

FIFTY SHADES OF BLUE: HOW CONRAIL'S PAINT SCHEME CHANGED FROM BROWN TO BLUE

BY MATT VAN HATTEM - TRAINS MAGAZINE, TRAIN OF THOUGHT



NORFOLK SOUTHERN'S FIRST HERITAGE UNIT, ES44AC No. 8098, PROUDLY WEARS CONRAIL'S BLUE PAINT AND TRADEMARK "WHEELS ON RAILS" LOGO. PHOTO BY NORFOLK SOUTHERN.

It's June 1, 2013, and 14 years ago to this day, Conrail was dissolved, split among Norfolk Southern and CSX Transportation. (The name still lives on, however, in a unique switching and terminal operation.)

This year saw a pleasant surprise with the introduction of Norfolk Southern's gleaming blue Conrail heritage unit, the first of the new locomotives to wear the paint schemes of NS predecessors.

Looking at photos of the new engine, I'm reminded again how fortunate we are that Conrail never adopted the original color scheme planned for the railroad: brown!

That's right. Many things changed between the planning for Conrail and the railroad as we came to know it. For instance, early versions of the railroad's name used a capitalized "R": ConRail — perhaps a more accurate shorthand for its formal name (Consolidated Rail Corporation), but certainly less elegant written out, especially on the nose of a locomotive.

But the brown. Egad! That might have been too pitiful a color for a railroad determined to dig itself out of a morass of rotting track, red ink, and low morale.

Granted, brown probably better reflected the mood of the time, an era when some thought railroading was in a death spiral.

Thank goodness, instead we got Conrail's "Premier Blue." (That's the name author Don Ball Jr. cites in a book on America's second-generation railroads. Trains magazine called it a royal blue, while Diesel Era magazine labels the color medium blue.)

Whatever the name, the vibrant blue injected a shock of color into Northeast railroading's blanket of Penn Central black and the drab green found on Reading and Jersey Central engines.

Conrail's first annual report spoke of its planned "blueprint to profitability," and the blue paint on its engines could be considered a visual embodiment of that ambitious idea — a locomotive-sized corporate mission statement.

As the company turned itself around, those blue locomotives that thundered by were a colorful wagging finger to the naysayers who had believed the industry's best days were behind it.

But how did it happen? Whose idea was the blue?

Seeing the Norfolk Southern unit made me want to find out. So I got in touch with some former Conrail employees who had seen the railroad through thick and thin. They offered other names, people who reached back 36 years for answers. Dick Hasselman, Conrail's first vice president of operations, credits a consulting firm working with Edward Jordan, the railroad's first chief executive officer, for the choice of paint scheme and Conrail's distinctive "wheels-on-rails" logo. "I believe Ed Jordan handled this decision without consulting [president] Dick Spence or anyone involved in running the railroad — so I think that the blue color, as well as the Conrail logo and typeface, were all decisions made by the consultants Ed hired," Hasselman says. "I do know that Spence advocated for brown boxcars (which was not done)."

Larry DeYoung, who joined Conrail's marketing department in 1978, has a Conrail Style Manual prepared by the consultants, covering every detail of the "Conrail look," and how it would appear on everything from cabooses to signs, stationery, and business cards.

"The consultants presented Conrail top management and public affairs people with two options: blue and brown," DeYoung says. "The brown was based on the UPS and Pullman experience: it holds up well in adverse environments. The blue was chosen, as the story was related to me by PR folks, because it was a complete break from all predecessor roads (the brown was deemed too 'PRR-like'), and the blue was unlike the colors of any of the major Class I's of the time."

Still, DeYoung says, that decision came shortly after "conveyance day," April 1, 1976, so some early logos and lettering (including "ConRail") and a few non-standard paint schemes slipped through.

"The car shops kept working with what they had," DeYoung says, and cranked out cars in PC green and EL maroon with CR stencils pieced together from what they had on hand." DeYoung even recalls seeing some ex-Pennsylvania Railroad cabooses assigned to Pennsylvania Power & Light unit coal trains, wearing what might have become the system's "Conrail brown," a rich brown with imitation gold lettering.

Trains magazine ran an eye-catching color photo by John C. Benson in its August 1976 issue showing the first Conrail locomotive to wear the "dress blues:" GP40 No. 3091, still carrying its former New York Central road number, but looking pristine after emerging from the Collinwood shop in Cleveland on May 20, 1976. The caption said Conrail's locomotives and cabooses would wear blue, while freight cars would wear "traditional red oxide" (boxcar red) and covered hoppers would be painted gray. The railroad hoped to have 170 of its 5,000 locomotives clad in blue by the end of 1976.

However, the color we know as "Conrail blue" has actually changed over time. The initial blue was a Dupont acrylic lacquer paint with a high amount of volatile organic compounds. And in photos, that early blue appears more turquoise than the later version, which seems to have a richer hue.

John Samuels confirms the color shift. He began working with Conrail as a consultant in 1976 and joined the company two years later, becoming assistant vice president of industrial engineering. However, Samuels says the paint alone was not solely responsible for the early lighter blue shade. The original paint would blanch when exposed over time to the sun.

"Laboratory tests found that the original CR blue paint began chalking after only about one year of service, compared to our desire to have a locomotive paint job last eight years," Samuels says. "The premature chalking caused many complaints, which ultimately led to Imron paint."

Imron was a low-volatiles paint, but one that required special equipment to apply. "Conrail did not have the mixing equipment required to blend the Imron base solids and hardener prior to spraying. So after doing extensive sun testing of both paints, Conrail chose to specify the Imron paint as standard," Samuels recalls.

"We built a locomotive paint booth at Altoona to both meet EPA standards and spray the new Imron paint, which was a slightly darker blue, but kept its color much better over time."

At least one veteran Conrail painter at the Altoona, Pa., shop (now run by Norfolk Southern) remembers the switch to Imron as taking place in the late 1980s or early 1990s, says shop employee Lex Parrish. "A couple of years later, they started top-coating the Imron with clearcoat," he adds.

Even after the shift to Imron, the solid blue and the white vinyl lettering and "can opener" logo remained standard, although subtle changes occurred along the way. Some of the General Electric B40-8s built in 1988 wore a special "labor management" nose decal, and in 1989 Conrail's numberboard background color began a shift from black to white. Then in 1990, the railroad began adding a white reflective frame stripe to new and repainted engines.

All of this was a prelude to the more dramatic visual changes of the 1990s. In 1991, the railroad's second order of GE C40-8W widecabs arrived on the property adorned with "Conrail Quality" lettering. The idea was to promote a corporate-wide Continuous Quality Improvement program adopted in 1989, a time when many U.S. companies were implementing some kind of total quality management initiative.

Older engines also received the Quality lettering on the nose and sides. "The side print was for the public, but the nose print was so Conrail train crews could be reminded of our Quality efforts by seeing that on the nose as they passed each other," Samuels says.

The final paint variation was perhaps the most striking: 30 SD80MACs built by EMD in 1995-96 came with a sweeping "white smile" treatment on the nose — a unique scheme confined to a unique locomotive model. (Only Conrail received SD80MACs.)

"The different paint job was done to make sure both the train crews and repair forces knew the locomotives were different," explains Samuels, who was vice president of mechanical when Conrail placed the order with EMD. "The SD80MACs were Conrail's first A.C. units, first 5,000-hp, 20-cylinder engines, and they had EMD's radial truck design. Conrail used them primarily in coal service on routes that had tight curvature."

Still, for its General Electric-built heritage ES44AC No. 8098, Norfolk Southern chose the "classic" look from the 1970s and 1980s (albeit with the white frame stripe), and painted the engine at the same Altoona, Pa., shop that once coated thousands of locomotives in Conrail blue.

"All the lettering and logo work was made in-house just for that unit," says Lex A. Parrish, in Norfolk Southern's Juniata shop in Altoona. "The heritage unit was painted with Dupont Imron N3136HN white and Dupont Imron 99T-42P blue, and then clearcoated."

Norfolk Southern has painting diagrams for Conrail locomotives from the SD40-2 era on, adds Allen Rider, manager of locomotive engineering in Atlanta. "I probably sent Lex a painting diagram for a C40-8W, although they have a fairly large library of drawings themselves [at the shop]," Rider says.

The heritage unit decals were built new to conform to the modern ES44AC's burly contours. "I would have liked to have done the SD80MAC scheme (some call it the 'raccoon scheme') but decided not to because it didn't represent a typical Conrail locomotive," Rider says. "Same logic applies to the Conrail Quality scheme."

Conrail's June 1, 1999, dissolution makes it the youngest railroad to receive commemoration in Norfolk Southern's heritage unit program (where did these last 14 years go?).

In fact, before the heritage program began, NS had 15 or so ex-Conrail locomotives still in their blue paint with NS patches and numbering. They quickly received Norfolk Southern's black paint. Conrail's brief 23-year lifespan exceeds that of Penn Central (8 years), which received its own black-painted heritage unit.

For those who watched Conrail triumph over insurmountable odds and demonstrate railroading's incomparable value to U.S. transportation, the sight of Norfolk Southern's new, blue heritage unit is an inspiration. (Thank goodness, it's not wearing Conrail brown.)

Editor's Note: This article was originally published in 2012 and has been edited to reflect year 2013.



CONRAIL BROWN? PERISH THE THOUGHT! THIS EX-PENNSYLVANIA RAILROAD CABOOSE IN CONRAIL'S BROWN SCHEME IS ACTUALLY A RARE FIND. THE CAR, PREVIOUSLY ASSIGNED TO PENNSYLVANIA POWER & LIGHT COAL TRAINS, IS SEEN AT MASSILLON, OHIO, ON APRIL 18, 1993, ON LOCAL FREIGHT CA04 THAT ORIGINATED IN CANTON. PHOTO BY REGGIE MCKEE.



TWO GP30S IN THE EARLY BLUE SHADE LEAD SYMBOL FREIGHT SEPY (SELKIRK-POTOMAC YARD) SOUTH ALONG AMTRAK'S NORTHEAST CORRIDOR AT BOWIE, Md., ON NOV. 18, 1981. PHOTO BY ALEX MAYES.



TWO SD50S IN THE RICHER IMRON BLUE PAINT HUSTLE AN EASTBOUND ROADRAILER TRAIN ACROSS THE LITTLE CONEMAUGH RIVER AT SUMMERHILL, PA., ON FEB. 9, 1998. PHOTO BY ALEX MAYES.



TWO C40-8Ws AT SUMMERHILL, PA., SHOW OFF THE "CONRAIL QUALITY" SCHEME, WHILE BRINGING FREIGHT PIAT (PITTSBURGH'S CONWAY YARD-ALTOONA) EAST ON JULY 20, 1996. PHOTO BY ALEX MAYES.



NORFOLK SOUTHERN'S CONRAIL HERITAGE UNIT LOOKS RIGHT AT HOME ON THE POINT OF A COAL TRAIN. PHOTO BY NORFOLK SOUTHERN.



LANCASTER CHAPTER'S CONRAIL CABOOSE NO. 21153 AT CHRISTIANA, PA. YOU WOULDN'T BELIEVE THE AMOUNT OF RESEARCH THAT WENT INTO GETTING THE CORRECT "CONRAIL BLUE" FOR OUR CABOOSE. ULTIMATELY, LEX A. PARRISH IN NS' JUNIATA SHOP IN ALTOONA PROVIDED THE PAINT SPECS. PHOTO BY STEVE & LINDA HIMPSEL.



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 UNVEILS ADVANCED TECHNOLOGY LOCOMOTIVES FOR NORTHEAST SERVICE



AMTRAK ACS-64 No. 602, at SIEMENS MOBILITY PLANT IN SACRAMENTO, CALIFORNIA
MAY 11, 2013. AP PHOTO/RICH PEDRONCELLI — AP

WASHINGTON - May 13, 2013 - A new era of more reliable and energy efficient Amtrak service for Northeast intercity rail passengers is coming down the tracks as the first of 70 advanced technology electric locomotives being built by Siemens begin rolling off the assembly line today.

The first units of the \$466 million order will be field tested this summer for entry into revenue service in the fall.



INTERIOR OF AMTRAK CITIES SPRIINTER ACS-64
SIEMENS PHOTO.

"The new Amtrak locomotives will help power the economic future of the Northeast region, provide more reliable and efficient service for passengers and support the rebirth of rail manufacturing in America," said Amtrak President and CEO Joseph Boardman. "Built on the West Coast for service in the Northeast with suppliers from many

states, businesses and workers from across the country are helping to modernize the locomotive fleet of America's Railroad."

Using Siemens' innovative and proven rail technology, the Amtrak Cities

Sprinter (ACS-64) locomotives are being assembled in Siemens' Sacramento, Calif., rail manufacturing plant powered by renewable energy, with parts built from its plants in Norwood, Ohio, Alpharetta, Ga., and Richland, Miss., and nearly 70 suppliers, representing more than 60 cities and 23 states.

The new locomotives will operate on Northeast Regional trains at speeds up to 125 mph on the Northeast Corridor (NEC) along the Washington - New York - Boston route and on Keystone Service trains at speeds up to 110 mph on the Keystone Corridor from Philadelphia to Harrisburg, Pa. In addition, all long-distance trains operating on the NEC will be powered by the new locomotives.

"More and more Americans are parking their cars and choosing the comfort and convenience of trains, metros and streetcars as their preferred way of traveling. We're proud of the innovations we've brought to passengers and commuters to expand their transportation options" said Michael Cahill, president of Siemens Rail Systems division in the U.S. "From downtown streetcar systems to regional, passenger rail lines, Siemens' transportation solutions like the next-generation Amtrak locomotives enhance safety, boost efficiency and performance, and are built in America leveraging Siemens' U.S. manufacturing hubs and supply chain."

The new locomotives are designed for easier maintenance, will improve energy efficiency by using a regenerative braking system that will feed energy back into the power grid and will enhance mobility for the people, businesses and economy of the entire Northeast region.

They also meet the latest federal rail safety regulations.

The first three locomotives will undergo a comprehensive testing program this summer, including two (600 and 601) at a U.S. Department of Transportation facility in Pueblo, Colo., and one (602) on the NEC. Once they are commissioned, production of the remaining units will ramp up for monthly delivery through 2016.

The new locomotives are part of a comprehensive Amtrak Fleet Strategy Plan to modernize and expand its equipment. The new units will replace electric locomotives that have between 25 and 35 years of service and average mileage of more than 3.5 million miles traveled with some approaching 4.5 million miles. *[Edited from Amtrak]*

NORTHEAST CORRIDOR FACES INVESTMENT CRISIS

WASHINGTON - April 17, 2013 - The success of the Northeast Corridor (NEC) has used up much of the legacy capacity of the existing railroad and depleted its infrastructure assets leading to a "major coming investment crisis that, without a solution, will mean strangled growth and deteriorating service" for 260 million intercity and commuter rail passengers who rely on it each year, Amtrak

President and CEO Joe Boardman told a Congressional committee today.

"We have pushed the current NEC infrastructure about as far as it can go, but the end of demand and growth is nowhere in sight. A new model for investment is needed. If we do not obtain one, the outlook for the system's capacity and condition is grim," he said.

Boardman explained that when Amtrak took over the NEC in 1976, it was in a deplorable state of disrepair and required major investment. To address the situation, the Federal Railroad Administration, Congress and Amtrak invested about \$4 billion from 1976 to 1998, transforming the NEC from a rundown mid-century railroad into a modern, electrified, highspeed line capable of handling more than 2,200 trains per day and speeds up to

150 mph.

Even with that investment, the NEC today depends on major components built from 1900 to 1930 – particularly the electrical system and the bridges – that need to be replaced and many segments are operating at or near maximum capacity.

Amtrak has outlined plans for a high-capacity, high-performance railroad featuring a major upgrade of the existing NEC to accommodate increased and improved commuter, intercity and freight service and augmented by dedicated high-speed trackage, on new and existing right of way, that will allow a dramatic increase in train frequencies, raise speeds and reduce trip time to world-class levels.

Boardman said: “The investment to realize these plans will have to come from a variety of sources, principally federal, but states and cities in the region will also have to play a part.

Private financing will need to play a role, too, but these contributions will only be truly possible once the public sector has committed to this project.”

As America looks to recapitalize its aging infrastructure and deploy new capacity strategically across constrained networks nationwide, intercity passenger rail stands apart as the fastest growing transport mode. To support this growth, Amtrak is ready to embrace innovations, build new partnerships and pursue private sector opportunities, but none of it will replace the need for the federal government to commit to the NEC.

“However costly these investments may appear, the cost of failing to act will ultimately be far higher, as the mobility and economic success we and the entire Northeast have enjoyed in recent years will be relentlessly eroded under the conditions of a deteriorated and capacity constrained railroad,” Boardman stressed. [Amtrak]

AMTRAK AT 42: FULFILLING A NATIONAL MISSION

Calls for dedicated, multi-year federal operating and capital funding

WASHINGTON – On May 1, 1971, Amtrak began operating as the nation’s intercity passenger rail service provider. Below is a statement from President and CEO Joe Boardman:

“As Amtrak celebrates its 42nd year as America’s Railroad®, we remain a vital part of the national transportation network and economy. With record ridership and strong financial performance, Amtrak is successfully fulfilling its national mission and daily demonstrating its value to the country.

“However, Amtrak has been underfunded and has too many conflicting missions with only year to year funding to plan, build and maintain safe infrastructure and provide national surface transportation mobility and connectivity. In addition, multiple layers of oversight have been added to what Congress intended to be a ‘private’ company that carries out public policy.

“It is time for dedicated, multi-year federal operating and capital funding for Amtrak and intercity passenger rail. Our customers and our nation have waited for 42 years too long already.

“If Congress provides predictable and needed levels of federal funding support, Amtrak and our state partners can better deliver a future of improved reliability, enhanced capacity, more service, increased speeds and reduced trip times on the Northeast Corridor and other passenger rail corridors around the country, including the development of new ones.

“Amtrak looks forward to proudly serving the nation in the years ahead.”

Visit the Amtrak History website <http://history.amtrak.com/> to explore and learn more about America’s Railroad®. [Amtrak]

AMTRAK ROLLS OUT UPDATED EXHIBIT TRAIN



WASHINGTON - May 2, 2013 - Amtrak is showcasing its past, present and future in a traveling Exhibit Train that will make various stops around the country. The refreshed and updated Exhibit Train follows the popular 40th anniversary version that celebrated Amtrak’s history with a tour in 2011 – 2012.

Making its first stop at Railroad Days 2013 in Fullerton, Calif., the Exhibit Train features new displays including workable signals, virtual sleeping accommodation tours and trivia with returning favorite displays including the locomotive stand and horns. In addition, it features photos, uniforms, vintage advertising and memorabilia from Amtrak’s beginning in 1971 to today’s modern-sleeping cars and high-speed rail service. Exclusive Amtrak merchandise is also available for purchase.

The updated Exhibit Train includes two locomotives, three renovated baggage cars and one bistro car, all with historic paint schemes.

The announced schedule for this free exhibit is as follows. Additional dates will be announced soon, and will be posted on the Amtrak History website <http://history.amtrak.com/>. [Amtrak]

RENOVATIONS PLANNED FOR LANCASTER STATION INTERIOR

LANCASTER, Pa. - April 19, 2013 - Amtrak plans to spend \$3.5 million to refurbish the interior of the former Pennsylvania Railroad Station in Lancaster. Lobar, Inc. has been contracted to do the work that will mark the final phase of a \$17.7 million project to upgrade the 84-year-old station. Work in the main waiting room will be completed by mid-September. Amtrak will also contract for a new heating and air conditioning system for the station concourse, which recently received \$700,000 from the Federal Railroad Administration for the project. That work is to be completed by mid-June, *Lancaster.com* reported.

Work crews have patched and plastered the walls in the concourse to prepare them for painting, and terrazzo baseboards have been installed in the station hallway. One of the six antique-style clocks donated to the station by Brent L. Miller Jewelers has been installed at the front of the station. Two will be installed on the station’s platforms, two more on the walls of the main waiting area, and one on the concourse. [TRAINS News Wire]



CSX CORPORATION ANNOUNCES RECORD FIRST-QUARTER EARNINGS, NEW SHAREHOLDER DISTRIBUTIONS AND FINANCIAL TARGETS

JACKSONVILLE, Fla. - April 16, 2013 - CSX Corporation today announced first-quarter net earnings of \$459 million, or \$0.45 per share, versus \$449 million, or \$0.43 per share, in the same period last year.

Revenue in the quarter was nearly \$3.0 billion, essentially flat from the year before, as gains in merchandise, intermodal and other revenue offset declines in the company’s coal business.

These revenues, combined with strength in operations, drove first-quarter operating income of \$875 million, and an operating ratio of 70.4 percent. These results were achieved with industry-leading safety levels.

In addition to its quarterly results, CSX announced that its Board of Directors has approved a 7 percent increase in the quarterly dividend on the company’s common stock, and a new \$1.0 billion share buyback program.

Since 2005, CSX has invested \$14.2 billion in its business, increased its quarterly cash dividend 11 times representing a 29 percent compounded annual growth rate (including the dividend increase announced today), and repurchased \$8.0 billion worth of shares. These actions reflect the company’s ongoing commitment to deploy cash in a balanced framework to drive near- and long-term value.

The new quarterly dividend of \$0.15 is payable on June 14, 2013 to shareholders of record at the close of business on May 31, 2013. The new share buyback program is authorized to begin immediately, and it is expected to be completed over the next 24 months. Under the buyback program, the company may purchase shares from time to time on the open market, through block trading or otherwise. The company expects to fund the repurchase program primarily through excess cash and free cash flow as the company continues to target an improving credit profile.

Consistent with its current view of the economy, the changing coal market,

and its proven ability to withstand a range of business conditions, CSX said that it now expects to achieve an operating ratio in the high 60s by 2015, while remaining focused on attaining a mid-60s operating ratio longer-term. At the same time, the company expects to produce average annual earnings-per-share growth of 10-15 percent through 2015 off of the 2013 base, which is expected to be flat to down from prior-year levels.

[Edited from CSX Corporation]

CSX RECOGNIZED FOR CORPORATE DIVERSITY LEADERSHIP, TOP COMPANY FOR VETERANS

JACKSONVILLE, Fla. - April 24, 2013 - CSX Corporation (CSX) announced today that the company was named to DiversityInc's 25 Noteworthy Companies list, and ranked number one on the list of Top 10 Companies for Veterans.

DiversityInc recognizes companies with demonstrated commitments to diverse hiring and business practices. The publication has recognized CSX several times in the past.

The faces of CSX from the board room to the crew room reflect increasing diversity in age, gender, ethnicity, background and physical abilities. The company is inclusive in its hiring practices as well as in its supplier relationships, community outreach, management practices and leadership goals.

The DiversityInc 25 Noteworthy Companies is the leading assessment of diversity management in corporate America and globally, comprised of a voluntary survey that evaluates CEO commitment, human capital, corporate and organizational communications and supplier diversity. This year, 893 companies participated in the survey. The full list for 2013 can be found at www.DiversityInc.com/top50. *[Edited from CSX Corporation]*



NORFOLK SOUTHERN REPORTS FIRST-QUARTER 2013 RESULTS

NORFOLK, VA. - April 23, 2013 - For the first quarter of 2013, Norfolk Southern Corporation

reported net income of \$450 million, or \$1.41 per diluted share, 10 percent higher than \$410 million, or \$1.23 per diluted share, for the first quarter of 2012.

First-quarter results included a gain from the sale of land to the Michigan Department of Transportation, which increased net income by \$60 million, or \$0.19 per diluted share.

"We're pleased with Norfolk Southern's first-quarter results, which illustrate our diverse customer base, superior operating performance, productivity initiatives, and expense controls," said CEO Wick Moorman. "We are working to ensure that our rail franchise continues to thrive regardless of how our business mix changes."

Railway operating revenues were \$2.7 billion, 2 percent lower compared with first-quarter 2012, but shipment volumes increased 3 percent.

General merchandise revenues were \$1.5 billion, 2 percent higher compared with first-quarter 2012, driven by increased shipments of chemicals and automobiles.

First-quarter coal revenues were \$635 million, down 17 percent compared with the same quarter last year, due to lower average revenue per unit and a 4 percent decline in volume, the result of mild winter weather and low natural gas prices.

Intermodal revenues climbed 9 percent to \$573 million as volumes increased by 9 percent compared with first-quarter 2012.

Railway operating expenses for the quarter were \$2.0 billion, about even compared with first-quarter 2012.

Income from railway operations for the first quarter was \$691 million, 7 percent lower compared with the same period of 2012.

The railway operating ratio was 74.8 percent compared with 73.3 percent for first-quarter 2012. *[Norfolk Southern Corp.]*

NEW PASSING SIDING IN LITITZ PROPOSED

Norfolk Southern's Lititz Industrial Track branches off the Amtrak line near Lancaster and goes through Manheim, ending in Lititz Borough, where Johnson & Johnson (formerly Pfizer) and Wilbur Chocolates are switched. Both customers are on the west side of Route 501 (the main street in Lititz), but the NS local must cross the street to do a runaround move to reposition the engine. Cars on the local train average 9 or 10. The Borough is suggesting that a new passing track be located on the west side of 501 and the crossing in Lititz be eliminated. There is one occasional shipper on the east side, but that company is willing to take delivery on the west side. The major hurdle is the cost of building the new runaround track, which has been estimated at \$2 to \$3 million. Besides reducing the Rt. 501 crossing congestion and NS's maintenance expense for three street crossings, a side benefit would be to allow a rail trail from Ephrata to enter Lititz itself.

[Lancaster New Era via the Harrisburg Rail Review]

NORFOLK SOUTHERN DONATES GE B32-8 TO MUSEUM



NS 3563 AT COHUTTA, GA. ON MARCH 22, 2007.

PHOTO BY ROBERT DUNCAN, SR.

NORTH EAST, Pa. - May 15, 2013 - Norfolk Southern has donated GE B32-8 No. 3563 to the Lake Shore Railway Historical Society in North East. The 1989 product of GE's nearby Erie assembly plant is the first "Dash-8" locomotive anywhere to be preserved at a museum. The 3,200 hp locomotive is one of just 49 ever built, of which 45 were purchased by NS. The

locomotive is currently in Roanoke, Va., and is being serviced and prepared for delivery to the museum in June.

"We thank Norfolk Southern for the significant gift and for endorsing Lake Shore Railway Historical Society's mission to preserve the transportation history of Erie's General Electric," Society President Ray Grabowski, Jr. says. "This is the first GE Dash 8 locomotive to be preserved at a museum anywhere - most are still in regular railroad service."

The nonprofit, all volunteer Lake Shore Railway Historical Society has operated the Lake Shore Railway Museum since 1970. Four other historic General Electric locomotives now call the North East museum home. A homecoming ceremony will occur at the Lake Shore Railway Museum when No. 3563 arrives in North East. *[TRAINS News Wire]*



METRO-NORTH DERAILMENT INJURES 60, SHUTS DOWN NEC NORTH END



At the height of the Friday, May 17 evening rush hour, an outbound MTA Metro-North Railroad M8 electric multiple-unit train carrying 300 passengers derailed, sideswiping an inbound M8 trainset carrying 400 passengers.

Authorities Friday said 60 people were injured, five of them critically, though none of the

injuries were life-threatening. The National Transportation Safety Board immediately dispatched a team to investigate the derailment. As of Monday, May 20, one person was still listed in critical condition.

The accident occurred at 6:10 p.m. near Fairfield, Conn. (about 50 miles east of New York), on a four-track segment of the Northeast Corridor just east of Metro-North's Fairfield Metro Station, on the Bridgeport-Fairfield border. Two of the four tracks had been out of service for catenary maintenance. Amtrak immediately canceled all NEC New York-Boston service;

Metro-North suspended service between South Norwalk and Bridgeport.

The outbound train, No. 1548, had left Grand Central Terminal at 4:41 p.m., bound for New Haven. When it derailed, it leaned to the left, striking the westbound train, No. 1581, which had left New Haven at 5:30 p.m. and was scheduled to arrive at Grand Central at 7:18 p.m. Seven out of eight cars on the eastbound train derailed, as well as the first car on the westbound train. Both trains remained upright.

The accident, which resulted in significant track and equipment damage, was the most serious on Metro-North since 1988, when an engineer was killed after his train, which was operating empty, crashed into another in Mount Vernon, N.Y.

In a statement Sunday, May 19, Metro-North President Howard Permut said, "Our crews will essentially be rebuilding two thousand feet of damaged track, and overhead wires and signal system," adding, "This amounts to the wholesale reconstruction of a two-track electrified railroad. It will take multiple days of around-the-clock work to do that, and then to inspect, test and re-qualify the newly rebuilt infrastructure. Unfortunately, service disruptions on this section of the New Haven Line are expected to continue well into the coming week."

Metro-North also noted that "approximately 30,000 Metro-North customers use the stations where service has been curtailed. About 125,000 use the New Haven Line as a whole, and its three branches."

Press reports during the weekend focused on overall ridership numbers without distinguishing ridership origin/destination differences, a difference that afforded some Metro-North riders normal service Monday morning. Metro-North Monday emphasized that normal service was in place between Stamford, Conn., and Grand Central Terminal, as well as on the New Canaan, Danbury, and Waterbury branches.

Shuttle train service was established Monday east of the accident site between New Haven and Bridgeport, with two shuttle bus routes providing bridge service to and from Westport, Fairfield, Fairfield Metro, and Bridgeport stations. Metro-North said its Harlem Line trains would honor New Haven Line tickets and passes, and also noted the railroad would cross-honor Amtrak tickets.

Amtrak resumed limited service Sunday, May 19, between Boston and New Haven.

Expediting repairs on 2,000 feet of right-of-way, including track restoration, reinstalled signals, and catenary replacement, Metro-North restored full service on its New Haven Line on Wednesday, May 22. Amtrak Northeast Corridor service between Boston and New York resumed Wednesday.

[Railway Age Rail Group News]



[SEPTA'S ROUTE 101 MEDIA LINE REACHES CENTURY MARK](#)

PHILADELPHIA – A milestone birthday deserves a special celebration and the Southeastern Pennsylvania Transportation Authority will commemorate the 100th birthday of the Route 101 Media Trolley Line with festivities throughout the year.

The Route 101 centennial celebration includes the wrapping of one current Media Line car to look like the cars did when the line was first opened by the Philadelphia & West Chester Traction Co. on April 1, 1913. This unique car will be in service over the next year, making its in-service debut from 69th Street Transportation Center to Media on Saturday, April 13.

"The Route 101 has been a fixture in Media and the surrounding community since its service commenced," SEPTA General Manager Joseph M. Casey says. "We knew that we needed to recognize the impact the trolley has had on transportation in the borough for a century."

What is now SEPTA's Route 101 was the last trolley line built by the Philadelphia & West Chester Traction Company. Construction on the Media Line began in May 1912; less than one year later, operations were up and running, with service scheduled for every 30 minutes. Over the years, the

line was expanded to run on a more frequent schedule, with more vehicles to accommodate passengers at more stations.



In April 1936, the Philadelphia & West Chester was reorganized into the Philadelphia Suburban Transportation Co.. The new company utilized a marketing firm and created a red and cream symbol with the words "Red Arrow Lines" outfitted on the company's buses and trolleys. The term "Red Arrow" became synonymous with bus and trolley service operating in Philadelphia's western suburbs.

Philadelphia Suburban maintained the Red Arrow lines until February 1970, when SEPTA assumed their operation. Since that time, SEPTA has conducted numerous improvements projects to the line, the largest of which was a result of the passage of the American Recovery and Reinvestment Act in 2008. From September 2009 to August 2010, an



SEPTA KAWASAKI CAR No. 101 WRAPPED FOR THE ROUTE 101 CENTENNIAL. PHOTO BY DAVID WARNER.

extensive program was undertaken to rehabilitate track, ties, signals, power systems, station renewal and other elements necessary to upgrade service, safety and comfort on the Route 101 Media and the Route 102 Sharon Hill lines.

"Our investment in the Route 101 not only demonstrated SEPTA's commitment to the customers we serve, but it was also an acknowledgment of the region's transportation

history," Casey says. "We invite the community to help us celebrate the Media Line and 100 years of service to Delaware County by riding the trolley and catching our historically wrapped 'birthday' vehicle at events and on the line over the next year." *[TRAINS News Wire]*



PRR, PRSL & LIRR EVENTS IN JUNE

June 29, 1901 - Cave-in closes Union Tunnel at Baltimore.

June 30, 1906 - Through service between Philadelphia and Cape May via Delair Bridge begins; express trains to Ocean City, Wildwood, and Cape May begin running via trackage rights over the Reading Company between Winslow Jct. and Woodbine Jct. to clear old WJ&S route for electric trains; connecting tracks built at Woodbine Jct. (Mount Pleasant) and Winslow Jct.

June 12, 1911 - Orangeville Engine Terminal opens at Baltimore and roundhouse at Mt. Vernon Yard abandoned.

June 14, 1916 - PRR Board authorizes construction of Essington Branch from 36th Street along Schuylkill River to "ARSENAL", then along Junction Railroad and PB&W to 67th Street, thence along Delaware River to Tinicum and Essington before rejoining PB&W main; to serve new waterfront industries.

June 20, 1921 - PRR announces contract to remove train shed of Jersey City Terminal at Exchange Place.

June 29, 1926 - PRR begins sponsorship of "Pennsylvania Railroad Hour" at 9:00 PM Tuesday evenings on radio stations WJZ (New York), WRC (Washington) and WGY (Schenectady); variety show is structured around imaginary trips on famous PRR trains to popular destinations on PRR system.

June 30, 1931 - Last trip of passenger service over Madison Incline between Madison and North Madison, Ind.



June 25, 1933 - PRR and Reading Company lines in southern New Jersey consolidated; West Jersey & Seashore Railroad (PRR) leased to Atlantic City Railroad (RDG); connections built to ACRR north of Harbor Branch Jct. and 51st Street, Ocean City; PRR Cape May terminals and PRR Ocean City track abandoned; most other duplicate lines continue to operate through the summer season; buses replace rail service between 51st Street, Ocean City and Sea Isle City for summer. (Note: This consolidation created the Pennsylvania-Reading Seashore Lines.)

June 15, 1936 - PRR contracts with Lehigh Valley permitting LV to use its new Newark, N.J., station.

June 18, 1941 - PRR announces \$23 million equipment order including 15 GG1's and 6,020 freight cars.

June 14, 1946 - Last steam locomotive built by PRR, T1 No. 5524, outshopped at Altoona; Juniata Construction No. 4,584.

June 12, 1951 - Class E2b electric No. 4939-4940 makes first test run between Enola and Morrisville with 95-car train.



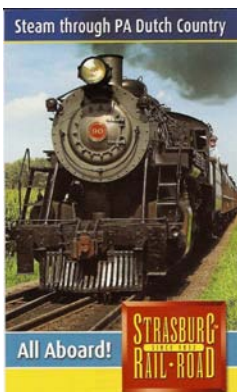
June 13, 1956 - Publicity run of *The Keystone*, the "tubular" lightweight, low-center-of-gravity train built by The Budd Company; consists of seven coaches and a

head-end-power/kitchen car; tubular cars cost \$2,000 per seat, vs. \$3,000 for Congressional type car and \$1,000 for "Aerotrain."

June 7, 1961 - South Philadelphia Agreement modified to permit reverse signaling between "ZOO" and "STADIUM" via High Line.

June 18, 1966 - PRR discontinues mail train No. 9 between New York and Philadelphia; remains between Philadelphia and Pittsburgh; much express traffic now removed from passenger trains to TrucTrain service.

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



TIMETABLE 06-13

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

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.

Saturday, June 8, 2013

Trolley Work Car Day 2013 at the Rockhill Trolley Museum, 430 Meadow St., Rockhill Furnace, Pa. Info: www.rockhilltrolley.org.

Saturday and Sunday, June 8-9, 2013

2013 Ride the Rails for Cancer at Hoffer Park, Race St., Middletown, Pa, 17059 from 11:00 am to 4:00 pm. Last train ride is at 4:00 pm. The Conrail Historical Society has operated "Ride the Rails for Cancer" for the past 4 years on the Middletown & Hummelstown Railroad and benefits Vickie's Angel Walk, a Pennsylvania non-profit group who helps families financially during cancer treatments. Info: www.thecrhs.org.

Sunday, June 9, 2013 - Rescheduled from May 5, 2013

100th Anniversary of the Media Line Charter on SEPTA's Media and Sharon Hill lines by the Friends of Philadelphia Trolleys using the Media Centennial trolley. 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.

Sunday, June 16, 2013

Happy Father's Day to all Dads and thanks for everything you do.

Sunday, June 16, 2013

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

Friday - Sunday, June 21-23, 2013

Trolley Car and Ragtime 5th Anniversary Festival at Orbisonia/Rockhill Furnace, 371 Meadow St., Rockhill Furnace, Pa. Info: www.rockhillragtime.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

Thursday - Sunday, June 27-30, 2013

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

Saturday, June 29, 2013

"Founder's Day" excursion from Scranton to Delaware Water Gap Township using Delaware, Lackawanna & Western-painted F3s 663 and 664 by Steamtown National Historic Site. Info: www.nps.gov/stea.

Various Saturday and Sunday, July 6 through Oct. 27, 2013

Excursion from Scranton to Moscow, Pa. by Steamtown National Historic Site, Info: www.nps.gov/stea

Saturday, July 6, 2013

50th Anniversary Celebration at Rockhill Trolley Museum, 430 Meadow St., Rockhill Furnace, Pa. Info: www.rockhilltrolley.org.

Saturday, July 13, 2013

Excursion from Scranton to Gouldsboro, Pa. 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. Info: www.grandcentralterminal.com/events

Saturday, July 27, 2013

PCC Car Day 2013 at Rockhill Trolley Museum, 430 Meadow St., Rockhill Furnace, Pa. Info: www.rockhilltrolley.org.

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.

Saturday, Aug. 24, 2013

Lehigh Limited on the Morristown & Erie Railway will cover over 175 miles of rare route mileage in New Jersey and Pennsylvania. The train will depart from NJ Transit's Hoboken Terminal, stopping at Newark Penn Station to receive additional passengers before continuing on Norfolk Southern's (former Lehigh Valley Railroad) Lehigh Line to Bethlehem, where the train will stop and allow passengers to get off the train for a catered lunch (included in the price of tickets) at Norfolk Southern's piggyback facility. After lunch, the train will return east via Norfolk Southern's (former Lackawanna Railroad) Washington Secondary and NJ Transit's (former Lackawanna Railroad) Morristown Line. The train will make a stop at Newark Broad Street to drop off passengers before completing its journey back to Hoboken Terminal. Info: www.anniversary.merail.com/train

Friday through Sunday, Sept. 13-15, 2013

"Pittsburgh 2013" Fourth Annual Convention of the Conrail Historical Society, Inc. Info: www.thechrhs.org.

Saturday - Tuesday, Sept. 14-17, 2013

NRHS Pre-Convention Activity in Fairbanks, Alaska. Info: www.nrhs.com

Saturday, Sept. 14, 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>

Sunday, Sept. 15, 2013

Gilbertsville Toy Train Show at the Fire Hall, 1454 East Philadelphia Ave., Gilbertsville, Pa. 19525. Info: Mark Lehmann, (215) 657-2477 or markvleh@cavtel.net. 8:30 am -1:30 pm, \$3.00 admission. 1 mile east of Rt. 100 on Rt. 73 in Gilbertsville, Pa.

Wednesday - Sunday, Sept. 18-22, 2013

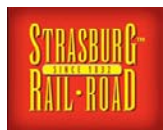
NRHS Convention at the Hilton Anchorage in Anchorage, Alaska. Info: www.nrhs.com.



ROUTE 741 EAST, STRASBURG, PA.

WWW.RRMUSEUMPA.ORG

717-687-8628

Friday-Sunday, June 7-9, 2013 - Conrail DaysTuesday-Sunday, July 2-7, 2013 - Reading Railroad DaysMonday-Friday, July 15-19, 2013 - Barons & Builders Day Camp - Ages 9 & 10Monday-Friday, July 29-Aug. 2, 2013 - Barons & Builders Day Camp - Ages 11 & 12Friday & Saturday, Aug. 16-17, 2013 - Hogwarts Express PartiesSaturday, Sept. 28, 2013 - Members DaySunday, Oct. 6, 2013 - Garden Railways Tour

ROUTE 741 EAST, STRASBURG, PA.

WWW.STRASBURGRAILROAD.COM

717-687-7522

Wednesday & Friday Mornings through Oct. 30, 2013 - Mixed TrainVarious Saturdays thru Nov. 9, 2013 - Dinner Train & Murder Mystery "Murder by Shoo-Fly Pie"Through Saturday, Nov. 23, 2013 - Wine and Cheese TrainSunday, June 9, 2013 - Heritage DayVarious Days June 15 through June 23, 2013 - Day Out with ThomasSaturday, July 20, 2013 - The Rolling Antique Auto Show & RunSunday, July 28, 2013 - Great Train RobberyVarious Days Sept. 14 through Sept. 22, 2013 - Day Out with ThomasFriday - Sunday, Nov. 22-24, 2013 - Day Out with ThomasPENN CENTRAL NEWS IN THE MONTH OF JUNE

June 8, 1968 - Penn Central operates Robert F. Kennedy's funeral train, New York to Washington; two spectators killed and five injured by eastbound *Admiral* at Elizabeth, N.J., when crowds surge onto eastbound tracks for closer view of passing funeral train; noise of helicopter overhead drowned out GG1's warning signals; to prevent similar accidents, opposing traffic is halted, and funeral train moves at extreme slow speed with huge trackside crowds and continuous television coverage; train arrives at Washington after dark; tedium and on-board reporters' constant scrutiny create a public image disaster for Penn Central, despite many moving expressions of popular grief at trackside; ex-PRR business car No. 120 used to carry catafalque.

June 8, 1969 - Former *Northern Express* and *Southern Express* rescheduled as day train between Harrisburg and Buffalo to increase business; average ridership down to 18.

June 21, 1970 - After special Board meeting, Penn Central Transportation Company files for Chapter 77 bankruptcy at 5:35 PM; largest corporate bankruptcy up to that time.

June 7, 1971 - Penn Central estimates 1971 loss will be \$240 million, \$52 million more than previous estimates.

June 6, 1972 - PC and Reading begin experimental helicopter surveillance to cut vandalism in Philadelphia-Wilmington area under grant from Federal Railroad Administration.

June 29, 1973 - Penn Central Trustees file plan with Judge Fullam calling for termination of all services over 10 weeks beginning Oct. 31, 1973, unless government aid is forthcoming by Oct. 1; working capital is exhausted; cannot be reorganized by conventional means; no progress on track and crew reduction or commuter subsidies; if government aid is obtained by Oct. 1, will continue operations for another 12 months; calls for new holding company to hold proceeds of liquidation and non-rail assets with its securities to be issued to creditors.

June 6, 1974 - Penn Central freight train derailed inside mile-long Haverstraw Tunnel on ex-West Shore line; chemical fire breaks out in derailed tank cars that burns for three days before finally being extinguished with water cannons.

June 1, 1975 - Boston commuter district transferred from Northeast Corridor Region to Northeastern Region.

MAY, 2013CHAPTER MEETING MINUTES

PREFACE: This meeting was held at the same time a group from the Lancaster Chapter was on a 7-night Alaska Cruise that our Chapter sponsored. Ron Irwin and Dennis Allen hosted a group of 33 on the Norwegian Jewel sailing from Seattle on May 18. The group was able to ride the White Pass and Yukon Railroad.

CALLED TO ORDER: The "Away" Meeting of the Lancaster Chapter, National Railway Historical Society, was held at the Manheim, Pa. Railroad Station, hosted by the Manheim Historical Society on Monday, May 20, 2013. President Tom Shenk called the meeting at 7:40 pm with 20 members and 10 guests attending the meeting.

CHAPLAIN: Chaplain Doris Geesey reported the Chapter sent cards to Bud Rettew (Get Well), Lawrence Snyder (Get Well), Tom & Rochelle Shenk (Rochelle's Mother past away) and Dr. Paul Herr (wife Lois past away).

TREASURER'S REPORT: Treasurer Richard Rutledge presented the Treasurer's Report and reported that accounting firm Stambaugh Ness is working on our taxes. This is the first year the Chapter used Stambaugh Ness. Richard received a notice from the Christiana Post Office that we had a Certified Letter at the post office. The letter was an anonymous donation for \$200.00. The Chapter sincerely thanks you for the donation.

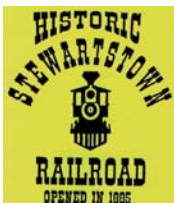
ANNOUNCEMENTS: The membership approved the increase to our National Representative budget in the amount of \$600.00 (\$1,200 total budget). This will allow funding for Fred Kurtz to attend the 2013 Summer National Conference, June 27 - July 1 in Bloomington Minn. Fred Kurtz spoke about the role of the Advisory Committee and Chapter Representative. Glenn Kendig thanked everyone who helped with the Christiana Freight station clean-up. The Freight station will be part of the Southern Lancaster County Historical Society's tour and will be open on Saturday June 1 from 9:00 am to 4:00 pm. We need members to help represent us at the Station. Clair Shearer announced that he will have his garden railway open this summer. He would like to host the chapter; a summer date will be announced. Summer "Away" meeting scheduled announced - Monday, July 15 at the Southern Lancaster Historical Society and Monday, August 19 at the Strasburg Rail Road. The Chapter presented a \$100.00 donation to the Manheim Historical Society.

ADJOURNMENT: The meeting was adjourned at 8:10 pm. The program followed - Manheim Historical Society members Doug Shaw and Tony Greiner gave us a presentation on the reconditioning of their 1917 PRR N-5 Cabin Car.

RESPECTFULLY SUBMITTED: PRESIDENT TOM SHENK, ACTING SECRETARY



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



FINAL PUSH TO SAVE HISTORIC PENNSYLVANIA SHORT LINE

STEWARTSTOWN, Pa. – The Stewartstown Railroad Company is making a final push to gather enough funds to save the historic short line according to a news release. The railroad, one of the oldest in the United States, needs to pay off a \$350,000 lien held by the George Hart estate before it can withdraw a petition of abandonment that is in front of the Surface Transportation Board. The railroad has already raised more than \$250,000.

The Stewartstown Railroad was chartered in 1884 to operate 7.4 miles between Stewartstown and New Freedom in York County, Pa. It is unique in having never been involved in a merger or sale and is therefore the oldest railroad in the country in its original corporate form. The line has been in operation since 1885, with a 12-year break in service after Hurricane Agnes in 1972. Freight operations ceased in 1992, and passenger operations continued until 2004.

After being idle for years, volunteers are restoring locomotives, cars and tracks with hope of running excursion trains later this year. The company currently operates motorcar rides on weekends in the spring, summer, and fall.

"We have been encouraged by the number of people who are willing to commit funds to saving this amazing piece of York County history," says spokesperson Kenneth Bitten. "Many of them have agreed to provide loans for a minimum of five years secured against the assets of the railroad. Others have decided to purchase stock and some have decided to make tax-deductible contributions to the Friends. We believe that a final push will get us over the top." [TRAINS News Wire]



PENNSYLVANIA MUSEUM STARTS FUNDRAISING FOR STREETCAR RESTORATION

SCRANTON, Pa. - May 1, 2013 - The Electric City Trolley Museum is moving forward with the restoration of an historic streetcar with local roots.

Built in 1929 by the Osgood Bradley Car Company of Worcester, Mass., No. 505 is one of the only remaining trolley cars used in Scranton. In December 1954, after the final runs of the Green Ridge Suburban trolley line, the ten "Electromobiles" used on the line were stored until all of them, except No. 505, were burned for scrap metal. Fate had a different plan for the survivor and a New York collector purchased it before being sold in the mid-1960s to the Magee Transportation Museum in Bloomsburg. Although the museum started restoring the No. 505, it was never completed. The trolley again changed hands in the 1970s, but the long-awaited restoration never occurred and the car fell victim to the elements.

Last year, the Electric City Trolley Museum formed a committee and in November the remains of No. 505 arrived in northeastern Pennsylvania. Although the car isn't much more than a shell, the group is positive they will be able to restore it to operating condition.

"As bad as it looks, the good news is we have the motors, electric controls, air brake equipment, windows and seats," the group wrote on its website.

For more information, visit www.ectma.org [TRAINS News Wire]

THIS MONTH'S BANNER PHOTO

To celebrate the 181st anniversary of the Strasburg Rail Road, we have No. 90 doing what she does best - powering a train full of happy passengers through the beautiful Amish countryside. The Strasburg Rail Road was founded on June 9, 1832. Happy Anniversary to our fellow Lancaster County friend!



OPERATION LIFESAVER REMINDS YOU...

Keep off the tracks - there is no second chance!

LAST RUNS



The Lancaster Chapter Board of Directors and Membership extends sincerest sympathy to Chapter Member Paul W. Herr on the passing of his wife, Lois S. Herr, 87, on Monday, April 8, 2013.



The Lancaster Chapter Board of Directors and Membership also extends sincerest sympathy to Chapter Member Rochelle A. Shenk and Chapter President Thomas C. Shenk on the passing of Rochelle's mother, Amelia A. Angstadt, 72, on Sunday, April 28, 2013.



"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****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 8, 2013 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER BOARD MEETING***

JULY 15, 2013 - MONDAY, 7:30 PM - THE SOUTHERN LANCASTER COUNTY HISTORICAL SOCIETY, 1932 ROBERT FULTON HIGHWAY - RT. 222, QUARRYVILLE, PA 17566 - We visit the 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. More information next month.

AUGUST***AUGUST 19, 2013 - MONDAY, 6:00 PM - STRASBURG RAIL ROAD - REGULAR MEMBERSHIP MEETING***

Arrive early at the Strasburg Rail Road station to board the 7:00 pm train for a relaxing ride to Paradise. Upon returning to Strasburg, we'll have our Membership Meeting in a Strasburg passenger car. Restrooms will be available at the station and the shops and restaurant close about 15 minutes after the train returns to Strasburg. Purchase your tickets from the Chapter at the reduced price of \$5.00 each. Bring your friends to this fun-filled train ride and meeting.

45 YEARS AGO THIS MONTH**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.



Crowd Watches Kennedy Funeral Train

Approximately 2000 persons gather in Elkton to watch as the train bearing the body of Senator Robert F. Kennedy (D. N. Y.) passes through Elkton en route to Washington, D.C. on Saturday, June 8, 1968. There were about 1,500 people gathered in Perryville, about 1,000 at North East, and smaller groups were at almost every railroad crossing in the county. (Whig Photo by Ward)

AFTER A TRAGEDY AT ELIZABETH, NEW JERSEY, THIS WAS THE ONLY TRAIN OPERATING ON PENN CENTRAL'S MAIN LINE TO WASHINGTON ON SATURDAY, JUNE 8, 1968. ALTHOUGH NO LONGER A SCHEDULED STOP ON THE NORTHEAST CORRIDOR, THE ELKTON, MARYLAND STATION STILL EXISTS. PHOTO FROM THE CECIL WHIG.

LANCASTER CHAPTER BOARD of DIRECTORS

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

MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, JUNE 17, 2013 STARTING AT 7:30 P.M.

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



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