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The Case of the Missing White House

BY CHRISTINE B. PODMANICZKY

N. C. Wyeth was one of the most famous illustrators of his day. So why can't anyone—including the White House itself—locate the Wyeth painting on the cover of this issue of the Hoover Digest?



It seems fitting to take a closer look at one of the 100,000 historic posters in the Hoover Institution Library and Archives. *Building the First White House*, painted by N. C. Wyeth for the Pennsylvania Railroad Company, depicts George Washington overseeing construction of the presidential mansion with its architect, James Hoban. This view of the White House, set against a magnificent and even portentous cloudscape, brilliantly blends the expectations of the historic figures with the modern knowledge that history has validated their hopes. Although two centuries separate the event depicted and the latest inauguration, the same sense of anticipation prevails.

The cover of this issue of the Hoover Digest is also a poster with a fascinating story—mystery story might be a more accurate description—for the painting from which the poster was made is lost, and despite the best detective efforts of curators, scholars, collectors, attorneys, and even the White House itself, its whereabouts remains unknown. The poster that survives in the Hoover Archives and other collections offers the only way to see what the painting looked like.

The story begins in the late 1920s when Ivy L. Lee, an independent publicist working for the Pennsylvania Railroad, commissioned famed illustrator Newell Convers Wyeth to paint twelve images of patriotic subjects, each related to a location served by the railroad. Lee had been impressed with the artistic quality and effectiveness of contemporary advertising posters issued by European railroads (many of which also are in the Hoover collection), and he hoped Wyeth's designs would contribute to a higher American standard when displayed in stations, libraries, chambers of commerce, and schools. Lee also planned to publish the designs in *Building the Nation*, a booklet prepared by historian Hendrick Van Loon, which would link the Pennsylvania Railroad with the country's growth and emphasize the railroad's own development as a national institution.

The advertising poster that survives in the Hoover Archives and other collections offers the only way to see what the painting looked like.

By the late 1920s, Newell Convers Wyeth held a solidly established reputation as one of the country's foremost illustrators. His career began at the turn of the century, just as rapid expansion in the publishing industry and technological advances in printing made possible a phenomenal increase in the number of color reproductions that appeared in magazines and books. With a keen sense of color, Wyeth used his palette and his lush painterly style to create larger-than-life heroes and villains featured in the short stories and novels of the day. His cowboys, American Indians, knights, and pirates, all depicted with his own brand of realism and romanticism, caught the reading public's fancy. "Illustrated by N. C. Wyeth" became a guarantee of first-rate artistry.

During the second decade of the twentieth century, Wyeth contributed illustrations to a series of children's classics for Charles Scribner's Sons; his depictions of Robert Louis Stevenson's characters in *Treasure Island* and *Kidnapped* became iconic classics in themselves. But Wyeth grew frustrated with the constraints of his profession, even as changing fashions in both literature and illustration caused the artist to seek new sources of income. In the 1920s, he continued to illustrate while moving successfully into mural painting and advertising. The railroad commission no doubt appealed to Wyeth for several reasons: during the First World War he had designed a number of well-received posters for the government and the Red Cross, and he nurtured a lifelong, vital interest in American history.

Beginning in late 1929 and throughout 1930, Wyeth produced the first three paintings in the PRR series: *Ringling Out Liberty* (Philadelphia), *In Old Kentucky*, and *Pittsburgh in the Beginning*. *Building the First White House* was the fourth. The *Mutual Magazine* (April 1932), a publication of the PRR, contained Wyeth's description of the image:

President Washington's interest in the erection of the building was constant throughout the years he served in office. . . . It is known that he made occasional visits to the new building. . . . And so I have chosen to picture one of these. . . . It is a day in the early summer of 1798, about the time that the slates for the roof were being laid. Mr. Washington stands beside architect Hoban, both intent upon some question concerning the building. At the left is a group of visitors, friends perhaps of Washington. On the right, two of Mr. Hoban's assistants.

The historical details in every such Wyeth picture derived from his extensive research. He used a photographic reproduction of Hoban's original drawing for the White House as the basis for the appearance of the building. Moreover, his Chadds Ford, Pennsylvania, studio library contained John Marshall's five-volume *Life of George Washington* and several dozen gravure reproductions of paintings of the president; a full-size plaster cast of a bust of Washington also stood in the studio.

N. C. Wyeth's illustrations for classics like *Treasure Island* and *Kidnapped* became classics in themselves.

Wyeth kept no daybooks and the painting is not mentioned in his extensive correspondence, but a reproduction of the poster featured in the November 1931 issue of *Advertising Art* suggests the painting was completed earlier that year.

As the nation's financial situation worsened in the early 1930s, it is likely that the railroad canceled plans for the remainder of the project, including the book by Van Loon. *Building the First White House* was the last painting Wyeth produced for the series. In 1932, the four images were reproduced in a calendar issued by the Forbes Lithograph Manufacturing Company of Boston, which had printed the 41-by-27-inch posters, and in 1944 *Building the First White House* was reproduced in a textbook. These reproductions were credited to the PRR, the probable owner of all four paintings.

Interest in Wyeth's work waned after his death in 1945 (ironically, caused by an accident at a Pennsylvania Railroad crossing near his home). In the late 1940s, a Delaware collector attempted to catalog Wyeth reproductions, not actual paintings, but his research notes suggest he failed to contact the railroad, an action that might have elicited some comment on the original artwork. The PRR merged in the late 1960s with the New York Central, faced bankruptcy in the early 1970s, and was later overtaken by Amtrak and Conrail, which itself was divided in the late 1990s. Commercial artwork was not among the most valued assets in any of these transactions. The Wyeth paintings disappeared.

"It is a day in the early summer of 1798, about the time that the slates for the roof were being laid," runs Wyeth's description of his painting. "Mr. Washington stands beside architect Hoban, both intent upon some question concerning the building."

In 1990, the Wyeth Foundation for American Art funded a project at the Brandywine River Museum in Chadds Ford, Pennsylvania, to identify and locate every painting in Wyeth's oeuvre. N. C. Wyeth, *Catalogue Raisonné of Paintings* was published in May 2008, and during the course of the research, no concrete information on the PRR paintings surfaced. As curator of the project, I searched through almost four decades of letters to the Brandywine River Museum from owners of paintings by N. C. Wyeth, and an even larger cache of similar letters sent to Andrew Wyeth, N. C.'s more famous son. These letters contained information on hundreds of paintings, but none mentioned *Building the First White House* or the three other PRR paintings. Auction catalogs and sales records were searched to no avail; telephone inquiries and letters were addressed to executives and attorneys in various departments of Penn Central and Conrail, again without turning up even a creditable lead.

In the late 1990s, I met Charles H. Wolfinger, who, after a long career with the PRR, the Lehigh Valley and Penn Central Railroads, and Conrail, had devoted some of his retirement to searching for the lost paintings. Wolfinger led me to correspondence in the Pennsylvania State Archives relevant to the Wyeth commission. He and I co-wrote an article on the paintings for *The Keystone* (spring 2001), a magazine published by the Pennsylvania Railroad Technical and Historical Society, hoping that the publicity would bring forth new information. A possible clue surfaced: John Cuddy, a Philadelphia-based ephemera dealer, provided me with a copy of a catalog produced for the 1972 public sale of "Railroad Relics, Artifacts, Rare and Historic Documents comprising the Entire Memorabilia of the Pennsylvania Railroad Museum." Most of the lot numbers between 1,783 and 1,877 are described as "framed paintings" . . . but the Wyeth canvases are not there.

Companies that commissioned such artwork often let executives decorate their offices with the paintings, and the executives took them when they retired. But no one has ever acknowledged owning this Wyeth.

Not surprising, *Building the First White House* has long been of interest to curators at the White House as well. In 1971 it was used on President Nixon's Christmas card, reproduced from a poster in the Smithsonian collection. Subsequent proposals to use the image on a Christmas ornament and a postage stamp initiated further, and futile, searches for the original painting. In the Office of the Curator at the White House is another log of telephone calls and correspondence that have yielded no specific information on the original painting.

Where can the missing White House be? The possibilities are few. A number of Wyeth's paintings were intentionally or accidentally destroyed, and such may have been the fate of *Building the First White House*. It is also possible that the four PRR paintings slipped quietly away: companies that commissioned such artwork often allowed executives to decorate their offices with the paintings, and when the executives retired they were given the paintings or simply took the artwork—by then dingy and forgotten—when they left. But the silence is strange. Sale prices for N. C. Wyeth's work have risen to record levels during the past fifteen years—yet not a single one of the railroad paintings has been sold publicly.

Perhaps *Building the First White House* is still out there somewhere, in an attic or a warehouse, a mystery not to be solved until a future president is in office. *[Edited from the Hoover Institution of Stanford University]*



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



AMTRAK CREATES NEW EMERGENCY MANAGEMENT AND CORPORATE SECURITY DEPARTMENT

WASHINGTON – Amtrak is creating a new Emergency Management and Corporate Security department to integrate existing company-wide efforts into a single, cohesive unit to more effectively prepare for emergencies and disasters, mitigate their effects and allow for fast and efficient response and recovery.

"The new team will identify opportunities to strategically coordinate, train and put into practice consistent and efficient response and recovery efforts to better ensure the safety and security of our customers and employees," said Amtrak President and CEO Joe Boardman.

There are eight emergency management-related functions currently located in various Amtrak departments. These functions will be integrated into the new department whose primary focus is emergency preparedness, continuity of operations and corporate security risk strategy. Combining these functions will provide a framework in which to plan for, respond to and recover from incidents while also establishing and maintaining a uniform corporate security strategy.

Susan Reinertson, who currently oversees the Amtrak recovery and resiliency exercise program as well as continuity of operations planning, will lead the new department. She has a background in homeland security and emergency management consulting as well as leadership experience at the Federal Emergency Management Agency. [Amtrak]

AMTRAK, ALL ABOARD FLORIDA: WE CAN CO-EXIST

Far from being threatened by Florida East Coast Railway's *All Aboard Florida* (see June's *Lancaster Dispatcher*) passenger rail proposal, Amtrak has signaled that the service would be welcomed, and even offer symbiotic benefits to the national rail passenger carrier.

"We're pleased to hear about *All Aboard Florida*," Amtrak Government Affairs Director Thomas "Todd" Stennis has said. "Passenger rail is truly beneficial for everyone.

The (All Aboard) and Amtrak projects are different projects with different interests. Both operations will benefit everyone on the FEC corridor."

Taking a similar cordial tone in turn, *All Aboard Florida* spokeswoman Christine Barney says, "There is nothing about *All Aboard Florida* that would preclude the Amtrak project from operating ... We see 50 million people currently traveling the highways (between Orlando and Miami) each year."

FEC intends to launch intrastate passenger rail service initially linking Miami and Orlando, though FEC would have to build 40 miles of new track to its destination in Orlando. Longer-term plans include extending service to Tampa on the state's west coast and north to Jacksonville. The limited-stop service would offer an option to both business travelers and tourists. Those plans, however, do not preclude a reroute of one of both of Amtrak's Silver Service trains along the FEC right-of-way, which hugs the Sunshine State's eastern coast and potentially serves a much larger population.

Amtrak service would take state-owned track from Miami to West Palm Beach, switch over to the FEC track, then stop at new stations in Stuart, Fort Pierce, Vero Beach, Melbourne, Cocoa, Titusville, Daytona Beach, and St. Augustine before rejoining existing Amtrak service in Jacksonville.

Florida has identified \$118 million for the potential Amtrak service reroute. [Railway Age Rail Group News]

RETURN OF AMTRAK'S MONTREALER ADVANCED

Four U.S. Senators representing both New York State and Vermont have revived an effort to restore Amtrak service between Montreal and New York City via Vermont (and New Hampshire).

Sen. Patrick Leahy (D-Vt.), Sen. Bernie Sanders (I-Vt.), Sen. Charles Schumer, (D-N.Y.), and Sen. Kirsten Gillibrand (D-N.Y.) are urging U.S. and Canadian negotiators to reach quick agreement to allow Customs security clearance for Amtrak to take place in Montreal's Gare Central. That would immediately benefit Amtrak's *Adirondack*, linking New York and Montreal via New York State, which currently suffers extensive delays at the U.S.-Canadian border near Rouses Point, N.Y.

But such an agreement also could prove critical to reinstating Amtrak's prior link between the two cities east of Lake Champlain. The *Montrealer* was truncated in 1995 as a cost-cutting measure; the renamed *Vermont* now terminates in St. Albans, in northern Vermont.

In a joint letter sent to both the U.S. State Department and the Department of Homeland Security, the senators said: "The economic links between Canada and the states of Vermont and New York are vital, and there is great potential to make them stronger still. A smoother customs experience in Montreal will spur job creation and economic opportunities on both sides of the border."

The letter also noted, "In light of the President's [Obama] commitments both to increased passenger rail service and to a more fluid Northern border, we urge you to take the necessary steps to conclude an agreement before the end of 2012 for the pre-clearance of cross border rail passengers, and for the designation of Montréal's Central station as a priority for the development of rail pre-clearance facilities.

The "approval for pre-clearance in Montréal would lay the groundwork for a dramatic improvement of service on Amtrak's Adirondack line, mark the first crucial step in bringing Amtrak's *Vermont* back to Montreal and, more generally, help increase ridership on the entire Northeast Corridor," the letter said. [Douglas John Bowen - Railway Age Rail Group News]

IN MANHATTAN, A TALE OF TWO RAIL TERMINALS



MOYNIHAN MOVING FORWARD
The Foundation for New York's New Train Station

PANYNJ, LOCAL BOARD AWARD MOYNIHAN STATION CONTRACT TO SKANSKA

The Port Authority of New York and New Jersey (PANYNJ) and the Moynihan Station Development Corp.'s board have awarded a \$147.7 million construction contract to Skanska USA Civil Northeast to convert the historic Farley Post Office Building in New York City into Moynihan Station. The Post Office building was designed by architectural firm McKim, Mead & White, which also designed the original Penn Station.

A longtime vision of the late Sen. Daniel Patrick Moynihan (D-N.Y.), the project is designed to alleviate congestion at Penn Station, which is located across the street, PANYNJ officials said in a prepared statement.

In October 2011, New York Gov. Andrew Cuomo announced that the corporation's operations will be consolidated into PANYNJ, which will oversee the project with construction management support from STA

Moynihan JV, a joint venture of AECOM, STV and Tishman Construction.

The first phase of construction will double the width of Penn Station's existing West End Concourse, which will be the concourse for the new train station and will serve eight additional tracks to be used by Amtrak, New Jersey Transit and MTA Long Island Rail Road. In addition, the project includes new elevators, escalators and stairs, and fire safety improvements to Penn Station, such as new standpipes and a command center for the New York City Fire Department.

The first phase's total cost is \$267 million. Funding will be provided through an \$83 million Transportation Investment Generating Economic Recovery program grant, \$29.5 million from the Metropolitan Transportation Authority, \$10 million from PANYNJ, and the remainder from other federal grants and appropriations. Construction is slated to begin this summer and take four years to complete, PANYNJ officials said.

[Progressive Railroad and Railway Age Rail Group News]

COST UP - AGAIN - FOR EAST SIDE ACCESS

Long Island Rail Road access to Grand Central Terminal now has been pushed back to 2019, six years beyond its original target date, while the cost of East Side Access has risen once more, to \$8.24 billion, the Metropolitan Transportation Authority acknowledged.

Continuing difficulties in constructing the project, particularly on the Queens end of the new tunnel, have plagued the project, MTA officials said. Soft, almost silt-like soil has made tunneling under Sunnyside Yard much more difficult than under Manhattan, where tunnel boring machines ground their way through solid Manhattan schist. Contaminated soil and unanticipated underground water sources, such as springs, reportedly also have slowed construction.

In addition, active rail traffic by LIRR, Amtrak, and New Jersey Transit totaling up to 800 trains per day in Sunnyside has slowed progress, while another major project involving Harold Interlocking also has indirectly contributed to delays.

MTA Chairman Joseph Lhota also noted that MTA staffers previously had advanced overly optimistic construction schedules and budgets. "The era of underestimating the cost of big projects is over," Lhota vowed. "We're going to be realistic about the cost and we're going to budget accordingly." Lhota already affirmed the schedule delay on May 8, but budget overruns were not discussed publicly at that time.

Approximately 160,000 daily riders are expected to use East Side Access, advanced as a more direct approach for Long Island riders to Manhattan's East Side and as a backup or alternate route to LIRR's current terminus, Penn Station, on Manhattan's West Side.

Three years ago, MTA estimated the price tag would be \$7.32 billion and would be completed in 2016. The new estimate adds \$920 million to the project. *[Douglas John Bowen - Railway Age Rail Group News]*



NEW YORK PLANS TO SELL TURBO TRAINS FOR SCRAP

GLENNVILLE, N.Y. – New York State Operations Director Howard Glaser has announced plans to sell 20 turbo train cars and the spare parts for them, the *Albany Times-Union* reports. The trains likely will be scrapped. They have been

stored since 2005 when the state abandoned plans to rebuild the 1970s Rohr RTL Turboliners.

The administration of Gov. Andrew Cuomo was pointing to the hulks as a glaring example of waste and incompetence they say has long plagued New York State government. It costs the state \$153,000 a year to store them. The administration plans to hire a consultant to see how they can

sell the trains, although they will probably end up being scrapped.

Rebuilding of the trains was touted as a job builder for the Schenectady area. "There is no state in America that has made a bigger commitment to high-speed rail than New York," then-Gov. George Pataki said in 2000 when Wisconsin-based Super Steel company rolled out the first refurbished Turboliner. As it turned out, the turbine fuel was too costly and Amtrak mechanics needed special training to work on the engines – so much so that a specialist had to be assigned to ride the trains as they traveled back and forth along the Hudson between New York and Albany. The trains' air conditioners never worked properly, and the turbines had a tendency to catch fire if not perfectly maintained.

By 2003, the program had been discontinued. Four of the original seven unrebuilt Turboliners train sets were ultimately brought to Glenville (see photo) and mothballed with the doors sealed. Amtrak towed three other refurbished trains to Bear, Delaware, where they are currently stored and offered for sale.

While the trains may be scrapped, there might be a market for the 100 truckloads of spare parts sitting in a Rotterdam, N.Y. warehouse. That building houses wheel sets and entire \$750,000 French-built turbine engines, which are also used in helicopters, still in their boxes. Manhattan mural artist Alex Gardega proposes to repurpose them into art galleries and trendy restaurants. The state says it will review any offers

[TRAINS News Wire and Railfan & Railroad Railnews]



CSX NAMED ONE OF NATION'S BEST CORPORATE CITIZENS

JACKSONVILLE, Fla., – Corporate Responsibility (CR) Magazine named CSX Corporation one of the country's 100 Best Corporate Citizens, the only Class I railroad to be included on the list.

"CSX is proud to join the ranks of our nation's best corporate citizens for our ongoing commitment to corporate and social responsibility," said Michael J. Ward, CSX chairman, president, and CEO. "At all levels, transparency and accountability to our stakeholders are hallmarks of our business. We promote responsible practices that create success for our shareholders, employees and the communities we serve."

CSX will soon publish its third-annual CSR Report, which combines financial performance with sustainability achievements to give employees, customers, investors, partners and communities a holistic view of the company. In addition, as part of the company's overall responsibility efforts, CSX maintains the "Beyond Our Rails" initiative to grow and share the company's commitment to safety, community, the environment and wellness through increasing employee engagement and working with non-profit organizations.

CR Magazine's Best Corporate Citizens are selected based on an analysis of publicly available information, including websites, 10-K filings, sustainability reports, and programs such as the Carbon Disclosure Project, as well as nearly 320 data elements across seven categories, including climate change, employee relations, environment, financial, governance, human rights and philanthropy. *[CSX Corp.]*

CSX BEGINS DELIVERY OF NEW POWER



NEW CSX ES44AHs 3012 AND 3007 REST AT ST. ALBANS, WEST VIRGINIA BETWEEN ASSIGNMENTS - PHOTO BY CHASE GUNNOE

ERIE, Pa. – CSX began accepting its latest order of ES44AHs from General Electric's Erie, Pa., plant on April 28. The 65 new locomotives will wear Nos. 3000-3064 and feature the new CSX logo on the nose and carbody. There are currently 30 units on the property. Prior to

entering service, CSX is installing positive train control equipment on the new locomotives. The units are sent west to Chicago, where Wabtec is installing PTC equipment using leased trackage inside Belt Railway of Chicago's Clearing Yard. A small number of locomotives may have PTC installed by CSX shop forces in Cleveland, Ohio, if delivery of new locomotives by GE exceeds Wabtec's capacity to install the equipment in Chicago. [TRAINS News Wire]



**NORFOLK SOUTHERN INVITES PUBLIC TO HELP
PROTECT THE RAIL LINE; JOINS BNSF IN
EXPANDING COMMUNITY RAIL SECURITY INITIATIVE**

NORFOLK, VA. - Norfolk Southern is making it easier for communities, businesses, and informed observers such as rail fans to report issues relating to public safety and security to the railroad's police force. The NS announcement is a significant expansion of the community-based rail security initiative started by BNSF Railway.

Everyone with a stake in rail operations is invited to join Norfolk Southern's new "Protect the Line" reporting program, an online resource that directly connects you with NS Police. By becoming a Protect the Line member at the new www.protecttheline.com website, observers can report immediately to NS Police any suspicious activity relating to equipment maintenance, track obstructions, trespassing, vandalism, suspicious items and vehicles, and terrorism.

NS' Protect the Line and BNSF's Citizens for Rail Security are part of an industry-wide initiative that works to include everyone with an interest in railroads.

"Community awareness and participation are critical to keeping the railroad line safe and secure," said David Julian, NS vice president safety and environmental. "Through Protect the Line and Citizens for Rail Security, the public can work directly with us to prevent and mitigate situations that jeopardize the railroad line and those whom we serve."

Mark Sinquefield, NS director of police, said, "Protect the Line members will be doing their part to safeguard America's critical commerce network by serving as responsible additional eyes and ears for railroads and our employees."

"More than 10,000 citizens have joined the Citizens for Rail Security effort and are making the rail network a safer place by reporting potential trespassers, stolen equipment, and suspicious behavior near the tracks," said Duwayne Pennington, BNSF's assistance vice president of Resource Protection.

Interested people can access the Protect the Line website a number of different ways: directly at www.protecttheline.com, through the Norfolk Southern website at www.nscorp.com, and through BNSF's Citizens for Rail Security website at www.citizensforrailsecurity.com. Visitors are encouraged to register by clicking Protect the Line and providing contact information. The Protect the Line website explains more about the program, including a link to BNSF's site.

Citizen reports can be made to the NS Police at 800-453-2530 and nspolice@nscorp.com and to BNSF Police at 800-832-5452 and www.citizensforrailsecurity.com, either directly or through the website. Stay tuned. NS is developing an update to its smartphone app, NS Corp, that will include access to Protect the Line, with enhanced communications capabilities.

The NS and BNSF police forces are charged with safeguarding people and freight shipments over the systems. They work closely with local, state, and federal law enforcement agencies to protect railroads and communities. [Norfolk Southern Corp.]

ON ITS 30TH ANNIVERSARY, NORFOLK SOUTHERN SAYS THANK YOU

NORFOLK, VA. - June 1, 2012 - Norfolk Southern marks its 30th anniversary today, acknowledging the people and organizations who have

made possible the company's growth.

"The Norfolk Southern of 2012 is safer, more customer-focused, and more successful by every measure than it ever has been," said CEO Wick Moorman. "We are highly competitive, environmentally conscious, and constantly seeking new opportunities. The future of our business looks very bright.

"For this we thank our employees and their families, customers, shareholders, suppliers, and communities. They have made NS what it is today, and they will carry us forward," he said.

Norfolk Southern was created June 1, 1982, with the consolidation of Southern Railway and Norfolk and Western Railway, which trace their lineages to the 1820s. The combination proceeded so smoothly that it was called "one of the most successful mergers in the transportation industry - perhaps in any industry."

SR and NW had been successful railroads, and the new combination created an organization greater than the sum of its parts. The new NS developed a diversified traffic base among the energy, manufacturing, and finished goods sectors. It became international in its vision, and it built a nascent intermodal program into a key business segment.

On June 1, 1999, NS acquired a large portion of Conrail, increasing market reach and returning rail competition to the Northeast for the first time since the 1970s.

Now NS is the leader in developing public-private partnerships and corridor strategies to improve the nation's freight transportation network, environmental initiatives to reduce railroad and freight shipper carbon footprints, best practices to improve safety, and technology to enhance service.

The new NS is a job creator. In the last decade, the railroad helped locate and expand 1,053 facilities, representing an investment of \$30 billion by NS customers and generating more than 46,000 jobs by those customer companies. NS itself hired 4,000 new employees in 2011 and plans to hire 2,800 more in 2012 to address attrition and the growing need for freight transportation service.

More of the NS story is reflected in statistics. In 2011 compared with 1982, NS:

- reported an injury ratio of 0.75 per 200,000 employee hours worked, vs. 9.18
- operated 2,060 freight trains a day vs. 1,070
- handled 191.7 billion revenue ton miles vs. 92.6 billion
- generated \$11.2 billion in railway operating revenues vs. \$3.36 billion
- owned assets of \$28.5 billion vs. \$7.8 billion
- achieved an operating ratio of 71.2 percent vs. 80.4 percent
- employed 4,100 locomotives in customer service vs. 2,900
- planned coming-year capital improvements of \$2.4 billion vs. \$180 million

"We have achieved a great deal in 30 years, but in many ways we have only just begun," Moorman said. "The coming decades will see the economy's dependence on railroads grow dramatically, and the Thoroughbred of Transportation will set the pace."

In recognition of its 30 years, NS is painting 20 locomotives in the schemes of selected predecessors, sponsoring a public "family portrait" session of these heritage units July 3-4 in Spencer, N.C., and working with museums in three states on community observances.

NS officers will ring The Closing Bell® on the New York Stock Exchange June 5, and the company is publishing a book, "Eat Steel and Spit Rivets," about railroad culture as lived by employees. [Norfolk Southern Corp.]



NORFOLK SOUTHERN UPDATES LEHIGH VALLEY HERITAGE LOCOMOTIVE

On June 11, 2012, Norfolk Southern Lehigh Valley ES44AC Heritage Locomotive No. 8104, the 8th Heritage Locomotive, was released from the Juniata Paint Shop in Altoona, Pa. sporting a new Lehigh Valley nose logo and safety stripes. The photo at left by Bill Lane at Enola, Pa. shows the original Lehigh Valley logo and the photo below at Altoona, Pa. by Casey Thomason of NS shows the modified nose. Note that the handrails and steps have been changed from yellow to orange. The Lehigh Valley Railroad was known for its Cornell Red, as used on No. 8104. [Norfolk Southern Corp. and TRAINS News Wire]



to orange. The Lehigh Valley Railroad was known for its Cornell Red, as used on No. 8104. [Norfolk Southern Corp. and TRAINS News Wire]

NORFOLK SOUTHERN HONORS THE ERIE RAILROAD WITH 13TH HERITAGE DIESEL

MUNCIE, Ind. - May 25, 2012 - Norfolk Southern's newest heritage diesel honors

one of the nation's oldest railways: the Erie Railroad. SD70Ace No. 1068 was painted in Erie colors by Electro-Motive Diesel, and is one of 20 diesels honoring Norfolk Southern predecessor railroads as part of the 30th anniversary of the merger of Southern Railway and Norfolk & Western to form NS.

The New York & Lake Erie was chartered by the New York state legislature in 1832, and the first train ran in 1841. It became the Erie in 1895. The railroad eventually operated approximately 2,300 miles of track in six states: Illinois, Indiana, Ohio, New Jersey, New York, and Pennsylvania. It was originally built to six-foot gauge, and was converted to standard gauge on June 22, 1880. On Oct. 17, 1960, Erie merged with the Delaware, Lackawanna & Western to form the Erie Lackawanna Railroad, which operated until 1976, when it was merged into Conrail. NS and New Jersey Transit operate most of the former Erie Railroad routes. [Edited from TRAINS News Wire]

NORFOLK SOUTHERN'S VIRGINIAN RAILWAY HERITAGE DIESEL DEBUTS

MUNCIE, Ind. - June 5, 2012 - The Virginian Railway is the 14th railroad to be represented in Norfolk

Southern's stable of Heritage locomotives. EMD SD70ACe No. 1069 is the latest of 20 diesels that honor NS's predecessor railroads.

The Virginian Railway was the only railroad created through the capital and credit of one man, oil magnate Henry Huttleston Rogers. After building a short line, the Deepwater Railway, to haul coal out of West Virginia and then being blocked by the bigger railroads, he created another railroad, the Tidewater Railway, to reach Norfolk, Va., then combined the two into the Virginian in 1907. Often overshadowed by larger neighbor Norfolk & Western, the Virginian Railway operated in Virginia and West Virginia over 608 miles of track. Its purpose was to

move coal from the mountains of West Virginia to ships at Norfolk, Va. It used both steam and electric power, and when it dieselized it used Fairbanks-Morse products, with the exception of a single GE 44-tonner. The scheme used on No. 1069 is the same as that worn by the FMs. The Virginian merged into the N&W on Dec. 1, 1959. [Edited from NS and TRAINS News Wire]

NORFOLK SOUTHERN UNVEILS MONONGAHELA RAILWAY HERITAGE LOCOMOTIVE

CHATTANOOGA, Tenn - June 16, 2012 - Norfolk

Southern has released heritage unit ES44AC No. 8025, painted in the colors of the Monongahela Railway. The railroad is painting the locomotives as part of the 30th anniversary celebration marking the merger of Southern Railway and Norfolk & Western that formed today's Norfolk Southern.

The Monongahela Railway was created in 1901 as a joint venture of the Pennsylvania Railroad and the Pittsburgh and Lake Erie to haul coal out of Pennsylvania and West Virginia, with its base of operations in Brownsville, Penn. The Baltimore & Ohio Railroad acquired a one-third stake in the railroad in 1927. It was purchased by Conrail in 1993. NS operates the former Monongahela lines today.

The Monongahela unit is the fifteenth of 20 locomotive NS is painting in the liveries of its predecessor railroads. All the locomotives should be in service by the end of June, and will gather for a "Family Portrait" at the North Carolina Transportation Museum in Spencer, N.C. on July 3-4.

[TRAINS News Wire]

NORFOLK SOUTHERN'S ENOLA LOCOMOTIVE SHOP REACHES UNPRECEDENTED SAFETY MILESTONE

ENOLA, PA. - Employees at Norfolk Southern's Enola Locomotive Shop made history last March as the first in the company to surpass 2 million employee-hours without an injury.

The 250 mechanics, electricians, sheet metal workers, and others maintain and repair Norfolk Southern's fleet of diesel locomotives. They perform work that ranges from locomotive oil changes and engine repairs to maintenance of locomotive air brakes and wheels. Employees can work on as many as 15 locomotives at one time in the shop, which stretches over nearly an acre. The last reportable injury at the Enola Locomotive Shop occurred in May 2007. Since then, shop employees have logged an average of 34,800 hours per month over 58 months without injury.

[Edited from Norfolk Southern Corp.]

NS EMPLOYEES EARN 23RD CONSECUTIVE HARRIMAN AWARD FOR SAFETY

WASHINGTON, D.C., May 8, 2012 - Railroads with the industry's best safety performance records today were honored at the annual E. H. Harriman Awards ceremony, which also marked the industry's near century long commitment to safety and innovation with the Centennial Award.

Railroad safety performance records were set in 2011, according to the Association of American Railroads (AAR), including significant reductions achieved in both employee casualty and grade crossing collision rates, down 12.4 percent and 4.7 percent respectively compared with 2010. The train accident rate last year was almost flat compared with the record low set in 2010, up just 0.47 percent.

The annual Harriman Awards were established by the late Mrs. Mary W. Harriman in memory of her husband, Edward H. Harriman, an American legend in railroading. Today, the awards are administered by the E.H. Harriman Memorial Awards Institute, with support from the Mary W.

Harriman Foundation. Harriman winners are selected by a committee of representatives from the transportation field and are granted on the basis of the lowest casualty rates per 200,000 employee-hours worked. All data is documented by the Federal Railroad Administration.

"For almost a century, the Harriman Awards have long provided an excellent platform to highlight safety achievements throughout the railroad industry," said AAR President and CEO Edward R. Hamberger. "Through innovations in operations, technology and excellence in employee training programs, railroads continue to set safety records across the country."

The 2011 E. H. Harriman Awards winners are as follows:

- In Group A, comprising line-haul railroads whose employees worked 15 million employee-hours or more, Norfolk Southern received the gold award for the 23rd year in a row. CSX Transportation won the silver award and Union Pacific Railroad the bronze award.
- In Group B, line-haul railroads whose employees worked 4 to 15 million employee-hours, the gold award went to Kansas City Southern Railway for the sixth year in a row. The silver award went to Canadian National (U.S. Operations), while the bronze went to Metra.
- Group C includes railroads whose employees worked between 250,000 and 4 million employee-hours. The gold award went to the Buffalo and Pittsburgh Railroad, while the Portland & Western Railroad took the silver and the Florida East Coast Railway the bronze.
- In Group S&T, for switching and terminal companies with more than 250,000 employee hours, the Union Railway took the gold, while the silver award went to the Belt Railway of Chicago and the Birmingham Southern Railroad received the bronze award.

One railroad in the various categories was honored for showing the most improvement in lowering injury rates between 2010 and 2011. Awards went to BNSF (Group A); Florida East Coast Railway (Group C), and the Belt Railway of Chicago (S&T). There was no award in Group B. [*Norfolk Southern Corp.*]



PENNSYLVANIA RAIL AUTHORITY APPROVES NORTH SHORE RAILROAD SALE TO MANAGEMENT TEAM

On June 13, 2012, the SEDA-COG Joint Rail Authority (JRA) approved Richard Robey's plan to sell North Shore Railroad Co. to 12 members of the company's management team.

North Shore Railroad Co. operates the Lycoming Valley, Nittany & Bald Eagle, North Shore, Juniata Valley and Shamokin Valley railroads under a long-term contract with the JRA. The company also operates the Union County Industrial Railroad, which is owned by a group of private investors. JRA and the private investors own the track and right of way.

The management team that purchased the company has up to 30 years of rail industry experience, and has "substantial and proven knowledge and capabilities" to conduct freight-rail operations, said Robey in a prepared statement. Team members are the same group of managers who have run North Shore Railroad for the past 28 years, added JRA Executive Director Jeff Stover.

"The team is broad-based, representing every department within the company and every aspect of the railroad business," JRA officials said. "It is headed by Gary Shields, president of the newly formed holding company, which operates each of the five short lines as a separate company."

The sale is the culmination of a nearly three-year process, one that continues the privatization of the rail lines' operation, which remain under public control of the rail authority, said JRA Chairman Jerry Walls.

Robey was selected as the rail lines' operator in 1984. He retired from day-to-day activities as operator more than two years ago, but remained involved in negotiations to sell North Shore Railroad. [*Progressive Railroading*]



NJT's ALP-45DP ENTERS REVENUE SERVICE



NEWARK - May 30, 2012 - Locomotive No. 4506, pulling Train No. 1006, arrived at Montclair State University Station in Montclair, N.J., on the Montclair-Boonton Line, under diesel power, raised its pantograph to make contact with the catenary, shut off its diesel engines, and left the station for Hoboken Terminal under electric power. The new ALP-45DP "conserves fuel, reduces emissions, and increases operating flexibility," NJT said.

Many rail customers prefer a one-seat ride, but electrification, while it offers many benefits, is costly. The Bombardier Transportation-supplied ALP-45DP, which NJT and AMT (Montreal) have acquired in a joint procurement, addresses both these issues. In non-electrified territory, twin EPA Tier 3-compliant, 12-cylinder Caterpillar 3512HD (High Displacement) diesels running at up to 2,100 rpm provide a combined 4,200 hp, a starting tractive effort of 71,000 pounds, and a top speed of 100 mph. In electric mode, drawing power from catenary, a transformer virtually identical to that in the ALP-46A provides 5,360 hp of traction power and a top speed of 125 mph.

Changing between diesel and electric modes is simple and does not interrupt head-end power. To change from diesel to electric, the operator engages the Pantograph Up switch. To change from electric to diesel, the operator engages the Fault Reset button. In either case, changeover takes approximately 100 seconds, and there is automated voice acknowledgment. No electrical modifications were required for NJT's existing cab control cars or trailer coaches, so, in effect, the ALP-45DP is a "plug and play" locomotive.

Designed and engineered by Bombardier in cooperation with STV, Inc. and the two transit agencies, the ALP-45DP is based upon the four-axle ALP-46A electric, which itself is based upon Bombardier's European TRAXX locomotive. It shares many components and systems with its electric cousin. Among these are the fully suspended drive system, Bombardier MITRAC® TC3360DPV01 IGBT traction converter, and cab layout. The locomotive weighs in at 284,000 pounds—8,000 pounds less than the threshold for operating at speeds greater than 79 mph on the Northeast Corridor—fully fueled with 1,800 gallons of diesel fuel in four compartmentalized 450-gallon tanks, two for each engine. It is 14 feet, 5-1/4 inches high; 71 feet, 6-1/4 inches long; and 9 feet, 8-1/8 inches wide, with a 71,000-pound axle load. Truck axle base is 9 feet, 2-1/4 inches. The carbody is within Amtrak's A-05-1355 clearance diagram. Structurally, it meets 49 CFR Part 238 (Tier 1 Passenger Equipment Crashworthiness), 49 CFR Part 229 (Locomotive Crashworthiness), AAR S-580, and APTA SS-C&S-034-99 requirements. The fuel tanks, which are integral with the monocoque carbody, meet 49 CFR Part 223 and AAR S-5506 requirements.

Due to length and weight requirements, the ALP-45DP is a single-cab, single-pantograph (Transtech) design. It's equipped with a Hotstart AESS system, Wabtec brakes, and a PHW-supplied ACSESII automatic train protection/9-aspect cab signal system (only on the NJT version). Braking effort in regenerative electric mode is 34,000 pounds; dynamic braking power in diesel mode is 1,767 hp. It's got a specially designed water/nitrogen fire suppression system. [*Railway Age Rail Group News*]



SEPTA BOARD APPROVES FISCAL YEAR 2013 OPERATING & CAPITAL BUDGETS

PHILADELPHIA, PA - May 24, 2012 - The SEPTA Board today approved Operating and Capital budgets for Fiscal Year 2013, which begins July 1, 2012. Riders will not see a fare increase for the

upcoming year, and there will be no significant service changes.

The budgets reflect SEPTA's ongoing commitment to control costs and increase efficiencies, while improving customer service and maintaining an aging infrastructure.

The \$1.28 billion Operating Budget represents an increase of about three percent over Fiscal Year 2012, largely due to cost increases in areas such as healthcare, prescriptions and claims.

For the third straight year, SEPTA expects to defer dozens of improvement projects that are vital to the short- and long-term health of the transit system. The \$303 million Capital Budget represents a 25 percent reduction compared to funding levels of three years ago, and will go largely toward mandates such as Regional Rail signal system upgrades and other safety improvements. The Authority must also set aside capital funds for equipment overhauls, and the purchase of new buses and paratransit vehicles to replace those that are being removed from service. Without additional funding, much-needed upgrades - from critical overhauls to electrical substations to bridge repairs and station renovations - are pushed back indefinitely.

In recent years, SEPTA has deferred a number of projects that were expected to move forward under Act 44. Pennsylvania lawmakers passed Act 44 in 2007 to provide a dedicated source of transportation funding. Act 44, however, required new revenue streams and was never fully funded - in large part due to the federal government's rejection of a plan to add tolls on Interstate 80.

SEPTA remains optimistic funding for infrastructure improvements will be addressed. Gov. Tom Corbett, in his state budget address in February, noted the need for a "lasting" solution for transportation funding.

SEPTA's Fiscal Year 2013 Operating and Capital budgets can be viewed and downloaded at www.septa.org/reports. [Edited from SEPTA]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN JULY

Early 1890s "new" train shed



side at 15th Street to ground level at 17th Street; Adams Express (lower right in photo) relocated to 16th & Market.

July 1, 1900 - Brooklyn station on Philadelphia Division renamed Lyndell.

July 7, 1908 - South side (northbound tracks) of new Wilmington, Del., station opens; designed by Furness & Evans.

July 1, 1917 - PRR begins operating Cornwall & Lebanon Railroad under agreement of June 27, 1916; becomes new Lebanon Division of PRR.

July 23, 1927 - Susquehanna River floods close PRR between Harrisburg and Williamsport for 12 hours; Train No. 575 stalled for eight hours when caught between two landslides at Millersburg and Halifax.

July 20, 1937 - New "JERSEY" Interlocking placed in service at Delair.

July 20, 1948 - Chicago Railroad Fair, marking centennial of Chicago

July 6, 1890 - New "A" Interlocking placed in service at Broad Street Station (shown at lower left in photo - with awnings), increasing passenger section from 8 to 12 tracks by converting former freight facilities to passenger use; freight facilities relocated from south

railroading, opens at 23rd Street on Lake Michigan, former site of Century of Progress; PRR participates in consolidated exhibit of Eastern Railroads; exhibits John Bull replica, Pioneer, Reuben Wells, GG1, T1 and S2.

July 9, 1957 - PRR handles biggest peacetime special movement for Boy Scout Jamboree at Valley Forge; requires 18 months planning; 50 special trains and extra cars on regular trains; trains arrive at Norristown July 9-11 with scouts ferries to Valley Forge Park by bus; those traveling in less than full trainloads change at Paoli.

July 1966 - PRR rehabilitates line between Newark and Porter, Del., converting it to main gateway to Delmarva lines; establishes through freight train from Delmar to Enola via the Port Road.

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

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



PEOPLE MOVERS: LIGHT & HIGH-SPEED RAIL NEWS

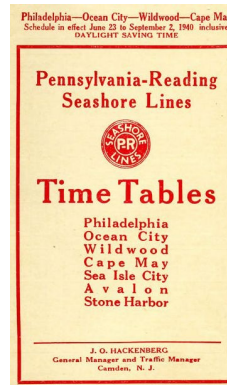
DESERTXPRESS HSR PROJECT RENAMED XPRESSWEST

DesertXpress Enterprises has renamed its Las Vegas to Southern California high-speed rail service "XpressWest" to more accurately reflect its role as the first leg of a larger western high-speed passenger rail network.

Recently, the Los Angeles County Metropolitan Transportation Authority and DesertXpress signed letters committing to work together to define what would be necessary to deliver high-speed rail service between Los Angeles and Las Vegas through the High Desert Corridor between Victorville and Palmdale to connect with existing rail service.

"As potential for high-speed passenger rail in the Southwest has evolved, service between Las Vegas and Victorville has become a critical segment of an interconnected Southwest rail network extending to Los Angeles, Anaheim and all the cities currently served by Metrolink," said Andrew Mack, chief operating officer of XpressWest.

XpressWest is a dual-track high-speed train which aims to be the fastest in the United States. With a top operating speed of 150 mph, the service will reduce travel between Las Vegas and Southern California to 80 minutes at an average cost of \$89 for a roundtrip ticket. [Edited from *Railway Track and Structures*]



Timetable 07 -12

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

Saturdays through Oct. 27, 2012

HARRIS

Harris Tower Museum open to the public. Located at 637 Walnut Street (the corner of 7th & Walnut) in downtown Harrisburg, PA. Hours are 10 am to 3 pm. Free parking adjacent to the tower. Admission is free! Info: <http://harristower.org/pdfs/HarrisTowerOpens>

[2012.pdf](#)

Saturdays and Sundays through October 28, 2012

Rockhill Trolley Museum, 430 Meadow St., Rockhill Furnace, Pa. 17249 trolleys depart at 11:15am, 12:15pm, 1:15pm, 2:15pm, 3:15pm and 4:20pm, or as needed. Info: www.rockhilltrolley.org.

Various Weekends July 7 through Oct. 28, 2012

Moscow Excursions from Scranton to Moscow, Pa. powered by an historic steam locomotive by Steamtown National Historic Site. Info: www.nps.gov/stea.

Sunday through Friday, July 8-13, 2012

NRHS RailCamp at Steamtown National Historic Site in Scranton, Pa. Info: www.nrhs.com.

Saturday, July 14, 2012

American Freedom Train Express from Scranton to Gouldsboro-Tobyhanna, Pa. by Steamtown National Historic Site. Colonial Dress – Meet Washington and Jefferson – Sample colonial delicacies. Info: www.nps.gov/stea.

Saturday and Sunday, July 14-15, 2012

Model Train Flea Market at Williams Grove Steam Engine Show Grounds, Williams Grove, Pa. Info: www.wghsea.org.

Saturday and Sunday, July 28-29, 2012

Railroad Days at Historic Cold Spring Village at 720 Rt. 9 South, Cape May, NJ. The Village is lined with model railroads, garden displays, vendors and more—discover all things locomotive! Info: www.hcsv.org.

Sunday, July 29, 2012

Spring Hamburg Dutch Train Meet at the Hamburg Field House, Pine Street, Hamburg PA 19526. 9AM to 1PM. All gauges of trains and railroadians. Over 325 tables and plenty of free parking. This meet has been running for 40 years in the same location. Pre-admissions are \$3. Admission at door, \$5. Child under 12 free with adult. Breakfast and lunch available. Info: Ralph Maurer, 85 Moravian School Road, Oley PA 19547, 610-987-3144 or email ralphthetrainguy@yahoo.com.

Sunday through Saturday, July 29-Aug. 4, 2012

Grand Rails 2012 NMRA National Convention in Grand Rapids, Mich. Info: www.gr2012.org.

Saturday and Sunday, Aug. 4-5, 2012

Greenberg's Train and Toy Show at the Maryland State Fairgrounds, 2200 York Road, Timonium, MD 21093. Info: www.GreenbergShows.com.

Friday through Sunday, Aug. 10-12, 2012

Greater Reading Narrow Gauge Meet at Arlington Drive, Leesport, Pa. Adm. \$15/person for weekend. Info: Nathan Kline 610-406-1761 or www.nateslightironhobbies.com

Saturday and Sunday, Aug. 11-12, 2012

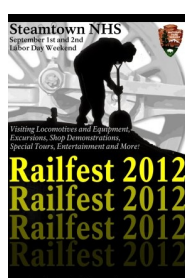
Greenberg's Train and Toy Show at the New Jersey Expo Center, 97 Sunfield Ave, Edison, NJ 08837. Info: www.GreenbergShows.com.

Saturday and Sunday, Aug. 18-19, 2012

Fort Wayne Railroad Historical Society's Nickel Plate Road 2-8-4, No. 765 will operate Enola Yard to CP Capitol in Harrisburg, Pa. - right past Harrisburg Chapter's HARRIS Tower!

Sunday, Aug. 26, 2012

Central Pennsylvania Chapter, NRHS 37th Annual Train Meet at the Warrior Run Fire Dept. Social Hall, Second St., Allenwood, Pa. Info: Allen Bubb 570-286-8693 or Dave Hollenbach 570-524-4703 prior to 9:00 pm, please.

**Saturday and Sunday, Sept. 1-2, 2012**

Railfest 2012 at Steamtown National Historic Site. Celebrate with visiting railroad equipment and displays, special exhibits, demonstrations and tours, and more! An excursion to Moscow at 12:30 p.m. each day, with a "photo run-by" opportunity at Moscow Station. Info: www.nps.gov/stea.

Saturday, Sept. 15, 2012

The Great Lehigh Valley Train Meet at Merchants

Square Mall, 1901 South 12th Street, Allentown, Pa., 18103. Info: www.valleygoto.com.

Sunday, Sept. 23, 2012

Atlantic Division TCA Train Meet at the Plumber's Union Hall in Philadelphia, Pa. Info: Bob Lubonski - 856-608-9265 or sas@scientificapparatus.com.

Thursday through Saturday, Oct. 11-13, 2012

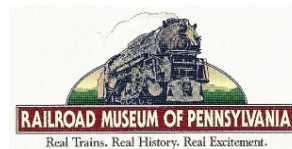
The Fine Scale Model Railroader Expo 2012 at the Lancaster Host Resort, Lancaster, Pa. Showcases the art of craftsman structures and dioramas. Info: www.modelrailroadexpo.com.

Thursday through Saturday, Oct. 18-20, 2012

Eastern Division Train Collectors Association Train Meet at the York Expo Center, 334 Carlisle Ave., York, Pa. 17404. Info: www.easterntca.org.

Saturday and Sunday, Oct. 27-28, 2012

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



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

**Tuesday, July 3 through Sunday, July 8, 2012**

Reading Railroad Days

Monday, July 9 through Friday, July 13, 2012

Barons & Builders Day Camp - Ages 9 and 10

Saturday, July 14, 2012

Three Authors & An Artist presentation and book signing

Monday, July 23 through Friday, July 27, 2012

Barons & Builders Day Camp - Ages 11 and 12

Friday and Saturday, Aug. 10-11, 2012

HOGWARTS EXPRESS PARTY Registration begins July 2, 2012

Saturday, Sept. 22, 2012

Members Day

Sunday, Oct. 7, 2012

Garden Railways Tour - A self-guided tour of various private homes featuring unique garden railways with operating model trains. Tickets go on sale at the Railroad Museum of Pennsylvania on July 23, 2012.

**THE ROAD TO PARADISE**

STRASBURG RAIL ROAD SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

Various Saturdays through November - Wine & Cheese Train

July 7 & 21, 2012 - Murder Mystery Dinner - Muriel's Murder

July 8, 2012 - The Great Train Robbery

July 21, 2012 - The Rolling Antique Auto Show and Run

Aug. 4 & 18, 2012 - Murder Mystery Dinner - Muriel's Murder

Sept. 1 & 29, 2012 - Murder Mystery Dinner - Muriel's Murder

Sept. 15-23, 2012 - Day Out With Thomas

Oct. 13 & 27, 2012 - Murder Mystery Dinner - Monster Mashed

Oct. 21, 2012 - The Great Train Robbery



Reading Lines

RIDING THE READING...
READING COMPANY EVENTS
IN JULY



July 4, 1900 - Atlantic City Railroad Class P-3a 4-4-2 sets new Camden-Atlantic City speed record of average 75.2 MPH.

July 8, 1912 - New interlocking placed in service at Belmont.

July 17, 1912 - Philadelphia & Reading discontinues the sale of liquor on its trains in Pennsylvania.

July 26, 1931 - Reading inaugurates electrified suburban service from Reading Terminal to West Trenton, Hatboro, and Lansdale/Doylestown.

July 27, 1959 - New 32-car siding placed in service at American Olean Tile Co., Lansdale, Pa.

July 10, 1966 - Budd tests four U.S. high-speed test cars (modified Pioneer IIIs) on the Reading at Jenkintown.



JUNE, 2012
CHAPTER MEETING MINUTES

CALLED TO ORDER: The regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, June 18, 2012. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 38 members and 6 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the May Membership Meeting minutes. Tom McMaster approved the motion and Steve Himpls seconded the motion. The May Membership Meeting minutes were approved as printed in the Lancaster Dispatcher.

MEMBERSHIP: First Vice-President Ron Irwin reported 174 Full Chapter members and 101 Family members for this year. Last year's membership numbers were 180 Chapter members and 106 Family members. Guests at tonight's meeting were: Paul Kutta, Rich Bates (Philadelphia Chapter), Joe Heffron, Jim Hawn (Harrisburg Chapter), Joel Altland and Dale Woodland.

CHAPLAIN: Chaplain Doris Geesey read "How to Pray." Doris reported that Linda Mayover was diagnosed with cervical cancer. Linda had surgery and the biopsies came back clear and she is cancer free.

TREASURER: Treasurer Richard Rutledge gave the Treasurer's Report for the month of May.

NEWSLETTER: Tom Shenk announced that the Chapter newsletter will be mailed in envelopes only for the months of June and July. Starting with the August newsletter, the mailings will return to closing the newsletters with mailing tabs and not being sent in envelopes. Tom reminded Chapter members to consider getting their newsletters via e-mail.

TRIPS: Dennis Allen reminded Chapter members that the final payment for the chapter trip to California in September is due by July 1. Reminder notices will be sent out after the July 1 deadline for non-payment.

ANNOUNCEMENTS: Tom announced that National Director Smoke Shaak is at the National Convention in Iowa. Tom Shenk announced that the Chapter Meeting for Monday, July 16 will be an "away" meeting. It will be held at the Stewartstown Railroad Station. There will be "speeder rides" starting at 5:30 p.m. If chapter members would like to eat before the meeting, there are plenty of places to eat in the Shrewsbury area near Stewartstown. Chapter members are encouraged to bring lawn chairs for the Chapter meeting. The Monday, August 20 Chapter Meeting will be held at the Strasburg Rail Road. Tickets to ride the 7:00 p.m. train will be only \$5.00 per ticket. The Chapter Membership Meeting will be held after the train ride on the train. Tom Shenk gave an update on the Lancaster

Train Station. The next meeting will be held at the Railroad Museum of Pennsylvania on Wednesday, June 20. Tom will fill the Chapter Membership in what was discussed at the meeting. Eileen Stoll announced that the Kitchen Committee has Chapter members signed up to help each month in the kitchen. Steve Himpls reminded Chapter members that the Chapter Library is open and anyone can check out books, VCR tapes and magazines. Steve also announced that the Chapter has received a donation of magazines from the 1960's donated by Chapter Member Jerry Futej. These items are very old and may be used for research or viewed at the Station, but will not be available to check out of the library. Steve also announced that Norfolk Southern had tie back banners made for each of the engines of the Heritage Fleet. Tom reported that the Chapter will be getting a generous donation of laminated flooring for the chapter caboose project. The flooring donation comes from RAD Woodwork, 531 Maple Street Nescopeck, PA. (near Williamsport). Pickup and transportation of the flooring needs to be worked out. Glenn and Tom hosted the Philadelphia Chapter of the Pennsylvania Railroad Technical & Historical Society on Saturday, June 9 to a tour of Christiana. About 40 people were on the tour and highlights of the tour were the Caboose, the Underground Railroad Museum, the Passenger Station and the old Lancaster & Columbia Railroad line. Richard Rutledge reported that the East Broad Top Railroad will not be running their train for the 2012 season. They hope to only have it closed down for this season and possibly reopen for next year. Ed Mayover reported that Alto Tower in Altoona is now closed. Norfolk Southern removed all of the Pennsy position light signals and signal bridges and replaced them with color light signals on aluminum signal bridges.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:05 p.m. for the program. The program was presented by Dale Woodland entitled "Centuries in the 21st Century: Alco/ Montreal Locomotive Works Locomotives since 2000."

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



LESS THAN CARLOAD SHIPMENTS
LOCAL AND NATIONAL NEWS

KASGRO BUILDS "WORLD'S LARGEST RAILROAD CAR"



A newly manufactured Schnabel Car, WECX 801, built by Kasgro Railcar, New Castle, Pa., is being called the "World's Largest Railroad Car." The 231-foot, 400-ton, 36-axle behemoth rises 18 feet above top-of-rail and has a load limit of more than 1,000 tons.

It's larger than its sister car, CEBX 800, which was built by Krupp of Germany in 1980 for ABB for U.S. service.

WECX 801 is Kasgro's largest railcar to date, according to President and CEO Joe Crawford. "Normally our biggest car would be a 20-axle or 22-axle Schnabel Car," he told WYTV News. "This is a 36-axle Schnabel Car. It's the biggest car ever built in North America. We had to replicate all the [CEBX 800] drawings and redo them to U.S. AAR standards. We've been building this car for a year." Kasgro hired 15 additional employees to construct the car.

A Schnabel Car is a specialized type of railcar designed to transport heavy and oversized loads, where the load itself becomes part of the car. The

load is suspended between the two ends of the car's two units by lifting arms; the lifting arms are connected to a pivot above an assembly of pivots and frames that carry the weight of the load and the lifting arm. When a Schnabel Car is empty, the two lifting arms are connected, and the car can usually operate at speeds up to 25 mph. The word Schnabel is from the German word "Tragschnabelwagen," meaning "carrying-beak-wagon," because of the tapered shape of the lifting arms, which resembles a bird's beak.

Some Schnabel cars include hydraulic equipment that will either lift or horizontally shift the load while in transit at low speeds (no more than 15 mph) to clear obstructions along the car's route. WECX 801 can shift up to 40 inches laterally and 44 inches vertically. Routing is determined and arranged with the railroads by the Railway Industrial Clearance Association (RICA). WECX 800, which will be owned and utilized by Westinghouse Nuclear to transport nuclear reactor containment vessels, will require an operating crew of six. It's scheduled to enter revenue service at the port of Charleston in July.

There are 31 Schnabel cars in Europe, 30 in North America, 25 in Asia, and one in Australia.



CSXT locomotive engineer Vince Skibo of Grove City, Pa., provided the photos and some of the information for this article. He notes that "the very first Schnabel Car built in the U.S., WECX 200, was also built for Westinghouse over 40 years ago. It too was built in

Pennsylvania's Shenango Valley, but at Greenville Steel Car." The locomotive in the photo, CSX 3029, is a new GE ES44AH that CSX brought from GE's assembly plant at Erie, Pa., especially to be displayed with WECX 801. [William C. Vantuono, Editor-in-Chief - Railway Age]



STB OKs REOPENING ADIRONDACK RAIL ROUTE

The Surface Transportation Board approved a request by Iowa Pacific Holdings to reopen a rail route deep in Adirondack State Park, N.Y., dismissing protests from an environmental group seeking to block reactivation.

Short line Saratoga & North Creek Railway is cleared to commence reopening the Tahawus rail line, running between North Creek and Newcomb, N.Y., for freight service, the offices of Sen. Charles Schumer (D-NY) affirmed.

The short line plans to haul tailings from past mining operations, as well as solicit freight service from other potential customers, including the operators of a garnet mine. Schumer said that hauling the tailings by rail will be an alternative to hauling tailings by truck, which means there will be less air pollution.

The federal government built the 29.7-mile stretch of rail in 1940.

STB originally rejected Chicago-based Iowa Pacific Holdings' request last year, when the environmental group Protect the Adirondacks opposed it. But on Monday, announcing its decision in Docket No. FD 35559, STB noted "subsequent filings have provided enough information to resolve the concerns ... the railroad may now file a new notice of exemption for the operating authority it seeks."

Protect the Adirondacks, in filing a protest with STB last November, claimed the short line's right-of-way "exists as easements over a mix of public and private land," making ownership of the easements a debatable point.

Saratoga & North Creek Railway, based in Saratoga Springs, N.Y., began running excursion passenger service between its headquarters city and North Creek last July. [Railway Age Rail Group News]

THIS MONTH'S BANNER PHOTO

An Alabama Division yard job lead by NS 5507 crosses the Chattahoochee River and adds to the Independence Day celebrations in Columbus, Georgia as captured by NS photographer Casey Thomason on July 4, 2011.



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.

N.R.H.S. NATIONAL DUES TO INCREASE IN 2013

Get ready to dig a bit deeper to pay your 2013 dues. Word around the water cooler in the Dispatcher's Office is that National is raising yearly dues from \$36 to \$39 in 2013. Accordingly, Lancaster Chapter dues will increase from \$56 to \$59 per year for full Chapter members. Lancaster Chapter dues will remain unchanged at \$20, with no increase in 2013.

SATURDAY, AUGUST 18, 2012

GARDEN RAILROAD OPEN HOUSE

GEESEY AND RUTLEDGE RESIDENCES IN YORK, PA.

Chapter members are invited as guests of Marlyn Geesey and Richard Rutledge to enjoy their Garden Railroads

The Open House will begin at Noon

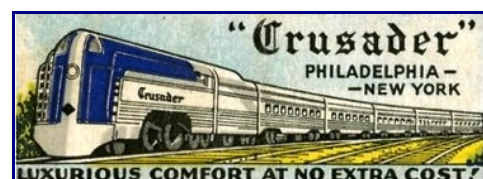
Any G-scale enthusiasts are more than welcome to bring their equipment to run on the expanded layout

Please bring a lawn chair and enjoy viewing the layout along with the fellowship

Directions: Route 30 to Route 83 South to Route 74 South. Take Route 74 South and turn right onto Honey Valley Road until you reach Spartan Road. Turn right onto Spartan Road, then left onto Exeter Drive, South. Look for the railroad cross bucks in the front of 2932 Exeter Drive, South. Questions contact Marlyn or Richard.

The Geesey's address is 2932 Exeter Drive, South, York, PA 17403 telephone number 717-347-7637

The Rutledge's address is 2935 Woodhead Terrace, York, PA 17403 telephone number 717-741-0205

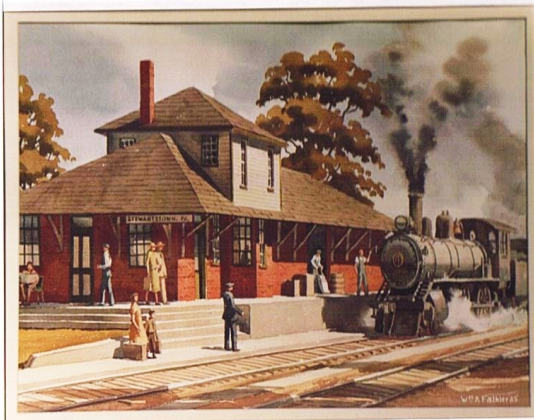


JULY "AWAY" CHAPTER MEETING

MONDAY, JULY 16, 2012

STEWARTSTOWN RAILROAD STATION

GPS ADDRESS: 21 WEST PENNSYLVANIA AVE., STEWARTSTOWN, PA 17363



PAINTING OF STEWARTSTOWN STATION BY WILLIAM A. FALKLER

The Stewartstown Railroad station was opened for business on December 28, 1914 and replaced an earlier railroad station built at a different location in the town. The building was situated and constructed in order to facilitate the interchange of passengers and freight with the connecting New Park & Fawn Grove Railroad which entered Stewartstown from the east. It is an unusually substantial structure for a small, locally-owned railroad such as the Stewartstown and continues to serve as the operating headquarters of the railroad to the present day. The station was listed on the National Register of Historic Places in 1997.

The station has been maintained over the years by employees of the railroad and through the volunteer efforts of the "Friends of the Stewartstown Railroad, Inc." an informal organization which raises funds through souvenir sales and various activities.

2-MILE, 45-MINUTE "SPEEDER RIDES" WILL BE AVAILABLE STARTING AT 5:30 P.M. - \$5.00 PER PERSON

CHAPTER MEMBERSHIP MEETING STARTS AT 7:30 P.M.

WE RECOMMEND THAT YOU BRING A LAWN CHAIR FOR THE MEETING

DIRECTIONS TO STEWARTSTOWN RAILROAD STATION

From Lancaster, take Route 30 West to I-83 South (Memorial Highway), Take I-83 South to Exit 4 - PA Route 851 toward Shrewsbury. Turn left (east) onto PA Route 851 (E. Forrest Avenue, also Bridgeview Road and then N. Hill Street) and follow for 4.4 miles to the intersection of N. Hill Street and W. Pennsylvania Avenue (PA Route 851). **BE AWARE THAT THE LOCAL POLICE HAVE A SPEED TRAP ON PA ROUTE 851 EAST AT THE HOPWELL/STEWARTSTOWN BOROUGH LINE. WATCH FOR THE SPEED REDUCTION TO 25 MPH AT THE BOROUGH LINE.**

At the township/borough line on your right (south side) there will be an office building, small shopping center, library, and condo development - this is the Bailey Springs development. The Stewartstown Railroad enginehouse sits wedged between Route 851 and the shopping center parking lot. The Stewartstown train station is two blocks ahead on Route 851 at the corner of West Pennsylvania Avenue and Hill Street and is directly across the street from a gigantic Rutters gas station/convenience store/fast food restaurant. There is a single restroom in the station and more modern facilities are available in the Rutters store.



THANKS TO RICHARD RUTLEDGE, CHAPTER TREASURER, FOR ARRANGING THIS MONTH'S "AWAY" MEETING

“INSIDE THE BACK PAGE”
UPCOMING LANCASTER CHAPTER ACTIVITIES

JULY - “AWAY” MEETING

JULY 16, 2012 - MONDAY, 7:30 PM - STEWARTSTOWN - “AWAY” CHAPTER MEMBERSHIP MEETING. SEE PAGE 12.

AUGUST

AUGUST 19, 2012 - SUNDAY, 3:00 PM - CHAPTER BOARD MEETING AT THE GEESEY RESIDENCE IN YORK, PA. SEE THE OPEN HOUSE NOTICE ON PAGE 11 OF THIS MONTH’S LANCASTER DISPATCHER FOR DIRECTIONS.



AUGUST 20, 2012 - MONDAY, 6:00 PM - STRASBURG RAIL ROAD - REGULAR MEMBERSHIP MEETING

Arrive early at the Strasburg Rail Road station to board the 7:00 pm train for a relaxing ride to Paradise. Upon returning to Strasburg, we’ll have our Membership Meeting on the train. Restrooms will be available at the station and the shops and restaurant close about 15 minutes after the train returns to Strasburg.

SEPTEMBER

SEPTEMBER 1-9, 2012 - LANCASTER CHAPTER CALIFORNIA DREAMIN’ TRIP - SOLD OUT

SEPTEMBER 23, 2012 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC

OCTOBER



OCTOBER 15, 2012 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING AND ELECTION OF CHAPTER DIRECTORS FOR 2012-2013.

Larry Eastwood returns with a PowerPoint program entitled *Delaware and Hudson 1967-1990 - Bridge Line to (Northern) New England*. It’s a potpourri of views along the D&H - made famous by operating the Alco PA and Baldwin “Shark” units for many years. This is a must see program!

CHAPLAIN CONTACT INFORMATION:

DORIS GEESEY

EMAIL: RSCOOTER2@GMAIL.COM - **NOTE NEW EMAIL ADDRESS**

PHONE: 717-347-7637

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

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



CONRAIL BICENTENNIAL GG1 No. 4800 POWERS AN EXCURSION FOR THE N.R.H.S. NATIONAL CONVENTION ON SEPT. 5, 1976.

LANCASTER CHAPTER BOARD of DIRECTORS

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MEMBERSHIP MEETING NOTICE

THE "AWAY" MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE STEWARTSTOWN RAILROAD STATION, 21 W. PENNSYLVANIA AVE., STEWARTSTOWN, PA 17363 ON MONDAY, JULY 16, 2012, STARTING AT 5:30 P.M. FOR "SPEEDER" RIDES AND 7:30 P.M. FOR THE CHAPTER MEMBERSHIP MEETING.

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



CHAPTER WEBSITE: WWW.NRHS1.ORG

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**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