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DEADLY CROSSING

BY MARK J. PRICE - AKRON BEACON JOURNAL STAFF WRITER



AN OHIO NATIONAL GUARD TANK SITS ASTRIDE TWISTED RAILS AFTER BEING STRUCK BY AN ERIE RAILROAD PASSENGER TRAIN ON APRIL 29, 1951, AT THE FAIRVIEW AVENUE CROSSING IN BARBERTON. THE TURRET IS GONE AND THE TREAD IS MISSING FROM THE FAR SIDE OF THE TANK. (AKRON BEACON JOURNAL FILE PHOTO)



REMNANTS OF THE HORRIFIC TRAIN/TANK ACCIDENT ON THE ERIE TRACKS NEAR FAIRVIEW AVENUE. IT'S THOUGHT THAT THE GENTLEMAN WEARING THE FEDORA IS JAMES W. CONNOR, KENT DIVISION TRAINMASTER. ERIE NO. 824 WOULD BE REBUILT AND SERVE INTO THE CONRAIL YEARS AS NO. 4013. (AKRON BEACON JOURNAL FILE PHOTO)

Precious seconds ticked away as the Ohio National Guard convoy rumbled through the streets of Barberton (Ohio). Time was the enemy. Unexpected delays and unfortunate circumstances put the armored military vehicles on a collision course with disaster. When the locomotive's horn shrieked, it already was too late. An Erie Railroad passenger train slammed into a 33-ton Army tank on April 29, 1951, in a tragic accident that caught everyone by surprise.

"It sounded like the whole end of Barberton was blowing up when the train hit the tank," eyewitness Earl Lybarger told the Beacon Journal after the crash. "My wife fainted when she saw the locomotive would not miss the tank."

If only a few things had gone right, it would have been just another Sunday afternoon.

More than 60 members from Company B of the 137th Tank Battalion in Barberton took a four-hour slog to Greensburg and back. In a pelting rain, a Summit County sheriff's cruiser led a "motor march" of National Guard trucks, jeeps and tanks to a practice field at state routes 241 and 619. The reserve unit conducted maneuvers before beginning the return trip to Barberton. Near the city limits, the convoy sputtered. One of its three Sherman tanks ran out of gas because of a faulty fuel gauge. The officers huddled and decided to leave the vehicle at the side of Route 619 until fuel could be brought back.

The convoy resumed its march only to halt again at the city line as the sheriff's deputy turned over escort duties to Barberton police. Because of load limits on bridges, the City Engineer's Office had recommended Fairview Avenue as the National Guard's best route to its tank storage garage on Norton Avenue.

The armored vehicles rolled west across the Tuscarawas River and Ohio & Erie Canal before stopping abruptly at a railroad crossing on Fairview. Warning lights were flashing. There were four tracks. The first two belonged to the Pennsylvania Railroad. The second set, about 2 feet uphill, was shared by the Baltimore & Ohio Railroad and Erie Railroad.

Already running late for supper, the guardsmen had to wait 10 minutes as a slow-moving freight train passed. Finally, the caboose appeared, the blinking lights ceased and the police cruiser crossed.

A National Guard lieutenant stepped out of a jeep, walked over the tracks, looked in both directions and double-checked the warning lights. All was clear. He motioned the convoy to move.

A 1/2-ton truck drove over the grade at 20 mph, followed by a tank traveling in low gear at 5 mph. In the distance, a horn blasted a shrill warning. Guardsmen looked in horror as the six-car Erie *Lake Cities* (Train No. 6) streamliner rounded

a bend 3,291 feet away. It was hurtling at 60 mph from Chicago to New York. The five-man crew of the tank had little time to react. Sgt. Don W. Jameson, the tank commander, ordered the driver to stop. The tank lurched up the slope before halting on the rails.

"I was coming around the curve and saw the tank pulling onto the tracks," train engineer J.F. Mason later explained. "But it was too late."

As the National Guard crew scrambled to escape, Jameson and Pfc. Carl Nichols leaped from the turret. Three of their buddies couldn't get out in time. With a deafening roar, the 100-passenger train smashed into the tank at 5:45 p.m. The impact ripped off the turret and catapulted it 260 feet down the track. Rails bent as the diesel locomotive plowed the heavy tank about 130 feet. The train derailed, the locomotive uncoupled and

the tank slid aside like a toy. Erie passengers were tossed from their seats and beds as the Streamliner skidded 900 feet and came to a rest at a 45-degree slant on a hill. The tank engine idled for 15 minutes following the crash. The three occupants had been killed on impact. One guardsman's watch was frozen at 5:45 p.m.



ERIE RAILROAD WORKERS PREPARE TO MOVE A DAMAGED LOCOMOTIVE IN APRIL 1951 A DAY AFTER IT PLOWED INTO A NATIONAL GUARD TANK IN A CONVOY AT THE FAIRVIEW AVENUE CROSSING IN BARBERTON. (AKRON BEACON JOURNAL FILE PHOTO)

The dead were Sgt. Dale E. Cox, 27, of Akron; Col. William E. Livingston, 22, of Doylestown; and Cpl. Ronald L. Peterman, 19, of Barberton.

Injured were Pfc. Nichols, 20, of Akron, engineer Mason, 61, of Marion, fireman Francis Korte, 46, of Marion, baggageman Michael Korp, 49, of Youngstown; porter George Smith, 42, of New York; and passengers Estelle Hughley, 59, of Ravenna, Bernard McElroy, 72, of Highland, Ind., and Donnie L. Jackson, 35, of Chicago.

Guardsmen and police set up barricades to control the crowd that formed around the crash scene. An estimated 20,000 people watched the rescue, recovery, cleanup and repairs.

Three investigations — conducted by the Ohio National Guard, Public Utilities Commission of Ohio and Barberton Citizens Committee — began almost immediately. Careful measurements were taken. An identical tank was brought to the crossing to time its progress. It made it across the tracks in 18 seconds. City officials had complained about the unlevel tracks since 1940. Vehicles often bottomed out while trying to cross. The railroads did not make improvements, however. They also ignored a city ordinance requiring trains to travel no faster than 20 mph in Barberton. The warning system on Fairview Avenue was another issue. There were flashing lights, but no bells or gates. At least 19 guardsmen reported seeing blinking lights before the freight train passed, but none before the Erie Streamliner.

Barberton's inquiry declined to place blame for the tragedy on any single party. The National Guard's review faulted "the inadequate warning system of the Erie Railroad." The PUCO board demanded corrective action on "the grade differential."

The three railroads completed a \$10,000 project that fail to make the tracks more level.

In 1952, Erie paid \$30,000 to the victims' families without admitting "any wrongdoing or liability."

Today, Barberton motorists travel back and forth across the Fairview Avenue tracks. Many drivers probably aren't aware of the tragic past. Far from the battlefield, so close to home,

three brave soldiers lost their lives in a tank. *Published: April 26, 2009, Updated: June 17, 2011*

TANK-TRAIN CRASH SURVIVOR TELLS HIS TALE

BY MARK J. PRICE, AKRON BEACON JOURNAL STAFF WRITER

History never sleeps. Tank survivor Carl Nichols, 78, of Bath Township, remembers hearing the whistle. He remembers preparing to leap for his life. He doesn't recall anything after that. "I was in the tank that was hit," Nichols said.

Nichols has personal details to add to last week's article about the Ohio National Guard tank that was struck by an Erie Railroad passenger train on April 29, 1951, at the Fairview Avenue crossing in Barberton. Three guardsmen were killed. Nichols was a 20-year-old private first class when soldiers from the 137th Tank Battalion in Barberton drove in a convoy of jeeps, trucks and tanks. "It was just an ordinary day," Nichols said.

At the crossing, a lieutenant got out of a Jeep and motioned the convoy to roll. No one knew that a six-car Erie Streamliner was hurtling 60 mph around a curve about 3,291 feet away. "All of a sudden, I thought I heard a train whistle," Nichols said. "Why I climbed out of that tank, I don't know. Just instinct." It saved his life. He scrambled out of the turret, stood on the engine compartment and prepared to jump. Everything went dark after that. "The next thing I knew, I was in the hospital," he said. He spent a week at Barberton Citizens Hospital with scrapes and bruises. That is where he learned his buddies had died. "The three fellows that were with me, there was no chance," he said.

Former Barberton Police Officer James Peresta, 88, who retired in 1973 after 25 years, vividly recalls that day.

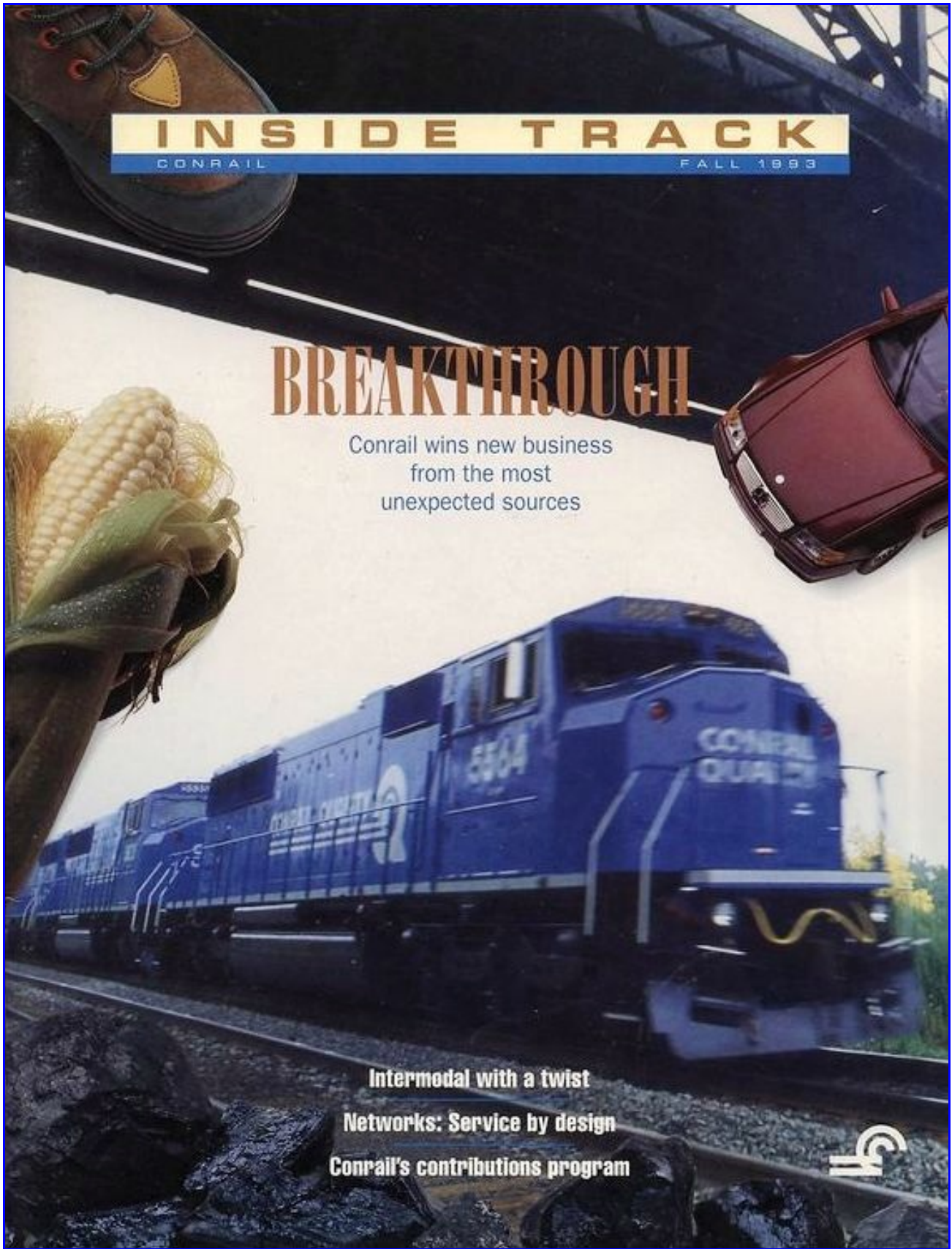
"You don't forget something like that," he said. He and another officer, Stephen Despot, had met the convoy at the city line on state Route 619 and served as escorts. After the guard lieutenant gave the all-clear sign, Peresta drove his cruiser over the tracks. He noticed warning lights as he reached the upper level, and whirled to see a rushing train.

"I looked back and the tank was coming up on the tracks," he said. "I'm sure they didn't know there was a train coming."

Just before the horrible collision, Peresta spotted a soldier — no doubt Nichols — on the tank. "I saw him jump," he said. "Boy, he had about a 10-foot drop." Peresta radioed authorities to send ambulances. About 20,000 spectators gathered at the scene. He can't believe it's been 58 years. To this day, he avoids the Fairview Avenue crossing. "Even now, I take the bridge on State Street," Peresta said. "I think there's no sense of me crossing that railroad there."

Nichols has four children, eight grandchildren and six great-grandchildren. He shudders to think about his family if he hadn't made a fateful leap in 1951.

"Nobody would be here," Nichols said. *Published: May 4, 2009, Updated: June 18, 2011*



INSIDE TRACK

CONRAIL

FALL 1993

BREAKTHROUGH

Conrail wins new business
from the most
unexpected sources

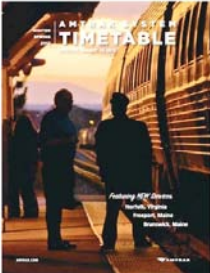
Intermodal with a twist
Networks: Service by design
Conrail's contributions program





THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



AMTRAK LOOKING FOR NEW CFO AS IT SEEKS \$7-BILLION FOR WASHINGTON UNION STATION UPGRADE

Amtrak is seeking a new CFO to help the District-based rail operator raise cash for projects including its planned \$7 billion upgrade to D.C.'s Union Station.

Amtrak has begun a nationwide search for a new chief financial officer as it seeks \$7 billion for an ambitious overhaul of D.C.'s Union Station.

The position will be an essential role for the D.C.-based rail service operator, which expects to rely heavily on a collection of funding sources for the Union Station project and other big-ticket items, including a high-speed rail initiative that would enable passengers to get from the District to Boston in just 96 minutes. Amtrak intends to lobby for federal and state funding for the project.



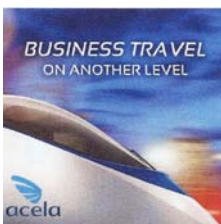
ENVISIONED UPGRADE OF WASHINGTON UNION STATION

The CFO job isn't exactly low profile. Former CFO D.J. Stadler was asked on occasion to testify before Congress on matters related to Amtrak's finances, including its use of stimulus funds. Stadler was promoted in April to vice president of operations, and Amtrak has appointed an

acting CFO, Gordon Hutchinson, while it searches for a permanent replacement for Stadler.

Amtrak, which officially began the search, has been running ads in media outlets including *The Wall Street Journal* to find the right candidate, said spokesman Steve Kulm. According to one of those ads, the new CFO will report directly to CEO Joseph Boardman and will be charged with providing "leadership to all aspects of Amtrak's businesses and corporate activities."

The post is part of Amtrak's executive committee. Preferred skills include "expertise in the Congressional appropriations process and credit securitization, credibility and relationship building with the White House, Congress and investment community." [Daniel J. Sernovitz, Staff Reporter - *Washington Business Journal*]



AMTRAK LAUNCHES NEW ACELA EXPRESS ADVERTISING CAMPAIGN

WASHINGTON - Feb. 25, 2013 - Highlighting the choice and benefits that consumers have for business travel, Amtrak is launching a new advertising campaign for Acela Express service, its popular premium business product operating between Boston, New York and Washington, D.C.

The new "Take Off" campaign promotes the freedom and efficiency business travelers enjoy on Acela trains with captivating headlines like "Please Continue to Use All Electronic Devices," "Seatbacks May Remain Reclined for As Long as You Like," and "Today's Trip is Full of Leg Room."

"The new campaign reflects the enhanced amenities and services that Acela provides for its business travelers," said Matt Hardison, Amtrak chief marketing and sales officer. "Whether you are working or relaxing, Acela offers the convenience and comfort that business travelers deserve and expect."

The fully integrated campaign includes digital, print, out of home and TV elements. Ads featuring customers enjoying the upscale perks offered on Acela service, including conference tables, comfortable seating, a wide variety of food and beverage options and Wi-Fi are featured in the new campaign. Being productive and hassle-free en route to a destination is vividly captured in the crisp, quick-cut imagery featured in the new spots.

Amtrak Acela service offers efficient, comfortable and eco-friendly travel. In fiscal year 2012, Acela had nearly 3.4 million passengers.

Amtrak recently expanded its Acela service, adding an additional late evening weekday round-trip between New York and Washington.

Draftfcb New York was selected as the new national advertising agency of record in October, and worked in conjunction with Amtrak to develop the campaign. [Amtrak]

AMTRAK COVERS 88% OF OPERATING COSTS

WASHINGTON - Mar. 5, 2013 - Amtrak President and CEO Joe Boardman told a Congressional committee today that America's Railroad® is leveraging record ridership to reduce dependence on federal operating subsidies. He announced that in FY 2012 the federal government paid just 12 percent of Amtrak's operating costs while Amtrak covered 88 percent with ticket sales and other revenue.

Boardman explained that while the railroad has taken actions to chip away at operating costs and increase revenue, a vital component of its success has been the federal government's willingness to invest in the Amtrak national network. Federal capital investment helps to reduce operating costs, supports the existing system, funds solutions to reduce future costs and provides the infrastructure and equipment to sustain ridership and revenue growth.

"Previous federal capital investment levels have sufficed to keep the system going, but they are not going to be adequate in the future," Boardman stressed. "If we are to realize rail's potential, we will need much higher levels of federal capital funding."

He added that the Amtrak long distance trains are an important part of a larger national network connecting rural communities to larger cities and major urban areas. They serve passengers with disabilities, the elderly and rural populations that are losing scheduled intercity air and bus service. In fact, long distance trains bring one million riders a year to the Northeast Corridor.

[Amtrak]

AMTRAK MICHIGAN SERVICE IMPROVEMENT UPDATE

CHICAGO and LANSING - Feb. 14, 2013 - Amtrak and the Michigan Department of Transportation (MDOT) are gearing up for track improvements along the former Norfolk Southern Railway (NS) route used by Amtrak *Wolverine Service* and *Blue Water* trains from Kalamazoo to Central and Eastern Michigan. Amtrak has responsibility for this infrastructure, effective Feb. 16.

As announced in December 2012, MDOT used a grant from the Federal Railroad Administration (FRA) to purchase of 135 miles of NS railroad for \$140 million. The line is directly connected to the Amtrak-owned Michigan District, which runs 97 miles from Kalamazoo to Porter, Ind. The result is nearly 80 percent of the route between Detroit and Chicago is publically owned and will be maintained for passenger trains at higher speeds.

The goal is to expand the 110 mph top speeds for Amtrak trains from the

current 80 miles, starting eastward with the 22-mile segment between Kalamazoo and Battle Creek. Travel times will be reduced as more improvements are made. Last year, Amtrak shaved about 20 minutes from the 2001 schedules on the Amtrak-owned segment of the corridor and the plan is to further reduce the travel time between Detroit and Chicago to about five hours.

The \$140 million used to purchase the line included FRA High-speed Intercity Passenger Rail Program grant funds, plus a state match of \$37.5 million. The FRA also awarded \$196.5 million to MDOT for major track and signal improvements on this corridor, to be performed by Amtrak. NS will also transfer rail traffic control (train dispatching) to Amtrak in phases during the next three years.

In January, MDOT announced nearly 800,000 passengers traveled on Amtrak trains in Michigan in 2012, setting a highest-ever ridership record for the state's three routes, including the three-times-a-day *Wolverine Service* (Pontiac/Detroit-Chicago), once daily *Blue Water* (Port Huron-East Lansing-Chicago), and once daily *Pere Marquette* (Grand Rapids-Chicago).

The line also will continue to provide freight rail services to major Michigan companies, with NS paying the state to access the track and being asked to participate in freight-related improvements in the years to come. *[Edited from Amtrak]*



CONRAIL TO REPLACE BRIDGE DAMAGED IN DERAILMENT

PAULSBORO, N. J. - Mar. 6, 2013 - Conrail Shared Assets will replace the bridge over Mantua Creek in Paulsboro damaged in a derailment last year. Four tank cars derailed on Nov. 30, 2012, and fell into the creek. One ruptured, releasing vinyl chloride. Residents had to be evacuated, and many who were displaced have filed lawsuits against the railroad.

Conrail said it would design and construct a new movable bridge in place of the current drawbridge. The decision was made because the current bridge is in a locked position, allowing rail traffic to move, but preventing boat traffic from passing beneath the bridge. Under federal regulations, the bridge is to be closed from Dec. 1 to March 1 each year, when it normally reopens to boat traffic. It can't reopen to boats this year because of the damage.

The railroad has submitted a request with the U.S. Coast Guard to keep the bridge in a fixed position until September 2014, when the new movable bridge is expected to be complete. The railroad said repairing the draw function on the existing bridge would take the same amount of time as building a new one.

A National Transportation Safety Board review found that the bridge had not been locked properly for rail traffic when the derailment occurred. It has been in a locked position ever since. Federal authorities inspected the bridge and said it is safe for rail traffic. *[TRAINS News Wire]*



CSX RENEWS COMMITMENT TO ENVIRONMENTAL STEWARDSHIP

JACKSONVILLE, Fla. - Feb. 15, 2013 - CSX Corporation today announced the purchase of renewable energy credits (RECs) equivalent to up to 21 million pounds of CO₂, part of the LEED certification process for CSX's headquarters building. The RECs will offset emissions from the company's Jacksonville headquarters for two years by supporting carbon reduction projects.

CSX purchased 16,133,690 kWh worth of RECs and 1,361.96 MtC₂O_e (metric tonne carbon dioxide equivalent) in carbon offsets, equivalent to planting nearly 245,000 trees or removing more than 1,800 passenger cars from the road for one year. The RECs were purchased through Renewable Choice Energy, and will be used to encourage further development of the renewable energy market and renewable energy projects. RECs are the industry standard for accounting for renewable energy product; one REC is equivalent to 1,000 kilowatt hours (kWh) of clean energy.

The LEED certification process at the company's headquarters is emblematic of efforts across CSX's 21,000-mile network. For example, in Worcester, Massachusetts, two new CSX buildings feature solar panels to heat water and power the building. These facilities also utilize hybrid electric cranes, which

run primarily on rechargeable batteries. This practice saves energy, improves local air quality and also reduces noise.

At the Jacksonville Intermodal Terminal, CSX installed energy-efficient LED fixtures on high mast light poles, the administration building and the gate canopy. Together, these lights reduce energy consumption by 25 percent. CSX also joined community-owned utility company JEA's InVest Smart Business Energy Updates program, designed to help business make cost-efficient transitions to more environmentally-friendly energy options. CSX's changes resulted in utility credits of nearly \$20,000 through the program.

Investment in technology, core to CSX's operational philosophy, supports environmental stewardship as well. Solar panels in CSX's Queensgate yard in Cincinnati, Ohio are monitored via an interactive dashboard that catalogs the company's energy usage against historical baselines to gauge operational efficiency.

These recent additions continue CSX's commitment to continuous improvement in environmentally-friendly operations. In 2010, CSX met its voluntary goal to lower emissions intensity by 8 percent – nearly one year ahead of schedule. In 2012, the company announced another ambitious goal to reduce greenhouse gas emissions intensity by 6 to 8 percent by 2020. The company also continues to incorporate high efficiency, low emission locomotives throughout its network. Shipping freight by rail is three to five times more fuel-efficient than alternative means, as one train can transport one ton of freight approximately 450 miles on one gallon of fuel. For detailed information on CSX's environmental and energy initiatives, visit CSX's corporate social responsibility site at www.csxcsr.com. *[CSX Corp.]*



NORFOLK SOUTHERN TO DISCONTINUE CERTAIN RAILCAR SORTING OPERATIONS IN ROANOKE

NORFOLK, VA. - Feb. 25, 2013 - Norfolk Southern announced today that it will cease regional railcar classification operations at its Roanoke Terminal hump yard in Roanoke, Va., beginning today. This will mean the elimination of about 140 positions. The Terminal will continue to provide service to local customers, and to be a hub for through-train operations.

The Roanoke hump operation has seen a steady decline in the volume of general merchandise cars handled by about 30 percent since 2006. At the same time, system-wide improvements in the railroad's operations have freed up network capacity such that classification operations now performed at Roanoke are no longer necessary.

"The employees who work at Roanoke are dedicated and efficient," said Terry Evans, vice president transportation. "But the geographical location and layout of the hump yard make it not only expensive but redundant within our network."

Most of the affected positions are carmen, who inspect and repair railcars, and train crews, who conduct switching operations in the yard. Some track maintenance positions are affected.

System-wide, Norfolk Southern anticipates hiring between 850 and 1,150 employees in 2013 to keep up with attrition. These positions will first be offered to employees affected by the Roanoke change and employees furloughed at other locations.

While the change means that Roanoke will no longer serve as a regional classification yard, Norfolk Southern, which currently employs about 1,870 in Roanoke, will continue its presence in the area. In addition to the remaining terminal operations, Norfolk Southern will continue to employ workers at its Shaffers Crossing locomotive and car shops, its East End Locomotive Shops, the Roanoke Material Yard, and maintain headquarters for the Virginia Division and a corporate presence at its office building on Franklin Road. *[Norfolk Southern Corp.]*



THE VIRGINIA MUSEUM OF TRANSPORTATION STUDYING NORFOLK & WESTERN CLASS J 611 RESTORATION AND RETURN TO EXCURSION SERVICE

ROANOKE, VIRGINIA - Feb. 22, 2013 - The Virginia Museum of Transportation announced today that it is studying the

feasibility of returning the iconic Norfolk & Western Class J 611 Steam locomotive to operating condition.

"The Class J 611 locomotive embodies both beauty and power," says Beverly T. Fitzpatrick, Jr., executive director of the Virginia Museum of Transportation. "Since her retirement from excursion service in 1994, fans have been clamoring, hoping and dreaming of a day when she once again blows her whistle and thunders across the landscape."



The study – called Fire Up 611! – will determine what it will take to restore, maintain and operate the locomotive. A committee of experts has been formed to conduct the study.

The committee will consult with specialists in steam locomotive operations and restoration, engineers and experts on Federal Railroad Administration and safety.

Fitzpatrick says that a thorough study is needed if the Class J 611 Locomotive is to ever run again. "Before we can promise our 611 fans that she will indeed return to service, we need to know what it will take to fix and maintain her," he says.

Fitzpatrick adds that rail fans will ultimately decide if the Class J 611 can run again. "We will need to raise the funds for the study and restoration," he said. "We don't have a third party to help us. Her restoration will ultimately depend on financial support from her fans around the world."

About the Fire UP 611 Study



N&W 611 IN EXCURSION SERVICE
PHOTO BY ROBERT W. LYNDALL

The Fire Up 611! Committee will determine what work is needed for the locomotive to be operationally restored, as well as identifying the experts and facilities that can handle the restoration work. The Study will also outline preliminary cost estimates. These estimates will be based on the 611's past repair history, current Federal Railroad Administration

guidelines and an external inspection. The Committee will also develop a business plan for the 611 Locomotive.

Within 90 days, the committee will present its findings to the Museum. Based on the estimated costs and feasibility of restoring this spirited locomotive, the Museum and committee will decide if she can be restored to her original glory.

611's fans are invited to visit fireup611.org to learn more and to donate to the Fire Up 611 study. They can also visit the Fire Up 611 Facebook page and YouTube channel. The Museum urges 611 fans to fill out a survey about the restoration of the 611 at www.fireup611.org.

About the N&W Class J 611 Steam Locomotive

The Class J 611 Steam Locomotive was built in 1950 and pulled the *Powhatan Arrow*, the famed passenger train, from Norfolk to Cincinnati. The Class J 611 retired from passenger rail service in 1959. In 1962, she was moved to the Virginia Museum of Transportation in Roanoke, Virginia. In 1981, Norfolk Southern pulled her out of retirement and restored her to her original glory. Once again, she blew her whistle to sleepy towns and thundered across the landscape. She was retired from excursions in 1994 and moved back into the Virginia Museum of Transportation, where she sits today, greeting tens of thousands of her fans who visit from across the globe every year. *[Edited from Virginia Museum of Transportation Press Release]*



METRO-NORTH PLANS FOR PENN STATION ACCESS

MTA Metro-North Railroad could make access to Manhattan's Pennsylvania Station an official priority in its next five-year capital construction program to be released in 2014, despite decades of obstructions confronting the railroad.

The plan, currently labeled West Side Access, would involve routings some Metro-North New Haven Line trains over Amtrak's Hell Gate Bridge and to Penn Station, on Manhattan's West Side. A second phase would allow Metro-North's Hudson Line to also access Penn Station, via crossing the Spuyten Duyvil Bridge and traversing Amtrak's right-of-way along Manhattan's West Side.

At present, Grand Central Terminal serves as the terminus for all Metro-North operations east of the Hudson River.

The plan would in some ways be counterbalance to MTA's current \$8 billion East Side Access construction project, which will give Metro-North's sibling Long Island Rail Road direct access to Grand Central as well as Penn Station. Proponents of West Side Access, however, note the Metro-North plan, utilizing existing rights-of-way, would be far less expensive than East Side Access, in the "hundreds of millions of dollars," according to MTA spokesman Aaron Donovan, as opposed to billions.

For its New Haven Line, which also doubles as part of Amtrak's Northeast Corridor, Metro-North initially would add stations in Morris Park, Parkchester, and Hunts Point in the Bronx, northeast of Manhattan, on the way to Penn Station. A Metro-North public presentation to Co-Op City residents in the Bronx last September suggests that travel time between the huge residential complex and Penn Station would be reduced from nearly an hour, using bus and subway combinations, to just 27 minutes.

In Phase 2, involving the Hudson line, Metro-North could add stops in Manhattan at 125th Street, and possibly near 59th Street on the way to Penn Station. Amtrak already uses this route as part of its Empire Corridor service.

In both situations, Metro-North presumably could use time slots freed up by the diversion of some LIRR trains to Grand Central once East Side Access opens. But Long Island political officials, and even some Long Island rail rider groups, have objected to any proposed use of Penn Station by Metro-North, fearing LIRR service to and from Penn Station would be compromised.

Penn Station, the nation's busiest passenger rail station, currently serves as a rail terminus not just to Amtrak and the LIRR, but also to New Jersey Transit. *[Edited from Railway Age Rail Group News]*



DARBY ROAD SITE SELECTED FOR PAOLI INTERMODAL TRANSPORTATION CENTER

SEPTA, in conjunction with a consortium of stakeholders, has designated the Darby Road Extension Alternative as the preferred site for the proposed Paoli Intermodal Transportation

Center.



The Darby Road Extension Alternative was one of three options presented at the October 2012 Paoli Transportation Visions Open House where over 300 residents and community stakeholders provided their opinions on each alternative. After the event, their

feedback was compiled and Gannett Fleming presented SEPTA with an alternative analysis report. Both showed the Darby Road Extension Alternative as the best and most favored option. Under this option, the existing North Valley Road Bridge will be demolished and Darby Road will be extended across Lancaster Avenue over the railroad tracks and with a new bridge to be constructed.

"We considered all of the options and opinions presented," Robert Lund, SEPTA Assistant General Manager of Engineering Maintenance &

Construction said. "It was important for us to hear what the community wanted." Located in Chester County the Paoli Intermodal Transportation Center will be in the heart of the Paoli Business District. It will feature a fully accessible Regional Rail Station that will accommodate SEPTA buses, private carrier shuttle buses, taxis, pedestrians, and cyclists. A large, multi-story parking garage will also be needed as part of the Center. Roadway, streetscape and track improvements are also planned to enhance rail service and improve traffic flow in the area.

Paoli Station serves approximately 1,300 passengers each day. The station is located along SEPTA's Paoli/Thorndale Regional Rail Line and AMTRAK's Philadelphia/Harrisburg Keystone Corridor. SEPTA bus routes 92, 105, 204, 205, and 206 serve the station in addition to private carrier shuttle buses that provide transportation to the Great Valley and Chesterbrook corporate centers.

In addition to SEPTA, the Paoli Intermodal Transportation Center project has been guided by a consortium of stakeholders consisting of Tredyffrin Township, Willistown Township, AMTRAK, PennDOT, the Chester County and Delaware Valley Regional Planning Commissions, elected officials, residents and the business community. For more information about the project, visit www.paolionthemove.org. [SEPTA]

SEPTA AND HNTB CORP. HONORED FOR NORRISTOWN HIGH SPEED LINE REPAIR PROJECT

Southeastern Pennsylvania Transportation Authority and HNTB Corporation received a 2013 Diamond Award Certificate from the American Council of Engineering Companies of Pennsylvania for the Norristown High Speed Line (NHSL) Emergency Slope Repair Project.



SEPTA EMBANKMENT WORK BETWEEN ROBERTS ROAD AND GARRETT HILL STATIONS. SEPTA PHOTO.

SEPTA and HNTB were recognized for their work on the area along the NHSL between Roberts Road and Garrett Hill Stations that shifted as a result of the Philadelphia region being deluged with almost 30 inches of rain during a 45-day period in August and September 2011. In this section of the NHSL, a layer of saturated soil lost its strength, resulting in about

150-feet of the 40-foot tall embankment supporting the tracks to drop vertically and push out the side of the slope. The inbound track in this area dropped approximately 12 inches and moved horizontally by about 16 inches.

SEPTA hired HNTB to inspect and survey the entire slope before performing a subsurface investigation at the affected area. After performing soil borings, HNTB installed inclinometer casings, steel tubes that allow for the lowering of a probe to a depth of 65-feet below the ground surface to measure movement in the embankment, at the top and toe of the slope. A daily track and embankment monitoring program was also instituted.

HNTB designed the permanent slope repair and provided construction support throughout the project. Because of the location of the slope failure, a temporary access road had to be built before the project commenced. Thirty-three days after the slope failed, design was completed and a construction contract for the permanent repairs was awarded. The site repairs included protecting adjacent properties and stream from erosion and runoff; constructing a 245-foot-long post and plank retaining wall to support the new embankment; removing portions of the saturated soil from the slope; installing drainage features to allow water to infiltrate out of the slope; rebuilding the slope at a less steep, more stable angle and planting native grasses to protect the surface of the new embankment from erosion. Construction was completed in March 2012. FEMA awarded SEPTA \$2,943,479 for the project.

[Edited from SEPTA]



THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN APRIL

Apr. 13, 1846 - Pennsylvania Railroad Company (PRR) incorporated in Penna.; charter includes a 5 mills per ton-mile "tonnage tax" on freight during canal season (Mar.-Dec.) to protect state investment in Main Line; charter and supplement are signed on same day.

Apr. 4, 1860 - PRR Board approves sale of portion of land it had accumulated for a depot on the north side of Market Street between 11th Street and 12th Street to the Farmer's Market Company - later becomes site of Reading Terminal.

Apr. 1890 - PRR installs train indicator board in Broad Street Station in Philadelphia showing which tracks trains will arrive on.

Apr. 19, 1896 - Delair Bridge opens for revenue service; PRR begins two round trips between Atlantic City and Broad Street Station via Delair Bridge and Camden.

Apr. 23, 1902 - Pres. Cassatt commissions New York architects McKim, Mead & White to develop plans for Pennsylvania Station, New York, and an accompanying hotel; Charles Follen McKim (1847-1909) principal designer.

Apr. 1, 1907 - Headhouse of LIRR underground terminal at Flatbush Avenue, Brooklyn, opens.

Apr. 14, 1912 - Hudson & Manhattan and PRR open one platform of Summit Avenue (Journal Square) station in Jersey City; on Monday, Apr. 15, sell 7,000 tickets by 1:00 PM; surrounding area becomes the new business and commercial center of Jersey City.

Apr. 14, 1917 - North track of new Cumberland Valley concrete arch bridge between Harrisburg and Lemoyne opens.

Apr. 30, 1922 - PRR begins commuter train between Camden and the new Chelsea station in Atlantic City.

Apr. 4, 1927 - First Class K4s assigned to Buffalo Division; No. 5468 sets record hauling No. 570-571, *Washington/Buffalo Day Express* over Keating Summit without helper.

Apr. 1, 1932 - Moore station renamed Prospect Park, Pa., on Maryland Division. The station is still shown as Prospect Park-Moore in the Feb. 10, 2013 SEPTA Wilmington/Newark Line schedule.

Apr. 25, 1937 - *The General*, named for General Atterbury, inaugurated between New York and Chicago on 17hr:15min schedule, second only to *Broadway Limited*; with coaches and no extra fare, it siphons traffic from the *Broadway*, worsening its already poor showing.

Apr. 17, 1942 - PRR orders Cape Charles ferry *Virginia Lee* painted battleship gray for camouflage against U-boats; other Cape Charles vessels are painted from Tuscan Red to gray as they come in for maintenance.

Apr. 12, 1947 - PRR places first Baldwin Centipedes, No. 5823A1-5823A2, in freight service on Philadelphia Division.



Apr. 27, 1952 - Philadelphia's Broad Street Station closes; last regular train, No. 431 for Washington, leaves at 1:10 AM; very last train is special carrying the Philadelphia Orchestra on tour, which leaves at 10:00 PM as part of special ceremony attended by 5,000 and broadcast over radio; 600 tickets sold on first come basis for ride from Broad

Street Station to North Philadelphia; all long-distance trains rerouted to originate and terminate at 30th Street; Greyhound bus terminal is moved to north side of 30th Street Station; Broad Street Suburban Station renamed Suburban Station.

Apr. 24, 1957 - PRR Board approves improved TrucTrain facilities at Aramingo Avenue & Church Street, Philadelphia.

Apr. 4, 1962 - ICC denies PRSL application to abandon all passenger service.

Apr. 1967 - DOT test cars returned to Budd for modifications; receive shaped noses and underbody sheatings to reduce drag and turbulence.

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



TIMETABLE 04-13

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



Through Friday, April 19, 2013

Frank Furness: Working on the Railroads. Exhibition in The Library Company of Philadelphia, 1314 Locust Street, Philadelphia, PA. Open Monday to Friday, 9:00 am to 4:45 pm. Free and open to the public. <http://www.librarycompany.org/events/index.htm> or call 215-546-3181.

Through Sunday, Nov. 17, 2013

Members' Treasures exhibit at the Reading Railroad Heritage Museum, located at 500 S. Third Street, Hamburg, PA. The exhibit tells the story of the Philadelphia & Reading Railroad and the Reading Company through a collection of artifacts, photographs, art, and three dimensional models. The museum is open Saturday's 10-4 and Sunday's Noon to 4 PM. Regular admission applies. For more information go to www.Readingrailroad.org or telephone 610-562-5513.

Thursday - Sunday, April 4-7, 2013

NRHS Spring Conference, Advisory Council and Board of Directors' Meetings in Cincinnati, Ohio sponsored by the Cincinnati and C.P. Huntington Chapters.

Saturday, April 6, 2013

Reading Company Technical and Historical Society 8th Annual Convention at the American Legion BINGO Hall, 650 Chestnut St., Hamburg, Pa. Admission: \$20/\$10 student. Lunch: \$10. Vendor Table: \$20. Doors open 8:30 am. Payment to RCT&HS, PO Box 15143, Reading, Pa 19612-5143.

Sunday, April 7, 2013

Leesport Farmers Market Train Meet, Route 61, Leesport, Pa. by the Reading Company Technical & Historical Society, 9:00 am to 2:00 pm. Admission \$4.00. Info: Tom at 717-279-6783 or mjtsbrown@comcast.net

Wednesday, April 10, 2013

Keeping Time/ Poets and Musicians Honor Grand Central in Vanderbilt Hall, Grand Central Terminal, 7 PM. Billy Collins, Aracelis Girmay, and Jeffrey Yang, among others poets featured in the newly re-launched Poetry in Motion program join performers from Music Under New York for an evening performance honoring Grand Central Terminal in its centennial year. During its 100 year history, Grand Central's vaulted main concourse has served as a glorious stage for the pageant of daily lives, with the clock at its center, bearing witness to countless moments and stories over time. Join us as we celebrate this magnificent building - its architecture, crowds, iconography, and poetics - by keeping time with its grand narrative. Presented by MTA Arts for Transit and the Poetry Society of America. Info: www.grandcentralterminal.com/events

Thursday, April 11, 2013

Grand Central Talks - Vanderbilt Hall, Grand Central Terminal. Authors, experts and historians discuss the development and construction of Grand Central Terminal and consider the changes it made on New York City and the transportation industry. Organized by Metro-North Railroad and the New York Transit Museum with assistance from the New York Public Library. 12:00pm, 3:30pm and 6:00pm. See Info above.

Saturday and Sunday, April 13-14, 2013

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

Thursday - Saturday, April 18-20, 2013

Eastern Division Train Collectors Association Train Meet at the York Expo

Center, 334 Carlisle Ave., York, Pa. 17404. Info: www.easterntca.org.

Saturday, April 20, 2013

Annual Banquet of the Harrisburg Chapter, N.R.H.S. at The Clubs at Colonial Ridge, Blue Ridge Course, 3904 Linglestown Road, Harrisburg, Pa. Presentation "Carrying the Enemy by Train: When Nazi Prisoners Passed Through Harrisburg" by Roger D. Thorne. Social Hour starts at 5:30 pm, dinner at 6:00 pm. Cost \$25 per person. Buffet or Vegetarian dinner. Orders to Harrisburg Chapter Annual Banquet, 637 Walnut St., Harrisburg, Pa. 17101-1924.

Sunday, May 5, 2013

Charter on the SEPTA Media and Sharon Hill Lines with a Red Arrow Kawasaki LRV by Friends of Philadelphia Trolleys. Departs 69th Street Terminal. 11 am to 3 pm. \$45/seat to FPT, Inc., Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543. Info: Bill Monaghan FPT2799@comcast.net

Wednesday, May 8 - Wednesday, October 30, 2013

Strasburg Rail Road Mixed Trains. Steam-powered mixed trains (revenue freight + coach/caboose) operate Wednesday and Friday mornings, May 8 through October 30, departing Strasburg at 6:30am and returning approximately 7:15am. Please plan arrival for sufficient time to board and pay the \$15 fare. Info: <http://www.strasburgrailroad.com/mixed-train.php>

Saturday, May 11, 2013

Sixth Annual National Train Day. Info: www.nationaltrainday.com.

Saturday, May 11, 2013

The Great Lehigh Valley Train Meet at Merchants Square Mall, 1901 South 12th Street, Allentown PA 18103. Info: <http://valleygoto.com/train.html>

Saturday and Sunday, May 11-12, 2013

Grand Centennial Parade of Trains Weekend at Grand Central Terminal, New York City anchored by a rare public display of historic train cars in the Terminal. One of the historic train cars returning to Grand Central Terminal will be "The Most Famous Train in the World", The 20th Century Limited. Other historical trains include Pullman, NY Central and business cars of yesteryear. This free, family friendly weekend will be filled with many fun activities, performances, and a "railroadiana" artifacts and trade show, sure to appeal to transportation enthusiasts of all types. Info: www.GrandCentralTerminal.com

Sunday, May 12, 2013

Mother's Day Express on the West Chester Railroad. Info: www.westchesterr.com.

Thursday - Sunday, May 16-19, 2013 - Coincides with "Pennsy" Days at the Railroad Museum of Pennsylvania

PRRT&HS Annual Meeting at the Lancaster Host Inn, Lancaster, Pa. and Railroad Museum of Pennsylvania in Strasburg, Pa. Hosted by the Philadelphia Chapter. Info: www.prrths2013.com.

Saturday, May 18, 2013

Tentative Photo Freight Passenger Excursion. This will be a day long trip open to all ages. It is expected to include operating over some rare mileage trackage and will include numerous photo run-bys. Sponsored by the Lackawanna & Wyoming Valley Railway Historical Society, an N.R.H.S. Chapter. Info: www.laurellinesspecials.org

Saturday - Monday, May 25-27, 2013

21st Century Steam Excursion from Lewistown, Pa., to Horseshoe Curve, Pa. Steam locomotive NKP 765. Info: www.fortwaynerailroad.org - **SOLD OUT!**

Sunday, May 26, 2013

Memorial Day Special on the West Chester Railroad. Info: www.westchesterr.com.

Thursday - Sunday, June TBD, 2013

NRHS Summer Conference, Advisory Council and Board of Directors' Meetings in Minneapolis, MN sponsored by the Northstar Chapter.

Saturday, June 1, 2013

Spring Bus Fling by The Museum of Bus Transportation at the Antique

Automobile Club of America Campus, PA Route 39, Hershey, Pa. Info: www.busmuseum.org or 717-566-7100, ext. 119.

Sunday, June 2, 2013

Spring Hamburg Dutch Train Meet at the Union Fire Company Field House, 123 South 4th Street, Hamburg PA 19526. Info: Ralph Maurer at ralphthetrainguy@yahoo.com or 610-987-3144.

Sunday, June 16, 2013

Father's Day Express on the West Chester Railroad. Info: www.westchesterr.com.

Saturday and Sunday, June 22-23, 2013

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

Sunday to Sunday, June 23-30, 2013

Train Collectors Association Convention - hosted by Ozark Division of TCA in St. Louis, MO. Info: www.ozarkdivision-tca.org/index.html



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WWW.RRMUSEUMPA.ORG

717-687-8628

Saturday, April 27, 2013 - Tuesday, Dec. 31, 2013 - Railroad Photography Contest Exhibit

Thursday - Sunday, May 16-19, 2013 - PRR "Pennsy" Days

Friday - Sunday, June 7-9, 2013 - Conrail Days

Tuesday - Sunday, July 2-7, 2013 - Reading Railroad Days

Monday - Friday, July 15-19, 2013 - Barons & Builders Day Camp - Ages 9 & 10

Monday - Friday, July 29 - Aug. 2, 2013 - Barons & Builders - Ages 11 & 12



STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

Various Saturdays thru Nov. 9, 2013 - Dinner Train & Murder Mystery "Murder by Shoo-Fly Pie"

Saturday, April 6 through Saturday, Nov. 23, 2013 - Wine and Cheese Train

Sunday, April 14, 2013 - Great Train Robbery

Saturday, May 4, 2013 - Vintage Baseball Day

Wednesday & Friday Mornings, May 8 through Oct. 30, 2013 - Mixed Train

Saturday, May 11, 2013 - National Train Day

Sunday, June 9, 2013 - Heritage Day

Various Days June 15 through June 23, 2013 - Day Out with Thomas

LONG ISLAND 4-6-0 TO BE RESTORED TO SERVICE; OPERATE ON THE STRASBURG RAIL ROAD

GREENPORT, N.Y. On Thursday, March 14, 2013, Mr. Linn Moedinger, President of the Strasburg Rail Road Company, Railroad Museum of Long Island President, Don Fisher and Vice President and Counsel Dennis DeAngelis, signed an agreement to restore and OPERATE the LIRR G5s Steam Locomotive #39.

No. 39 was built by the Pennsylvania Railroad's Juniata Shops in 1929 for the Long Island Rail Road and last ran on Oct. 8, 1955, closing out the steam era on Long Island. The big ten-wheeler's boiler has been in the Strasburg's shop for several years, and according to museum officials, the rest of the locomotive will be moved to Strasburg for restoration.

The New York museum hopes to raise \$900,000 toward the engine's restoration, while the Strasburg Rail Road will add another \$1,086,861.00 million to the project. Strasburg officials say they will complete the

restoration within three years *and then operate the locomotive on their line for up to 48 years.*



LONG ISLAND 39 AT OYSTER BAY, NY - SEPTEMBER 1954.

PHOTO BY ART HUNEKE.

Don Fisher, president of the Railroad Museum of Long Island, says, "This partnership is the best way to get the locomotive restored and into operation." Fisher notes the museum has been trying for 33 years to restore the engine to service. The Railroad Museum of Long Island officially began

efforts to raise \$1,000,000.00 for the move and restoration of the locomotive. Tax-deductible donations may be made to "RMLI Engine 39" at P.O. Box 726, Greenport NY 11944-0726. [TRAINS News Wire and Railroad Museum of Long Island]



PENN CENTRAL NEWS IN THE MONTH OF APRIL



Apr. 25, 1968 - Over protests of W. S. Franklin and James M. Symes, Penn Central Board votes to drop the Keystone logo and use of Tuscan red; adopts red and white version of "PC", continues green for cars and black for locomotives.

Apr. 8, 1969 - United Aircraft "TurboTrain" begins operation between New York (Grand Central) and Boston (Back Bay) on a 3hr:55min schedule as Turboliner; three-car bidirectional train is powered by gas turbine engines, seats 144; passengers complain of noise, swaying motion and lack of space for luggage.

Apr. 20, 1970 - Metroliners carry one millionth passenger; Roger P. Kniering is greeted by "Metromiss" Louise Menna; is given a free breakfast, a silver medallion and an N-gauge Metroliner.

Apr. 1, 1971 - Penn Central signs agreement with NJ DOT to rebuild Trenton Station; includes replacement of 1890 station building and modernization of platforms and passenger bridge.

Apr. 7, 1972 - PC and Sea-Land Service, Inc., announce "mini bridge" trains; cut 6 days from all-water route between Europe and West Coast; containers run Port Newark to Oakland and Los Angeles via Santa Fe Railroad (Streator, Ill. connection) in regular trains.

Apr. 2, 1973 - Penn Central inaugurates RR-1/RR-2, new non-stop fast freight between Reading's Rutherford Yard near Harrisburg and Conway.

Apr. 1, 1974 - Jarvis Langdon, Jr., becomes President & CEO of Penn Central Transportation Company to manage transition to Conrail.

Apr. 27, 1975 - Penn Central merges Eastern Region, consisting of New Jersey, Chesapeake, Harrisburg and Philadelphia Terminal Divisions, into Northeast Corridor Region.

Apr. 1, 1976 - Conrail goes into operation at 12:01 AM; Richard G. Jordan of USRA is first CR Chairman and CEO; Richard D. Spence, ex-VP-Operations of Southern Pacific, is President and COO; Day 1 of Conrail is Day 2,112 of the Penn Central bankruptcy.



MARCH, 2013

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 Sunday, March 17, 2013. The meeting was called to order at 3:05 p.m. by President Tom Shenk with 39 members present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the February Membership Meeting Minutes. David Stambaugh approved the motion and Linda Himpst seconded the motion. The February Membership Minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: In the absence of First Vice-President Ron Irwin, Tom Shenk announced new Chapter Members J. Donald and Lindsay D. Harnish.

CHAPLAIN: Chaplain Doris Geesey read an "Irish Blessing." On behalf of the Chapter, Doris sent flowers and a card to Peggy Sweigart. She fell while she and John were in Florida. They returned home and Peggy fell again and has three pelvic fractures. Peggy is now in a rehab facility and will be there for a while. John and Peggy's daughter came in from Missouri to help out. Doris sent a card to Richard Rutledge, who fell and broke his left ankle. Richard recently had screws or a plate put in his ankle and cannot put any weight on it for a couple of weeks. Doris also sent a card to Lawrence Snyder, who was recently hospitalized and is still under the weather. Chapter Member Wendell Seybolt in Florida is having treatments for leukemia and tests to search for a possible tumor. Dennis Allen announced that Ron and Deb Irwin's son, John and his wife had a baby boy, named Laken.

TREASURER: In the absence of Treasurer Richard Rutledge, Tom Shenk gave the Treasurer's Report for the month of February. Tom reported that the Chapter's small CD came up for renewal at PNC bank. Money was transferred from the Chapter checking account to the CD at 0.4 % for 13 months. Tom Shenk is looking for volunteers for the Audit Committee. David Stambaugh volunteered and now the chapter only needs two more volunteers. If anyone is interested in serving on the Audit Committee, please contact Tom. Tom announced that Stambaugh/Ness of York will be filing the chapter taxes for the 2012 tax year.

TRIPS: Tom Shenk announced Fred Kurtz and Smoke Shaak will be attending the Advisory Council meeting in Ohio in April. Fred will be our Chapter Representative and Smoke will be the Board Representative.

ANNOUNCEMENTS: Chapter Editor Ed Mayover announced that newsletter cover stories are completed up to the month of October. Linda Himpst announced the Library has received two book donations from the Rescue Fire Company of Dallastown, where Richard Rutledge is associated with the fire company. The books are "Steam Locomotives" and "Commuter Railroads." Chapter member Bruce Irvin donated a large wall hanging of a train. Tom announced there are prints still available for \$3.00 each. Tom is looking for someone who would be interested in framing some of the prints. If interested, contact Tom. Steve Himpst received the Chapter's new narrow band radios and the bill was \$1272.00. The Chapter frequency is 151.925. Steve will donate the old Chapter radios to Triangle Communication. Steve announced the Lancaster County Historical Society will tour the caboose at the Christiana Freight Station on June 1. The Kitchen Committee of Joan Shearer and Eileen Stoll needs volunteers for the month of June. Lou Hauck and Toady Kennel will do the kitchen for the month of April. If anyone is interested in helping in the kitchen, contact Tom. Tom announced the Lancaster Train Station is getting a donation of six clocks to be displayed around the station. Tom announced the Railroad Museum in Strasburg is doing photos of people dressed in Victorian clothing and putting them in front of the steam engines to pose and are calling it "Steam Punk." Tom announced that Bennett Levin's E8s and train will be on display at the Strasburg Rail Road starting on Thursday, May 16. (NOTE: this has since been cancelled - Ed.) Tom reported on the Lititz Pike Bridge Project. They are working on Phase I and Phase II will be the new bridge only to be completed by May 2014. It will be very difficult to get around this area with all the construction. Glenn Kendig announced Spring Clean-up at the Christiana Freight Station will be held Saturday, May 11 at 9:00 a.m. There will be no Fire Hall breakfast that Saturday as previously done. Steve Himpst announced an article on the closing of Cork Tower in the Lancaster

newspaper quoting Cindy Bowers. Tom announced the May Chapter Membership Meeting will be an "Away" meeting at the Manheim Historical Society.

ADJOURNMENT: The Chapter Meeting was adjourned at 3:30 p.m. for the program presented by Joel Altland on Railroads in Ohio. Next month's program will be presented by Glenn Kendig. Part II of Trolleys: The Cars that Built our Cities.

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



Lehigh Railway

NEW RAIL-TRUCK TRANSFER FACILITY TO LOCATE ON LEHIGH RAILWAY

TOWANDA, Pa. – Lehigh Railway and TranZ, a bulk material handling company serving the energy industry, have signed a five-year lease to operate a rail-truck transfer facility at the former Wyalusing, Pa., station siding. "We are planning on hauling about 4,000 cars per year from our Sayre interchange with Norfolk Southern to the new site," Jim Raffa, Lehigh Railway's vice president for sales, said. Lehigh Railway operates 56 miles of track leased from Norfolk Southern between Athens and Mehoopany, Pa. Operations began in January 2009. The railroad operates seven locomotives including U23Bs, GP40s, and SD40-2s. [TRAINS News Wire]

THIS MONTH'S BANNER PHOTO

Lancaster Chapter's caboose, No. 21153, in service on Conrail at Meadville, Pa., freshly painted in May, 1976. Photo by Larry DeYoung, Conrail.



OPERATION LIFESAVER REMINDS YOU...

Trains and cars don't mix. Never race a train to the crossing — even if you tie, you lose.

Welcome  aboard!

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

J. Donald Harnish and family member Lindsay D. Harnish, 327 Tanyard Rd., Conestoga, Pa. 17516-9711



FROM THE PRRT&HS

March 17, 2013 - We have just learned that the PRR equipment of Bennett Levin will not be present at the Strasburg Rail Road for our 2013 Annual Meeting / Pennsy Days events (May 16-19, 2013) because of a confirmed conflict in Mr. Levin's schedule. We thank Mr. Levin for his kind consideration to do so and

look forward to seeing the equipment at other locations in the future.



"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

APRIL

APRIL 15, 2013 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

Following his presentation of Part I, Chapter Member Glenn Kendig will present Part II of *Trolley: The Cars That Built Our Cities*, a video that brings to life the history of the streetcar and its influence on urban life. With a fast-paced mixture of rare and unusual footage, it shows urban rail transit in all its forms: horsecars, cable cars, steam elevateds, electric trolleys, subways, interurbans, and light rail - in the US and abroad. You'll see open cars and closed cars, single-truck and double-truck, Birneys and Peter Witts, and of course PCCs.

MAY

MAY 11, 2013 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - SPRING CLEAN-UP

MAY 18-25, 2013 - LANCASTER CHAPTER, N.R.H.S. "NORTH TO ALASKA" TRIP

MAY 20, 2013 - MONDAY, 7:30 PM - THE MANHEIM HISTORICAL SOCIETY WILL HOST OUR MEETING AT THE MANHEIM TRAIN STATION, 210 S. CHARLOTTE STREET, MANHEIM, PA. 17545

DOORS OPEN AT 6:30 PM WITH MEETING AT 7:30 PM



The society finished a restoration project on their 1917 PRR N-5 Cabin Car, which will open for our meeting. Tony Greiner was in charge of the restoration and will have a presentation on the project. Weather permitting; the society will also have their Birney Trolley No. 236 running.

JUNE

JUNE 17, 2013 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

Chapter friend Paul Kutta will take us on *A Visit to South Jersey on the Pennsylvania-Reading Seashore Lines*, starting in the steam era and ending with a shot or two of the Cape May Seashore Lines. If you're a fan of steam, Baldwin diesels or the Budd Company Rail Diesel Cars, you won't want to miss this excellent presentation. We'll have everything except sand in our shoes!

CHAPLAIN CONTACT INFORMATION:

DORIS GEESEY EMAIL: RSCOOTER2@GMAIL.COM

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.

81 YEARS AGO THIS MONTH

CHILD ACTOR JACKIE COOPER CUTS THE RIBBON JUST BEFORE THE DEPARTURE OF THE BROADWAY LIMITED ON ITS INITIAL EIGHTEEN-HOUR RUN FROM CHICAGO TO NEW YORK, APRIL 25, 1932.

From the archives of the **Chicago Tribune**



LANCASTER CHAPTER BOARD of DIRECTORS

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NATIONAL REP:	FRED KURTZ	717-625-1204	FKURTZ@NRHS1.ORG

MEMBERSHIP MEETING NOTICE

THE "AWAY" MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE MANHEIM HISTORICAL SOCIETY TRAIN STATION, 210 S. CHARLOTTE ST., MANHEIM, PA ON MONDAY, MAY 20, 2013. DOORS OPEN AT 6:30 P.M. WITH MEETING AT 7:30 P.M.

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



CHAPTER WEBSITE: WWW.NRHS1.ORG

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