billion.
- > Income from railway operations was \$891 million.
- > Net income totaled \$511 million.
- > Diluted earnings per share were \$1.64.
- > The railway operating ratio was 69.0 percent.

#### 2014 RESULTS SET RECORDS

- > Railway operating revenues reached \$11.6 billion.
- > Income from railway operations was \$3.6 billion.
- > Net income totaled \$2.0 billion.
- > Diluted earnings per share were \$6.39.
- > The railway operating ratio was 69.2 percent.

"Norfolk Southern delivered another solid quarter of financial performance, capping a record-setting year during which our company achieved its best results for revenues, operating income, net income, earnings per share, and operating ratio," said CEO Wick Moorman. "For 2015, we plan to invest \$2.4 billion in capital investments to maintain the safety and quality of our rail network, enhance service, improve operational efficiency, and support growth opportunities."

#### FOURTH-QUARTER SUMMARY

> Operating revenues were \$2.9 billion, about even compared with fourth-quarter 2013, with gains in merchandise and intermodal revenues offsetting weaker coal revenues. Total volume was up 4 percent, or about 66,000 units, due to gains in intermodal and merchandise traffic.

> General merchandise revenues were \$1.7 billion, 3 percent higher than the same period last year. Volume grew by 5 percent, led by increases in shipments of chemicals and metals and construction. The five commodity groups reported mixed revenue results on a year-over-year basis:

- Chemicals: \$477 million, up 11 percent
- Agriculture: \$387 million, down 2 percent
- Metals/Construction: \$366 million, up 5 percent
- Automotive: \$253 million, even
- Paper/Forest: \$195 million, down 3 percent

> Intermodal revenues increased to \$649 million, 5 percent higher compared with fourth-quarter 2013. Growth in international and domestic business

pushed traffic volume up 6 percent in the quarter compared with the same period of 2013.

> Coal revenues were \$543 million, 15 percent lower compared with the fourth quarter of 2013. A weak global export market and fewer shipments of coal to utilities combined to decrease volume by 6 percent.

> Railway operating expenses were \$2.0 billion, down 1 percent compared with the same period of 2013.

> Income from railway operations was \$891 million, a fourth-quarter record and 1 percent higher compared with fourth-quarter 2013.

> The operating ratio, or operating expenses as a percentage of revenue, improved 1 percent to 69.0 percent, compared with the same quarter in 2013.

#### 2014 SUMMARY

> Railway operating revenues reached a record \$11.6 billion, 3 percent higher compared with 2013, driven by a 5 percent increase in traffic volume.

> General merchandise revenues rose 6 percent to \$6.7 billion, and traffic volume increased 5 percent compared with the prior year.

> Intermodal revenues increased to \$2.6 billion, up 7 percent compared with 2013. Traffic volume was 8 percent higher for 2014 compared with 2013.

> Coal revenues were \$2.4 billion, down 6 percent, due to a 5 percent decline in traffic volume compared with 2013.

> Railway operating expenses were \$8 billion, up 1 percent compared with 2013.

> Income from railway operations was a record \$3.6 billion, 10 percent higher compared with 2013.

> The operating ratio for the year was a record 69.2 percent, a 3 percent improvement compared with 71.0 percent in 2013. *[Norfolk Southern Corp.]*

The Class I also announced its projected capital spending for 2015 will total about \$2.4 billion compared with \$2.1 billion in 2014 and \$1.97 billion in 2013. The 2015 budget includes \$927 million for roadway maintenance and projects, \$404 million for freight cars, \$238 million for locomotives, \$238 million for facilities and terminals, \$220 for positive train control implementation, \$199 million for various other projects, \$104 million for infrastructure and \$65 million for technologies. *[Progressive Railroading]*

#### NORFOLK SOUTHERN TO CLOSE ROANOKE OFFICE BUILDING, RELOCATE EMPLOYEES

ROANOKE, Va., January 27, 2015 – Norfolk Southern today announced that it will close its Roanoke office building at 110 Franklin Road SE later this year and relocate the functions currently housed there to Atlanta or Norfolk.

Approximately 500 people currently work in the building in marketing, accounting, information technology, and other departments. Affected employees will have the option of relocating with their positions.

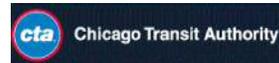
The action is being taken to foster departmental synergies and to make better use of the company's real estate assets and support the company's goal of streamlining its management workforce. Norfolk Southern is in the final process of evaluating which positions will be relocated to its corporate headquarters in Norfolk, Va., or its operational headquarters in Atlanta, Ga. Some regionally oriented positions will remain in Roanoke but will move to other work locations in the area.

"This will not involve any involuntary force reductions, and we will provide substantial relocation packages for those who choose to relocate," said James A. Squires, Norfolk Southern president. "Norfolk Southern has been a proud corporate citizen of Roanoke for more than 130 years, and that will not change. While our profile may be reduced, Roanoke will remain a key location in our network, and we will remain engaged in the community."

Roanoke will remain the headquarters for Norfolk Southern's Virginia Division, and the company will continue operating a local switching yard and locomotive and car maintenance facilities at Shaffer's Crossing, and a

locomotive overhaul and rebuilding facility in its East End Shops. In total, about 1,700 people currently work for Norfolk Southern in Roanoke.

The Roanoke office building was built in 1992 and consists of more than 203,000 square feet of office space. Disposition of the building will be determined at a later time. *[Norfolk Southern Corp.]*



#### FINAL REVENUE LAP FOR CHICAGO TRANSIT AUTHORITY'S 2400-SERIES "L" CARS

CHICAGO - Jan. 21, 2015 - "Goodbye old friends" is often heard at retirement parties, and that is just what the Chicago Transit Authority held Wednesday for the red, white, and blue 2400-series cars. The stalwarts of urban transport began roaming the city's elevated and subway lines in



TV NEWS CREWS WERE PRESENT AT THE WASHINGTON AND WELLS STATION

1976. Their last regular assignments, ending in 2014, had been on the elevated Orange and Brown lines, so it was only fitting that an eight-car train started its ceremonial last run tour with two spins around the Loop. Motorman Jorge Rivera was at the controls of lead car No. 2490 as the train stopped to pick up passengers at Washington and Wells. It must have been a slow news day, because television crews and newspaper reporters were out in force.



"This is NOT a Ravenswood Brown Line train!" Rivera exhorted to passengers over the public address system,

but after those two non-stop circles, the train would indeed fall in line with other Brown Line trains making regular stops to Kimball, then back around the Loop downtown as a regular Brown Line move.

After deadheading over to Belmont Ave., and up to the Howard St. Red Line terminal at the city limits on the city's North Side, the special was set to make regular stops on a hybrid routing to the South Side Green Line terminal at Ashland Ave. and 63rd St., going south around the Loop again and coming north back to Howard through the State Street Subway, a path not normally used by today's trains.

The 200 cars in the series were contemporaries of fleets that Boeing-Vertol built for the major transit systems in Washington, Atlanta, and the San Francisco. Many of those cars are still running after overhauls. The CTA says two dozen of the cars will be retained for work train service, but today marks their swan song for the traveling public. *[Trains News Wire - Photos by Bob Johnston]*



#### LONG ISLAND RAILROAD TO FOCUS ON IMPROVING ON-TIME PERFORMANCE, FLEET RELIABILITY

MTA Long Island Rail Road (LIRR) has set new goals for on-time performance and fleet reliability this year, President Patrick Nowakowski announced Jan. 20.

LIRR has for the first time established specific on-time performance (OTP) goals for each of its 11 branches, a strategy that seeks to improve service on each branch while recognizing that operationally no two branches are

the same, LIRR officials said in a press release.

The railroad also intends to improve the mean distance between failures (MDBF), an important measure of fleet reliability that tracks how long a railcar or locomotive travels before a breakdown causing a delay. The measure has improved significantly in recent years to a point where the railroad beats its goals "by wide margins," officials said.

"Setting realistic performance goals that are branch specific gives us a good shot at boosting OTP system wide," Nowakowski said. "As for fleet reliability, the consistency in which we have been beating our own goals means it's time to reach further, to raise our expectations for MDBF if we are going to achieve further improvements in that category."

Nowakowski, who has been LIRR president since June 2014, unveiled the changes at a time when the railroad's ridership has increased to its highest level in years. In 2014, LIRR transported 85.9 million riders, up 3 percent over 2013's ridership.

"Our region has clawed its way back economically, which means that more Long Islanders are relying on us to get them to work and back home safely," said Nowakowski. "These two new initiatives represent achievable goals and will help us meet customer expectations by improving service across the board." *[Progressive Railroading - Jan. 21, 2015]*



### SEVEN DEAD IN METRO-NORTH GRADE CROSSING COLLISION



**METRO-NORTH CAR NO. 4333 BURNS AFTER HITTING AN SUV ON THE TRACKS IN VALHALLA, NY ON FEB. 3, 2015 - ABC NEWS**

Seven people are confirmed dead following a horrific grade crossing collision involving a packed Metro-North train and a Jeep Cherokee just north of the Valhalla, N.Y., train station on the Harlem Line, on the evening of Feb. 3, 2015. There

were also numerous injuries, 10 of them serious.

Metropolitan Transportation Authority spokesman Aaron Donovan said the dead included the driver of the car—a woman who was outside the vehicle when the collision occurred—and six people on board the train. The first car of the train (an M-7 electric multiple-unit consist) and the Jeep caught fire. Witnesses reported seeing an explosion, followed by the fire.

The Harlem Line is 750 VDC third-rail-electricified. Preliminary reports say the force of the collision caused the live third rail to dislodge and spear the Jeep, possibly entering the vehicle's gas tank. Gasoline then ignited, causing the explosion and fire. (Metro-North extended third-rail power on the Harlem Line north of North White Plains, N.Y., in 1984, which added Valhalla to the railroad's electrified territory.)

The collision occurred at the Commerce Street grade crossing in Valhalla. "The gates came down on top of the vehicle, which was stopped on the tracks," Metro-North's Donovan said in a statement. "The driver got out to look at the rear of the car, then she got back in and drove forward and was stuck." He said the force from the impact pushed the Jeep about 10 railcar lengths (about 850 feet) north of the crossing. The train involved was Metro-North 659, which departed Grand Central Terminal at 5:44 p.m. The collision occurred at approximately 6:30 p.m.

"The FRA and American Public Transportation Association (APTA) have worked hard to develop specifications to enhance the safety of rail passenger railcars, including collision posts," rail safety specialist Paul Messina told Railway Age. "Strict flammability and toxicity standards are set by the National Fire Protection Agency (NFPA) for materials that are utilized



**A MEN WEARING A FEDERAL RAILROAD ADMINISTRATION VEST LOOKS OVER THE WRECKAGE OF A METRO-NORTH RAILROAD TRAIN AND A SUV IN VALHALLA, N.Y., WED., FEB. 4, 2015 AP PHOTO-SETH WENIG**

for the seats, walls, floors, and other appurtenances within railcar interiors. Each car is also equipped with window exits that are clearly marked and enable passengers to quickly exit a train in the event of an accident. The side doors also have clearly marked emergency releases. The M-7 electric

multiple-unit cars are relatively new, and have all of these safety features incorporated into their design. Unfortunately, it seems apparent that gasoline and vapors may have caused this fire. Therefore, regardless of the safety standards that were incorporated into the design of these cars, a fire engulfed the lead car of the train."

The accident was the second on Metro-North involving passenger fatalities in recent months. Four people were killed and 63 were injured, 11 critically, on Dec. 1, 2013, when a seven-car Hudson Line Metro-North train derailed on the curve at Spuyten Duyvil interlocking. *[Edited from Railway Age]*

*Editor's Note: The death toll has been reduced to six and an eyewitness has identified the SUV as a Mercedes-Benz product - Ed.*



### **PRR, PRSL & LIRR EVENTS IN MARCH**

**Mar. 24, 1900** - PRR awards first contract for building bulkhead, dredging and filling for Greenville Yard on south side of Jersey City.

**Mar. 21, 1905** - Flood destroys bridge over mouth of Conestoga Creek at Safe Harbor, Pa., on Columbia & Port Deposit Branch; line closed between Pequea and Washington Boro; PRR uses closure to work on Atglen & Susquehanna Branch.

**Mar. 13, 1907** - "J" Interlocking placed in service at Lemoyne, Pa. (new machine).

**Mar. 9, 1910** - PRR Board confirms resolution of Mar. 18, 1903, regarding enlarging Broad Street Station and building a freight station between 20th & 21st Streets in Philadelphia.

**Mar. 18, 1915** - First test runs of MP54 electric MU cars between Overbrook and Bryn Mawr.

**Mar. 4, 1919** - LIRR Board authorizes abandonment of Huntington Railroad trolley line.

**Mar. 1, 1925** - The Savarins, Inc. assumes operation of restaurant at Penn Station from PRR Dining Car Dept.; subsequently takes over operation of all station restaurants south to Washington and west to Pittsburgh.

**Mar. 25, 1930** - PRR announces that it has completed acquisition of \$6.8 million worth of real estate for 30th Street Station project; city has paid \$3.2 million.

**Mar. 12, 1933** - Philadelphia's 30th Street Station lower level opens for New York-Washington trains (2 tracks only) at 12:01 AM; West Philadelphia Station closes at midnight of Mar. 11; cab signals installed on "River Line" through 30th Street between "ZOO" and "ARSENAL".

**Mar. 24, 1935** - First stage (three westernmost tracks) of new Pennsylvania Station in Newark, N.J., opens for revenue service at 10:17 AM; "DOCK" Tower placed in service at east end of station.

**Mar. 1940** - First of fifth lot of 20 GG1's, No. 4889, built at Juniata.

**Mar. 26, 1945** - Class S2 6-8-6 steam turbine locomotive placed in revenue service between Chicago and Crestline; normally running east on The Trail Blazer and west on The Admiral.

**Mar. 13, 1950** - PRR inaugurates new sleeping car between Harrisburg and Erie on *Southern Express/Northern Express* Nos. 580-581.

**Mar. 23, 1955** - Pres. Symes announces that PRR will buy a Budd lightweight "tubular train."

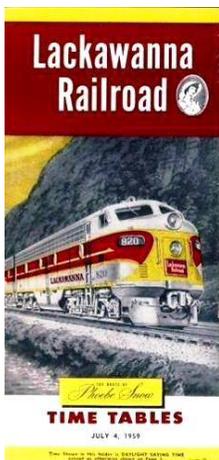
**Mar. 15, 1960** - Delair Bridge cut at 9:00 PM to permit replacement of swing span with wider vertical lift span to permit large ore carriers to reach U.S. Steel's Fairless Works.

**Mar. 15, 1965** - First concrete poured for grade-level slab that will support Madison Square Garden over Main Waiting Room floor; upper portion of Main Waiting Room then demolished.

**Mar. 3, 1966** - First three GG1s retired; #4804, #4831, #4847.

**Mar. 1, 1967** - PRR signs agreement with PRSL for reciprocal use of diesels.

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



## TIMETABLE 03-15

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

\*\*\*

**Sunday, March 1, 2015**

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

**Saturday, March 14, 2015**

29th Annual Harrisburg NRHS Railroad Show & Collectors Market at the I. W. Abel Union Hall (Steelworkers Union), 200 Gibson Street, Steelton, PA, 17113 Admission: Donation for adults: \$5.00, Children under 12: free. Info: Mark

Irvin, (717) 732-3867.

**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](http://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](http://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](http://www.wghshow.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.toyshows.org](http://www.toyshows.org)

**Saturday and Sunday, April 11-12, 2015**

Brass Expo at the Maryland State Fairgrounds, 2200 York Rd, Timonium Md. Features more than 100 tables of nothing but brass models in every scale. Brass clinics, meet brass importers and much more. Website: <http://brassexpo.com>. Admission also gets you access to The Great Scale

Model Train Show and The Hi Rail and Collectors show. Info: Howard Zane at 410-730-1036 or [hzane1@verizon.net](mailto:hzane1@verizon.net)

**Saturday and Sunday, April 11-12, 2015**

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

**Sunday, April 12, 2015**

RCT&HS Scale Model and Toy Train Show at the Leesport Farmers Market banquet hall, 312 Gernant's Church Rd., Leesport, Pa. 9:00 am to 1:00 pm. Info: Tom Brown, 717-279-6783 or [mjtsbrown@comcast.net](mailto:mjtsbrown@comcast.net)

**Wednesday - 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](http://www.ATRRM.org)

**Saturday and Sunday, April 18-19, 2015**

Lincoln Funeral Train Commemoration at the B&O Museum, 901 W. Pratt St. Baltimore, MD 21223. Info: <http://www.borail.org/Civil-War.aspx>

**Monday - Friday, April 20-24, 2015**

Toy Train / Collectible Show, Train Show and Sale at the Reliance Fire Hall, 1341 West Market St., York, Pa. Antique and modern trains of all gauges, all makes, parts dealers, Plasticville. Info: Barry King at [kingkodak@hotmail.com](mailto:kingkodak@hotmail.com) or 717-424-1308.

**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](mailto:Debbie_Geiser@verizon.net) or 302-674-5797.

**Friday - Sunday, May 15-17, 2015**

22<sup>nd</sup> 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](http://www.trollymeet.org)

**Sunday - Sunday, June 14-21, 2015**

NRHS 2015 Convention at Rutland, Vt. Info: [www.nrhs.com](http://www.nrhs.com)

**Tuesday - Friday, July 7-10, 2015**

RailCamp East at the University of Delaware, Newark, Del.

**Friday - Sunday, Oct. 23-25, 2015**

NRHS Fall Conference in Utica, New York.



**ROUTE 741 EAST, STRASBURG, PA**

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

**717-687-8628**

**Saturday, March 7, 2015** - Breakfast With The Conductor & Catcher - Read Across America Day

**Sunday, March 8, 2015** - Charter Day

**Sunday, March 22, 2015** - One Book, One Community/Orphan Train

**Saturday, April 25 thru Thursday, Dec. 31, 2015** - 40<sup>th</sup> Anniversary Celebration Gallery Exhibit - GG1 No. 4800 - This locomotive, at the Museum, was the first in a series of highly successful electric locomotives used on what is now the Northeast Corridor and the line to Harrisburg.

**Saturday, May 9, 2015** - National Train Day

**Sunday, June 28 - Sunday, July 5, 2015** - Reading Railroad Days

**Monday - Friday, July 13-17, 2015** - Barons & Builders Day Camp for ages 9 & 10

**Monday - Friday, July 27-31, 2015** - Barons & Builders Day Camp for ages 11 & 12

Saturday, Aug. 22 and Sunday Aug. 23, 2015 - Model Railroading Day

Saturday, Sept. 26, 2015 - Friends of the Railroad Museum Members Day

**Museum Hours:** March: 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**

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

**1-866-725-9666**

Open weekends & select weekdays: March 7-31, 2015 - Open daily: March 29, 2015

Saturdays, April 11-Nov. 21, 2015 - Wine & Cheese Train

Friday - Sunday, April 3-5, 2015 - Easter Bunny Train

Saturday, April 18, 2015 - The Great Train Robbery

Saturday, May 16, 2015 - Vintage Base Ball Day

Saturday - Sunday, June 20-28, 2015 - Day Out with Thomas

Saturday, July 18, 2015 - The Rolling Antique Auto Event



**ALTOONA MUSEUM MOVES INTO NEW ROUNDHOUSE**

ALTOONA, Pa. - Feb. 2, 2015 - The Railroaders' Memorial Museum is now able to make use of its new roundhouse. Construction has been underway for more than two years.

Museum officials decided to move several significant items of rolling stock into the building, according to local sources. Those include Pennsylvania Railroad GG-1 electric locomotive No. 4913, Pullman solarium observation Loretto, Vulcan-built 0-4-0T Nancy, and Broadway Limited observation lounge Mountain View.



**THE HARRY BENNETT MEMORIAL ROUNDHOUSE AT THE  
ALTOONA RAILROADERS MEMORIAL MUSEUM**

In addition, the tender from the museum's Pennsylvania K-4s Pacific has been housed in the building. Museum

volunteers are currently working to reassemble No. 1361, which was disassembled 18 years ago for restoration.

The building will also provide space for classrooms to be used by Pennsylvania State University's railroad engineering and management classes. [Trains News Wire]



**FEBRUARY, 2015  
CHAPTER MEETING MINUTES**

**CALLED TO ORDER:** The "Sunday" Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Sunday, February 15, 2015. The meeting was called to order at 2:20 p.m. by President Tom Shenk with 27 members and one guest present. President Tom Shenk led those assembled in the Pledge of Allegiance. Tom welcomed guest Denny Weber to the Chapter meeting.

**MINUTES:** President Tom Shenk asked for a motion to approve the October Membership Meeting Minutes. Dennis Allen approved the motion and David Stambaugh seconded the motion. The October membership minutes were approved as printed in *The Lancaster Dispatcher*.

**CHAPLAIN:** Chaplain David Stambaugh reported Fred Kurtz's wife Rosalee is in the hospital. He will follow up on her condition. On behalf of the

Chapter, David received a "thank you" card from Dale Kerschner. Dale was recently in the hospital and is recovering at home. If anyone knows of chapter members who are ill, or have lost a loved one, please contact David.

**TREASURER:** Treasurer Richard Rutledge gave the Treasurer's Report for the months of December and January. Richard announced it is time to renew the chapter CD. After checking different banks interest rates, it was best to keep the CD at the same bank and the same rate. Richard received a print entitled "A Bee Hive of Activity" from Lee Rainey of the East Broad Top Railroad for the Chapter's donation. Mr. Rainey was our guest speaker at the Chapter Banquet last November.

**MEMBERSHIP:** First Vice President Ron Irwin announced 121 chapter members, 63 spouses and students have renewed their chapter memberships. The chapter has also received \$418.00 in donations. Ron reminded chapter members when sending in your dues, you can pay by check or use PayPal on the computer.

**TRIPS:** Dennis Allen announced the 2015 Chapter Trip will be a "Southern Caribbean" cruise. The cruise dates are November 2 to November 13, 2015. The trip flyers will be sent out shortly.

**ANNOUNCEMENTS:** Tom Shenk thanked everyone who came out to the January "Clean up after Christmas" Chapter Meeting. A big thank you to Glenn and Cindy Kendig for all they do to keep the Chapter home running. Also, a thank you to everyone who had a part in making another successful Christmas Open House at the Christiana Freight Station. Glenn announced the hayrides were very popular and they had to have extra rides to accommodate all the riders. Glenn reported he is still working on the lease for the station from Amtrak. Ron announced the Stewartstown Railroad is looking for volunteers to help on these dates: February 21, 22, March 21, 22, April 22-26, and May 16, 17. Contact Dave Williamson or meet at the station at 9:00 a.m. on those dates. Ron also announced the Baltimore Chapter would like to invite anyone who is interested in attending their 79th anniversary banquet on March 21, 2015. It will be held at the Parkville Heritage Gardens in Parkville, Maryland. Speaker Doyle McCormick will have a slide presentation on the 4449 Freedom train. Cost of the banquet ticket is \$30.00-\$35.00. Jerry Allison announced the second weekend in September (12-13) will be the 100 year anniversary of the Nicholson Bridge and Tunkhannock Creek Viaduct. The bridge is located Northwest of Scranton. Smoke Shaak reported the February 2015 NRHS news is now on the NRHS website. Here is the link to the page: [www.admin.nrhs.com/NRHSNews](http://www.admin.nrhs.com/NRHSNews)

**ADJOURNMENT:** The Chapter Meeting was adjourned at 2:45 p.m. for the program. Today's program is a slide presentation given by Ron Irwin on the Chapter Trip in September 2014 to "Big Sky Country." (Utah, Idaho, Wyoming and Montana).



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

**NEW HAMPSHIRE LOOKS TO RESTORE FREIGHT SERVICE THROUGH  
CRAWFORD NOTCH**

CRAWFORD NOTCH, N.H. - Jan. 27, 2015 - More than three decades after the last Maine Central freight trains crossed the legendary Mountain Division over Crawford Notch, the New Hampshire Department of Transportation is looking to see if anyone is interested in operating freight across the state-owned line.

Earlier this month, NHDOT issued a "request for expressions of interest" for parties wanting to operate 60 miles of former Maine Central track between the Maine border and Lunenburg, Vt.

The state is also looking for anyone interested in operating the former Boston & Maine Conway Branch between Ossipee and Conway. The Conway Scenic owns the track west from Conway to Mountain Junction,

where the former B&M meets with the Maine Central. The Conway Scenic also operates passenger trains on most of the former Mountain Division. The NHDOT proposal states that anyone who does express interest in running freight must work with the tourist railroad and that it would "have priority over all other users." It also states that any potential operator would have to work with the New Hampshire Central Railroad that runs on a few miles of track near Whitefield.



**THE LAST FREIGHT MOVE OVER CRAWFORD NOTCH, IN 2009, DREW HUNDREDS OF ONLOOKERS AND RAILFANS - PHOTO BY JUSTIN FRANZ**

According to NHDOT, there would be no public funding available to a potential operator. Interested parties must submit questions and a meeting request before Feb. 20.

The last time regular freight trains ran on the Mountain Division was in the early 1980s, when the Maine Central ended service between Portland and St. Johnsbury, Vt. After that the only freight to move over the line was in 2009 when the Conway Scenic moved a 411-ton electrical transformer for the Public Service of New Hampshire.

Conway Scenic Operations Manager Paul Hallett tells *Trains News Wire* that the railroad has not heard of any industry that is interested in moving freight on the Crawford Notch line but

that the tourist road would never rule out moving freight.

"Our position on freight service is this; bring us a proposal," Hallett says. "We will consider any proposal that is logical and makes financial sense."  
[Justin Franz - *Trains News Wire*]



**AAR: FREIGHT RAILROADS TO SPEND A RECORD \$29 BILLION ON NETWORK; HIRE 15,000 IN 2015**

U.S. freight railroads plan to spend an estimated \$29 billion on the nation's rail network and project to hire about 15,000 people in 2015, the Association of American Railroads (AAR) reported in its 2015 Outlook. The AAR says these high-paying jobs and record private spending will further strengthen an essential transportation system that is today powering a U.S. economic comeback.

"By providing affordable, efficient and reliable transportation of goods, from lumber to oil to auto parts and grain, freight railroads continue to play a vital role in the positive economic trends rippling through the U.S. economy – including rising gross domestic product, improving employment statistics and plummeting gasoline and heating prices," said AAR President and Chief Executive Officer Edward R. Hamberger.

The planned \$29-billion in projected spending in 2015, or approximately \$79 million a day, brings the freight railroads' private investments to \$575 billion since 1980. The spending has covered upgraded track, new locomotives and freight cars needed to meet growing demand and make a safe network even safer.

"Unlike most other transportation modes, freight railroads rely on their own funds, not taxpayer dollars, to build and maintain their networks," Hamberger said. "The result of spending more than half-a-trillion dollars of private funds over the past couple of decades makes this country's freight rail system the envy of the world."

The new rail hires, which an estimated 20 percent will be veterans, join the ranks of those with compensation, including benefits, among the highest of any industry, averaging \$109,700 per year.

Sound public policy and today's balanced economic regulations, Hamberger noted, make it possible to offer high-paying rail jobs and provide the affordable and efficient service American businesses need and

expect if they are to compete in a global marketplace.

"The rail industry's ability to move more of what our economy needs rests on its ability to earn the capital necessary to continue record private investments, while supporting jobs across the country," Hamberger said. "With the right federal policies in place, the world's best rail network is on track to be even better." [Railway Track and Structures]

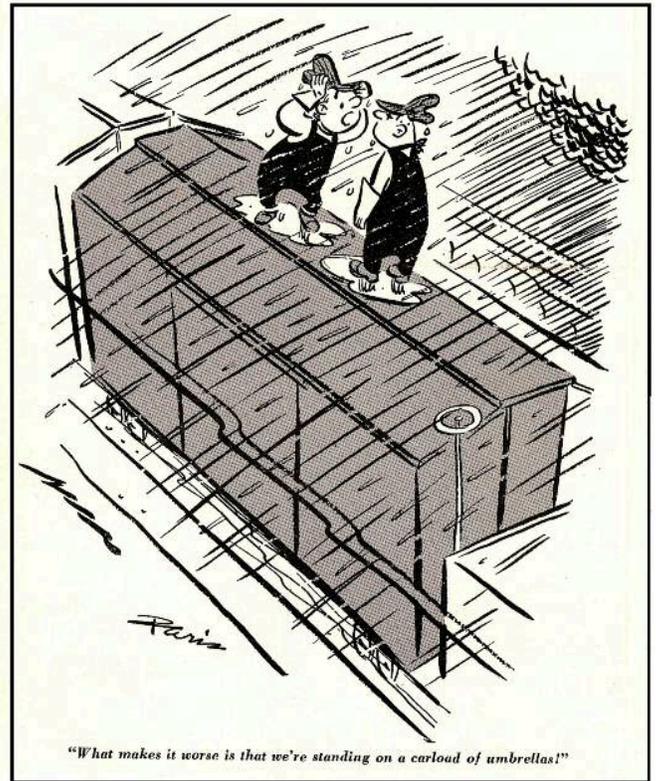
**THIS MONTH'S BANNER PHOTO**

Delaware, Lackawanna & Western train No. 3, the westbound *Phoebe Snow*, at Scranton, Pennsylvania in 1958.

**OPERATION LIFESAVER REMINDS YOU...**



**LOOK BOTH WAYS!** Always expect a train. Trains can run on any track, at any time, in either direction. After a train passes, look both ways before proceeding.



"What makes it worse is that we're standing on a carload of umbrellas!"

**FROM THE PENNSY, PRR'S EMPLOYEE MAGAZINE - JANUARY 1953**



***“INSIDE THE BACK PAGE”******UPCOMING LANCASTER CHAPTER ACTIVITIES*****MARCH 16, 2015 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR CHAPTER MEETING**

Chapter member Nelson Strubel will present a colorful program from his vast collection of railroad slides.

**APRIL 20, 2015 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR CHAPTER MEETING**

Our friend Paul Kutta returns with an interesting program entitled "Rails Then and Now, In and Near Lancaster County" about the changing railroad scene in our local area! Another one of Paul's fantastic programs, please consider bringing a friend.

**MAY 18, 2015 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR CHAPTER MEETING**

Rick Musser, Vice President Assistant Chief Mechanical Officer of the Strasburg Rail Road, will present a program about our favorite home town railroad. We'll learn some behind-the-scenes facts that few are aware of. Arrive early and bring a friend.

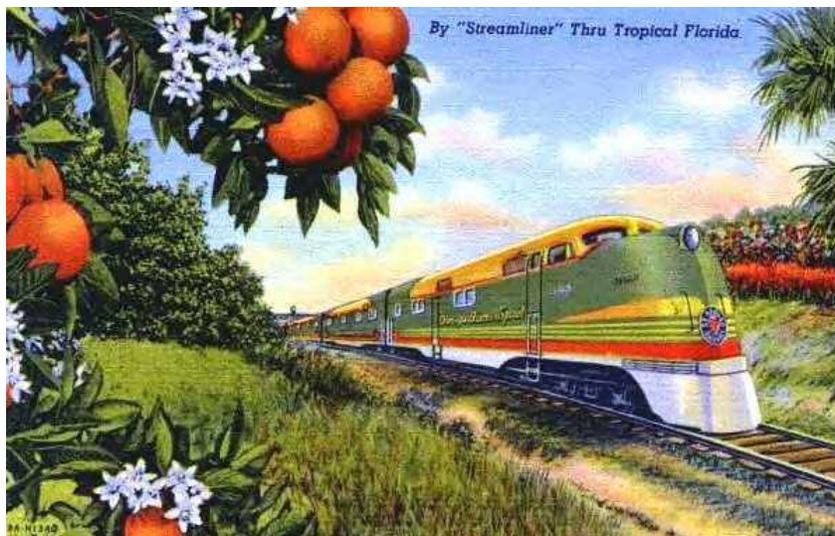
**CHAPLAIN CONTACT INFORMATION:**

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

**FINAL CALL - 2015 MEMBERSHIP RENEWALS ARE PAST DUE!**

IF YOU HAVE NOT PAID YOUR 2015 DUES, THIS WILL BE YOUR **LAST ISSUE** OF THE LANCASTER DISPATCHER. MEMBERS NOT RENEWED BY MARCH 31, 2015 WILL BE DROPPED FROM N.R.H.S. RECORDS AND MUST REAPPLY AS A NEW MEMBER.



**SOMETHING TO WARM YOU! A SEABOARD AIR LINE RAILROAD POSTCARD FROM THE LATE 1930s SHOWING THE "ORANGE BLOSSOM SPECIAL" - INAUGURATED ON NOV. 21, 1925, ITS FINAL RUN WAS ON APRIL 11, 1953**

**LANCASTER CHAPTER BOARD of DIRECTORS**

<b>PRESIDENT:</b>	<b>TOM SHENK</b>	<b>717-560-1186</b>	<b>TSHENK@NRHS1.ORG</b>
<b>1ST VICE PRESIDENT:</b>	<b>RON IRWIN</b>	<b>717-299-6405</b>	<b>RIRWIN@NRHS1.ORG</b>
<b>2ND VICE PRESIDENT:</b>	<b>GLENN KENDIG</b>	<b>610-593-6313</b>	<b>GKENDIG@NRHS1.ORG</b>
<b>SECRETARY:</b>	<b>DONETTA EBERLY</b>	<b>717-866-5514</b>	<b>DEBERLY@NRHS1.ORG</b>
<b>TREASURER:</b>	<b>RICHARD RUTLEDGE</b>	<b>717-741-0205</b>	<b>RRUTLEDGE@NRHS1.ORG</b>
<b>EDITOR:</b>	<b>ED MAYOVER</b>	<b>302-834-3662</b>	<b>EMAYOVER@NRHS1.ORG</b>
<b>HISTORIAN:</b>	<b>EVAN RUSSELL, JR.</b>	<b>610-269-7054</b>	<b>ERUSSELLJR@NRHS1.ORG</b>
<b>CHAPLAIN:</b>	<b>DAVID STAMBAUGH</b>	<b>717-292-1726</b>	<b>CHAPLAIN@NRHS1.ORG</b>
<b>1ST DIRECTOR:</b>	<b>CINDY KENDIG</b>	<b>610-593-6313</b>	<b>CKENDIG@NRHS1.ORG</b>
<b>2ND DIRECTOR:</b>	<b>STEPHEN HIMPSL</b>	<b>717-285-4283</b>	<b>SHIMPSL@NRHS1.ORG</b>
<b>NATL REP &amp; WEB:</b>	<b>FRED KURTZ</b>	<b>717-200-1551</b>	<b>FKURTZ@NRHS1.ORG</b>

**MEMBERSHIP MEETING NOTICE**

**THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, MARCH 16, 2015, STARTING AT 7:30 P.M.**

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



THE LANCASTER DISPATCHER IS PUBLISHED MONTHLY AS THE NEWSLETTER OF THE LANCASTER CHAPTER, NRHS AND IS E-MAILED TO EACH MEMBER OF THE CHAPTER AS ONE OF THE BENEFITS OF MEMBERSHIP. ANNUAL LANCASTER CHAPTER MEMBERSHIP DUES ARE \$20 PLUS \$12 IF YOU DESIRE A MAILED NEWSLETTER. NATIONAL NRHS DUES ARE MAILED SEPARATELY. 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**

**FIRST  
CLASS  
MAIL**

*Forwarding and Address Correction Requested*

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