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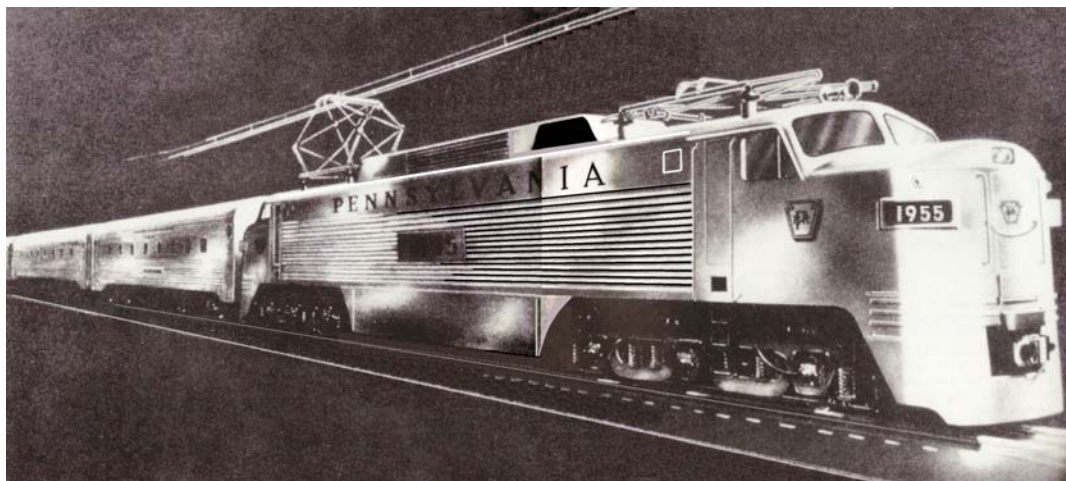
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THE LOCOMOTIVE THAT NEVER WAS

BY PAUL KUTTA



THIS FLUTED CREATION WAS GENERAL ELECTRIC'S PROPOSED SUCCESSOR TO THE LEGENDARY PENNSYLVANIA RAILROAD GG1. NUMBER 1955, UNVEILED THAT YEAR, NEVER LEFT THE DRAWING BOARD, BUT SOME OF THE GG1 CLASS SOLDIERED ON FOR ANOTHER 28 YEARS. (COLLECTION OF PAUL KUTTA)

In 1911, George Gibbs and E. Rowland Hill joined forces to undertake one of the largest and most complex engineering and construction projects of the century - the electrification of 2,200 miles of track for the Pennsylvania Railroad. With the continuing participation of Gibbs & Hill, Inc., that original electrification now forms the heart of America's Northeast Corridor, carrying this nation's heaviest intercity passenger volume and providing its highest speed rail service.

In October, 1955 Gibbs & Hill offered the PRR its conclusions on a broad-based study that included, among other things: (1) the extension of electrification to Altoona, Pa. or beyond and on the New York and Long Branch Railroad; (2) new multiple-unit cars for suburban and "Clocker" service between New York and Philadelphia and (3) replacements for the aging GG1 and P5a electric locomotives.

It is the third category that concerns us. By 1955 Pennsy's GG1 fleet was between 12 and 20 years old, but the core of its electric freight power was the 89-unit fleet of still older P5s (three were scrapped in 1950). There was concern on the part of PRR management that all of these "motors" would soon be nearing the end of their economic lives.



VIRGINIAN CLASS EL-C ELECTRICS AT KUMISS, W, VA. IN MAY 1958.

The PRR, though it was the largest operator of electrified trackage in the U.S., still had little experience in judging the lifespan of its electric locomotive fleet. After all, the originals were still running! Management did know, however, that both the GG1s and P5s were costing more to operate each year. For example, in 1938 the repair cost per mile for GG1s was 11.7 cents and in 1954 it was 61.1 cents. The P5s cost 17.0 cents and 69.3 cents respectively. These figures took into account inflation but still indicated that the aging electrics were costing more each year to operate.

Gibbs & Hill had consulted with General Electric during the course of the study and they jointly developed three proposed electric locomotives. The first, to replace the P5a, was described as a "road switcher type with dual controls in an operating cab near one end of the locomotive," its twin

pantographs" shielded from accidental contact with employees by a hood over the walkway." The second unit was also shown as a road switcher but with two operating stations and a C-C wheel arrangement (six axles, six motors). Apparently these two suggested models would have looked very much like the Virginian's Class EL-C which became Conrail's E33 class, except they might have two pantographs and the first a B-B type (four motors) instead of a C-C type with six motors. This conclusion is reasonable since the Virginian units were on the drawing boards and possibly on the erecting floor at Erie, Pa. at the time the study was delivered to the PRR. The third, our "locomotive that never was," was a new concept - at least on the exterior - and it was designed to replace the GG1. It was to be a C-C type with almost identical interior components to the second suggested new freight unit, but would have had a gear ratio of 65/31 rather than 74/22. It did bear a resemblance to GE's experimental E2b that ran on the Pennsy from 1951 to 1962, with the notable differences of six motor trucks, resistor housing on the roof and suggested fluted side panels.



CONRAIL E33 No. 4608 AT KEARNY, NEW JERSEY IN SEPTEMBER 1978.



NEW HAVEN ACQUIRED TEN OF THESE POWERFUL CLASS EP-5 PASSENGER ELECTRICS FROM GE IN 1955, THE SAME YEAR THAT THE BUILDER PRODUCED ITS DESIGN FOR THE NEW PENNSY LOCOMOTIVE - THERE SEEMS TO BE A FAMILY RESEMBLANCE HERE. NEW HAVEN No. 378 IS SHOWN AT NEW HAVEN, CONNECTICUT IN 1958.

What would have been cousins to the PRR #1955, if not outright twins, were the ten EP-5 passenger electrics that GE delivered to the New Haven Railroad in early 1955. These units undoubtedly were brought to Gibbs & Hill attention as their concept and construction were in preparation at the time the study was being prepared.

PRR No. 1955 was doomed to remain an artist's conception, stillborn in the minds of its creators. By 1960 PRR's passenger business fell to nearly half of what it was in 1954, enabling management to release additional GG1s to freight service as the others were still going strong pulling the remainder of the passenger fleet. As it turned out, many GG1s remained in service for well over 40 years. On October 29, 1983, a grimy New Jersey Transit No. 4879 brought in the last GG1-operated train, outlasting her 138 sisters and still in service 28 years after any serious thought had been given to replacing them. Even the venerable P5 soldiered on and as late as 1962 some 52 units were in service, but by 1965 all were gone. Perhaps if the E44 had not arrived starting in 1960, some of the P5s might have even reached 50 years of age.

General Electric's PRR No. 1955 never had a chance.



PRR No. 4939 EXPERIMENTAL CLASS E2B AT POTOMAC YARD, ALEXANDRIA, VIRGINIA IN JANUARY 1961.



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THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



AMTRAK HONORED TO CARRY SEN. LAUTENBERG BACK TO WASHINGTON, D.C.

WASHINGTON - June 5, 2013 - Amtrak Chairman Tony Coscia and President and CEO Joe Boardman made the following statement:



AMTRAK TRAIN NO. 825 CARRYING THE BODY OF U.S. SEN. FRANK LAUTENBERG TO WASHINGTON, D.C. FOR BURIAL. THE TRAIN CONSISTS OF AEM-7AC No. 928, BAGGAGE CAR No. 1762, CAFÉ CAR No. 48140, AMFLEET I No. 81512 AND BEECH GROVE No. 10001. PHOTOGRAPHED AT NJ TRANSIT'S JERSEY AVENUE STATION ON THE NORTHEAST CORRIDOR BY JOSE RENDON.



A DEPARTING PHOTO OF SEN. LAUTENBERG'S FUNERAL TRAIN AT NJ TRANSIT'S JERSEY AVENUE STATION. PHOTO BY JOSE RENDON.

With the passing of U.S. Senator Frank Lautenberg, the nation has lost a dedicated public servant who valiantly served the American people in time of war and peace. A World War II veteran, successful businessman and national leader, Amtrak is honored to be chosen to carry him back to Washington, D.C. one final time.

During his long career, he championed many causes and provided essential leadership to improve the country's transportation infrastructure in order to advance economic growth, increase mobility and connect the nation. In his eyes, passenger rail was equally important as all other modes of transportation.

He was a true friend of Amtrak who deeply believed in the national mission of America's

Railroad and in the people who do every facet of work to make this railroad run. Time and time again he fought for and delivered what was needed to maintain and grow the Amtrak national network, particularly for the Northeast Corridor which runs through his beloved New Jersey.

While we mourn his passing, intercity rail passengers today, and generations of Americans yet to come, will benefit from his leadership on rail transportation issues.

Thank you Sen. Lautenberg for your service to the nation. You have arrived at your final station. [Amtrak]

LONG DISTANCE TRAINS ARE FEDERAL RESPONSIBILITY

WASHINGTON - May 21, 2013 - The operation of long distance trains is a core federal responsibility since 1971 and a federally-funded national system is the best way to keep costs low, provide customer choices that build ridership and develop economies of scale, Amtrak President and CEO Joe Boardman told a Congressional committee today.

"Congress is clearly 100 percent in charge in directing how long distance train service is provided in the United States and has been ever since it

created Amtrak more than 40 years ago," Boardman said. "Should Congress again decide in the next passenger rail reauthorization to continue a national system, Amtrak is dedicated to ensuring that long distance trains are sustained and run as efficiently and effectively as possible."

Boardman explained that federal law requires Amtrak to operate a national passenger rail system that includes long distance routes. The current law also includes a "Sense of Congress" statement that declares "long distance passenger rail is a vital and necessary part of our national transportation system and economy."

He noted that long distance trains are a public service, provide national connectivity and mobility, feed riders onto the rapidly growing state-supported corridor services and deliver about half a million passengers to the Northeast Corridor each year. Since 2006, ridership on long distance trains is up nearly 27 percent and in FY 2012, six of the 15 routes set new ridership records. In addition, Amtrak long distance trains serve 40 percent of America's rural population and are the only remaining scheduled intercity transportation in many places as intercity bus and airline service disappear from smaller communities.

Boardman stressed that a focus on improving financial performance is achieving results for America's Railroad®, including: setting new records for ridership, revenue and on-time performance; covering 88 percent of operating costs with ticket sales and other revenues; reducing federal operating support to just 12 percent; and significantly paying down debt.

He also stated that making Amtrak better is not solely about controlling and cutting costs. For example, in FY 2012, about 50 percent of Amtrak expenses were for labor costs—an amount not unique for the service industry and lower than the 55 percent average for the manufacturing sector in the U.S.

Boardman said that the national intercity passenger rail network delivers a huge public benefit and that every penny made is reinvested in Amtrak with an overwhelming majority of revenues and funding spent in America.

[Amtrak]

AMTRAK BOARD EXTENDS CONTRACT OF PRESIDENT AND CEO JOE BOARDMAN

Recognition of leadership, achievement, and continuity

WASHINGTON - May 23, 2013 -The Amtrak board of directors is extending the contract of President and CEO Joe Boardman for his achievements in improving the operational and financial performance of America's Railroad®, and to provide continuity of leadership critical to the ongoing implementation of the company's strategic plan.

"We are extremely pleased with the progress Amtrak has made under the leadership of Joe Boardman," said Chairman Tony Coscia. "The changes Joe is managing within the railroad are resulting in real accomplishments and it is important for him to stay on, continue his work and provide leadership for the challenges and opportunities that lie ahead."

At its May meeting, the Amtrak board of directors approved a two-year renewable contract for Mr. Boardman who was appointed president and CEO in November 2008.

"As a result of the good work Amtrak employees across the company are doing to implement our plans and produce our achievements, the board of directors asked me to continue in my role," said Boardman. "Key to our current success is our improved financial position and our plans for growth are made more attainable because Amtrak is covering more of its operating

costs, and costs are under control and in line with industry standards.”

Under Boardman’s leadership, Amtrak has experienced many accomplishments including: record ridership and revenue, continued reductions in the need for federal operating support, a significant pay down of debt, the best ever system-wide on-time performance, expansion of state-supported services, the introduction of Wi-Fi service and eTicketing, and the creation and implementation of a corporate strategic plan.

In addition, he is managing new equipment orders for Northeast Corridor (NEC) and long distance services, a major planning effort for the development of next-generation high-speed rail, a comprehensive employee safety program, enhanced security initiatives, and numerous capital projects to improve Amtrak infrastructure, stations, maintenance shops and other facilities.

On his first day at Amtrak during the 2008 Thanksgiving holiday travel period, Boardman walked the platforms at Washington Union Station greeting passengers and talking with employees and has continued that practice whenever and wherever he travels. It is not uncommon to see him see speaking to passengers aboard a train or visiting with employees out on the railroad at crew bases, rail yards, stations and other locations. He has logged over 200,000 miles traveling on Amtrak trains during his tenure.



Joseph H. Boardman was appointed President and Chief Executive Officer (CEO) of Amtrak by its Board of Directors in November 2008. As President and CEO, Mr. Boardman oversees the management of America’s Railroad® which carried 31.2 million passengers in FY 2012, an all-time record. Amtrak operates over 300 passenger trains each day – at speeds up to 150 mph (241 kph) – connecting more than 500 destinations in 46 states, the District of Columbia and three Canadian Provinces. In

addition, an average of more than 862,000 people every weekday depend on commuter rail services that use Amtrak-owned infrastructure, dispatching, or rode commuter trains operated by Amtrak under contracts with local or regional agencies.

Under his leadership, Amtrak has improved its operating and financial performance, and is building the equipment, infrastructure and organization needed to ensure its strong growth continues. The company is investing in projects critical for enhancing the passenger experience and essential for supporting its national network of intercity and high-speed rail services. In addition, Amtrak’s next generation high-speed rail vision will provide a global competitive advantage for the United States.

Before joining Amtrak, Mr. Boardman was the Administrator of the Federal Railroad Administration (FRA), an agency under the U.S. Department of Transportation, and also served as a member of the Amtrak Board of Directors. Prior to his position at FRA, Mr. Boardman was the longest serving Commissioner of the New York State Department of Transportation. Mr. Boardman has been involved with the transportation industry for more than 40 years with experience on the local, state and federal levels and his own transportation management company. In addition, he is a former Chairman of both the Executive Committee of the Transportation Research Board (TRB) and the American Association of State Highway and Transportation Officials (AASHTO) Standing Committee on Rail Transportation (SCORT).

He is a native of New York State and is the second of eight children born and raised on a dairy farm in Oneida County. In 1966, he volunteered for military service in the United States Air Force and later received a Bachelor of Science degree in Agriculture Economics from Cornell University in Ithaca, NY, and a Master of Science degree in Management Science from the State University of New York at Binghamton. [Amtrak]

HUDSON RIVER TUNNELS GET FUNDING BOOST

NEW YORK - May 31, 2013 - The Federal Transit Administration has approved spending \$185 million to do preliminary construction work to build two new Amtrak tunnels underneath the Hudson River to Manhattan. Construction will commence beneath the MTA yard west of Penn Station, between 10th and 11th avenues, the *New York Daily News* reports.

The two-tunnel “Gateway” project is critical because the existing pair of century-old tubes under the Hudson River is just about at capacity with 450 Amtrak and NJ Transit trains each day.

“When one train breaks down in one of those tunnels, the whole Northeast Corridor, from Washington to New York to Boston, is paralyzed,” U.S. Sen. Chuck Schumer says. “It’s a huge problem.”

The Gateway project would enable a doubling of trains to an expanded Penn Station. The two tunnels would cost an estimated \$13 billion to \$14 billion. Amtrak’s target to complete Gateway is between 2025 and 2030.

President Obama’s proposed federal budget includes \$120 million for planning, engineering and design work. Schumer said Gateway proponents will “scour” the federal government for funding sources for the project.

The new tunnels will be designed to prevent the type of flooding in the two existing Hudson River tubes that shut down rail traffic for days after Hurricane Sandy. [Trains News Wire]

Tony Coscia, Chairman of the Amtrak Board of Directors, issued the following statement in response to U.S. Senator Charles E. Schumer, U.S. Senator Frank Lautenberg and U.S. Transportation Secretary Ray LaHood’s announcement to provide the critical first step to pave the way for two desperately-needed, flood-resistant tunnels under the Hudson River:

“The federal funding announced today makes it possible to Amtrak to begin construction this summer on a project to preserve a pathway for two new rail tunnels into New York that are critical for the future mobility and economic growth of the entire Northeast region. This project to build an 800-foot concrete casing through the Hudson Yards commercial development property will protect the only viable right-of-way for connecting the tunnels to the existing tracks and platforms at Penn Station, New York.

“The new tunnels are one element of the Amtrak Gateway Program to increase rail infrastructure capacity between Newark, N.J., and Penn Station, New York. By eliminating this bottleneck into New York City, which today is the Northeast Corridor’s most congested segment, the Gateway Program will increase resiliency against severe weather events, add redundancy and reliability for Amtrak and New Jersey Transit’s shared operations, and provide additional capacity for the future increases in commuter, intercity and high-speed rail service.” [Amtrak]

AMTRAK CONTINUES TIE REPLACEMENT ON NORTHEAST CORRIDOR

Since June 2 and continuing through October 2013, Amtrak will continue the long-term railroad tie replacement project on the Northeast Corridor (NEC). The affected ties are showing premature signs of wear, resulting in speed restrictions for New Jersey Transit and Amtrak trains.

Amtrak plans to replace ties on tracks starting with Track 4, the local outbound (to Trenton) track, between New Brunswick and Metuchen stations.

When the work on Track 4 is complete, Amtrak will move to Track 1, the inbound local track, to replace ties in the same area between New Brunswick and Metuchen. The tie replacement project will continue into the fall. [Railway Track & Structures]



CSX TRAIN STRIKES TRUCK, DERAILS NEAR BALTIMORE

BALTIMORE - May 28, 2013 - A CSX Transportation freight struck a large truck at Dump Road and 68th Street in Rosedale, just east of the Baltimore city line. The collision resulted in an explosion and fire, forcing an evacuation of those nearby. The incident



CSX TRAIN Q409 DERAILMENT
PHOTO BY SOL TUCKER

occurred on CSX's former Baltimore & Ohio Philadelphia Subdivision between Baltimore and Philadelphia, one mile east of CSX's Bayview Yard.

The collision between the train and a roll-away refuse container truck occurred at a private crossing leading to an industrial equipment site on the south side of the tracks. The truck was a 2003 Mack operated by Alban Waste, LLC. The National Transportation Safety Board has downloaded information from the locomotive's forward-facing camera and event recorders and is in the process of

evaluating it. Preliminary information indicates that there were three blasts from the horn 17 seconds prior to the collision and that the engineer applied the emergency braking 4,244 feet before the train stopped.

CSX has derailed a number of trains following a grade crossing collision and subsequent derailment near Baltimore. The famed Tropicana "juice train" has operated over Sand Patch via Cumberland, Md., and other trains have run over Norfolk Southern through Allentown and Bethlehem, Pa. The railroad is advising its customers through delays due to increased transit times because of the derailment. About a dozen cars have derailed at the front of the train. One car of sodium chlorate is among those derailed.

Early reports indicate the train involved is Q409 operating between Selkirk, N.Y., and Waycross, Ga., with CSX Nos. 5310 and 8583 for power. CSX spokesperson Kristin Seay tells Trains News Wire the locomotive crew was not seriously injured in the incident, but that the truck driver was.

[Trains News Wire]

CSX AND LOCAL OFFICIALS MARK START OF CONSTRUCTION FOR QUEBEC INTERMODAL FACILITY

JACKSONVILLE, Fla. - June 3, 2013 - Officials from CSX Corporation and its transportation and intermodal terminals subsidiaries today joined officials from the City of Salaberry-de-Valleyfield and the Province of Quebec at a formal groundbreaking ceremony for the new intermodal terminal in Salaberry-de-Valleyfield. Construction began in March and the terminal is expected to open in 2015.

The \$107 million project will expand CSX's presence in the market and connect the greater Montreal region and Quebec with CSX Transportation's 21,000 mile rail network in the United States.

The new terminal will enable shippers in the region to capitalize on the economic and environmental benefits of intermodal rail, expand on the north-south trade opportunities offered by NAFTA, and connect to new markets. When fully operational, the terminal is expected to handle up to 100,000 containers per year, using modern rubber-tire gantry cranes to transfer containers between trains and trucks.

Roxboro Excavating Inc, based in Dorval, Quebec, is the lead contractor on the project. The work is expected to create about 600 jobs as it proceeds and the terminal is expected to lead to the creation of more than 300 permanent jobs.

Located in the Perron Industrial Park, the terminal will be close to the newly-completed Autoroute 30, providing easy market access to the greater Montreal distribution and consumption market. As part of the project, the province of Quebec and Salaberry-de-Valleyfield are making improvements to the road network in the immediate vicinity of the terminal.

The Quebec Ministry of Transportation is also supporting the project

through a \$6 million grant for the reduction of greenhouse emissions.

CSX is also relocating a portion of its track from a residential area of Salaberry-de-Valleyfield to a location east of Autoroute 530 alongside the new terminal in the industrial park. Once the track is relocated, the right of way will be sold to the city of Salaberry-de-Valleyfield for recreational use.

CSX is proud of its 125-year history in Quebec, dating to the St. Lawrence and Adirondack Railway Company. [Edited from CSX Corp.]

CSX EYES EXPANSION AT OHIO INTERMODAL FACILITY

NORTH BALTIMORE, Ohio - CSX Transportation is planning a \$42 million expansion of its new Northwest Ohio Intermodal Terminal near North Baltimore, which opened in 2011. The facility sits on the railroad's former Baltimore & Ohio main line to Chicago between the busy junctions of Deshler and Fostoria.

The proposed expansion would extend terminal tracks 2,300 feet and add two more container-handling cranes, the Toledo Blade reports. The terminal currently handles rail-to-truck and block swapping functions.

CSX has asked for county support to apply for federal grants to pay for half the cost of the expansion. The railroad spent about \$175 million on the facility, which encompasses 500 acres and employs about 300 people. The terminal handles 2 million containers annually. [Trains News Wire]



NORFOLK SOUTHERN'S BEST IS STILL TO COME, CEO MOORMAN TELLS STOCKHOLDERS

NORFOLK, VA. - Norfolk Southern Corporation has made great strides over its 30-year history, posting its best-ever performance over the past two years, "and the best is still to come," CEO Wick Moorman told stockholders at the company's 31st annual meeting, held at Williamsburg, Va.

"Our railroad is on track to continue to do great things as we continue emphasizing operating efficiency and productivity," Moorman said. "I'm excited and optimistic about our company's future."

Moorman noted that even with a downturn in coal traffic in 2012, Norfolk Southern still recorded its second-best year for revenue, operating income, net income, and earnings per share - topped only by 2011.

Moorman said the company's public-private partnership investments in strategic rail corridors position intermodal business as a major competitive strength. New intermodal facilities opened over the past two years "help us build business, while creating jobs in communities and strengthening local economies."

He praised the skill of employees and their efforts to sustain Norfolk Southern's industry leadership in safety, service, and environmental responsibility.

Stockholders ratified appointment of KPMG LLP as auditors, approved an advisory resolution on the compensation of executive officers, and approved an amendment to the company's bylaws to give stockholders the right to call a special meeting. [Edited from Norfolk Southern Corp.]

NORFOLK SOUTHERN OPENS NEW BULK TRANSFER TERMINAL IN KNOXVILLE

KNOXVILLE, Tenn. - May 23, 2013 - Norfolk Southern opens its new \$5.9 million Thoroughbred Bulk Transfer terminal today in Knoxville. Thoroughbred Bulk Transfer terminals are specialized facilities that allow customers to transfer an array of commodities between rail cars and trucks for customers without direct rail access.

The new terminal is located adjacent to Interstate 275 in Knoxville, adjacent to NS's Coster Yard. The facility can handle dry and liquid bulk commodities such as flour, corn starch, and corn syrup, as well as aggregates such as sand and cement. It features 48 car spots, all in containment, a certified truck scale, and is fully paved, fenced, and lighted.

"The Knoxville Thoroughbred Bulk Transfer is well-positioned to reach local markets as well as extend the reach of our Thoroughbred Bulk Transfer

facility network even more effectively to serve markets such as Kingsport, Loudon, and Morristown in East Tennessee as well as Western North Carolina and Southwest Virginia," NS Group Vice President Scott McGregor says. *[Trains News Wire]*

'I RACED A TRAIN AND ALL I GOT WAS THIS LOUSY FULL-BODY CAST'

Norfolk Southern safety campaign dramatizes dangers of disregarding crossing signals and trespassing on railroad tracks



NORFOLK, VA. – Billboards showing two feet poking out from a white sheet in a morgue have the tagline, "I raced a train and all I got was this lousy toe tag." Another billboard shows a cast

on a person's leg with the caption, "I raced a train and all I got was this lousy full-body cast."

The graphic billboards are part of Norfolk Southern's Train Your Brain public safety program, which warns motorists and pedestrians of the grave consequences of disregarding railroad signals and trespassing on railroad property. Norfolk Southern is bringing the campaign to East Tennessee – Knoxville, Chattanooga, and the Tri-Cities region -- this year to remind people to use their brains, and be smart and alert around trains.

Tennessee was selected because of its high number of train-vehicle crashes and trespassing incidents. In 2012, the state ranked ninth in the nation with 66 highway-rail collisions resulting in four deaths and 18 injuries, while 10 people died and 10 were injured while trespassing on railroad tracks, equipment, and property.

"The dramatic billboards grab your attention and make you think first before you cross the tracks," said Bill Barringer, Norfolk Southern's director grade crossing safety. "When people realize that trains can take a mile or more to stop, and the impact of a train hitting an automobile is similar to the impact of an automobile flattening a soda can, that makes a memorable impression."



In addition to the billboards, the campaign's mascot, "Brainy," a giant pink brain, will share information about railroad safety by giving away notebooks, T-shirts, and sports rally towels at state fairs, festivals, and University of Tennessee at Knoxville and Chattanooga football and basketball games.

To reach college-aged students, who statistically are more likely to disregard train horns and flashing lights to "beat the train" across the tracks, talk on cell phones, listen to music, and drive aggressively, Train Your Brain messages also will appear in some unexpected places – gas pumps, movie theater screens, and even on frozen billboards (wraps on ice chests at convenience stores).

Norfolk Southern launched Train Your Brain in Memphis in 2007, with the Memphis-based marketing communications firm Archer Malmo providing creative support and coordination. Over the past six years, the campaign has run in North Carolina, Indiana, Ohio, and Alabama, reaching more than 800,000 people. For more information, go to www.brainysworld.com or www.facebook.com/BrainysWorld. Norfolk Southern also is a longtime supporter of the national highway-rail grade crossing safety campaign, Operation Lifesaver, which works in partnership with railroads and law enforcement and transportation agencies to encourage the public to make safe decisions around tracks and trains. *[Norfolk Southern Corp.]*

which have always operated Monday through Friday, will begin offering weekend service between Baltimore and Washington on the Penn Line in coming months, the Baltimore Sun reports. The expansion is possible as the result of the new transportation revenue law that raises the state's gas tax, officials said. MARC has operated Monday through Friday since its creation in the 1980s.

MARC expansion was one of 10 highway and transit initiatives, together worth about \$1.2 billion, announced last week by the Maryland Department of Transportation as the result of passage of the transportation bill. Among the projects is continued funding for the design of the east-west Red Line light rail project in Baltimore between Woodlawn and Bayview.

Of the \$1.2 billion in new projects, \$100 million will be directed to MARC improvements, including weekend service. Maryland Transit Administration spokesman Terry Owens says the agency has entered into negotiations with Amtrak to find slots in its weekend schedule on the Northeast Corridor to allow MARC service. MTA officials say they hope to offer eight round trips on Saturdays and Sundays.

Simon R. Taylor, the MTA's chief administrator, says it is too early to announce a date for the beginning of weekend service. "It will be sooner rather than later. It's a top priority for us," Taylor says. He says the weekend service would primarily run between Washington Union Station and Baltimore Penn Station, not to the northern end of the Penn Line at Perryville, but said some trains could go as far as Middle River.

In addition to weekend Penn Line service, the MTA also announced plans to add two trips each weekday to its ex-Baltimore & Ohio Camden Line service between Baltimore and Washington. *[Trains News Wire]*



PENN STATION'S 7TH AVENUE CONCOURSE SPORTS UPGRADED TECHNOLOGY

New technology upgrades have been completed at Penn Station's 7th Avenue Concourse in New York City.

The upgrades include improved sound systems, larger monitors and a multi-color destination display that will enable riders to more quickly view the next train destined for their particular station, New Jersey Transit officials announced. The ticketing area now features a new destination display — eight monitors installed side-by-side that show an alphabetical list of destinations by station, along with the departure time for the next train headed to that station, track number, rail line and transfer station, where required.

In addition, NJ Transit added two large customer information displays at the 31st Street and 32nd Street entrances.

"As the busiest rail station in our public transportation network, we understand the challenges that navigating New York Penn Station can present to our customers," said NJ Transit Executive Director James Weinstein in a press release. "We are committed to making the necessary investments to modernize our customer communication systems and enable customers to more easily determine when and where their train is departing." *[Progressive Railroad]*



SEPTA ENGINEER SHORTAGE LEADS TO CANCELED TRIPS

SEPTA doesn't have enough engineers to run all of its trains all of the time. Eight Regional Rail trains were canceled recently because of crew shortages, and engineers say the problem is chronic and may get worse.

In 2011, federal work rules were toughened, reducing the number of hours passenger-train crews can work in a week or month and exacerbating SEPTA's long-standing staffing woes.

Because of a shortage of qualified workers, the complex nature of rush-hour scheduling, and SEPTA's desire to limit costs for employee benefits, all engineers and conductors work overtime every week and are paid accordingly.



MARC PENN LINE TO OFFER WEEKEND SERVICE
BALTIMORE – Maryland's MARC commuter trains,

Top-earning engineers and conductors make more than \$120,000 a year, including overtime. The top rate for a SEPTA engineer is \$30.10 per hour, and the top rate for a SEPTA conductor is \$26.75 per hour.

SEPTA has 194 locomotive engineers, and 396 conductors and assistant conductors.

The agency needs 213 engineers to be fully staffed, said spokeswoman Jerria Williams. Five conductors who have completed training to be engineers will be on the job this week, she said, helping to ease the shortage, and 16 additional trainees are in SEPTA's year-long training program to become engineers.

About 66 percent of the transportation authority's engineers are not available for weekend work because they already have worked all the hours that federal rules allow, she said.

Typically, crews cannot work more than 12 consecutive hours and six consecutive days, according to Federal Railroad Administration rules.

"We had 12 engineers who called out on Saturday," Williams said, referring to last weekend's shortage. "Having that many call out is high. . . . It's more like six or eight on average."

"People are working till they're too beat up to work," said Tom Dorricott, an engineer who is also a union representative for the Brotherhood of Locomotive Engineers and Trainmen, citing schedules that require some engineers to work 70 or 75 hours a week. "SEPTA just hasn't been hiring enough people."

Engineers and conductors have been working without new labor contracts since 2009. Both Dorricott and Williams said the labor impasse has not prompted crews to stay off the job.

Under federal law, railroad workers may not strike until negotiations and mediation have failed.

The big paychecks and long hours of railroad workers are tied to the unusual nature of their jobs. And the costs are boosted by a long history of employee benefits that are more lucrative - and more expensive - for railroad workers than for most other workers.

SEPTA has calculated that it's cheaper to have fewer rail crews working longer hours than more crews working shorter shifts.

Part of the equation is that railroaders' benefits are expensive. Employers and employees covered by the Railroad Retirement Act pay higher retirement taxes than those covered by Social Security, and the benefits are better.

The average age annuity being paid to career railroad employees at the end of 2009 was \$2,228 a month, compared with \$1,434 being paid to Social Security-covered retirees, according to government figures.

Rail employers pay 12.1 percent in "tier II" retirement taxes to finance benefits that exceed Social Security levels. But that tax applies only on earnings up to \$81,900, so employers such as SEPTA avoid that tax on much of the money paid to high-earning engineers and conductors.

That's an extra incentive to pay overtime rather than to hire additional workers. SEPTA is trying, however, to increase its number of engineers, Williams said.

"We are always trying to encourage conductors to apply. But it's a tough training program," she said - involving the intricacies of operating trains on every SEPTA route - "and not all of them graduate." [Paul Nussbaum, Philadelphia Inquirer Staff Writer]



PRR, PRSL & LIRR EVENTS IN JULY

July 1892 - Trenton Cut-Off begins double-tracking between Morrisville and Ernest; when done, PRR will route all freight instead of just coal and oil

trains over it.

July 16, 1902 - Grading begins for new Wilmington Shops north of city.

July 21, 1912 - Rumors floated that PRR proposes to use two tracks of proposed Broad Street Subway from North Philadelphia to League Island, where it will build a large freight terminal, for electrified freight service.

July 21, 1922 - PRR announces it will appeal Circuit Court decision in shop craft election case and will stand by agreements made under Employee Representation Plan; announces that 42,284 of 55,000 shopmen are at work, largest number since strike began; armed guards deployed in Sunnyside Yard.

July 1932 - PRR expands "pre-cooling" of passenger cars for summer season to cover 1,000 cars on 173 trains; cars received cooled air from refrigerating units at New York, Philadelphia, Baltimore, Washington, Pittsburgh, Cleveland, Columbus, Cincinnati, Detroit, Chicago, Indianapolis, Louisville and St. Louis.

July 17, 1942 - Service begins over PRR connection to Army embarkation post at Camp Kilmer near Stelton (Edison), N.J.; facility consists of terminal with capacity of fifteen 20-car troop trains, turning loop and grade separated connections to main line, 29 miles of track; Camp Kilmer also connected to Reading's Port Reading Branch; processes 1.33 million men going overseas during World War II.

July 12, 1952 - Last run of PRSL passenger service between Glassboro and Bridgeton, N.J.

July 21, 1952 - PRR announces that it has established trainphones over 2,000 miles of main line between New York and Chicago and St. Louis; 1,300 trainphone units; 916 locomotives and 230 cabin cars equipped.

July 26, 1952 - LIRR begins to poll commuters on preferences for design of proposed new cars; have three 63-foot cars fixed as samples; new cars are to be 80-feet.

July 13, 1962 - GE delivers PRR Class E44 with silicon diode rectifiers; first electric locomotive with solid-state electronics.

July 1964 - PRR places first of 20 84-seat Class P85M coaches (1480-series) for Northeast Corridor trains; converted from ex-N&W 10-6 sleepers.

July 1965 - Last Class P5a electric locomotives retired; last 5 Class FF2 electric locomotives sold for scrap.

July 12, 1966 - Last granite eagles and sculpture removed from Seventh Avenue entrance to Penn Station - New York.

July 4, 1967 - Passenger service to Elkton, Maryland discontinued.

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



TIMETABLE 07-13

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

[Various Weekends, July 6 through Oct. 27, 2013](#)

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

[Various Days through Nov. 24, 2013](#)

[Steam Into History](#) operates a steam train to chronicle the role York County, Pa., played in Civil War history and to promote the area as a tourist destination. Trains depart from New Freedom station. Info: www.steamintohistory.com.

[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 and Sunday, July 20-21, 2013

7th Annual Toy and Model Train Flea Market by the Williams Grove Historical Steam Engine Assn. Info: www.wghsea.org.

Saturday, July 27, 2013

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

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. Info: www.anniversary.merail.com/train

Sunday, Aug. 25, 2013

36th Annual Train Meet at the Warrior Run Fire Department Social Hall, Second St., Allenwood, Pa. by the Central Pennsylvania Chapter, N.R.H.S. Info: Allen Bubb - 570-850-4264 or Dave Hollenbach - 570-524-4703. No phone calls after 9:00 pm, please! Adm: \$3.00 - under 12, free.

Saturday and Sunday, Aug. 31-Sept. 1, 2013

Railfest 2013 at Steamtown National Historic Site. Info: www.nps.gov/stea.

Friday through Sunday, Sept. 13-15, 2013

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

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>

Saturday, Sept. 14, 2013

"Vosburg Flyer" photo freight operating over the Reading & Northern Scranton and Susquehanna Branches, former DL&W Keyser Valley and Bloomsburg lines as well as the LV Main Line. Sponsored by the Lackawanna & Wyoming Valley Chapter, N.R.H.S. Info: www.laurellinesspecials.org

Saturday - Tuesday, Sept. 14-17, 2013

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

Sunday, Sept. 15, 2013

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

Wednesday through Sunday, Sept. 18-22, 2013

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

Saturday, Oct. 6, 2013

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

Sunday, Oct. 6, 2013

Leesport Farmers Market Train Meet by the Reading Company Technical & Historical Society, 9:00 am to 2:00 pm. Admission \$4.00.

Thursday - Saturday, Oct. 17-19, 2013

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

Sunday, Oct. 20, 2013

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

Saturday and Sunday, Oct. 26-27, 2013

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



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WWW.RRMUSEUMPA.ORG

717-687-8628

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

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

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

Friday & Saturday, Aug. 16-17, 2013 - Hogwarts Express Parties

Saturday, Sept. 28, 2013 - Members Day

Sunday, Oct. 6, 2013 - Garden Railways Tour

Saturday, Nov. 2, 2013 - 1940s Swing Dance

Saturday & Sunday, Nov. 2-3, 2013 - Trains & Troops



STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

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

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

Sunday, July 28, 2013 - Great Train Robbery

Various Days Sept. 14 through Sept. 22, 2013 - Day Out with Thomas

Sunday, Oct. 20, 2013 - Great Train Robbery

Saturday & Sunday, Nov. 16-17, 2013 - Steampunk unLimited

Friday - Sunday, Nov. 22-24, 2013 - Day Out with Thomas

WALKERSVILLE SOUTHERN RAILROAD PURCHASES STRASBURG RAIL ROAD'S GE 44-TONNER

Jamie Haislip, a volunteer on the Walkersville Southern Railroad has purchased the Strasburg Rail Road's GE 44-tonner No. 9331 to supplement the Walkersville Southern's No. 9339.



PRR 9331 BEING DELIVERED AT WALKERSVILLE, MD. ON MAY 16, 2013 - PHOTO BY DAVID LARRABEE

The loco was built by General Electric Corp., Schenectady, NY (c/n 29964) in June 1948 for the Pennsylvania Railroad as c l a s s G S 4 (GE-Switching-400hp) 44-ton, 380 h.p. diesel-electric switcher No. 9331. It was assigned as East Altoona Shop switcher prior to 1961, according to Strasburg's unofficial historian Kurt Bell. It was delivered to

the Strasburg June 29, 1961, and leased to the Strasburg at a yearly rent of \$2,100.00 from 1961-66 as No. 9331, according to Bell. The loco was brought to the Strasburg through the efforts of SRC V.P. and PRR official Max Solomon II and nicknamed "Max's Taxi," according to Linn Moedinger via Bell. The railroad purchased the engine in October 1966 as No. 33, and its engines were rebuilt about 1967 by PRR staff from Enola, including cylinder liners, piston rings, valve guides, and other work needed to restore compression, according to Fred Schneider (via Bell). The loco was repainted into a red Strasburg scheme using experimental DuPont paint in May 1971, then repainted back to PRR colors/number in September 2006.

It should be noted that the Walkersville Southern Railroad is operated on part of the former PRR Frederick (MD) Branch, which was one of the few locations where the PRR's 44-tonners were actually assigned on a regular basis (due in no small part to light rail, light traffic, and street running in Frederick). This acquisition brings two PRR locomotives to home rails where they actually operated! [Alexander D. Mitchell IV]



PENN CENTRAL NEWS IN THE MONTH OF JULY

July 6, 1968 - Last run of Washington-Chicago sleeping car and through coach on *Broadway Limited* and *Broadway* connection No. 548, which is discontinued between Baltimore and Washington; snack bar service discontinued on No. 548-549.

July 11, 1969 - ICC authorizes Penn Central to discontinue The Penn Texas No. 3 and "The Spirit of St. Louis" No. 30; court order keeps both operating until June 1970.

July 22, 1970 - U.S. District Court Judge John P. Fullam of Philadelphia appoints four trustees for Penn Central Transportation Company: Jervis Langdon, Jr., ex-CEO of Rock Island; W. Willard Wirtz, ex-Secretary of Labor; George Pierce Baker, Dean of the Harvard Business School; and Richard C. Bond, retired head of Wanamakers; Langdon, who has made a reputation as a fixer of sick railroads on the B&O and Rock Island, becomes the leader of the Trustees and the one who oversees actual operations.

July 29, 1971 - ICC decides that 27 Penn Central 200-series New York-Philadelphia "Clockers" are not intercity trains but commuter trains and thus subject to ICC regulation.

July 7, 1972 - Penn Central announces it will lease 100 2,000 HP locomotives from GM and 50 2,250 HP locomotives from GE along with 402 special box cars from North American Car Corporation.

July 3, 1973 - Penn Central Trustees file reorganization plan with ICC.

July 16, 1974 - Penn Central places largest computer-controlled CTC system in U.S. in service on Pittsburgh Division; system developed by Union Switch & Signal Division of Westinghouse Air Brake Company controls all

interlockings between Pittsburgh and Conpitt Jct., Jacks Run and Corliss, Port Perry and the Brilliant Branch; permits abandonment of 62 miles of third track; costs \$4.1 million; to be fully completed by Dec. 31, 1975; in fact, is not completed until ca. 1976.

July 31, 1975 - Penn Central Trustees report second quarter loss of \$114.3 million; over twice second quarter loss of 1974.



JUNE, 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, June 17, 2013. The meeting was called to order at 7:35 p.m. by President Tom Shenk with 46 members present. President Tom Shenk led those assembled in the Pledge of Allegiance.

CORRECTION TO MAY MINUTES: President Tom Shenk made a correction to the minutes from May's Chapter Membership Meeting held at the Manheim Historical Society. It was reported that a group of 33 went on the Alaska cruise. Actually, there were 35 in the group. Also, your Secretary wishes to thank Tom for filling in for her while she was on the Alaska trip by doing the Chapter Membership Minutes for the month of May.

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

MEMBERSHIP: In the absence of First Vice-President Ron Irwin, there was no report.

CHAPLAIN: Chaplain Doris Geesey read "No Regrets." On behalf of the Chapter, Doris sent sympathy cards to James Parish, whose father Bob passed away on May 27 and to Louis and Eileen Stoll whose son Louis Jr. passed away. Doris sent a get well card to Lorrie Steffy who just had knee replacement surgery.

TREASURER: Treasurer Richard Rutledge gave the Treasurer's Report for the month of May. Tom reported the chapter CD's are in Susquehanna and PNC banks. Tom Shenk is looking for volunteers for the Audit Committee. If anyone is interested in serving on the Audit Committee, please contact Tom.

TRIPS: Fred Kurtz announced that he will be attending the Advisory Council meeting in Minneapolis, Minnesota the end of the month. Dennis Allen gave an Alaskan cruise report from the Chapter-sponsored trip. Dennis reported on the trip's great temperatures and blue skies while sailing through scenic Tracy Arms and Sawyer's Glacier. Also, there were plenty of wildlife, seals, whales, and icebergs.

ANNOUNCEMENTS: Chapter Editor Ed Mayover announced that if any chapter members are receiving damaged or torn newsletters please let him or Tom know to receive a replacement newsletter. Fred Kurtz announced if anyone would like to receive an electronic copy of the newsletter get their e-mail address to him. Glenn Kendig announced the Lancaster County Historical Society toured the caboose at the Christiana Freight Station on June 1. Glenn also announced that at least a couple of hundred visitors came through the Freight Station and it was very good exposure for the Freight Station. Bud Rettew did three talks on the Christiana Riots throughout the day. Tom thanked everyone who helped at the Station on that day. Steve Himpl is working on replacing the side panels on our caboose. Our Chapter's caboose has a sister caboose that is owned by the Conrail Historical Society. Our Chapter caboose number is 21153 and its sister caboose number is 21165. 21165 will be taken to Middletown to run at some upcoming events. Our Chapter caboose was invited to a Harrisburg event in 2016. However, we would have to truck the caboose there and that is not an option. The Kitchen Committee of Joan Shearer and Eileen Stoll have enough help for the upcoming months. However, if you're interested in volunteering to help in the kitchen, let the Kitchen Committee know. Joan and Clair Shearer are having a Garden Railroad Open House on

Saturday, July 13 from 1-5 p.m. There will be a tour of their garden railroad, various flowers and water gardens. The address is 2936 Marietta Avenue, Lancaster, Pa. Tom announced the next Lancaster Train Station meeting will be held June 19. Tom announced some upcoming chapter meetings: July 8-Chapter Board meeting at Christiana Freight Station. July 15-Chapter "Away" meeting will be at Southern Lancaster County Historical Society - Chapter members should bring lawn chairs. August 19-Chapter "Away" meeting will be at Strasburg Rail Road. Tom announced that at the Strasburg Rail Road meeting you will be able to purchase tickets to ride the train any time for only \$5.00 each. Marlyn Geesey announced that *Steam Into History* will be getting an open air car. The train will run every day, Tuesday thru Sunday. If anyone would like any more information on pricing and schedule times, go to their website www.steamintohistory.com.

ADJOURNMENT: The chapter meeting was adjourned at 8:05 p.m. for the program presented by Paul Kutta, entitled "A visit to South Jersey on the Pennsylvania-Reading Seashore Lines."

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS

STEAM INTO HISTORY STEAMS UP FOR THE FIRST TIME



NO. 17 UNDER STEAM AT NEW FREEDOM, PA.
PHOTO BY WAYNE LAEPPLÉ

NEW FREEDOM, Pa. - May 24, 2013 - A brand-new steam locomotive came to life for the first time this week on its new home road. The locomotive, carrying No. 17 and named *York*, was built in Elgin, Ill., as the star attraction of Steam Into History. The new exhibit is an effort by York County historians to call attention to the role played by the old Northern Central Railroad (later part of the Pennsylvania Railroad) leading up to and

following the climactic Battle of Gettysburg in early July 1863.

For much of Thursday, it was a waiting game for numerous on-lookers, railroaders, and officials of Steam Into History, as locomotive-builder Dave Kloke and his assistants made final adjustments to the 4-4-0 and four Federal Railroad Administration inspectors checked paperwork, locomotive components and appliances, and crew licenses, and then checked everything again.

The Northern Central was an important link between Baltimore and Harrisburg, and at Hanover Junction, it connected with the Hanover Junction, Hanover & Gettysburg Railroad. Two weeks before the battle at Gettysburg, a sharp skirmish took place at Hanover Jct. between Confederate cavalry scouts and a contingent of Union militia. After the Gettysburg battle, the line was used to evacuate wounded soldiers to hospitals in York, Harrisburg and other northern cities. And in early November 1863 President Abraham Lincoln passed through New Freedom and Hanover Junction on his way to Gettysburg.

Steam Into History intends to give 21st century visitors an opportunity to ride a portion of Lincoln's route behind a replica of an 1850's vintage locomotive much like those used by the Northern Central. They will ride in wooden, open-platform coaches, also replicas of period rolling stock. Volunteer docents will offer commentary on the trains, as will "living history" re-enactors on the train and at the stations at New Freedom and Hanover Junction.

As the afternoon wore on, the excitement grew. Meanwhile, a track contractor repairing the 9 miles of track north toward Hanover Junction continued working, while Steam Into History employees answered phones and stocked shelves in the former feed store converted into headquarters.

Finally, just after 3 p.m., everything was in readiness. Kloke gave the order to light the oil fire, which ignited with a dull thump and a puff of smoke from the fire pan. Grey smoke curled from the stack, and after a few minutes, the air pump began to pound. The engine crew climbed into the cab, the engineer hauled the Johnson bar into reverse, gave two short blasts on the single-note whistle, and No. 17 slowly backed away, steam hissing from its cylinder cocks. Smiles, cheers and applause erupted as the engine backed a few hundred feet down the track and came to a halt. *[Edited from Trains News Wire]*

BROOKVILLE PREPARES FIRST BL36PH FOR DELIVERY



BROOKVILLE, Pa. - June 14, 2013 Brookville's first BL36PH locomotives for South Florida Regional Transportation Authority, operator of the Miami Tri-Rail commuter service, have been released from the paint booth and vinyl wrapped with graphics decals.

As of today, two of the BL36PH locomotives have received vinyl graphic decals and are undergoing final testing prior to shipment from the factory.

Brookville's BL36PH features a MTU 20V4000, 20-cylinder engine producing 3619 hp. The locomotives are EPA Tier 3 compliant and will be field-upgradable to Tier 4 emissions in the future. They also feature separate head end power and a steel semi-monocoque frame design. The four-axle locomotives ride on Brookville-patented trucks.

Brookville has begun production of all 12 Tri-Rail BL36PHs on order. No ship date has been set for the first locomotives once released. *[Chris Guss - Trains News Wire]*

THIS MONTH'S BANNER PHOTO

Denver and Rio Grande Western F9 No. 5771 with Train No. 17, the westbound *Rio Grande Zephyr* at Spanish Fork, Utah in July, 1979.

OPERATION LIFESAVER REMINDS YOU...



"Trains cannot stop quickly, To remain safe this summer and all year round, everyone should use good judgment, obey the law and stay away from train tracks." - Terry Ludban, CSX director for community affairs and safety.

FROM THE N.R.H.S. NATIONAL BOARD MEETING

After reviewing membership levels at similar non-profit organizations, we will institute a new dues structure in 2014 of \$50 for primary NRHS members and \$7 for family members. Reduced rates for student and youth members will remain the same, as we strive to bring younger members into the hobby and the society. We realize that for some members this increase will be a financial strain, so we are working to introduce a two-part payment plan for primary members. *[Greg Molloy - NRHS Telegraph]*

LAST RUNS

The Lancaster Chapter Board of Directors and Membership extends sincerest sympathy to Chapter Member James R. Parish on the passing of his father, Robert L. Parish, 91, on Monday, May 27, 2013 at Cayuga Medical Center in Ithaca, New York.

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The Lancaster Chapter Board of Directors and Membership also extends sincerest sympathy to Chapter Members Louis R. Stoll, Sr. and Eileen S. Stoll, on the passing of their son, Louis R. Stoll, Jr., 56, on Monday, June 10, 2013.

“INSIDE THE BACK PAGE”**UPCOMING LANCASTER CHAPTER ACTIVITIES****JULY**

JULY 8, 2013 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER BOARD MEETING

JULY 13, 2013 - SATURDAY, 1:00 PM-5:00 PM - SHEARER’S GARDEN RAILROAD OPEN HOUSE, 2936 MARIETTA AVE., LANCASTER, PA 17601 - 717-898-7207 - Enjoy a tour of the Garden Railroad, various flower gardens and water gardens. Take Route 30 to the Centerville Road exit. At Marietta Pike turn right to the 6th home on the right.

JULY 15, 2013 - MONDAY, 6:30 PM - THE SOUTHERN LANCASTER COUNTY HISTORICAL SOCIETY, 1932 ROBERT FULTON HIGHWAY - RT. 222, QUARRYVILLE, PA 17566 - We visit this 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. Bring a chair for this outdoor meeting, weather permitting.

AUGUST

AUGUST 19, 2013 - MONDAY, 6:00 PM - STRASBURG RAIL ROAD - “RIDE THE RAILS” 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 meeting.

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.

BEFORE AND AFTER

With the successful Horseshoe Curve Specials last May, it’s interesting to note the differences in appearance of our favorite locomotives. In the before photo, NKP No. 778 earns her keep in freight service, and certainly looks the part. NKP No. 765 presents a strikingly different appearance, having been rebuilt and glamorized for excursion service pulling the varnish instead of freight. These photos present an interesting comparison.



**NICKEL PLATE ROAD No. 778 PULLING THE FREIGHT AT BELLEVUE, OHIO
IN AUGUST, 1957**



**NICKEL PLATE ROAD No. 765 AT STATE STREET IN HARRISBURG, PA. POWERING A
NORFOLK SOUTHERN EMPLOYEE SPECIAL ON AUGUST 19, 2012
PHOTO BY TIM DARNELL.**

LANCASTER CHAPTER BOARD of DIRECTORS

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HISTORIAN:	EVAN RUSSELL, JR.	610-269-7054	ERUSSELLJR@NRHS1.ORG
CHAPLAIN:	DORIS GEESEY	717-347-7637	DGEESEY@NRHS1.ORG
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MEMBERSHIP MEETING NOTICE

THE "AWAY" MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE SOUTHERN LANCASTER COUNTY HISTORICAL SOCIETY, 1932 ROBERT FULTON HWY. - RT. 222, QUARRYVILLE, PA 17566 ON MONDAY, JULY 15, 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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