



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

RAIL TRANSPORTATION IN LANCASTER COUNTY

RAILROAD HISTORY

The first railroad to pass through Lancaster County was the Philadelphia and Columbia Railroad, opened through Lancaster to the canal port of Columbia on March 31 or April 1, 1834. It was constructed by the state as part of the Main Line of Public Works, a combined rail and canal system connecting Philadelphia and Pittsburgh. In these early days, it was looked upon as a sort of public highway, and private horses and wagons that fit the gauge could be used on the line until 1844. Today this might be called open access.

The Philadelphia and Columbia quickly inspired connecting lines. In 1836, the Harrisburg, Portsmouth, Mount Joy and Lancaster Railroad (HPMt.J&L RR) built a connecting line from Dillerville, just west of Lancaster, to Mount Joy. Building from both ends, the line was completed from Dillerville to Harrisburg in 1838. This bypassed the canal between Harrisburg and Columbia. The P&C also encouraged the businessmen of Strasburg, who built the Strasburg Railroad from the Philadelphia and Columbia at Leaman Place to Strasburg in 1837. Transformed from a freight line to a tourist railroad in the 1950s, it is now one of the county's most popular tourist attractions.

In 1849, the HPMt.J&L RR was taken over by the Pennsylvania Railroad, then constructing an all-rail route across the state. It also bought the Marietta and Portsmouth Railroad, under whose charter it built a branch, paralleling the river and canal, from Royaltown to Columbia. Besides the canal, the Philadelphia and Columbia (and the new branch from Royaltown) connected to the Columbia-Wrightsville Bridge, which provided rail access to the Northern Central Railway via the Wrightsville, York and Gettysburg Railroad.

The PRR was forced to use the Philadelphia and Columbia between Dillerville and Philadelphia, and the sometimes lackadaisical operation of the state-run railroad proved burdensome and a bottleneck to traffic. In 1853, the PRR arranged to lease the Lancaster, Lebanon and Pine Grove Railroad, an as-yet unbuilt line from Philadelphia to Salunga via Phoenixville, and threatened to bypass the State line entirely. The threat, and intensive lobbying, was ultimately successful in persuading the Commonwealth to sell the entire Main Line of Public Works to the PRR in 1857. The PRR sold its interest in the LL&PG the following year, and the line would never be built.

The PRR also formally leased the HPMt.J&L RR in 1861, giving it complete control over its line from Philadelphia to Pittsburgh. This line would provide valuable service during the Civil War, particularly when the Philadelphia, Wilmington and Baltimore Railroad came under attack from Confederates and saboteurs or was simply jammed with traffic. Troops could be sent via the PRR to Columbia, cross the Columbia-Wrightsville Bridge, and ride down the Northern Central to Baltimore. However, Lee's invasion of Pennsylvania forced the state militia to retreat across the Columbia-Wrightsville Bridge and burn it behind them on June 28, 1863. While the destruction of the bridge saved the county from a Confederate invasion, it cut off access to the markets of York County, and it was not replaced until several years after the war.

During the Civil War, a new railroad appeared on the scene in Lancaster County. Controlled by the Philadelphia and Reading Rail Road, the Reading and Columbia Railroad built down from the Reading area to reach Columbia, crossing the PRR at Landisville, with a branch from Lancaster Jct. to Lancaster. The Columbia and Port Deposit Railroad also proposed to enter the county from the south, following the Susquehanna, but its construction was long stalled by inadequate funds and the difficult, rocky bluffs along the river.

While the principal arteries of the Lancaster County railroads had mostly been completed by this time, the Gilded Age witnessed a period of independent railroad construction, speculation, and financial maneuvers. The Lancaster and Reading Narrow Gauge Railroad was chartered in 1871 to build a 4 ft 0 in (1.22 m) gauge route from Safe Harbor to Lancaster to Reading, with a branch from Lancaster to Quarryville, competing with the Reading & Columbia. Construction began on the branch line to Quarryville, but was quickly changed to standard gauge. Hindered by the Panic of 1873, the company struck a deal with the Philadelphia & Reading to complete the line from Lancaster to Quarryville in return for control of the company, which it did in the following year. It thus became an extension of the Reading's Lancaster Branch. In 1876, the East Brandywine and Waynesburg Railroad built into the county from the east to reach the prosperous agricultural town of New Holland, and was promptly leased by the PRR. In 1877, the Columbia and Port Deposit, under control of the Philadelphia, Wilmington and Baltimore Railroad, finally finished its line into Columbia.

1878 saw the construction of one of the more implausible railroads of the area, the Peach Bottom Railway. Born of the "narrow-gauge fever" then sweeping the country, it was conceived as a 3 ft 0 in (0.91 m) gauge line from Philadelphia to the Broad Top coal fields. Surprisingly, the Eastern Division of the line was constructed from Oxford into Lancaster County, ending on the banks of the Susquehanna at Peach Bottom; no bridge was

ever built to the Middle Division across the river, which would become the Maryland and Pennsylvania Railroad. Subsisting on sparse local traffic, the Eastern Division was sold at a bankruptcy auction in September 1881 and reorganized as the Peach Bottom Railroad. Another chimerical dream of this period was the Hanover Junction and Susquehanna Railroad. Intended to run from Landisville across the river to Hanover Junction on the Northern Central, it was reorganized in 1881 as the Reading, Marietta and Hanover Railroad, under the control of the Reading and Columbia, and produced only a short line built in 1883 from Marietta Jct. to the PRR's Columbia Branch at the foot of Chickies Rock and the dying iron furnaces there.

A more substantial result was achieved by the construction, in the same year, of the Cornwall and Mount Hope Railroad from the massive iron ore pits at Cornwall, in Lebanon County, to Mount Hope and a connection with the Reading & Columbia (which had built a spur there from Manheim a few years previous). It was controlled by the Cornwall Railroad, one of two competing lines from Cornwall to Lebanon; the other was the Cornwall and Lebanon Railroad, which set about its own southward extension at the same time. Its subsidiary, the Colebrook Valley Railroad completed a line from Cornwall to Conewago Jct., on the PRR main line, the following year. It was merged into the Cornwall & Lebanon in 1886.

In 1888, the East Brandywine & Waynesburg was foreclosed and reorganized as the Downingtown and Lancaster Railroad, still controlled by the PRR. It extended from New Holland into Lancaster in 1890, creating a rural bypass of the main line from Downingtown to Lancaster. About this time, the PRR faced a threat to its relative dominance in Lancaster County. The Peach Bottom was sold to a group of Lancaster businessmen and reorganized in 1890 as the Lancaster, Oxford and Southern Railroad. The new owners hoped to use it as part of a bridge line which would allow the Baltimore and Ohio Railroad to enter Lancaster. The B&O would build north from Childs to reach the Peach Bottom at Oxford. The Peach Bottom would be converted to standard gauge and build a branch from Fairmont to Quarryville. From there, B&O trains would travel over the Lancaster & Reading Narrow Gauge to reach Lancaster. However, the plan was foiled by the poor financial state of the companies involved. At the beginning of 1900, the PRR was able to gain control of the L&RNG from the Reading, scotching the plan. Despite the failure of the grand scheme, the LO&S built the Quarryville branch anyway in 1905. This ill-advised maneuver plunged it into debt from which it would never recover. The B & O completed its portion of the LO & S line to Providence, Maryland, where it served a paper plant. The line was removed in 1977.

One of the smaller lines in the county was built in 1902, when the Champion Iron and Separating Company built a spur from the Columbia and Port Deposit (by now a PRR branch) at Safe Harbor to reach their ore banks and concentrating mill near Marticville. Never successful, the company struggled along through foreclosures and reorganizations for a decade before abandonment in 1912.

The turn of the century, however, was principally marked by the construction of the PRR's Atglen and Susquehanna Branch. This was part of the PRR's "Low-Grade Lines" project, which aimed to provide low-grade (slope) routes for freight which would bypass the congestion of major cities and the steeper grades of the Main Line. It was an engineering effort which would literally change the face of Lancaster County. With the goal of low grades always in mind, the new branch was surveyed through an empty area of southern Lancaster County, without significant industries. While it did pass near Quarryville, it did so on a high fill and did not descend to serve the town. Turning to parallel the Susquehanna River, the new route descended to join the Columbia and Port Deposit Branch at Creswell. At Columbia, the routes diverged again, with the new line following a parallel route straighter and closer to the river than the old line. At Marietta, the new line (under the York Haven and Rowenna Railroad charter) left the old line and the county, crossing the Susquehanna on the way to Enola. Construction of this branch required massive cuts and fills and two high bridges at Martic Forge and Safe Harbor. Most of the work, which took several years, was performed by H.S. Kerbaugh, an important PRR contractor. The line north of Marietta was opened first, on January 1, 1905, crossing Shocks Mills Bridge. The rest of the line opened on August 10, 1906, and the York Haven & Rowenna was merged into the PRR in the same year. It rapidly became a major freight route for the PRR.

This marked the high-water mark of railroading in Lancaster County. Consolidation and abandonment would soon ensure. The PRR bought up the Cornwall & Lebanon in 1913, and it was merged into the PRR in 1918, becoming the Lebanon Branch. The hapless Lancaster, Oxford & Southern, in and out of bankruptcy since 1910, scrapped its Quarryville branch in 1917. The rest of the railroad ceased operation in 1918, and the equipment was sold the next year. One oddity did appear in 1923: Samuel Strause opened a 3 ft 0 in (0.91 m) gauge logging operation at Penryn Park, a short portion of which extended into Lancaster County to transfer timber to the Cornwall & Mount Hope RR for shipment. This was Lancaster County's only logging line, and was sporadically active until 1936, being scrapped in 1941.

In 1930, with the iron industry at Chickies long played out, the Reading's Marietta Branch was abandoned. However, the railroad network in Lancaster County thereafter remained relatively stable until the general decline of the Northeastern railroads in the 1960s. The Cornwall & Mount Hope, long out of use, was abandoned in 1964, and part of the Mount Hope spur followed in 1971. With the formation of Conrail in 1976 and the transfer of the PRR Main Line to Amtrak, major abandonments of little-used lines began. The Lebanon Branch and the Quarryville Branch both went at its formation, although a steep spur was built off the Atglen & Susquehanna Branch at Quarryville to reach a stub of the old branch to New Providence. The remainder of the Mount Hope spur soon followed, as did the remaining stub of the Quarryville Branch, the New Holland Branch east of East Earl, and the Reading and Columbia from Lancaster Jct. to Columbia and from Lititz to Akron, all by 1982. The Reading and Columbia from Landisville to Bruckarts did survive, being sold to the Landisville Terminal and Transfer Company, operating off a new connection with the Amtrak line at Landisville. In 1984, the Reading and Columbia was further trimmed back from Akron to Stevens, near Ephrata. The final, major abandonment of the Conrail years was that of the Atglen & Susquehanna Branch from Safe Harbor to Lenover in 1989. Conrail's decision to divert Philadelphia-bound freight over the former Lebanon Valley Railroad and Reading Company main line (to avoid interference with Amtrak) had left it with little or no traffic.

CURRENT RAILROADS

As of 2015, passenger service in Lancaster County is provided by Amtrak, whose Keystone Corridor passes through the county, with stops at Lancaster, Mount Joy and Elizabethtown. A station is planned at Paradise to provide connecting service with the Strasburg Rail Road, which runs passenger excursions from nearby Leaman Place to Strasburg.

The principal freight operator in the county is Norfolk Southern Railway, as successor to Conrail in 1999. The NS main line follows the Susquehanna River (with trackage rights for Canadian Pacific Railway), and leaves the county by crossing the river on Shocks Mills Bridge near Marietta. NS also has trackage rights over the Keystone Corridor, to which it is connected by the Royalton Branch, which runs north along the river from the main line at Marietta, and the Columbia Branch, which runs from the Corridor at Dillerville to the main line at Columbia. Two other NS branches originate on the Corridor: the Lititz Secondary, which runs from Dillerville to Manheim and ends at Lititz, and the New Holland Industrial, which leaves the Corridor around the east end of Lancaster to run east to New Holland and ends at East Earl.

Several short lines also operate in the county. With the exception of the Strasburg Railroad, all are freight railroads. The East Penn Railroad operates on a spur off the NS branch to Manheim, and on a longer line in the northeast corner of Lancaster County into Berks County. Landisville Terminal and Transfer Company operates on a spur off the Amtrak line at Landisville. Most recently, the Columbia and Reading Railway began operating on 2.5 miles of track in Columbia in January 2010. Excepting the Tyburn Railroad, all of these lines operated over former Reading & Columbia trackage.

[Wikipedia - Chapter Member Steve Himpsl also contributed to this article]

TROLLEYS

The principal trolley company in Lancaster County was the Conestoga Traction Company. Conestoga Traction was an interurban trolley system that operated seven country routes radiating spoke-like from Lancaster, Pennsylvania, to numerous villages and towns. It ran side-of-road trolleys through Amish farm country to Coatesville, Strasburg/Quarryville, Pequea, Columbia/Marietta, Elizabethtown, Manheim/Lititz, and Ephrata/Adamstown/Terre Hill. By its connections to adjacent interurban trolley companies such as Philadelphia and West Chester (later Red Arrow and now today's SEPTA route 101), West Chester Street Railway, Schuylkill Valley Traction, Reading Transit, Hershey Transit, and Harrisburg Railways, one could ride trolleys from Philadelphia to Harrisburg, although slowly. This could be accomplished by two circuitous routes. The southern route went via West Chester-Coatesville-Lancaster-Hershey and the northern route via Norristown-Pottstown-Reading-Ephrata-Lebanon-Hershey. In the early part of the 1900s, Conestoga Traction was relatively fast and reliable transportation between towns in the days of horse-drawn wagons and buggies using rutted and muddy dirt roads. Conestoga Traction also transported products such as milk and produce from farm to town. With its connection to Hershey Transit, milk was shipped by trolley to the Hershey chocolate factory. Most interurbans like Conestoga Traction did not survive paved highways and the Great Depression. The Conestoga Traction Manheim line, for example, was abandoned in 1932. City service in Lancaster continued until 1947.

[Wikipedia]



1905 POSTCARD SHOWING THE SQUARE IN LANCASTER, PA.



CONESTOGA TRANSPORTATION CO. BIRNEY TROLLEY NO. 228 AT THE PRR STATION IN LANCASTER, PA - OCTOBER 1946



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



AMTRAK TRAIN DAYS TO CELEBRATE REASONS TO RIDE

WASHINGTON - In 2015, America's Railroad® is launching Amtrak Train Days (ATD) to celebrate with local communities why trains matter and reasons to ride.

Due to the past success of the "National Train Day", Amtrak is expanding its community program from multiple events on a single day to individual events over the course of spring, summer and fall.

Amtrak Train Days will demonstrate why "Trains Matter" by sharing with the local communities we serve the 'reasons to ride' the train. ATD will focus on reaching current and new audiences across America to reinforce the importance, benefits and value of passenger train travel.

ATD will officially kick off on May 9, 2015 at Chicago Union Station and then will travel across the country during the summer and fall. ATD celebrations will feature a combination of outreach tools, including a dedicated tour of the Amtrak Exhibit Train in select markets, interactive displays of the Amtrak experience at events sponsored by community organizations, Amtrak employee guest speakers, media and event promotions, and an ATD toolkit to support local community activities.

Communities from across the nation are invited to join in the celebration of passenger train travel by hosting their own ATD events during 2015. For more information visit www.AmtrakTrainDays.com. [Amtrak]



AMTRAK UPDATES 'DOWNEASTER' SCHEDULE

PORTLAND, Maine - Mar. 17, 2015 - Following a winter full of delays and problems, the Northern New England Passenger Rail Authority and Amtrak have decided to adjust the Downeaster's schedule between Boston and Brunswick, Maine. Because of an unprecedented winter full of record-breaking snow storms, the Downeaster has been consistently late in recent weeks, in part because of tight equipment turnarounds in Boston, Portland, and Brunswick, the *Portland Press Herald* reports.

Changes include train No. 683 running all the way to Freeport and Brunswick instead of train No. 681, resulting in a later arrival on the Downeaster's north end. The train will also layover in Brunswick longer.

Trains that cater to sports fans in Boston will also leave later. The complete schedule can be found at www.amtrakdowneaster.com [Edited from *Trains News Wire*]



SUCCESSFUL EXCURSIONS BOLSTER POSSIBLE RETURN FOR COLORADO SKI TRAIN

DENVER - Mar. 17, 2015 - For nearly 70 years, the Rio Grande Ski Train took skiers and riders from Denver to the slopes every weekend and now, after a successful pair of weekend excursions, Amtrak could bring it back for the 2015-2016 season.

On March 14 and 15, Amtrak and the Winter Park Resort operated a reincarnated ski train that ran 56 miles from Denver to Winter Park. Officials onboard were optimistic that when the train was parked Sunday night, it would not be for good, the *Denver Post* reports.

Amtrak, Union Pacific and ski resort officials will be meeting in April to discuss the future of the train, according to the report.

"There is so much demand for this thing, it's going to be hard for (the

railroads) to say no," says Gary DeFrange, president of the ski resort. "I know there are going to be hurdles, but we will work through them. I'm pretty confident we will get something going."

Between 1940 and 2009, the ski train ran every season and unloaded passengers at the base of the ski resort, not far from the Moffat Tunnel. The Denver & Rio Grande Western operated the train until 1988 when it was purchased and operated by Anasco Investment Co. In 2009, the train made its final run before the brand was sold to Iowa Pacific Holdings who tried but failed to revive the service. Earlier this year, Amtrak announced it would run a 75th Anniversary Ski Train on March 14, which sold out in a matter of hours. They quickly added a second run, and it too sold out.

With the success of this past weekend's runs – which included two Amtrak locomotives and seven Superliner passenger cars – officials are already hoping for a larger return next year. Jim Brzezinski, an Amtrak route director, says it is possible that they would even run a ski train out of Denver on Friday nights or add a dining car.

"Here's the question so many are asking: Will Amtrak want to do this again after this weekend? Well, the answer is: You betcha," Brzezinski says.

[Trains News Wire]



U.S.-CANADA AGREEMENT A STEP TOWARD RESTORING VERMONT-TO-MONTREAL RAIL

A proposal to restore passenger-rail service between Vermont and Montreal took a major step forward, as U.S. and Canadian officials signed a long-awaited agreement aimed at improving cross-border travel and security between the two countries, U.S. Sen. Patrick Leahy (D-Vt.) announced March 16th.

The cross-border agreement, signed by U.S. Homeland Security Secretary Jeh Johnson and Canadian Minister of Public Safety Steven Blaney, was needed before discussions could begin on the creation of a pre-clearance facility at Montreal's Central Station and the resuming of Amtrak train service between Vermont and Montreal, Leahy said in a press release.

The agreement was negotiated under the Beyond the Border Action Plan approved by President Barack Obama and Prime Minister Stephen Harper.

"This agreement has long been a goal, and a dream, for Vermonters who have fond memories of rail trips to Montreal to enjoy all that its vibrant cultural capital has to offer," said Leahy, who has long pushed for an agreement that would help to restore Amtrak's *The Montrealer* rail service.

The Montrealer line used to run between Washington, D.C., and Montreal, stopping at nine Vermont stations along the route. That cross-border service ended in 1995, when St. Albans became the terminus for the new Vermonter train.

The pre-clearance facility at Montreal's Central Station would eliminate the need for the train to stop at the U.S. border to allow the U.S. Customs and Border Protection to inspect passengers. [Progressive Railroading]



BNSF DRONES WILL PATROL THE TRACK

One need not look to the wild blue yonder to find the BNSF air force. Soon, it will be patrolling BNSF tracks from altitudes no higher than 500 feet, but not within three miles of any airport and always during daylight hours.

Such are the restrictions imposed by the Federal Aviation Administration (FAA) in granting BNSF authority March 12 to operate lighter than 55-pound drones—unmanned aerial vehicles (UAVs) as they are formally known. So



far, BNSF—which was a pioneer in the design of Positive Train Control (PTC)—is the only railroad that has sought such FAA authority.

BNSF said it will use four versions of the drones, equipped with cameras, to inspect its track and monitor its trains. Other applications will be investigated. [Edited from Railway Age]



CONRAIL BRINGS BACK "SHARED TRACK" EMPLOYEE MAGAZINE

PHILADELPHIA, Pa. - April 22, 2015 - Conrail has reinstated the *Shared Track* employee magazine. Timely news and articles fill the glossy, 6-page, 11"x17" magazine. The premier issue, March 2015, highlights the new Conrail.com website; a message from Ron Batory, Conrail President and COO, entitled CONRAIL IS YOUR RAILROAD; and various performance metrics and personnel changes. The cover of the first issue is shown.

Previous publications included the *ConRail* and *Conrail* magazines and the *Inside Track* magazine. Various divisions and departments also published their own newsletters.



CSX CORPORATION ANNOUNCES FIRST-QUARTER EARNINGS, DIVIDEND INCREASE AND NEW SHARE REPURCHASE PROGRAM

JACKSONVILLE, Fla. - April 14, 2015 - CSX Corporation today announced first-quarter 2015 net earnings of \$442 million, an 11 percent increase from \$398 million in the same period last year. The company also generated earnings per share of \$0.45, a 13 percent increase from \$0.40 per share in the first quarter of 2014.

Revenue in the quarter was \$3.0 billion, driven by growth across many of CSX's markets and an improved pricing environment, partially offset by the impact of low natural gas prices, lower fuel recoveries and the strong U.S. dollar. At the same time, the benefit of lower fuel prices and cost-saving initiatives more than offset higher inflation and volume-related costs in the quarter. As a result, operating income increased by 14 percent to \$843 million and the operating ratio improved 330 basis points to 72.2 percent.

"In this dynamic economic and business environment, CSX's core earnings remain strong and we are continuing our drive to provide excellent service for our customers and value for our shareholders," said Michael J. Ward, chairman and chief executive officer. "Our commitment and confidence in CSX's future is underscored by the positive shareholder actions we're taking today."

The CSX Board of Directors has approved an increase in the quarterly dividend and a new share repurchase program. The 13 percent increase in the dividend, to \$0.18 per share, is payable on June 15, 2015 to shareholders of record at the close of business on May 29, 2015. This is the 13th increase in 10 years, representing a 26 percent compound annual growth rate during that time. The new, \$2 billion share repurchase program is expected to be completed over the next 24 months. This follows the successful completion of CSX's previous repurchase plan, during which the company bought back \$1 billion worth of shares. Since 2006, CSX has repurchased nearly \$9 billion in shares. [CSX Corp.]

FORBES NAMES CSX ONE OF AMERICA'S BEST EMPLOYERS

JACKSONVILLE, Fla. - March 27, 2015 - A commitment to employee development and diversity, combined with consistently high performance in key business areas, earned CSX a place as one of "America's Best

Employers," according to a new survey published by *Forbes* magazine.

Forbes determined its first-ever "America's Best Employers" list based on a survey of more than 20,000 American workers at U.S. companies and divisions of multinationals, nonprofit institutions such as hospitals, and government agencies. CSX was also recently recognized as one of the "World's Most Admired Companies" by *FORTUNE* magazine, as one of the G.I. Jobs' 2015 "Top 100 Military Friendly Employers," and as a "Best Place to Work in IT" by IDG's *Computerworld*. [Edited from CSX Corp.]



CLASS J 611 HOMECOMING TO KICK OFF NORFOLK SOUTHERN 21ST CENTURY STEAM EXCURSIONS

ROANOKE, Va., April 16, 2015 – The 611 is going home again, coming back from its second restoration to headline Norfolk Southern's 21st Century Steam excursions in 2015.

Sixty-five years after the Class J 611 was built at Norfolk & Western Railway's shops in Roanoke and placed into service for the first time May 29, 1950, the locomotive is scheduled to return under steam May 30, fulfilling the dreams of its Virginia Museum of Transportation owners and rail enthusiasts worldwide.

Neither progress of rail industry dieselization nor ravages of time spent lying dormant on display for decades could defeat the 611, which survived the scrap heap of other steam locomotives and two retirements to take its place among a trio of iconic engines that will power 21st Century Steam this year. The others are Southern Railway 4501 and Nickel Plate Road 765.

VMT is a new sponsor with Norfolk Southern, joining the Tennessee Valley Railroad Museum (TVRM) and the Fort Wayne Railroad Historical Society (FWRHS) to operate excursion trips between June 6 and Oct. 11. Tickets and schedule details will be available on the websites of trip sponsors.

Here is the schedule. All excursions are round trips.

Date - Origin - Turn Point/Destination - Locomotive - Operator

Weekend of June 6 - Manassas – Riverton Junction, Va. - N&W J 611 - VMT
 Weekend of June 13 - Lynchburg – Petersburg, Va. - N&W J 611 - VMT
 June 27 - Bristol, Va. – Bulls Gap, Tenn. - SOU 4501 - TVRM
 June 28 - Bristol – Radford, Va. - SOU 4501 - TVRM
 Weekend of July 3 - Roanoke – Lynchburg and Walton, Va. - N&W J 611-VMT
 Weekend of July 18 - Fort Wayne – Lafayette, Ind. - NKP 765 - FWRHS
 Weekend of July 25 - Youngstown – Ashtabula, Ohio - NKP 765 - FWRHS
 Weekend of Aug. 1 - Buffalo – Corning, N.Y. - NKP 765 - FWRHS
 Weekend of Aug. 8 - Allentown – Pittston, Pa. - NKP 765 - FWRHS
 Weekend of Aug. 15 - Scranton, Pa. – Binghamton, N.Y. - NKP 765 - FWRHS
 Weekend of Sept. 12 - Jersey – Cleveland, Tenn. - SOU 4501 - TVRM
 Weekend of Sept. 12 - Trips celebrate 100th anniversary of the Nicholson Bridge - Scranton – Nicholson, Pa. - NKP 765 - FWRHS
 Weekend of Oct. 3 - Macon – Tennille, Ga. - SOU 4501 - TVRM
 Weekend of Oct. 10 - Atlanta – Toccoa, Ga. - SOU 4501 - TVRM

Southern Railway's 4501 was the pioneer locomotive in Norfolk Southern's initial steam excursion program that operated from 1964 to 1994. The 4501 returned to excursion service in 2014 after being rebuilt at TVRM's Chattanooga shops. Nickel Plate Road 765 was built in 1944 by Lima Locomotive Works at Lima, Ohio, and has been used in excursion service since 1979.

But it is the powerful sleek N&W Class J 611 with its bullet nose and tall-as-a-man driving wheels on a 4-8-4 configuration that many associate with the halcyon days of steam railroading. Its initial restoration in 1982 after two decades of retirement was occasion for a movie, "Going Home," produced by Norfolk Southern. "The J being alive of course is the greatest joy that we true rail fans have had in many years," an appreciative fan says

in the movie. The resurrection kept the J chugging in excursion service until 1994, when Norfolk Southern concluded its steam program, and 611 was retired a second time and put on display again at VMT.

Norfolk Southern's 2010 announcement of plans to operate 21st Century Steam prompted hope that the 611 might ride the rails yet again. In 2013, VMT launched a study and then a capital campaign, "Fire Up 611!" to fund restoration of the locomotive. Norfolk Southern donated \$1.5 million from proceeds of sale of a Mark Rothko abstract expressionist painting. The 611 was towed to the North Carolina Transportation Museum in May 2014 for display among a group of historic locomotives, and the restoration began there in June. *[Norfolk Southern Corp.]*

[NS ACQUIRES ADDITIONAL SD80MACs FROM CSX](#)

CHATTANOOGA - Mar. 16, 2015 - Norfolk Southern has completed a swap with CSX Transportation, trading a number SD40-2s for the remaining CSX SD80MACs. NS swapped 12 SD40-2 locomotives to CSX for its 12 SD80MACs. The deal reunites all active SD80MACs built on the NS roster, bringing the total number to 29.



CSX SD80MAC No. 4601 LEADS AN EASTBOUND TRAIN AT DESHLER, OHIO, IN OCTOBER 2010 BRIAN SCHMIDT

CSX SD80MAC No. 4594, the only SD80MAC to be retired and scrapped so far, was not included in the trade.

Norfolk Southern plans to repaint and place in service a number of the SD80MACs at Chattanooga this spring that only require minor mechanical work or upgrades. Any SD80MACs requiring more extensive work will move to the railroad's Juniata Shops in Altoona, Pa., for shopping and new paint prior to being released for service. Road numbers for the new locomotives

will be NS Nos. 7217-7228.

Locomotives involved are CSX SD80MACs Nos. 4590-4593, and 4595-4602, and NS SD40-2s Nos. 3425-3427, 3430, 3432, 3433, 3438, 3439, 3440, 3443, 3446, and 3447.

Conrail was the sole purchaser of the SD80MAC model from EMD, ordering 30 in the mid-1990s. During the Conrail breakup, Norfolk Southern received 17 units and CSX received 13. *[Chris Guss - Trains News Wire]*

[NORFOLK SOUTHERN LAUNCHES \\$53-MILLION ENERGY INNOVATION PROJECT AT JUNIATA LOCOMOTIVE SHOP](#)

ALTOONA, Pa., - Mar. 27, 2015 - Norfolk Southern today launched a \$53-million energy conversion project at its Juniata Locomotive Shop that will substantially reduce carbon emissions and water usage at the 70-acre facility.

Norfolk Southern will replace the shop's coal boilers with natural gas heaters and install a 1.2-megawatt capacity combined heat and power generator that will produce enough electricity to sustain the entire 16-building complex. When completed in late 2017, Norfolk Southern expects the improvements to save about \$4 million in electricity costs, reduce water usage by 49.4 million gallons from steam-water recovery, and eliminate more than 29,000 tons of carbon emissions in Pennsylvania on an annual basis. The project goes beyond equipment changes to include adding insulation, energy-efficient windows at key locations, high-speed roll-up doors on locomotive bays, and replacing roofing to ensure the full sustainability benefits of the investment are realized.

The project follows a comprehensive review of work demands and energy consumption at Juniata, the largest locomotive repair shop in North America and headquarters for Norfolk Southern's locomotive rebuild program. The facility has about 1,050 employees who specialize in heavy repairs and engine overhauls. *[Edited from Norfolk Southern Corp.]*

[NORFOLK SOUTHERN EXPECTS TO REPORT EARNINGS OF \\$1.00 PER SHARE, 15% BELOW 2014](#)

Norfolk, Va. - Apr 13, 2015 - Norfolk Southern Corporation's first quarter 2015 diluted earnings per share are expected to be \$1.00 per share, 15% below the same quarter 2014. The reduction in earnings is primarily due to lower than expected revenues, although certain expense items also affected the comparison. Revenue decreases reflect reductions in fuel surcharge revenue in each of NS' three commodity groups, continued reductions in coal volumes, and a lower average revenue per unit related to the mix of business. Lower overall expenses were aided by declining fuel expense but hurt by weather and service recovery costs.

First quarter revenues are expected to be approximately \$2.6 billion, a 5% decrease compared with the same period last year. Coal shipments continue to experience downward pressure, weighted by a significant decline in export coal volume.

Merchandise saw growth in volumes, though revenues declined due to unfavorable revenue per unit brought on by reduced fuel revenues and changes in the mix of traffic. Within the intermodal category, increased volumes and core pricing gains roughly offset the impact of lower average revenue per unit due to fuel revenue reductions.

First quarter expenses will be approximately \$2.0 billion, a decrease of 3% versus 2014. This improvement was led by significantly reduced fuel expenses. Remaining costs were adversely affected by weather and service-recovery costs, and also by increased hiring and training costs, and a labor agreement signing bonus. The benefits of the increased hiring have begun and will be even more apparent in future quarters as the new employees complete training and enter regular service.

Following the weather related challenges of the first quarter, volumes are expected to rebound in the second quarter, with the exception of coal, which will continue to be pressured given current market dynamics. In the current energy environment, revenues for the year are expected to be less than revenues for 2014, and the Company continues to focus on improving core pricing as service levels improve.

The Company's continuing actions to restore service levels should result in gradual improvement during the second quarter and a return to normalized levels during the third and fourth quarters of the year. Second quarter expenses will continue to reflect service recovery costs, currently estimated at \$25 million, which is commensurate with the second quarter of 2014. As new employees and additional locomotives are deployed and new infrastructure projects become fully operational during the second quarter, the Company will be well-positioned to capitalize on market opportunities and unwind excess service-related costs.

"Our goal remains the same: to operate an efficient, high velocity railroad, which enables us to offer the best possible customer service and retain and grow our business at rates that provide a superior return for our owners," said CEO Wick Moorman. "I am confident in our ability to reach high performance levels this year. With operations showing sustained improvements, and with better weather and enhanced infrastructure and personnel, we look forward to stronger results in the second quarter and the second half of the year." *[Norfolk Southern Corp.]*



[NEWARK PENN STATION TURNS 80](#)

NEWARK, NJ - March 23, 2015 - Today, Newark Penn Station (NPS), the gateway for New Jersey rail travel throughout the region, turned 80 years old and NJ TRANSIT hosted a huge community celebration in its honor.

As a special feature, the New Jersey Transportation Heritage Center provided two historic buses on display outside of the station on Plaza West opposite the Hilton Hotel for viewing.

Opened in 1935, Newark Penn Station is listed on both the State and National Registers of Historic Places. The station was originally designed and still operates as an intermodal facility serving pedestrian, taxi, bus and private vehicle traffic generated by the more than 50,000 transit customers

who use the station each day.

The first section of Newark Penn Station opened on March 23, 1935. The first regularly scheduled train to use the station — a New York to Philadelphia express train — did not pick up passengers until the following morning; the bus lanes and taxi area also opened March 24, 1935. The final phase of the station opened in 1937 when projects to extend the Newark City Subway (now Newark Light Rail) and Hudson & Manhattan Railroad (now PATH) to NPS were completed, greatly increasing transportation options for regional commuters. *[Edited from NJ Transit]*



SEPTA RELEASES PROPOSED FISCAL YEAR 2016 OPERATING BUDGET

The Southeastern Pennsylvania Transportation Authority March 20 released its proposed 2016 operating budget, which is slated to grow to \$1.36 billion, a 2.84 percent increase compared with 2015's budget.

The new budget would maintain all current level of SEPTA services with no increase in fares, agency officials said in a press release.

The budget also allows for the permanent implementation of 24-hour weekend service on the Broad Street Line subway and the Market-Frankford Line subway/elevated train, which were first launched as a part of a pilot program last year, officials said.

Increased wages and benefits for SEPTA employees are included in the budget as well, SEPTA General Manager Joseph Casey said.

"While labor represents the most significant and growing operating cost driver, SEPTA continues to implement cost-containment measures and identify new opportunities to generate alternative revenue," Casey wrote in the budget.

To that end, the agency has deployed more than 15,000 cameras to help reduce fraudulent injury claims, he said. SEPTA is also looking into station naming rights opportunities and corporate partnerships to increase revenue.

Casey also noted that regional rail ridership achieved a record 36.7 million trips in 2014, and the agency as a whole continued to see ridership growth over the past decade. SEPTA expects ridership to continue to grow, as unemployment levels in the area remain low, he added. *[Edited from Progressive Railroading]*



PRR, PRSL & LIRR EVENTS IN MAY

May 23, 1900 - PRR Board authorizes addition of four floors to west wing of Broad Street Station Office Building in Philadelphia.

May 24, 1905 - PRR announces Atglen & Susquehanna will be part of complete low grade freight line between Pittsburgh and New York.

May 27, 1907 - First steel column of new Penn Station - New York erected.

May 13, 1914 - PRR Board authorizes new alignment and new concrete arch bridge at Manayunk, Pa.

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

May 26, 1922 - Baldwin *Prosperity Special* consisting of 20 - 2-10-2s being delivered to Southern Pacific leaves Eddystone via PRR behind double-headed L1s; runs via Port Road, Fort Wayne, Richmond and East St. Louis; four pushers, two on rear and two cut into middle, are required over the Allegheny Mountains.

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

May 16, 1932 - PRR orders two-unit Budd-Michelin lightweight, rubber-tired

diesel railcar No. 4688-4689.

May 16, 1937 - PRR operates one of its largest and fastest *Off the Beaten Track* railfan excursions from New York to Altoona with tour of shops and test plant; sponsored by New York Chapter of R&LHS, NRHS and Railroad Stories magazine; runs in 5 hours:50 minutes, or about as fast as *Broadway Limited*.

May 18, 1942 - Experimental Class Q1 4-6-4-4 duplex freight locomotive No. 6130 completed at Juniata; first steam locomotive built there since S1 of 1939; costs \$395,322; streamlined by Raymond Loewy; is assigned to Columbus-Chicago service.

May 24, 1945 - PRR completes auxiliary 5-track yard east of Alton & Southern crossing at Rose Lake, Illinois.

May 24, 1950 - PRR Board approves order of 12 Budd RDC's for PRSL in lieu of air conditioning 20 coaches as ordered by New Jersey courts.

May 23, 1954 - PRR unveils model of ground level and underground shopping arcade for Penn Center, Philadelphia designed by Welton, Becket & Associates of Los Angeles.

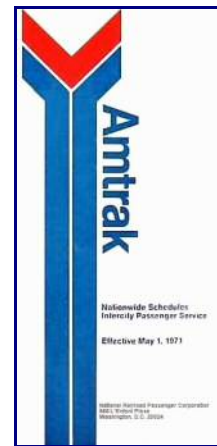
May 17, 1959 - NRHS excursion with No. 4800, Philadelphia to New Haven, celebrates 25th anniversary of the GG1.

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

May 24, 1966 - PRR dedicates enlarged TrucTrain yard at Kearny, N.J.

May 1967 - First of 20 *Silverliner III* MU cars delivered from St. Louis Car Company for SEPTA service, giving PRR 64 modern MU's in SEPTA service by the end of the year.

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



AMTRAK'S FIRST TIMETABLE

TIMETABLE 05-15

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

Through October, 2015

Exhibit: Building the Reading at the Reading Railroad Heritage Museum, 500 S. Third Street, Hamburg, PA. Contributions of ethnic groups are highlighted as well as the tools and materials used to build the railroad. Info: www.readingrailroad.org

Saturday, May 2, 2015

Allentown & Auburn Railroad Photo Freight with night shots, pulled by the newly restored and repainted ALLN 206. Daylight shots from 9 a.m.

to 3 p.m., night shots from 7:30 p.m. to 9:30 p.m. Boxed lunch provided by Pop's Malt Shop included. Tickets \$75.00 per person. Company address: 35 Railroad Street, Kutztown, Pa 19530. For details call 570-778-7531 or go to www.squareup.com/market/allentown-and-auburn-railroad

Saturday, May 9, 2015

National Train Day.

Saturday, May 9, 2015

The Great Lehigh Valley Train Meet at Merchants Square Mall, 1901 South 12th Street, Allentown PA 18103. Adm: \$5.00. Info: www.lehighvalleytrainmeet.com

Saturday & Sunday, May 9-10, 2015

The Delaware, Lackawaxen & Stourbridge Railroad reestablishes popular passenger excursions from Honesdale to Hawley and Lackawaxen on the

25-mile line. See article under *Less Than Carload Shipments*.

Saturday & Sunday, May 9-10 & 24, 2015

Train Rides on the Stewartstown Railroad using a motorcar on May 9 and a PRR caboose and Locomotive No. 9 on May 10 and 24. Info: <http://stewartstownrailroadcompany.com/train-rides/>

Friday - Sunday, May 15-17, 2015

Spring Weekend at Williams Grove, PA 17055 from 9 a.m. to 3 p.m. featuring a PRR steam train, antique tractors, working saw mill, model train exhibit, and food. Tractor pulls on May 15 at night at 7 p.m. For information call 717-766-4001, send email to wghsea@yahoo.com or go to <http://wghsea.org>

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

Saturday & Sunday, May 16-17, 2015

Walkersville Southern Railroad Steam Trains - Lehigh Valley Coal Co. 0-6-0 #126 pulls regular excursions, plus railfan special with runbys. Info: www.wsrr.org

Sunday, May 17, 2015

Friends of Philadelphia Trolleys will sponsor a PCC-II trolley charter covering all six city trolley lines. Departs SEPTA's Elmwood Depot at 11:00 am, returns about 3:00 pm. Fare is \$45.00 per seat. Info: Harry Donahue at had2709@aol.com or Bill Monaghan at FPT2799@comcast.net

Saturday - Monday, May 23-25, 2015

Walkersville Southern Railroad Steam Trains - Lehigh Valley Coal Co. 0-6-0 #126 pulls regular excursions. Info: www.wsrr.org

Saturday & Sunday, May 30-31, 2015

Walkersville Southern Railroad Steam Trains - Lehigh Valley Coal Co. 0-6-0 #126 pulls regular excursions, plus railfan special with runbys. Info: www.wsrr.org

Sunday, May 31, 2015

Motor Car Rides on the Stewartstown Railroad. Info: <http://stewartstownrailroadcompany.com/train-rides/>

Sunday, May 31, 2015

Spring Hamburg Dutch Train Meet at the Hamburg Field House, 123 South 4th Street, Hamburg PA 19526. Adm. \$5.00. Info: www.pa-vendors.com/events/berks-county

Saturday, June 6, 2015

Spring Bus Fling at the Antique Automobile Museum and Campus in Hershey, Pa. by the Museum of Bus Transportation. Adm. \$7.00. Info: please call the Museum at 717-566-7100, Ext. 119

Sunday - Sunday, June 14-21, 2015

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

Tuesday - Friday, July 7-10, 2015

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

Sunday, July 26, 2015

Summer Hamburg Dutch Train Meet at the Hamburg Field House, 123 South 4th Street, Hamburg PA 19526. Adm. \$5.00. Info: www.pa-vendors.com/events/berks-county



ROUTE 741 EAST, STRASBURG, PA

[WWW.RRMUSEUMPA.ORG](http://www.rrmuseumpa.org)

717-687-8628

Through Thursday, Dec. 31, 2015 - Riveted Jacket of Many Colors: A Photo History of GG1 No. 4800

Saturday, May 9, 2015 - National Train Day

Saturday and Sunday, June 13-14, 2015 - Norfolk Southern Days

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

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

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

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

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

Sunday, Oct. 4, 2015 - Garden Railways Tour

Saturday, Nov. 7, 2015 - 1940s Swing Dance

Saturday and Sunday, Nov. 7-8, 2015 - Trains & Troops

Saturday, Dec. 5 and 12, 2015 - Christmas With The Conductor and Home For The Holidays



**STRASBURG RAIL ROAD
SPECIAL EVENTS**

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

Various Days through Sept. 19, 2015 - Seafood Express

Various Days through Sept. 20, 2015 - Flavors of Lancaster County

Various Days through Nov. 14, 2015 - The Chocolate Express

Saturday through Nov. 21, 2015 - Wine & Cheese Train

Various Saturday through Nov. 21, 2015 - Murder Mystery Dinner Train

Sunday, May 10, 2015 - Mother's Day Dinner Trains

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

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

Friday - Sunday, Oct. 16-18, 2015 - Steampunk unLimited



APRIL, 2015

CHAPTER MEETING MINUTES

CALLED TO ORDER: The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, April 20, 2015. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 31 members and one guest present. President Tom Shenk led those assembled in the Pledge of Allegiance. Glenn Kendig welcomed guest Bob Wineburg to the meeting.

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

CHAPLAIN: In the absence of Chaplain David Stambaugh, Lorrie Steffy reported Fred Kurtz is recovering from outpatient surgery on his finger. Also, chapter member Ari VantZelfden is recovering from a possible mini stroke. 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 month of March. Richard was at the Appomattox Court House in Virginia with the National Park Service for a re-enactment. Richard met the great-great-great grandson of General Grant. Richard also reported some of the relatives showed the original pardon papers the soldiers received back in 1865.

MEMBERSHIP: In the absence of First Vice President Ron Irwin, Glenn Kendig announced new chapter members Tom and Kathy Steckler. Glenn presented Tom with the Lancaster Chapter's History book. The book is about the first 65 years of the Chapter from 1933-1998. New member

Richard Lungdren was also presented with the History Book. Glenn also welcomed Chapter Member Greta Hittle and her guest, Don Portner. Paul Kutta announced there is a copy of the Chapter History Book at the Massachusetts library. Dennis Allen said there is a bound copy of the History Book at the NRHS library. If any new members are interested in the Chapter History Book, please contact Glenn.

PARKESBURG CLOCK: Tom Shenk thanked Steve Himpstl for his dedication to getting the Parkesburg clock back in running condition. The clock is on display in the back room of the Station. Steve contacted "The Furniture Doctor" who rebuilt the clock for \$397.50 and Kauffman's Clock Repair, who made a new gear for the clock (with parts coming from New York) for \$598.90. Glenn announced the clock was donated to the Chapter by Lee Summers. Glenn brought Mr. Summers to the Station to show him the restored clock. Mr. Summers told Glenn he rescued the clock from the dumpster at a jewelry store they were cleaning out. The number 256 on the clock is the Parkesburg Station's Number.

NATIONAL NEWS: Tom Shenk announced Smoke Shaak attended the York Board Meeting on Sunday April 19, 2015. National Representative Fred Kurtz reported he was at the Board Meeting by telephone conferencing. Topics discussed were By-law changes, the by-law changes were voted on at the Board Meeting. One of the changes will be limited terms for the National President and Vice President. Fred reported National will be sending out letters about the by-law changes and new membership cards to members. National currently has over 5,000 members.

TRIPS: Dennis Allen announced the chapter trip to the "Southern Caribbean" has 34 people going so far. The cruise dates are November 2 to November 13, 2015. If anyone is interested in this cruise, contact Dennis Allen or Ron Irwin. Dennis also had an experience like Richard with re-enactment at Andersonville with one of his relatives.

CABOOSE: Steve Himpstl announced he is still working on getting the caboose back to the way it looked in 1976. Steve is putting in the soap dispenser, commode, and towel rack, so when you walk into the caboose, it will be just like it was when someone was going to work back then. Steve got a \$1000.00 special grant from his employer, Alcoa. The grant was for \$250.00, but there were company changes in 2014, so they decided to give the grant for \$1000.00 this year. Steve gets the grant money because he volunteers his time at the Station and we are non-profit. Tom thanked Steve and his employer, Alcoa, for their generosity.

IMPORTANT DATES: Glenn Kendig announced Saturday, May 16 will be the Christiana Freight Station clean-up date. The Christiana Fire Hall will hold their annual breakfast the same day. Anyone interested in helping at the clean-up can meet at the Fire Hall at 7:30 a.m. before the clean-up starts at 9:00 a.m. Glenn also announced the Station decks need staining. Glenn has a sprayer to do the decks but has never used it. If anyone knows how to use it and would be willing to help stain the decks, please contact Glenn. The May 18 Chapter Membership Meeting will be held at the Station with a program given by Rick Musser. The June 15 Chapter Membership Meeting will also be held at the Station. The Sunday, July 19 Chapter Meeting will be at the Wanamaker, Kempton & Southern Railroad. The cost is \$5.00 to ride the train. Tom had an idea of getting a school bus for members who didn't want to drive. The cost of the bus ride would be \$16.00 plus \$5.00 to ride the train - \$21.00 for the bus and train ride. The bus would leave from the Christiana Freight Station. This meeting would be a Sunday meeting. The August 17 Chapter Meeting will be at the Strasburg Rail Road. Tickets to ride the train are \$5.00. This year there will be a limit on how many tickets you may purchase. Please be mindful of this fundraiser and do not buy tickets at the discounted price and resell them for a profit. Saturday, August 29 will be the Christiana Community Yard Sale. Sunday, September 20 will be the Annual Chapter Picnic. Saturday, October 24 will be the Chapter's second Vendors Fair at the Station. Friday, November 20 will be the Annual Chapter Banquet with Steve Barry giving the program. Saturday, December 19 and Sunday December 20 will be the Station Christmas Open House. Monday, December 21 will be the Annual Chapter Membership Christmas Party (with no official meeting).

ANNOUNCEMENTS: Tom Shenk thanked Ed Mayover for the work he puts in every month to get the Chapter newsletter ready. Steve Himpstl reported the late Ken Murry's auction was on Saturday, April 11, 2015. Ken had loaned Mountville Historical Society two Railroad signs. They were returned to the estate and at the sale Mountville bought one for \$2000.00 and the other wooden sign for \$3900.00. A thank you to Toady Kennel for the cupcakes and brownies snacks she made for tonight's Chapter Meeting. Steve announced the Chapter received 25 Conrail system manuals and a Railroad Lantern donated by Sam Weaver; 15 railroad videos donated by Tom McMaster and Nelson Strubel donated two framed pictures. Cindy Kendig announced the Chapter has received 350 tickets from the Strasburg Rail Road. Anyone who would like to purchase tickets, please contact Steve Himpstl.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:15 p.m. for the program. Tonight's program is "Rail Then and Now, in and near Lancaster County" given by Paul Kutta.

Respectfully submitted by Donetta M. Eberly, Secretary



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS

NEW AREA TOURIST LINE

A new tourist line, the Allentown & Auburn Railroad, is setting up shop at Kutztown, Pa., to begin operations sometime this year. It takes its name from an old predecessor of the Reading, and will operate the four-mile ex-Reading, ex-East Penn branch linking Tipton and Kutztown. Already, two diesel switchers, two ex-Jersey Central coaches and other equipment have arrived on site, and onetime Pennsy doodlebug No. 4666 may be coming from Ringoes, New Jersey. [Railpace via Philadelphia Chapter, CINDERS]



HONESDALE EXCURSIONS TO RESUME, FREIGHT MAY FOLLOW

HONESDALE, Pa. - Mar. 16, 2015 - The popular excursion trains on the 25-mile Honesdale-Lackawaxen line in northeast Pennsylvania are set to return beginning May 9-10, a spokesman for the shortline now known as the Delaware Lackawaxen & Sturbridge Railroad tells *Trains News Wire*.

Tom Shepstone, executive director of the Honesdale-Lackawaxen Shippers Association, says that the Myles Group of West Chester has moved several pieces of rolling stock to Honesdale in recent months and has invested about \$30,000 to get the line's rare EMD BL2 diesel locomotive back into running condition.

The plan, Shepstone says, calls for reestablishing the popular passenger excursions from Honesdale to Hawley and Lackawaxen, to be followed by renewed freight service. The excursion trains are "desperately desired by the community," Shepstone says.

About a half dozen potential freight customers have been contacted, Shepstone says, and propane and stone may be the initial traffic. "We'd like to get some of the fracking business as well," he adds.

The Myles Group once owned and operated the nearby Wellsboro & Corning Railroad and the Tioga Central excursion trains on that line until selling 70 percent of the operation to Genesee & Wyoming. It was that experience in developing operations that led the local shippers group to approach Myles about helping to revive the Honesdale line, Shepstone says.

The Myles Group has not responded to requests for comment.

The Honesdale line, formerly an Erie Lackawanna branch, was unwanted when Conrail was formed in 1976 and has had several operators since. The line's largest shipper closed in 1999, and no freight trains have operated since 2008.

The shippers' group and the local chamber of commerce operated seasonal excursion trains, using the former Bangor & Aroostook BL2 and several

former Lackawanna commuter cars for more than 30 years.



READING NO. 2100 TO EMBARK ON CROSS-COUNTRY JOURNEY THIS SPRING

RICHLAND, Wash. - April 10, 2015 - A new future awaits former Reading Co. 4-8-4 No. 2100. Held in long-term storage in Richland, part of the tri-cities region of Pasco, Kennewick, and

Richland, railroad preservationists are working to prepare the locomotive for a move to a new home where restoration and rehabilitation work will commence on the locomotive. Initial inspections have identified No. 2100 to be in reasonable mechanical condition and suitable for return to service and to its original coal burning capacity.



NO. 2100 IS READY FOR THE MOVE IN EARLY APRIL. AMERICAN STEAM RAILROAD PRESERVATION ASSOCIATION PHOTO.

Qualified steam locomotive consultants and mechanics working on behalf of the American Steam Railroad Preservation Association have spent a month in eastern Washington inspecting, servicing, and preparing the famous Reading engine for shipment. The locomotive, tender, and auxiliary tender will be transported via flatcar to Cleveland, Ohio.

The Association was formed in 2005 and owns Frisco locomotive No. 1352, located in Taylorville, Ill. Fundraising efforts to perform a similar move of No. 1352 continue.

No. 2100 was built in September 1945 at the railroad's Reading, Pa., shops using components from a 2-8-0. The locomotive gained fame powering the railroad's Iron Horse Rambles from 1959 to 1964.

A formal announcement will be made at www.fireup2100.org once the consist is inspected and approved for shipment.. [Trains News Wire]



NORFOLK & WESTERN 611 STEAM TEST: ALL SYSTEMS GO

SPENCER, N.C. - April, 1, 2015 - Norfolk & Western 4-8-4 No. 611 is in the home stretch of

its restoration after a successful test fire Tuesday at the North Carolina Transportation Museum, where its 1,472-day inspection and repairs began last May 29.



The locomotive was fired all day and achieved its maximum working boiler pressure of 300 psi. The crew opened the throttle to blow out the ports on the pistons and valves and took the opportunity to celebrate by blowing a Class J Hancock three-chime long-bell whistle. A few minor pipefitting leaks were noted, but otherwise the steam test

was a success. The safety valves will be set at the next fire up. Meanwhile the tender is getting painting and lettering.

"We're ready for insulation next," Fire Up 611! Chief Mechanical Officer Scott Lindsay tells *Trains News Wire*. "The test was a success from every aspect."

The locomotive will mark its 65th birthday this month (April). It is expected that the locomotive will return under its own power to its home at the Virginia Museum of Transportation and pull excursions on Norfolk Southern in 2015, although a timetable for this and a schedule have not been set.

In late March, paint application on the tender began at the North Carolina Transportation Museum in Spencer. The paint crew, led by Chris McBride, applied professional-grade Axalta coating to No. 611's tender. The paint crew worked in the evenings, doubling the restoration effort to two shifts per day.

Ken Miller designed the replacement stenciling for the famous Norfolk & Western lettering on the side of the tender, and assisted with the application.

Axalta donated the paint to the Virginia Museum of Transportation, No. 611's owner. Norfolk Southern's Birmingham Steam Shop previously used the same colors and product more than 20 years ago. Axalta shipped 30 gallons of black, eight gallons of Tuscan red, four gallons of gold, as well as product required for mixing. In addition, 24 gallons of clear will be applied as a topcoat, giving the locomotive a glossy appearance.

Willetts Railcar Services prepared the tender surfaces, and constructed a large paint booth.

In other news... ROANOKE, Va. - April 9, 2015 - The Virginia Museum of Transportation has filed an initial application with the United States Trademark and Patent Office for trademark registration for Norfolk & Western Class J No. 611. If it is awarded by the Patent Office, it will be a legal presumption of the Museum's ownership nationwide of trademarks for the Norfolk & Western Class J steam passenger locomotive, and specifically, Class J No. 611. The Museum will have exclusive right to use these trademarks on or in connection with all the registered products, services, and media produced by the Museum. [Both items Trains News Wire]

THIS MONTH'S BANNER PHOTO

To celebrate Amtrak's 44th anniversary on May 1, we have the Amtrak Heritage locomotives lined up at the Ivy City Engine Terminal in Washington, DC.



OPERATION LIFESAVER REMINDS YOU...

Maybe you can beat the train.
Maybe you're dead wrong.

75 YEARS AGO THIS MONTH

Your
WORLD'S FAIR
FROM MAY 11, 1940

ADMISSION: Adults 50 cents, children 3 to 12 inclusive, 25 cents. Special rates to groups.

EXHIBITORS: The great nations of the world, our own Federal Government; States and Territories . . . industry, labor, civic groups . . . arts and sciences.

AMUSEMENT AREA: The biggest, gayest, Amusement Park in the World.

COST: A \$155,000,000 show with 1,500 free exhibits.

BEST ACCOMMODATIONS: Thousands of benches . . . hundreds of conveniently located rest rooms . . . the cool shade of 7,000 trees . . . spacious picnic grounds for family basket lunches . . . cool, refreshing fountains . . . millions of flowers.

SPECIAL DAYS: You can have a special day dedicated to your community or organization at the Fair. Hundreds of special events already have been booked to give every day a new program.

TRAVEL INFORMATION: Attractive reduced rates. . . See your local ticket agent . . . also for details for all-expense tours.

FAIR INFORMATION: We invite you to write Information Service, World's Fair of 1940 in New York . . . or phone WOrld's Fair 8-1940.

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NEW YORK
PENNSYLVANIA RAILROAD

“INSIDE THE BACK PAGE”
UPCOMING LANCASTER CHAPTER ACTIVITIES

MAY 16, 2015 - **SATURDAY, 9:00 AM** - **CHRISTIANA FREIGHT STATION - STATION CLEAN-UP DAY**

Breakfast will be available at the Christiana Fire Company's Fire Hall beginning at 6:00 AM. Adults - \$8.00; Kids 6-12 - \$3.00.

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

Rick Musser, Vice President Assistant Chief Mechanical Officer of the Strasburg Rail Road, will present a program about our favorite home town railroad. Bring a friend to what promises to be a very interesting presentation.

JUNE 15, 2015 - **MONDAY, 7:30 PM** - **CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING**

Michael Froio will be presenting a lecture discussing his ongoing project documenting the former Pennsylvania Railroad mainline.

JULY 19, 2015 - **SUNDAY, 3:00 PM** - **“RIDE THE RAILS” AT THE WANAMAKER, KEMPTON & SOUTHERN RAILROAD**

AUGUST 17, 2015 - **MONDAY, 6:00 PM** - **“RIDE THE RAILS” AT THE STRASBURG RAIL ROAD**

AUGUST 29, 2015 - **SATURDAY, 9:00 AM** - **CHRISTIANA FREIGHT STATION - COMMUNITY YARD SALE**

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

IMPORTANT NOTICE TO ALL NRHS CHAPTERS AND MEMBERS

Effective Monday, March 30, 2015, NRHS transferred its business operations from Fernley & Fernley. That contractor will no longer have any further responsibilities for updating and maintaining the membership data base, nor will they have anything to do with NRHS finance operations.

On March 31, please discontinue sending anything of any sort to Fernley & Fernley. As we have already told you, NRHS will receive mail from the USPS at the following address:

National Railway Historical Society
c/o John K. Fiorilla, Esq.
Capehart & Scatchard, Inc., P. A.
P. O. Box 5016
8000 Midlantic Drive, STE 300S
Mt. Laurel, NJ 08054-5016

The NRHS telephone number remains 215-557-6606. The FAX machine has been disconnected and the FAX telephone number has been discontinued.

Email addresses, Facebook page, and web site will remain unchanged.

Please discontinue sending anything to Fernley & Fernley, and please do not call them for any reason to better ease our transition away from them.

More details about future operations will be forthcoming throughout the next several months.

Thank you,

Al Weber, NRHS President



LANCASTER CHAPTER BOARD of DIRECTORS

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THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, 18, 2015, STARTING AT 7:30 P.M.

**LANCASTER CHAPTER
NATIONAL RAILWAY
HISTORICAL SOCIETY
10 RAILROAD AVENUE
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