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The Wreck of the New York Train at Delair

BY WILLIAM J. COXEY - COURTESY OF THE WEST JERSEY CHAPTER, N.R.H.S.



Train No. 1080 derailed upon entering the sharp curve of the Minson connecting track at Delair. The scene of the wreck taken the following morning shows switch No. 25 in the foreground. Note the man checking the gauge of the connecting track.

Collection of Joseph P. Murphy

At approximately 10:08 PM, Sunday, May 23, 1943, train No. 1080, en route from Atlantic City to New York, derailed on the curve between switch No. 25 and Minson at Delair, New Jersey. Two employees and 12 passengers were killed and 81 others were injured.

This train, with K-4s type engine No. 3806 and 15 passenger-carrying cars of the converted Pullman type, PUW, departed from Atlantic City at 9:00 PM on time with 1,281 passengers.

Engine No. 3806 had hauled train No. 1073 from Trenton to Atlantic City in charge of Engineman C. J. Pidcock and had arrived at Atlantic City at 1:00 PM. According to the statement of the engineman, No. 3806 functioned properly in every respect. Engineman Pidcock again reported for duty at the Atlantic City engine house at 8:00 PM and was assigned engine 3806 to operate train No. 1080. Necessary inspection was again made of the engine by the engineman and found to be in proper order with no defects noted.

The portion of the railroad over which train No. 1080 had run from Atlantic City to Delair was double track railroad, with automatic block signals and cab signal, and operated under Rule 251. The track was stone ballasted, laid with 130-Lb. Rail, in good line and surface throughout. The diverting switch immediately in advance of the point of derailment was a fully interlocked No. 8 turnout. A 14-degree 30-minute curve began immediately at the heel of the frog. Leaving the level switch timber, the

elevation increased as rapidly as permissible to three inches. The derailment, from the evidence on the ground, occurred at some point on the full ordinate, but prior to reaching the full elevation. In addition to the usual running rail, the curve was equipped with blind-driver carrying rails, one on the inner side of the high rail and one on the outer side of the low rail, which were laid new in 1926.

According to the statement of engineman Pidcock, he left Atlantic City on time and proceeded on schedule without unusual event. After the engine and tender had passed over the point of switch No. 25, Pidcock felt a lunge of the engine, when he was thrown to the left onto the deck of the cab and could give no further account of what had occurred. The engine, tender and first seven cars were derailed.

Immediately following the accident, preliminary examination of the equipment was made and no defects were found other than damage caused by the accident. Angle cocks were examined and found in normal position. After being rerailed, the equipment was moved to Camden shop for a complete examination. Results of this detailed inspection revealed no defects other than damage caused by the accident.

Approximately 80 ties had to be replaced due to being badly splintered. The rails were not damaged. The condition of the switch and signals was checked and found to be in proper working order.

All members of the engine and train crew had been off duty twelve or more hours prior to reporting for train No. 1073, the eastbound couplet of train No. 1080, and were off duty seven hours between arrival of train No. 1073 at Atlantic City and the required reporting time for train No. 1080.

On Saturday, June 5, a test train was made up of K-4s engine No. 3672 and 15 PUW cars with weight adjusted to compensate for the passengers aboard train No. 1080 on May 23rd.



Two steam-powered wrecking cranes lift a slightly damaged type PUW coach. The car's six-wheel trucks have already been placed back on the track.

Collection of Joseph P. Murphy

Many railroad cars were modified to accommodate the large increase in passenger traffic caused by World War II. Train No. 1080 consisted of 15 of these converted Pullman observations in which closely spaced wooden benches replaced plush accommodations. This car, No. 6915, was the third in the train and one of the most severely damaged.



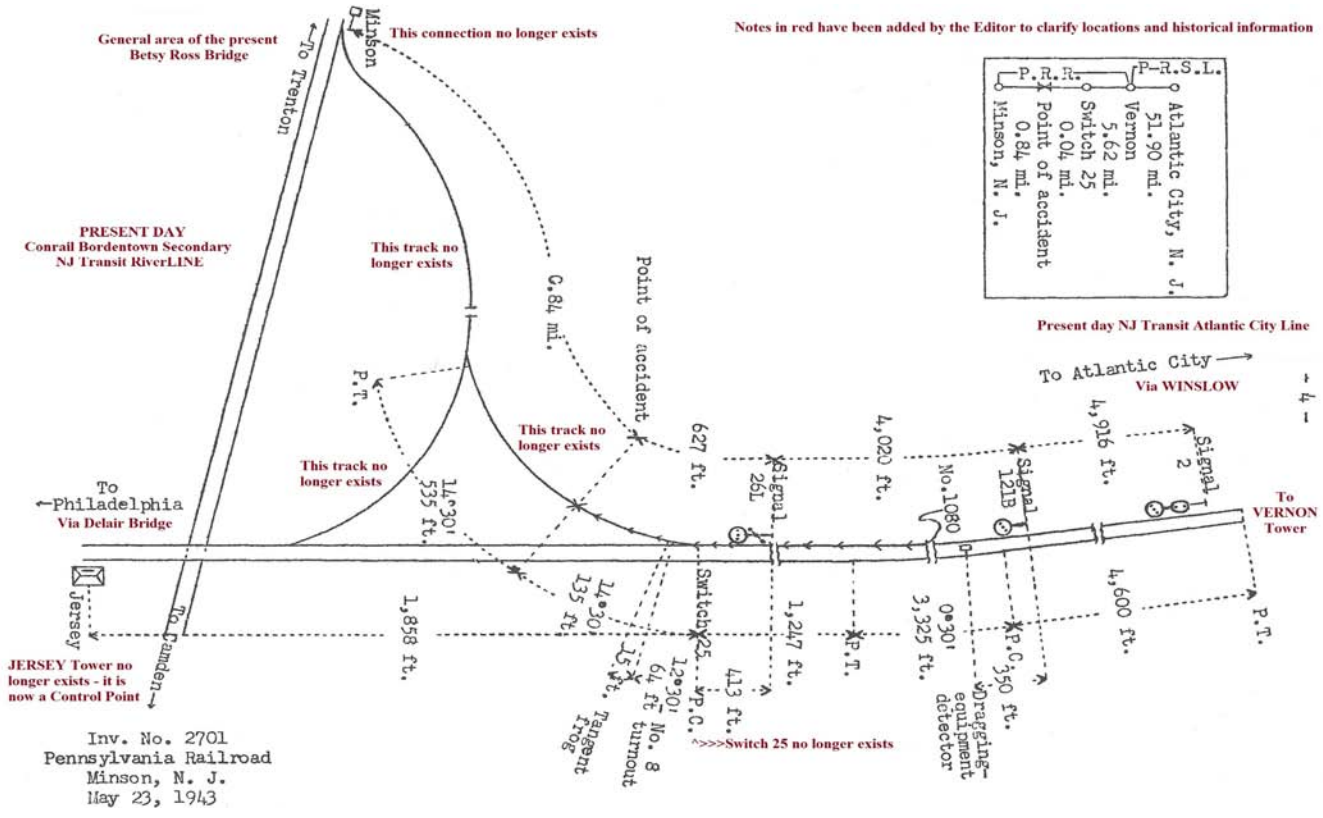
This train, which was equipped with a speedometer and other recording devices, was operated over the route of train No. 1080 from Winslow Junction to Delair.

Everything the engineman said he did in the operation of train No. 1080 on May 23 prior to the accident was duplicated. This was accomplished by erection of markers on the right-of-way, adjacent to the westbound track, indicating the points at which the engineer applied and released the brakes. However, the test developed that, with a K-4s engine and 15 PUW cars passing Vernon at 30 miles per hour, it was impossible to attain a speed of 65 miles per hour passing Jordan as claimed by engineman Pidcock. The passing speed at that point was 53 miles per hour. Making application and release of brakes at points stated by engineman Pidcock, the engine passed switch No. 25 at a speed of 34 miles per hour, much faster than the maximum authorized speed of 15 mph.

The result of the investigation concluded that this accident was caused by the train being operated in excess of authorized speed.



PRR K4s No. 3806 AT SOUTH AMBOY, NEW JERSEY ON MAY 7, 1935





THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



CALL FOR VOLUNTEERS TO SERVE ON THE NOMINATING COMMITTEE FOR ELECTION OF CHAPTER OFFICERS

In accordance with the Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given that the Lancaster Chapter, N.R.H.S. is seeking Chapter Members in good standing to serve on the 2012-2013 Nominating Committee to prepare a slate of eligible candidates for presentation to the membership. If you are interested in serving on the Nominating Committee, please contact Chapter President Tom Shenk.



AMTRAK, PENNSYLVANIA AGREE TO CONTINUE PENNSYLVANIAN RAIL SERVICE

Pennsylvania Gov. Tom Corbett and Amtrak officials have agreed to a new funding plan that will maintain passenger-rail service between Pittsburgh, Harrisburg and Philadelphia, the governor announced March 21st.

Per rules mandated by Congress, Pennsylvania will pay \$3.8 million a year to subsidize the "Pennsylvanian" service, which operates one train daily in each direction between Harrisburg and Pittsburgh. The service continues to and from Philadelphia and New York City. Amtrak initially sought roughly \$5.7 million per year.

The agreement will require Amtrak to recover more costs for the service than it has in the past. Initial funding estimates totaled \$6.5 million a year, according to Corbett's press release.

Amtrak President and Chief Executive Officer Joseph Boardman said in a prepared statement that the pact will preserve the Pennsylvanian service. *[Progressive Railroad and Railway Age]*

AMTRAK RIDERSHIP GROWTH CONTINUES IN FY 2013

March sets record as single best month in history of railroad

WASHINGTON - April 9, 2013 - Amtrak ridership increased in the first half of FY 2013 (Oct. 2012 - March 2013) and March set a record as the single best month ever in the history of America's Railroad®. In addition, October, December, and January each set individual monthly records.

Rebounding strongly from service disruptions caused by Superstorm Sandy and other severe weather, Amtrak ridership grew 0.9 percent in the first six months of FY 2013 as compared to the same period the prior year. In all, 26 of 45 routes posted ridership increases and Amtrak expects to end the fiscal year at or above last year's record of 31.2 million passengers.

"The continued ridership growth on routes across the country reinforces the need for dedicated, multi-year federal operating and capital funding to support existing intercity passenger rail services and the development of new ones," said Amtrak President and CEO Joe Boardman.

Northeast Corridor ridership took a significant hit from Superstorm Sandy, is seeing a solid recovery and is predicted to show gains for the full fiscal year despite being down 1.2 percent for this six-month period. Ridership on state-supported and other short distance routes is up 2.7 percent and long-distance ridership grew 0.5 percent.

Routes with notable ridership growth in the first six months of FY 2013

include: Palmetto (+10.5 percent), Coast Starlight (+10 percent), Illini/Saluki (+9.8 percent), San Joaquin (+8.9 percent), Piedmont (+8.6 percent), Wolverine (+8.2 percent), Vermonter (+6.7 percent), Carolinian (+6.3 percent), Keystone Service (+5.2 percent), Springfield Shuttles (+5.2 percent), Downeaster (+4.8 percent), Pacific Surfliner (+4.3 percent), and Pennsylvanian (+4.3 percent). *[Amtrak]*

AMTRAK SEEKS MORE FEDERAL CAPITAL INVESTMENT, REQUESTS 17% LESS OPERATING SUPPORT FOR FY 2014

WASHINGTON - March 27, 2013 - In its FY 2014 funding request to Congress, Amtrak is emphasizing the need for more federal capital investment to improve and expand intercity passenger rail while requesting significantly less in federal operating support.

"If we truly want to realize our vision of what rail can offer America, in terms of real mobility improvements and rational modal choices, policy decisions must be made and funding provided to match them. These are big decisions, and will require bold thinking, but they will deliver value for the money," said President and CEO Joe Boardman.

Boardman explained Amtrak ridership, revenue, on-time performance and other leading indicators are at record levels or improving. Since 2010, for every dollar of federal investment, America's Railroad® has placed nearly \$3 back into the economy. These achievements, he said, provide "tangible evidence of the public benefit federal investment in Amtrak delivers to the taxpayer, the traveling public and the American economy."

He stressed that since the federal government established Amtrak as the foundation of a national intercity passenger rail system, the modernizing and maintaining of that system is a significant federal responsibility, including the operation of long-distance routes.

For FY 2014, Amtrak is seeking \$373 million in federal operating support or about 17 percent less than it requested in FY 2013. This is made possible by an improved financial position where last fiscal year Amtrak covered 88 percent of its operating costs with ticket sales and other non-federal revenue sources, up from 85 percent the prior year. In addition, if current service levels are maintained, Amtrak's state revenues in FY 2014 should increase by approximately \$85 million as Amtrak and the states implement a Congressional requirement on cost allocation for short-distance routes.

Also for FY 2014, Amtrak is requesting \$2.065 billion in federal capital support to: maintain the Northeast Corridor and other Amtrak-owned or maintained infrastructure and equipment; advance the Gateway Program to expand track, tunnel and station capacity between Newark, N.J., and New York Penn Station; acquire new equipment; and improve accessibility for passengers with disabilities. Amtrak is also requesting \$212 million for debt service.

Boardman noted that some of the growth experienced by Amtrak today is the result of federal capital investments made 15 to 20 years ago such as the Acela Express high-speed rail program and service quality and reliability improvements. He also said the federal funding provided over the past decade to improve the resilience of the Amtrak tunnels and other infrastructure in the New York area proved vital to reduce the recovery period and provide faster restoration of intercity and commuter rail service following Superstorm Sandy.

"In recognition that the Amtrak network is a national asset operated on

behalf of the federal government, the highest imperative of passenger rail legislation should be to provide dedicated, multi-year operating and capital funding to support existing intercity passenger rail services and assets, and the development of new ones," Boardman stated.

He further explained that if Congress acted to provide the needed capital funds it will greatly increase Amtrak's ability to efficiently and effectively deliver the services it provides while helping to sustain the partnerships that can lead to the improvement and expansion of highspeed and intercity passenger rail service in key corridors across the United States.

[Amtrak]

BOX TUNNEL PACT PRESAGES AMTRAK GATEWAY TUNNEL

Amtrak has reached tentative agreement with private developers in Manhattan to construct an 800-foot-long box tunnel on site at the 26-acre Hudson Yards development site on Manhattan's West Side. The tunnel would act as a placeholder for eventual expansion of Northeast Corridor capacity under the Hudson River, Amtrak's Gateway Tunnel project.

Building the tunnel now was deemed imperative, since the megabillion-dollar Hudson Yards development already is under way atop the site, which includes the NEC approach to Amtrak's Penn Station-New York, as well as Long Island Rail Road's John D. Caemmerer West Side Yard.

Federal funding of up to \$150 million will pay for the box tunnel, to be constructed by Related Cos., which is developing on (and above) the Hudson Yards site. The tunnel also would serve the proposed Moynihan Station, the station upgrade planned to augment and possibly supersede the current Penn Station.

Amtrak began advancing the Gateway Tunnel project shortly after a previous tunnel plan, Access to the Region's Core, was terminated by New Jersey Gov. Chris Christie, who cited concerns over cost overruns. Many New Jersey rail advocates also soured on the previous plan, overseen by New Jersey Transit, but are voicing more support for Amtrak's proposal.

A formal agreement is scheduled to be signed this summer, with work commencing in the fall. [Railway Age Rail Group News]



CSX POSITIONED WELL FOR NEAR-TERM ECONOMIC IMPROVEMENT AND LONG-TERM GROWTH IN THE FREIGHT RAIL INDUSTRY

JACKSONVILLE, Fla. - CSX is a better, faster and more capable company than it was even one year ago, Michael Ward, the company's chairman, president and chief executive officer wrote to investors in the 2012 Annual Report delivered this week.

Last year the company successfully withstood a significant drop in its coal business by making quick adjustments in its operations and focusing on the mainstays of safety, service and productivity.

"Experience has shown that when CSX does those things well, we can turn good conditions into great results, or bad conditions into better results," Ward said, noting that employees led the major U.S. freight railroads in safety last year, drove customer satisfaction levels to all-time highs and delivered productivity savings of nearly \$200 million.

Looking forward, the company believes that its key businesses other than coal will outpace the slow, steady growth that is expected in the economy in 2013, Ward said, and there is little reason the economy cannot gain momentum if Congress is able to pass more meaningful legislation to improve the long-term fiscal outlook and restore confidence.

"Our customers across many industries believe that America is primed for real recovery, and so do we," Ward said.

He reiterated CSX's confidence in the long-term outlook for its industry, which is based on a number of important factors:

- The inevitable movement of more freight as the population and its consumption rise;

- The pressing need to deliver freight efficiently between ports and people as global trade continues to build;

- The increasing congestion on the nation's highways, driving freight to rails;

- The re-industrialization of America as the country's efficient labor force and relatively inexpensive energy combine to create cost advantages for local or regional U.S. producers and demand for exports;

- The challenges associated with labor, fuel and other costs at trucking companies, which today are partnering with railroads for longer-haul movements; and

- The nation's need for more environmentally friendly transportation solutions.

CSX's rail network connects some of the most active economic centers of the world with small farming towns and seaports alike. The company plans to invest in that network at a record \$2.3 billion level this year, on top of approximately \$8 billion invested in the past four years. Those investments are part of the company's balanced program of capital deployment overall, including dividends and share repurchases.

Ward concluded his letter by thanking shareholders for their partnership and belief in the company. "We hope that our quick response to the tough conditions in 2012, and the responsible actions of our 32,000 employees, gave you even more confidence in this team and the investments you have made in the company," he said. [CSX Corp.]



FLORIDA EAST COAST REVIVES THE CHAMPION'S LIVERY

In 1939, the Florida East Coast Railway and the Atlantic Coast Line premiered new streamlined passenger trains featuring a striking art-deco-style paint scheme applied to the recently introduced EMD E3A diesel-electric

locomotive.



E3A 1001, FEC's first diesel, was assigned to the Jacksonville-Miami Henry M. Flagler. Sister unit 1002, along with two identical Atlantic Coast Line E3As, 500 and 501, was assigned to the daily New York-Miami Champion, which had its inaugural run on Dec. 1, 1939.

Each unit pulled an identical consist of seven cars, with two sets owned by each railroad. The Champion competed with the Seaboard Air Line's Silver Star and Silver Meteor in New York-Florida service.



FEC is reviving the Champion's livery by applying it to four freight units. Recently delivered FEC 703, an SD40-2, (pictured) is the first of three locomotives to be refurbished in 2013 by Progress Rail's (a division of Caterpillar, Inc.) rebuild facility in Patterson, Ga., with a matching Heritage paint scheme. The three repaints will

join SD40-2 No. 714, which was the first locomotive to highlight the Heritage paint scheme 2011, and GP40 No. 2000, repainted in 2000.

"Some have said this was the most beautiful locomotive paint scheme ever devised," says FEC President and CEO Jim Hertwig. "Today, the paint scheme signifies the continued growth that FEC aspires to attain as a premier regional rail network serving the east coast, and I am proud to incorporate our rich heritage into our future plans. FEC's founder, Henry Flagler would have been proud of this beautiful locomotive."

"Henry Flagler's strategy for FEC was to move freight by rail utilizing Florida's deep water ports in conjunction with a vision for growth

generated by the opening of the Panama Canal," says FEC Senior Vice President Engineering and Purchasing Fran Chinnici. "Today's FEC continues Mr. Flagler's vision as it expands its infrastructure to meet the demands created by the new Panama Canal opening in 2015. We're currently building an even stronger infrastructure. We have major construction projects under way to expand rail operations at Port Miami, Port Everglades, West Palm, and the Bowden Terminal in Jacksonville to handle increased demand. The refurbished locomotives are just one example of FEC's investment in handling future growth." [William C. Vantuono, Editor-in-Chief - Railway Age and TRAINS News Wire]



'THE FUTURE LOOKS GOOD,' NORFOLK SOUTHERN CEO SAYS IN ANNUAL REPORT

NORFOLK, VA. - Mar. 20, 2013 - Coming off its second-best year ever for revenue, operating income, net income, and earnings per share, Norfolk Southern Corporation is positioned well for growth, and "the future looks good," CEO Wick Moorman tells stockholders in the 2012 annual report, posted on the company's website at www.nscorp.com.

"Despite significant challenges in our coal business, we delivered solid results for our shareholders," Moorman says. "From an operations perspective, the railroad ran extremely well, setting all-time highs for most of our service and velocity metrics. We also continued our strong record of reinvesting in the company, with more than \$2.2 billion in capital spending, including completion of some key projects to drive future growth.

"Looking at 2013 and beyond," Moorman said, "I continue to have a very positive outlook for our business. Our railroad is running well, and we have demonstrated resilience in the face of a slow economic recovery. While the coal business will continue to be a wild card for the immediate future, it traditionally has been a mainstay for Norfolk Southern, and we continue to believe in it long-term."

Additionally, Moorman said, "We see exciting opportunities in emerging energy markets, such as transporting crude oil by rail, and sand, pipe, and other materials for shale gas production. We are positioned equally well for growth in many of our other businesses, supported by our continuing focus on operating efficiency and productivity."

Norfolk Southern paid tribute to its heritage in 2012 - the company's 30th anniversary - by painting 20 new locomotives in the color schemes of some of its predecessor companies.

"The management teams of our predecessor companies could not have imagined the scope of change that has culminated in today's Norfolk Southern, and I'm confident that the best years of our company are still ahead," Moorman said.

The annual report is distributed to stockholders, the financial community, news media, and libraries. To request a copy, call 800-531-6757, email annualreport@nscorp.com, or write to Norfolk Southern Corp., Corporate Communications Department, Three Commercial Place, Norfolk, Va. 23510-9217. [Norfolk Southern Corp.]

OSHA: NS MUST REDRESS WHISTLEBLOWER VIOLATIONS

Norfolk Southern Railway Co. has been ordered to pay \$1.1 million to three workers following an investigation by the Department of Labor's Occupational Safety and Health Administration (OSHA), which found that the company violated the whistleblower provisions of the Federal Railroad Safety Act, OSHA said.

Two investigations, conducted by OSHA staff in Chicago and Pittsburgh, found that three employees were wrongfully fired for reporting workplace injuries. OSHA also has ordered NS "to expunge the disciplinary records of the three whistleblowers, post a notice regarding employees' whistleblower protection rights under the FRSA and train workers on these rights."

Norfolk Southern expressed its displeasure, with a spokesperson responding to a *Railway Age* request for comment saying, "Norfolk Southern disagrees with OSHA's decisions, which are the result of a flawed, one-sided procedure in which the railroad was not permitted to question the employees under oath or cross-examine witnesses. We will appeal the decision to an administrative law judge. This appeal will have the effect of voiding the decision and starting over using normal legal proceedings.

"Moreover, we are disappointed and surprised by OSHA's findings, as OSHA had earlier encouraged the parties to reach voluntary resolutions of the cases, and OSHA was aware that the parties had exchanged settlement offers and demands and were in the midst of discussing mediation," the NS spokesperson said.

Railroad carriers are subject to the FRSA, which protects employees who report violations of any federal law, rule or regulation relating to railroad safety or security, or who engage in other protected activities, OSHA said.

OSHA said the latest results "follow several other orders issued by OSHA against Norfolk Southern Railway Co. in the past two years. OSHA's investigations have found that the company continues to retaliate against employees for reporting work-related injuries, and these actions have effectively created a chilling effect in the railroad industry."

"The Labor Department's responsibility is to protect all employees, including those in the railroad industry, from retaliation for exercising these basic worker rights," said Dr. David Michaels, assistant secretary of labor for occupational safety and health. "Railroad workers must be able to report work-related injuries without fear of retaliation." [Railway Age]



Massachusetts Bay
Transportation Authority

PASSENGER RAIL TO CAPE COD RETURNING AFTER QUARTER- CENTURY

CAPE COD, Mass. - After 25 years without a passenger rail connection, Cape Cod will again see seasonal passenger service starting Memorial Day weekend.



The Massachusetts Bay Transportation Authority is calling the extension of its services from Boston's South Station the *Cape Flyer*. Passengers starting in Boston can ride two hours to the end-of-the-line in Hyannis, where visitors to Nantucket or the cape islands can take ferries or Hy-Line boats. Passengers destined to Martha's Vineyard can make connections to Woods Hole., ferry service via buses from Buzzards Bay. For more information, visit www.capeflyer.com.

[TRAINS News Wire]



MARYLAND TRANSIT ADMINISTRATION RECEIVES RECORD OF DECISION FOR BALTIMORE RED LINE



The Federal Transit Administration issued a Record of Decision (ROD) for the Baltimore, Md., Red Line project, which will expand the region's transit network for the first time since the early 1990s.

The ROD is based on information presented in a Final Environmental Impact

Statement that was completed in December 2012.

The Red Line will be a 14.1-mile, east-west transit line connecting the areas of Woodlawn, Edmondson Village, West Baltimore, downtown Baltimore, Harbor East, Fell's Point, Canton and the Johns Hopkins

Bayview Medical Center Campus.

"This is a big day for the Red Line and the future of transit in Maryland," said Maryland Gov. Martin O'Malley. "Now we must move to our next challenge, which is providing the state funds necessary to keep this project moving."

The light-rail line will have 19 stations between Woodlawn, Downtown Baltimore and Johns Hopkins Bayview. Riders will be able to connect to existing Metro subway, light rail and MARC Train lines. Expected ridership by 2035 is more than 50,000 passengers per day and construction of the Red Line is estimated to create 9,800 direct construction and related jobs during the six-year construction period. *[Edited from Railway Track & Structures]*



NJ TRANSIT APPROVES \$17 MILLION FOR HURRICANE SANDY RECOVERY

NEWARK, N. J. – New Jersey Transit has approved \$17 million for eight contracts related to the Hurricane Sandy recovery program, the *Newark Star-Ledger* reports. The approval came nine days after the agency approved up to \$19 million in parts and emergency repairs for trains flooded during Hurricane Sandy, plus \$1 million for repairs to Hoboken Terminal.

"We're under pretty constrained deadlines by the Sandy recovery bill, and this will enable us to expedite it," NJ Transit Executive Director Jim Weinstein says.

The contracts include:

- \$5 million to the contracting firm HNTB to manage the Sandy recovery program.
- \$3 million to STV Inc. of New York for work at the flooded Hoboken Terminal and engineering services related to water damaged dual-powered locomotives
- \$2 million to Gannett Fleming to replace wooden poles that carried overhead wires on the Gladstone Branch.
- \$2 million to Jacobs Engineering Inc. for work at the flooded Meadows Maintenance Complex in Kearny.
- \$2 million to Hill International for project oversight, providing an independent assessment of NJ Transit's implementation of the Sandy disaster recovery program.
- \$2 million to BEM Systems, Inc. for environmental management.
- \$1 million to LTK Engineering Services Inc. of Ambler, Pa., for engineering services related to water damaged bi-level cars damaged when they were left in a yard that flooded.

In all, 70 locomotives and 272 cars were damaged during the storm after being left in yards in Kearny and Hoboken that flooded. So far, 45 locomotives and 97 cars have returned to service and 48 new bi-levels that arrived after Sandy have been put into service, officials said.

Overall, NJ Transit has estimated its damage to be \$450 million, including \$100 million for the damaged trains. About \$300 million of the loss will be covered by insurance.

To secure its network for the next catastrophic storm, NJ Transit is seeking another \$800,000 from the Federal Transit Administration for new yards to shelter trains from the elements, an electrical substation in Hoboken, and protective sea walls. *[TRAINS News Wire]*

In other news, New Jersey's two U.S. Senators March 14 announced \$144.4 million in federal disaster relief for New Jersey Transit, which will be used by the corporation mostly to repair rail facilities and equipment damaged last October by Hurricane Sandy.

Some of the funds will be used to cover costs of temporary bus and ferry service operations that substituted for rail service in the weeks following the storm. *[Railway Age Rail Group News]*



LONG AWAITED SILVERLINER V CONTRACT COMPLETE

Two years behind schedule, SEPTA's 120-car Silverliner V order is officially complete. On Wednesday, March 20 SEPTA celebrated the completion of the \$274 million contract, which has brought millions of dollars to the local, regional and state economies, created more than 250 local jobs and resulted in the creation of Hyundai Rotem's manufacturing plant in South Philadelphia.



With the completion of the Silverliner V order, SEPTA's fleet now has 120 109-seat Silverliner V rail cars and 231 120-seat Silverliner IVs. The regional rail fleet also has 61 Bombardier cars. All of the 73 [Silverliner] IIs and IIIs have been retired.

"It's taken a long time and a lot of hard work to arrive at this celebration," said SEPTA General Manager Joseph Casey. He and other SEPTA officials declared it a great day for SEPTA and thanked United Transit Systems, LLC (UTS), a consortium Hyundai-Rotem and Sojitz Corporation America, for working with the authority. *[Christine Fisher - PlanPhilly]*

PHILADELPHIA ZOO HOPES TO BUILD SEPTA PASSENGER STATION

PHILADELPHIA – Philadelphia Zoo officials are proposing that SEPTA commuter trains serve the zoo with a new station. A new study proposes that a SEPTA station be constructed at 34th Street and Mantua Avenue, a short walk from the zoo's south entrance, the Philadelphia Inquirer reports. It would be the first time passenger trains would serve the zoo in more than a century.

Although the zoo was built on its West Philadelphia site in 1874 partly because of rail access, the original Zoological Garden station at 34th Street and Girard Avenue closed in 1902, because of Pennsylvania Railroad expansion.

Now, congested highway access and limited parking have convinced zoo leaders that a new train station would increase attendance and ease traffic. Kenneth Woodson, the zoo's vice president of community and government affairs, says the zoo would "pursue aggressively" a new train station.

A new station, with platforms, elevators and stairways, and requisite environmental work and track relocation, could cost about \$60 million, architect Robert P. Thomas, an author of the new rail feasibility study for the zoo, says.

Thomas and other planners looked at putting the train station by the zoo's main entrance on 34th and Girard, where the original station was. That could cost about \$200 million because of the challenges of trying to build amid the converging Amtrak and SEPTA lines there, he says. SEPTA officials say they have no money for a zoo station, so financing would have to come from the federal government.

Currently, more than 80 percent of zoo visitors arrive by car or school bus. Officials see a revival of rail service as a way to attract regional residents who don't want to fight traffic or parking headaches. As envisioned by the planners, a zoo station would have platforms for trains operating on the Paoli/Thorndale, Trenton, Chestnut Hill West, and Cynwyd lines. Passengers on other SEPTA, Amtrak, or NJ Transit trains could connect to zoo trains at Center City stations.

Woodson said "patience and a long-term strategy," not to mention tens of millions of dollars, will be necessary to advance the proposal for a train station. Zoo officials have met with representatives of SEPTA, Amtrak, and NJ Transit, and will now work with SEPTA's engineering and planning staffs and begin the hunt for federal funding. *[TRAINS News Wire]*

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN MAY

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

May 29, 1906 - New 17-span draw bridge over Susquehanna River at Havre-de-Grace, Md. opens; old bridge is offered free to counties for road bridge but declined.

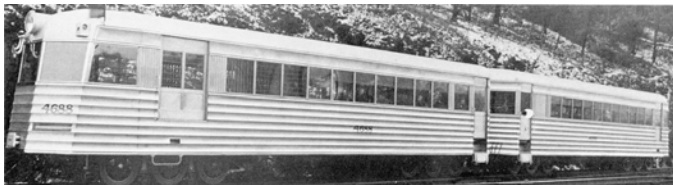
May 1, 1911 - 1,171 of 1,500 shopmen begin wildcat strike on Pittsburgh, Monongahela and Allegheny Divisions at Pittsburgh and Pitcairn over PRR discharging union men first in cutbacks; PRR sends private police to protect shops and prepares to bring in strikebreakers.

May 28, 1916 - Schedule of Paoli locals cut by seven minutes due to electrification.

May 29, 1921 - Third section of northbound Atlantic City excursion train with 12 coaches rear-ends Burlington local at Burlington station; 2 killed, 8 injured in telescoped cars.

May 1926 - PRR installs a large electric sign advertising The Broadway Limited on South Michigan Avenue in Chicago; at night, lights give effect of drivers revolving and smoke streaming from stack.

May 16, 1932 - PRR orders two-unit Budd-Michelin lightweight, rubber-tired diesel railcar No. 4688-4689.



May 1939 - PRR begins two months of testing of slippage and oscillation in steam locomotives when operated at high speed on Claymont, Del., test track; tests includes K4s No. 5371 with roller bearings and other examples of Classes E6s, K4s, I1s, K5, L1s, M1, N1s and N2sa.

May 16, 1944 - Pennsylvania Tunnel & Terminal Railroad Board approves widening entrance from 7th Avenue Subway and refinishing north wall of LIRR Concourse in Penn Station.

May 31, 1950 - K4s No. 2665, streamlined in 1940, and tender No. 6806 de-streamlined at Juniata Shops; last Loewy-streamlined K4s.

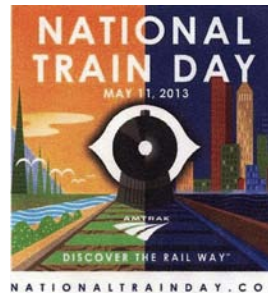
May 1956 - Class K4s 4-6-2 No. 1361 retired and saved for display purposes; later placed on Horseshoe Curve.

May 29, 1962 - Last passenger trains run between Trenton and Red Bank, N.J., with gas-electric car #4666, ending passenger service between Monmouth Jct. and Sea Girt, N.J.

May 24, 1967 - Public demonstration of US DOT test cars held on test track between New Brunswick and Trenton for 200 newsmen, government and railroad officials; cars have reached 156 MPH; PRR says high-speed service will start Oct. 29, 1967.

May 1968 - PRSL completes single-tracking between Winslow Jct. and Absecon and replaces automatic block and cab signals with manual block.

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



TIMETABLE 05-13

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

Wednesday, May 8 through Wednesday, October 30, 2013

Strasburg Rail Road Mixed Trains. Steam-powered mixed trains (revenue freight and coach/caboose) operate

Wednesday and Friday mornings departing Strasburg at 6:30 am and returning approximately 7:15 am. Please plan arrival for sufficient time to board and pay the \$15 fare. Info: <http://www.strasburgrailroad.com/mixed-train.php>

Friday and Saturday, May 3-4, 2013

21st National Model Trolley Meet by the East Penn Traction Club at The Greater Philadelphia Expo Center At Oaks, 1601 Egypt Road, Phoenixville, PA 19460. Info: www.eastpenn.org/meet.html

Saturday, May 4, 2013

Annual Spring RailBQ and Second Quarter 2013 Membership Meeting of the Conrail Historical Society at Oliver Township Park, 501 S. 3rd St., Newport, Pa, 17074. Info: www.thechrhs.org

Sunday, May 5, 2013 - SOLD OUT / WAIT LIST

100th Anniversary of the Media Line charter on SEPTA's Media and Sharon Hill lines by the Friends of Philadelphia Trolleys using a Red Arrow Kawasaki LRV. 11 AM to 3 PM, from SEPTA's 69th St Terminal, fare is \$45 a seat. Check made out to FPT, Inc., send to: Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543. Info: Harry Donahue had2709@aol.com or Bill Monaghan FPT2799@comcast.net.

Saturday, May 11, 2013

Sixth Annual National Train Day at Philadelphia 30th Street Station. 11:00 am at 2955 Market Street, Philadelphia PA 19104. Info: www.nationaltrainday.com.

Saturday, May 11, 2013

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

Saturday and Sunday, May 11-12, 2013

The Friends of the Stewartstown Railroad will be hosting an open house at the 1914 Stewartstown Railroad station, 21 West Pennsylvania Avenue, Stewartstown PA from 1:00 p.m. to 5:00 p.m. Visitors may view the waiting room and ticket agent's office which are little changed from 1914. Admission to the station is free. Weather permitting, the Stewartstown Railroad Company will be offering motorcar ("speeder") rides over the first two miles of track westward from Stewartstown. The rides will operate on a first-come, first-served basis from 1:30 p.m. to 4:00 p.m. Fares for the motorcar rides are \$6.00 per seat. Info: www.nationaltrainday.com

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

Happy Mother's Day to all Moms and thanks for everything you do, especially for allowing your significant other to "play with trains."

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

5th Anniversary Celebration at Reading Railroad Heritage Museum, 500 South Third Street, Hamburg, PA 19526, 610-562-5513. Info: www.readingrailroadmuseum.org

Saturday, May 25, 2013

PicnicRail '13 at Maier's Grove in Blandon, Pa. Starts at 1:00 pm. Info: Phil Reppert, Pottstown & Reading Chapter, N.R.H.S., 610-926-1256.

Saturday - Monday, May 25-27, 2013 - SOLD OUT / WAIT LIST

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

Sunday, May 26, 2013

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



ARLINGTON NATIONAL
CEMETERY

Monday, May 27, 2013

Memorial Day. Formerly known as Decoration Day, it originated after the American Civil War to commemorate the Union and Confederate soldiers who died in the Civil War. By the 20th century Memorial Day had been extended to honor all Americans who have died in all wars.

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 - 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

Wednesday - Sunday, June 26-30, 2013

NRHS Summer Conference at Bloomington, MN sponsored by the North Star Railway Historical Society, Inc., Chapter, NRHS.

Saturday, June 29, 2013

"Founder's Day" excursion from Scranton to Delaware Water Gap Township by Steamtown National Historic Site. Info: www.nps.gov/stea.

Sunday - Saturday, July 14-20, 2013

Peachtree Express NMRA National Convention at the Cobb Galleria Centre in Atlanta, Ga. Hosted by the Piedmont Division. Info: www.nmra2013.org

Saturday July 27, 2013 through Sunday, November 3, 2013

The Next Level: Photographs by Hiroyuki Suzuki in the New York Transit

Museum Gallery Annex & Store at Grand Central. The future of how New Yorkers will travel over the next decades is happening at Grand Central Terminal - 18 stories beneath our feet. Join us for a behind-the-scenes look at the East Side Access project with captivating images by photographer Hiroyuki Suzuki. Presented by the New York Transit Museum. Info: www.grandcentralterminal.com/events

Saturday, July 27 and Monday, July 29, 2013

Warrior Ridge positioning move departs PHL July 27 on Amtrak Train No. 43 and returns from PGH on Monday, July 29 on Amtrak Train No. 42. \$700.00 round trip. Space on Warrior Ridge is limited to 16 people. Info: 215-917-5451.

Sunday, July 28, 2013

Coal Goes to War covering the NS Mon Line from Pittsburgh to Clif over the ex-PRR, Monongahela and Waynesburg Southern. Trip benefits the "Broad Way Historic Preservation Conservancy in its efforts to restore Alto tower. Tax deductible donation of \$1300.00. Info: 215-917-5451.

Sunday, July 28, 2013

Summer 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.

Saturday and Sunday, Aug. 3-4, 2013

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



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Through 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 Day Camp - Ages 11 & 12

RAILROAD MUSEUM OF PENNSYLVANIA ROUNDHOUSE DESIGN
APPROVED



The process of designing a new roundhouse-style exhibit building for the Railroad Museum of Pennsylvania took a major step forward recently when the Strasburg Township Planning Commission

approved the latest design concepts produced by Erdy McHenry Architecture of Philadelphia, Pennsylvania. The planning commission judged the concepts to be in compliance with the township's Railroad Heritage Zoning District design guidelines.

In late 2010, the Pennsylvania Governor's Office of the Budget released \$500,000 in capital funds for the design of a 16,000-square-foot roundhouse, which will be located in the outdoor yard next to the Museum's existing turntable. The new roundhouse will provide permanent, climate-controlled shelter for six historic artifacts that currently reside outdoors and are deteriorating from exposure to the elements: Pennsylvania Railroad steam locomotives M1b No. 6755, L1 No. 520, K4s No. 3750, E6s No. 460, B6sb No. 1670 and H10s No. 7688.

The design features the classic fan-shaped layout and utilizes brick, steel and glass, as well as a clerestory-style roof. "The design both complements the historical architecture of neighboring Strasburg and relates to the more modern architectural styles already employed here at the Railroad Museum of Pennsylvania," says director Charles Fox.

A hard surface, ADA-accessible pathway leading from the Museum will allow visitors to easily access the roundhouse. The interior will offer a safe and adequate space for visitors to view and photograph the exhibits. During the construction of the roundhouse, the Museum's 1928 Reading Company turntable will be completely refurbished and updated to ensure its safe and dependable operation for years to come.

It is anticipated that the Governor's Office of the Budget will release an additional \$6.1 million in capital funds for the actual construction of the Railroad Museum of Pennsylvania's roundhouse in the upcoming fiscal year. The current timetable should see the roundhouse placed out for construction bids later in 2013. Groundbreaking is expected to take place in the spring of 2014, with the facility likely to be completed late in 2015.

[Railroad Museum of Pennsylvania]



STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

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

Through Saturday, Nov. 23, 2013 - Wine and Cheese Train

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

Saturday, July 20, 2013 - The Rolling Antique Auto Show & Run

Sunday, July 28, 2013 - Great Train Robbery



PENN CENTRAL NEWS IN THE MONTH OF MAY

May 8, 1968 - Pennsylvania New York Central Transportation Company renamed Penn Central Company.

May 13, 1969 - Penn Central Board authorizes change of name from Penn Central Company to Penn Central Transportation Company; James M. Symes, Richard King Mellon, Isaac B. Grainger, and William G. Rabe retire from Board of Directors of Penn Central Company; Symes ends association with railroad after 53 years.

May 13, 1970 - Butcher & Sherrerd changes its recommendation on Penn Central from "buy" to "sell" after reviewing first quarter earnings.

May 23, 1971 - Penn Central opens new southbound platform on main line at Jersey Avenue Station, New Brunswick, NJ.

May 31, 1972 - Judge Fullam rules that Penn Central must pay \$5.6 million in retroactive wage increases that were frozen by wage and price controls in 1971.

May 21, 1973 - Penn Central restores electrification between Frankford Jct. and Pavonia Yard in Camden, NJ.

May 8, 1974 - Fire from sparks from passing freight train damages Poughkeepsie Bridge; not repaired, as Penn Central routes all New England traffic via the old Boston & Albany line.



May 1, 1975 - EMD rolls out demonstrator for new generation of electric freight locomotive, 6,000 HP GM6C No. 1975, for tests on Penn Central.

May 1976 - Railroad Museum of Pennsylvania acquires pioneer PRR E-7 No. 4201 (ex-5901) for \$20,000; diesel

had been hidden from scrapping program at Harrisburg by certain Penn Central employees until it could be preserved.



APRIL, 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 Monday, April 15, 2013. In the absence of President Tom Shenk, the meeting was called to order at 7:40 p.m. by First Vice-President Ron Irwin with 41 members present. First Vice-President Ron Irwin led those assembled in the Pledge of Allegiance.

MINUTES: First Vice-President Ron Irwin asked for a motion to approve the March Membership Meeting Minutes. Steve Himpsl approved the motion and Marlyn Geesey seconded the motion. The March Membership Minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: First Vice-President Ron Irwin reported 14 Chapter member's renewals were lost in the system and they received Second Renewal Notices. The problem has since been resolved.

CHAPLAIN: Chaplain Doris Geesey read "I Met Jesus Today." On behalf of the Chapter, Doris sent a card to Charles and Sandy Jones. Sandy's mother passed away on April 7. Chapter member Paul Herr's wife Lois passed away. Rochelle Shenk's mother had quadruple by-pass surgery. Tom Shenk's brother's wife passed away. Bill Richard was in attendance at tonight's meeting after a lengthy illness.

TREASURER: Treasurer Richard Rutledge gave the Treasurer's Report for the month of March. Richard reported the chapter taxes are at Stambaugh/Ness of York.

TRIPS: Ron Irwin announced that on Wednesday, May 1, 2013 there will be a meeting at the Travel Time Office in Lancaster to pick up the travel packets for those Chapter members going on the Alaska trip.

NATIONAL ADVISORY COUNCIL REPORT: Fred Kurtz, our Chapter's National Representative, reported on the Advisory Council meeting held in Cincinnati, Ohio. Smoke Shaak and Mark Eyer, National Director's for District 2 were also in attendance at the meeting. Fred reported that *National is increasing the dues next year from \$39.00 to \$50.00 for members and for family members from \$5.00 to \$7.00.* Mark Eyer opposed the increase of dues. The next Advisory Council meeting will be held in Bloomington, Indiana.

ANNOUNCEMENTS: Steve Himpsl received the radio renewal license for 10 years at a cost of \$310.00. The radios will be programmed to 6 or 7 different frequencies. The Chapter will have a form to fill out if any organization wishes to rent the radios from the Chapter. The rental cost will be \$50.00. Steve is also working on our caboose now that the weather is warmer. List of items to be done for the caboose are: install aluminum panels over the existing walls, painting and staining. Glenn Kendig announced the Lancaster County Historical Society will tour the caboose and the Christiana Freight Station on June 1 from 10 a.m. to 4 p.m. Bud Rettew will have a presentation on the Christiana Riots. Glenn announced the next meeting of the Lancaster County Historical Society will be Wednesday, April 17. Glenn reported that the Boy Scouts had an educational tour meeting at the Christiana Freight Station. Steve and

Glenn repaired a fixture on the snow plow so the potholes around the Freight Station can be filled in. The Kitchen Committee of Joan Shearer and Eileen Stoll need volunteers for the month of June. If anyone is interested in helping other months in the kitchen contact Tom. Bill Richard announced the Lancaster Train Station's donation of six clocks have been installed at the Station. Ron announced that there will be a Chapter Board Meeting at the Travel Time Office in Lancaster on Monday, May 6 at 7:30 p.m.. Ron announced Spring Clean-up at the Christiana Freight Station will be held Saturday, May 11 at 9:00 a.m. There won't be a Fire Hall breakfast that Saturday as in previous Clean-Up Saturdays. Ron announced that the Monday, May 20 Chapter Membership Meeting will be an "away" meeting at the Manheim Historical Society. The chapter Alaska trip will be Saturday, May 18 to Saturday, May 25. June's Chapter Meeting program will be given by Paul Kutta on "A Visit to South Jersey on the Pennsylvania-Reading Seashore Lines." The Monday, July 15 Chapter Meeting destination is only tentative as of now. The Monday, August 19 Chapter Meeting will be held at the Strasburg Rail Road. Marlyn Geesey announced "Steam into History" a new attraction coming to York. Experience railroad travel as it was during the Civil War aboard an 1860's replica steam train. If anyone wants to volunteer to help at Steam in History, more information can be found at www.SteamIntoHistory.com. Marlyn also announced that the Stewartstown Railroad is in the first phase of the North Central Railroad. They will have a push/pull train as the turntable is not completed. Marlyn also announced on June 22 at Hanover Junction there will be an Abraham Lincoln re-re-enactment.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:00 p.m. for the program. Tonight's program presented by Glenn Kendig is Part II of "Trolley: The Cars that Built Our Cities."

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY

THIS MONTH'S BANNER PHOTO

An early Amtrak post card shows Electro-Motive E Units Nos. 329, 402, and 233 at Chicago, Illinois, 1975.



OPERATION LIFESAVER REMINDS YOU...

At All Highway-Rail Grade Crossings
Look...Listen...Live!

36 YEARS AGO THIS MONTH

REFURBISHED GG1 NO. 4935 DEDICATED



Howard Serig, a rail buff and an economist for the U. S. Department of Transportation, gave the idea of restoring an operating GG1 to its original PRR livery its first public exposure through an opinion column in the November 1976 issue of "Trains" magazine.

The idea had been pitched to the Penn Central prior to the article and it was rejected. Through a friend of Serig's the idea was presented to Paul Reistrup, then president of Amtrak, and he liked the idea and gave the official go-ahead on January 18, 1977.

An organizing meeting for the "Friends of the GG1" (FOGG) was held on January 22, 1977 in Philadelphia, PA. At the meeting, FOGG decided to ask several chapters of the National Railway Historical Society to help support the effort to raise over \$10,000.00 to pay for the body work, painting, fund raising costs, publicity, commemorative activities and the dedication ceremony. The \$10,000.00 goal was reached within two months and the fund raising efforts went on and ultimately topped out at \$18,343.88. Later, Raymond Loewy agreed to serve as Honorary Chairman of FOGG.

Amtrak selected GG1 No. 4935 for the project. This particular locomotive was selected because it was one of a few that had not been modified with the large intake louvers in the hood and because it had its original PRR number.

On March 9, 1977, Amtrak and FOGG signed an agreement and on March 25 th, 4935 entered the Wilmington Shops and work began. The body was grit-blasted to remove several coats of paint, a coat of metal primer was applied, some sheet metal was burned out and replaced and the entire shell was undercoated. Some work was done to the running gear with the replacing of truck bearings, a rebuilt steam boiler replaced the existing one,



NO. 4935 ON HER INAUGURAL RUN PULLING TRAIN NO. 160, THE MURRAY HILL, AT COLONIA, NEW JERSEY ON MAY 15, 1977. PHOTO BY BILL WILCOX.

a blower motor was replaced and cables and wiring were renewed. A paint-prep primer was applied, then the finish coats of Brunswick green paint, pin stripes, lettering and the keystones were applied.

On May 7th, the refurbishing was complete and FOGG issued check No. 4935 in the amount of \$8,712.00 to pay for the purely cosmetic work. Amtrak absorbed the cost of the mechanical repairs.

On May 12th, 4935 ran light to Perryville, MD to test its renewed mechanical and electrical systems and on Sunday, May 15, 1977 a dedication ceremony was held at Union Station in Washington, DC and later 4935 made its inaugural run to New York pulling Train No. 160, "The Murray Hill."

[Richard Duley - Steamlocomotive.com]

PENNSYLVANIA RAILROAD ADVERTISING BOOK PUBLISHED



The long awaited advertising art book, "Pennsylvania Railroad Advertising Art," (1859-1968) is at the printers and will be available for purchase by May 15, 2013 and at the PRRT&HS Annual Meeting. The book, by Chuck Blardone, features the Ed Lied collection, and contains posters, booklets, flyers, timetables and original artwork. All images have been restored to new or like-new condition.

Historian Chris Baer, of the Hagley Museum & Archives provides an introduction. The book is hardbound, 284 pages, printed on heavy, premium paper, all-color, 11" x 9", with 492 images.

Cost: \$89.95. Postage and Handling: U.S. delivery media mail: \$11.00,

U.S. delivery priority mail: \$26.00, International media mail: \$44.00.

PA residents must add 6% sales tax

Please order from the website: www.PRRTHS.com, or send your check, money order, or credit card information (with security code and expiration date) to: Kutztown Publishing Co., P.O. Box 326, Kutztown, PA 19530-0326

[Pennsylvania Railroad Technical & Historical Society]



"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****MAY**

MAY 1, 2013 - WEDNESDAY, 6:00 PM - TRAVEL TIME TRAVEL AGENCY - DOCUMENT PICK UP FOR CHAPTER "NORTH TO ALASKA" TRIP

MAY 6, 2013 - MONDAY, 7:30 PM - TRAVEL TIME TRAVEL AGENCY - CHAPTER BOARD MEETING

MAY 11, 2013 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - SPRING CLEAN-UP. ALSO NATIONAL TRAIN DAY

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 be 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 and the Budd Company Rail Diesel Cars, you won't want to miss this excellent presentation. We'll have everything except sand in our shoes!

JULY

JULY 15, 2013 - MONDAY, 7:30 PM - TENTATIVE - SOUTHERN LANCASTER COUNTY HISTORICAL SOCIETY, 1932 ROBERT FULTON HIGHWAY - RT. 222, QUARRYVILLE, PA 17566 - A Regional historical society that manages the Robert Fulton birthplace; researches local history and ancestry; and educates the public about the significance of Southern Lancaster County. Located in Fulton Township, 6.8 miles south of Quarryville, immediately south of Swift Road.

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.



BUDD COMPANY METROLINER - 1971



KALMAR VERKSTAD SWEDISH X2000 - 1993



SIEMENS INTER CITY EXPRESS [ICE] TRAIN - 1994



BOMBARDIER/ALSTOM ACELA - 2000



FUTURE SIEMENS CITIES SPRINTER - ACS-64



FUTURE VISION FOR THE NORTHEAST CORRIDOR

MAY 1, 1971

AMTRAK - 42 YEARS OF HIGH SPEED

MAY 1, 2013



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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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