

The Royal Blue

Flagship of the Baltimore & Ohio Railroad

The Royal Blue was the Baltimore and Ohio Railroad's flagship passenger train between New York City and Washington, D.C., in the United States, beginning in 1890. The Baltimore-based B&O also used the name between 1890 and 1917 for its improved passenger service between New York and Washington launched in the 1890s, collectively dubbed the Royal Blue Line. Using variants such as the **Royal Limited** and **Royal Special** for individual Royal Blue trains, the B&O operated the service in partnership with the Reading Railroad and the Central Railroad of New Jersey. Principal intermediate cities served were Philadelphia, Wilmington, and Baltimore. Later, as Europe reeled from the carnage of World War I and connotations of European royalty fell into disfavor, the B&O discreetly omitted the sobriquet Royal Blue Line from its New York passenger service and the Royal Blue disappeared from B&O timetables. Beginning in 1917, former Royal Blue Line trains were renamed: the Royal Limited (inaugurated on May 15, 1898), for example, became the National Limited, continuing west from Washington to St. Louis via Cincinnati. During the Depression, the B&O hearkened back to the halcyon pre-World War I era when it launched a re-christened Royal Blue train between New York and Washington in 1935. The B&O finally discontinued passenger service north of Baltimore on April 26, 1958, and the Royal Blue faded into history.



B&O No. 445 BUILT BY THE PULLMAN PALACE CAR COMPANY FOR THE ROYAL BLUE, NOW RESIDES AT THE B&O RAILROAD MUSEUM IN BALTIMORE, MARYLAND. J. G. HOWES COLLECTION.

Railroad historian Herbert Harwood said, in his seminal history of the service, "First conceived in late Victorian times to promote a new railroad line ... it was indeed one of the most memorable images in the transportation business, an inspired blend of majesty and mystique ... Royal Blue Line ... Royal Blue Trains ... the Royal Blue all meant different things at different times. But essentially they all symbolized one thing: the B&O's regal route." Between the 1890s and World War I, the B&O's six daily Royal Blue trains providing service between New York and Washington were noted for their luxury, elegant appearance, and speed. The car interiors were paneled in mahogany, had fully enclosed vestibules (instead of open platforms, still widely in use at the time on U.S. railroads), then-modern heating and lighting, and leaded glass windows. The car exteriors were painted a deep "Royal Saxony blue" color with gold leaf trim.

The B&O's use of electrification instead of steam power in a Baltimore tunnel on the Royal Blue Line, beginning in 1895, marked the first use of electric locomotives by an American railroad and presaged the dawn of practical alternatives to steam power in the 20th century. Spurred by intense competition from the formidable Pennsylvania Railroad, the dominant railroad in the lucrative New York-Washington market since the 1880s, the Royal Blue in its mid-1930s reincarnation was noted for a number of technological innovations, including streamlining and the first non-articulated diesel locomotive on a passenger train in the U.S., a harbinger of the steam locomotive's eventual demise.

History 1880s - 1918

Prior to 1884, the B&O and the Philadelphia-based Pennsylvania Railroad both used the independent Philadelphia, Wilmington and Baltimore Railroad (PW&B) between Baltimore, Maryland, and Philadelphia, Pennsylvania, for their New York-Washington freight and passenger trains. In 1881, the Pennsylvania Railroad purchased a controlling interest in the PW&B, and in 1884 it denied the B&O further use of the PW&B to reach Philadelphia.

The B&O then built a new line from Baltimore to connect to the Philadelphia and Reading Railroad in Philadelphia, completed in 1886. The B&O's passenger trains then used the Reading's tracks northward from Philadelphia to Bound Brook, New Jersey, where the Jersey Central's rails were used to reach the Communipaw Terminal in Jersey City connecting to ferry for a twelve-minute crossing of the Hudson River to Manhattan.

The new route presented problems in Baltimore, because a ferry boat was necessary to cross the harbor between Locust Point and Canton to connect with the B&O's Washington Branch. The solution was the Baltimore Belt Line, which included a 1.4-mile (2.3 km) long tunnel under Howard Street in downtown Baltimore. Work began on the tunnel in 1891 and was completed on May 1, 1895, when the first train traversed the tunnel. To avoid smoke problems from steam engines working upgrade in the

long tunnel under the middle of Baltimore, the B&O pioneered the first mainline electrification of a U.S. railroad, installing an overhead third rail system in the tunnel and its approaches. An electric locomotive first pulled a Royal Blue train through the Howard Street tunnel on June 27, 1895.



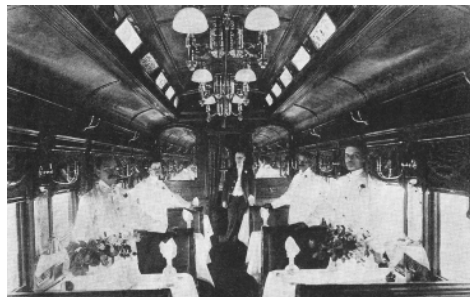
MOUNT ROYAL STATION, BUILT BY THE B&O IN 1896. PASSENGER TRAIN SERVICE CEASED IN 1961 AND THE STATION WAS ACQUIRED BY THE MARYLAND INSTITUTE COLLEGE OF ART.

world, ranking in renown with Euston Station, London, scene of so many of Sherlock Holmes' departures, the Gare du Nord in Paris, and the feudal fortress of the Pennsylvania Railroad at Broad Street, Philadelphia".

The project also included the construction of B&O's second passenger terminal in Baltimore, Mount Royal Station, at the north end of the Howard Street tunnel in the fashionable Bolton Hill neighborhood. Designed by Baltimore architect E. Francis Baldwin in a blend of modified Romanesque and Renaissance styling, the station was built of Maryland granite trimmed with Indiana limestone, with a red tile roof and landmark 150-foot (46 m) clock tower. The station's interior featured marble mosaic flooring, a fireplace, and rocking chairs. It opened the following year on September 1, 1896. "It was considered," said the Baltimore Sun, "the most splendid station in the country built and used by only one railroad." That evaluation was shared by railroad historian Lucius Beebe, who proclaimed Mount Royal "one of the celebrated railroad stations of the



OPULENT INTERIOR OF MOUNT ROYAL STATION.



B&O PUBLICITY PHOTO OF THE ROYAL BLUE DINING CAR QUEEN IN 1895. REPRINTED IN THE APRIL 1940 BALTIMORE & OHIO MAGAZINE. J. G. HOWES COLLECTION.

Even before the Baltimore Belt Line project was finished, the B&O launched its Royal Blue service on July 31, 1890. Powered by 4-6-0 steam locomotives having exceptionally large 78-inch (198 cm) diameter driving wheels for speed, the Royal Blue trains occasionally reached 90 mph (145 km/h). After the Baltimore Belt Line project was completed, travel time between New York and Washington was reduced to five hours, compared to nine hours in the late 1860s.

The trains were noted for their elegance and luxury. The parlor cars' ceilings and upholstery were covered in royal blue, and the dining cars Queen and Waldorf, paneled in mahogany, featured elaborate cuisine such as terrapin and canvasback prepared by French-trained chefs. A Railway Age magazine article of the time reporting on the Royal Blue called it "the climax in railway car building".

1918–1920s

As a result of the U.S. entry into World War I and resulting congestion on the nation's railroads, the wartime U.S. Railroad Administration (USRA) ordered the Pennsylvania Railroad to permit B&O passenger trains to use its Hudson River tunnels and Pennsylvania Station in Manhattan, beginning April 28, 1918, eliminating the B&O's need for the ferry connection from Jersey City. Following the end of World War I, the Pennsylvania Railroad continued to allow B&O passenger trains to use Pennsylvania Station for another eight years. On September 1, 1926, the Pennsylvania Railroad terminated its contract with the B&O, and the latter's trains reverted to the use of the Jersey Central's Jersey City terminal. Passengers were then transferred to buses that met the train right on the platform. These buses were ferried across the Hudson River into Manhattan and Brooklyn, where they proceeded to various "stations" around the city on four different routes, including the Vanderbilt Hotel, Wanamaker's, Columbus Circle, and Rockefeller Center. B&O's busiest Royal Blue bus terminal at 42nd street in Manhattan opened on December 17, 1928. Connected to Grand Central Terminal by an underground concourse, it was trimmed in marble and furnished with Art Deco lighting fixtures and leather sofas. This arrangement would continue until the eventual demise of the Royal Blue in 1958.

1930s–1940s

As the 1930s dawned, the B&O's New York passenger service faced two significant competitive disadvantages, compared to the Pennsylvania Railroad. First, the B&O lacked direct access to Manhattan, resulting in slower overall travel time. Second, the Pennsylvania's move in the early 1930s to replace steam power with modern, smoke-free electric service along its entire New York–Washington mainline was met with enthusiastic public approval. The B&O responded by introducing diesel locomotives, air conditioning, and streamlining on its New York trains. On June 24, 1935, the B&O inaugurated the first lightweight, streamlined train in the eastern U.S., when it began operating a re-christened Royal Blue train between Washington and New York. The B&O partially dieselized the train with locomotive # 50, buying the nation's first non-articulated road diesel from General Motors' Electro Motive Company. Previously, early experiments with internal combustion engines to replace steam in railroad applications were limited to short, articulated trainsets (such as Burlington's Pioneer Zephyr) or to motive power using distillate fuels (such as Union Pacific's M-10000). The B&O's pioneering introduction of its diesel-powered Royal Blue demonstrated the improved efficiency and reduced maintenance costs of diesel power in daily service compared to steam and gave impetus to the dieselization of the railroad industry.

Recalling the past glamor of the 1890s Royal Blue Line, the B&O introduced its Martha Washington-series dining cars, which were particularly noted for their fresh Chesapeake Bay cuisine, served on Dresden china in ornate cars with glass chandeliers and colonial-style furnishings. The B&O's manager of dining car services said his department's objective was "...to be hospitable to our patrons in all respects — to make them feel the comfort, convenience and homelike atmosphere of our accommodations

as soon as they step on our trains." Dining car specialties included oysters and Chesapeake Bay fish served with cornmeal muffins. B&O president Daniel Willard personally sampled his dining cars' cuisine while traveling about the line, and recognized particularly pleasing meals with letters of appreciation and autographed pictures given to the dining car chefs.



ROYAL BLUE WITH EMC EA-EB No. 51 SOUTHBOUND ON THE LOWER LEVEL OF CAMDEN STATION, BALTIMORE, MD. IN 1937. PHOTO BY R. L. WILCOX.



ROYAL BLUE POWERED BY A PRESIDENT-CLASS PACIFIC ON THOMAS VIADUCT, SOUTH OF BALTIMORE, IN A POSED 1937 PUBLICITY PHOTO.

The B&O was not entirely satisfied with the ride quality of the lightweight Royal Blue train, however, and replaced it on April 25, 1937, with streamlined, refurbished heavyweight equipment, painted light gray and royal blue with gold striping, designed by Otto Kuhler. The train was pulled by the first streamlined diesel locomotive, B&O # 51, the 3,600 h.p. EMC EA/EB model built by Electro Motive Company. Praised for its beauty and handsome profile, this first streamlined production model diesel "dazzled the press and public", said one magazine writer of the groundbreaking locomotive's introduction. Kuhler also streamlined one of B&O's 4-6-2 "Pacific" steam locomotives for use on the Royal Blue. Its bullet-shaped shroud became an iconic image for the Royal Blue and was modeled for years by American Flyer. Time magazine, in reporting on the precarious financial condition of the Baltimore and Ohio Railroad and other Depression-ravaged rail lines in 1937, referred to the B&O's "swashbuckling" Royal Blue streamliner launched that year as having "symbolized the new era in railroading ..."

President of the United States Franklin D. Roosevelt was a frequent passenger on the B&O's Royal Blue Line during his time in office (1933–1945), when he traveled between Washington and his family home in Hyde Park, New York. A special presidential train from Washington used the regular B&O–Reading–Jersey Central route to Jersey City, continuing on the New York Central Railroad's West Shore Line along the Hudson River to Highland, New York (opposite Poughkeepsie), where the President was met by automobile.

Along with most other rail passenger services in the U.S. during World War II, the Royal Blue enjoyed a surge in passenger traffic between 1942 and 1945 as volume doubled to 1.2 million passengers annually on B&O's eight daily New York–Washington trains. Following the end of the war, however, passenger volumes soon dropped below prewar levels and the B&O discontinued one of its daily New

York–Washington trains. In addition to its flagship Royal Blue, six other B&O passenger trains continued to serve New York until April 1958: the Metropolitan Special, Capitol Limited, National Limited, Diplomat, Marylander, and Shenandoah.

1950s and the end

Although all of B&O's Washington–Jersey City passenger trains had been fully dieselized by September 28, 1947, no new passenger cars were built for the Royal Blue in the postwar period. The refurbished 8-car 1937 Royal Blue trainset continued in operation to the end. The overwhelming market dominance of the Pennsylvania Railroad was evident when it introduced the 18-car stainless steel Morning Congressional and Afternoon Congressional streamliners in 1952. By the late 1950s, most U.S. passenger trains suffered a steep decline in patronage as the traveling public abandoned trains in favor of airplanes and automobiles, utilizing improved Interstate Highways. The Royal Blue was no exception, as operating deficits approached \$5 million annually and passenger volume declined by almost half between 1946 and 1957. Amidst the downward trend, the Royal Blue Line briefly recaptured the regal splendor of its early years on October 21, 1957, when Queen Elizabeth II and Prince Philip traveled on the B&O from Washington to New York.



FINAL SOUTHBOUND RUN OF THE ROYAL BLUE, TRAIN No. 27, SHOWN DEPARTING JERSEY CITY, NEW JERSEY ON SATURDAY MORNING APRIL 26, 1958. PHOTO BY DON WOOD.

As financial losses mounted, the B&O finally ceded the New York–Washington market to the Pennsylvania Railroad altogether, discontinuing all passenger service north of Baltimore on Saturday, April 26, 1958, and bringing the venerable Royal Blue to an end. As the engineer was about to ease the locomotive's throttle open for the Royal Blue's final departure from Washington Union Station at 3:45 p.m., the event was covered in a trainside remote broadcast by Edward R. Murrow on a CBS network See It Now television special. The train's 7:49 p.m. arrival at Jersey City Terminal was met by news reporters from The New York Times, the New York Post, Life magazine and The Saturday Evening Post, on hand to cover the legendary Royal Blue's demise. In an editorial the next day, the Baltimore Sun lamented the end of the Royal Blue, saying it "may have been one of the most famous named trains in history. There were faster ways to get to New York and cheaper ones, but no one who had the time ever found a better way to enter New York, especially for the first time, than by the Royal Blue, with the cross-harbor boat trip and the profile of Manhattan thrown in".

The New York Times, in a front page article accompanied by a photograph of train engineer Michael Goodnight bidding farewell to a 7-year old passenger, said "It was a sad and simple story yesterday as the nation's oldest railroad discontinued its crack Royal Blue and its five other passenger trains ... ending] sixty-eight years of continuous through service, operated in a gentlemanly fashion ... a kind of ante-bellum, gracious way of life ... and the reputation for very special service."

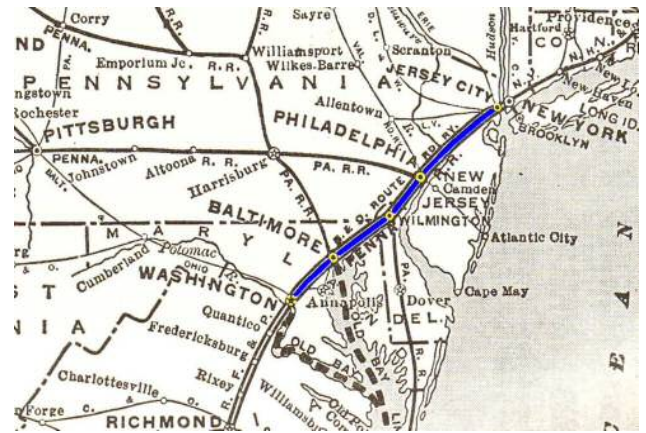
Mount Royal Station continued as the eastern terminus of B&O's passenger service until June 30, 1961, when it closed permanently as a rail passenger facility. It was one of thirteen Baltimore buildings selected in 1959 for the Historic American

Buildings Survey. The building and trainshed were subsequently acquired by the Maryland Institute College of Art (MICA) in 1964 and are preserved as examples of late 19th century industrial architecture.

Schedule and equipment

In the 1890s–1910s period, the Royal Limited operated in both directions simultaneously, with 3 p.m. departures in New York and Washington, arriving at its destination five hours later, at 8 p.m. By the 1930s, travel time between Jersey City and Washington was reduced to four hours. From 1935 to the end of service in 1958, the Royal Blue made a daily round trip, departing New York in the morning and returning from Washington in the evening. According to the Official Guide of February, 1956, the Royal Blue operated on the following schedule as Train No. 27 (bus connections italicized, unconditional stops are underlined):

<u>City</u>	<u>Departure time</u>
New York (Rockefeller Center)	8:30 a.m.
New York (Grand Central Terminal)	8:45 a.m.
Brooklyn, NY	8:45 a.m.
<u>Jersey City, NJ</u>	<u>9:30 a.m.</u>
Elizabeth, NJ	9:46 a.m.
Plainfield, NJ	9:59 a.m.
<u>Wayne Junction, Pa.</u>	<u>10:54 a.m.</u>
<u>Philadelphia, Pa.</u>	<u>11:10 a.m.</u>
<u>Wilmington, Del.</u>	<u>11:35 a.m.</u>
<u>Baltimore, Md. (Mt. Royal Station)</u>	<u>12:38 p.m.</u>
<u>Baltimore, Md. (Camden Station)</u>	<u>12:45 p.m.</u>
<u>Washington, D.C. (Union Station)</u>	<u>1:30 p.m.</u>



ROUTE OF THE ROYAL BLUE
J. G. HOWES COLLECTION

Eastbound, the train departed Washington at 3:45 p.m. as Train No. 28, arriving at Jersey City 7:40 p.m.

Between 1937 and 1958, the Royal Blue was equipped with air-conditioned coaches, parlor cars with private drawing rooms, a lounge car for coach passengers, a full dining car serving complete meals, and a flat-end observation car with a "cafe-lounge" bringing up the rear of the train. Beginning in mid-August 1947, onboard telephone service was provided, making the B&O (along with the Pennsylvania Railroad and the New York Central Railroad) one of the first three railroads in the U.S. to offer telephone service on its trains, using a forerunner of cell phone technology. [www.wikipedia.org]

B&O MAKES IT EASY FOR YOU TO ENTER AND LEAVE NEW YORK

42nd Street Station—*one of four B & O stations in New York and Brooklyn.*

You are relieved of all care of your hand baggage.

From end to the heart of New York and train-side by motor coach. No stairs. No long walks.

AD FROM SEPTEMBER 30, 1951 PUBLIC TIMETABLE



THE Royal Blue

To expedite service, kindly write your order on check, as our waiters are not permitted to accept verbal orders. Please pay on presentation of your check.

DINNER

SOUP DU JOUR	MINTED GRAPEFRUIT SEGMENTS	CLAM BROTH
<p>FRIED MARYLAND OYSTERS, CHILI SAUCE—2.40 BAKED SEASONAL FISH, BUTTER BASTED—2.25 ROAST MARYLAND TURKEY, DRESSING, CRANBERRY JELLY—2.50 BREADED CHOICE PORK CHOPS, SPICY TOMATO SAUCE—2.40 BROILED SELECTED SIRLOIN STEAK—3.90</p>		
CARROTS VICHY	CANDIED SWEETS OR HOME FRIED POTATOES	SOUTHERN STYLE STRING BEANS
<p>HOT POTATO ROLLS</p> <p>HOT BREAD SPECIALTY OF THE DAY</p>		
<p>HELP YOURSELF FROM SALAD BOWL</p>		
APPLE or PUMPKIN PIE	ICE CREAM	MAPLE BAKED APPLE
BREAD CUSTARD PUDDING	CHOICE OF CHEESE AND CRACKERS	HALF GRAPEFRUIT
COFFEE	SANKA	POSTUM
	MILK or BUTTERMILK	TEA

H. G. Howes
Member Dining Car and
Caterers Department
Baltimore, Maryland

Baltimore and Ohio Dining Car Service

ROYAL BLUE MENU CIRCA 1950 - J. G. HOWES COLLECTION.



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



AMTRAK, CITY TO STUDY DEVELOPMENT OF BALTIMORE PENN STATION

BALTIMORE - The city of Baltimore has agreed to pay \$75,000, matching a \$325,000 state grant, to develop a plan to determine what improvements are needed to place Baltimore's Penn Station in a state of good repair.

The study will be conducted by Downtown Partnership, a nonprofit corporation that markets downtown Baltimore and receives public funds for sanitation, streetscape, and other work in the commercial district, the *Baltimore Brew* reports.

Amtrak and MARC recently spent \$1 million to renovate public bathrooms at the century-old Beaux Arts station, which is used by Amtrak's Northeast Corridor trains and MARC's Penn Line service to Washington, D.C., and Perryville.

The study is “a critical first step in determining how we can reactivate and maximize the value of the station's upper floors,” says Amtrak spokeswoman Kimberly D. Woods.

Amtrak is also in the process of developing a commercial plan for seven acres surrounding Penn Station. It has hired Beatty Development Group to develop a “vision plan” for the area.

Beatty last year proposed 1.5 million square feet of new residential and commercial space, at a cost of about \$500 million, around the station. Proposed new construction would include three mid-rise apartments on Lanvale Street and office buildings to be constructed over Amtrak's air rights between St. Paul and Calvert streets and between Charles Street and Maryland Avenue. [*Trains News Wire*]

AMTRAK RETURNS TO DENVER UNION STATION

DENVER - Mar. 3, 2014 - Amtrak returned to Denver Union Station over the weekend. The passenger carrier has used temporary facilities near the station since February 2011.



TRAIN NO. 6 COMPLETES ITS WORK AT DENVER UNION STATION FOR THE FIRST TIME SINCE 2011. PHOTO BY CHIP SHERMAN.

Train No. 6, the eastbound *California Zephyr*, received the honor of first train to use the redeveloped station after it backed in to the facility on Feb. 28. The train's consist includes P42s Nos. 134 and 71 on the point with private car *Virginia City* bringing up the markers.

The Union Station development project provides an opportunity

to create a dense, mixed-use transit-oriented development and may include up to 2 million square feet of development. The Denver Regional Transportation District, Colorado Department of Transportation, Denver Regional Council of Governments, and the city and county of Denver, partnered to create a master plan for the site.

The redevelopment will house a new 110-room hotel, and a selection of independent retail shops and restaurants, as well as provide Amtrak and transit services. The new site will include a 12,000 square foot public

common area and 40,000 square feet of outdoor plaza space.

Denver Union Station opened in 1894 and saw renovation in 1914. During its heyday it served 80 trains daily, but is served today only by the *California Zephyr*. [*Trains News Wire*]

AMTRAK HIGHLIGHTS 2014 INFRASTRUCTURE WORK

WASHINGTON - March 10, 2014 - During 2014, Amtrak plans to move forward on key improvement projects, including continued installation of positive train control safety technology, the start of major construction to upgrade Northeast Corridor high-speed rail and expansion of station accessibility for passengers with disabilities.

“With limited federal capital funding we are doing the work that needs to be done to keep the railroad operating and taking action where we can to achieve safety, operational and passenger travel improvements,” said President and CEO Joe Boardman. “However, to truly realize the mobility and economic benefits offered by passenger rail, there must be dedicated federal funding to support a multi-year planning and construction program.”

POSITIVE TRAIN CONTROL

In 2014, Amtrak is continuing its aggressive program to install PTC on an additional 1,200 track-miles beyond the approximately 530 track-miles where it is already in operation on some Amtrak-owned sections of the Northeast Corridor and all of its Michigan Line. Amtrak is also taking action to obtain needed radio spectrum to transmit data critical to make PTC operational in the new areas. PTC safety technology can control train movements to prevent train-to-train collisions, derailments caused by excessive speed and certain human-caused incidents such as misaligned track switches. Amtrak is on target to meet a 2015 federal deadline.

NORTHEAST CORRIDOR HIGH-SPEED RAIL

In 2014, Amtrak is beginning major construction activities on a 23-mile section of the Northeast Corridor between Trenton and New Brunswick, N.J., to increase top train speeds to 160 mph from 135 mph and improve reliability along this heavily used section. The project will upgrade track and various elements of the electrical and signal systems to support the higher speeds and reconfigure track switches at Penn Station New York to mitigate congestion issues.

ADA STATION ACCESSIBILITY

In 2014, Amtrak will advance its Accessible Stations Development Program with continuation of existing construction work at eight stations in three states and new construction activities at 21 stations in eight additional states. In addition, necessary ADA-related design work will be completed for 61 stations in 20 states.

GATEWAY PROGRAM, BRIDGES AND TUNNELS

Amtrak will also move forward in 2014 on other infrastructure projects including: various planning elements of the Gateway Program to expand track, tunnel and station capacity between Newark, N.J., and Penn Station New York; ongoing construction of a concrete casement through the Hudson Yards commercial development project to preserve a possible pathway for a future Hudson River Tunnel into Manhattan; and design work for replacing major Northeast Corridor and century-old assets such as the Susquehanna River Bridge (Md.), the Pelham Bay Bridge (N.Y.), the Connecticut River Bridge (Conn.) and the B&P Tunnel (Md.).

OTHER INFRASTRUCTURE WORK

By the end of its 2014 maintenance program, Amtrak expects to install or replace nearly 165,000 cross ties, 23 miles of rail, and several dozen track

switches, turnouts and interlockings.

The railroad is also upgrading numerous sections of its electrical and signal systems along the Northeast and Keystone Corridors, and performing various maintenance projects on property it owns in Chicago, New Orleans and elsewhere in the country.

In addition, Amtrak forces will perform significant work as part of state-led projects to upgrade tracks and signal systems between Kalamazoo and Dearborn, Mich.; Poughkeepsie and Albany, N.Y.; and New Haven, Conn., and Springfield, Mass. [Amtrak]

AMTRAK LAUNCHES NEW ADVERTISING CAMPAIGNS

WASHINGTON - March 6, 2014 - With ridership at a record 31.6 million in fiscal year 2013, Amtrak is highlighting the choice and benefits consumers have for travel with two new advertising campaigns promoting the National system and Northeast Regional Service.

"The new campaigns offer us the opportunity to feature the benefits and amenities of long-distance trains and the convenience of our Northeast Regional Service," said Amtrak Chief of Marketing and Advertising Programs John Lee. "From the heart of one big city to another or to destinations in hundreds of local communities across the country, Amtrak takes you where you want to go."



The new Amtrak National advertising campaign showcases the amenities offered by long-distance trains that contribute to a unique and comfortable alternative to automobile road trips. With headlines such as "A better journey starts with a better ride," "The art of travel redefined," "Show the road who is boss" and "Take a whole new view of

ONE-WAY FARES FROM SAN FRANCISCO TO:					Making 500 destinations a far better ride.		AMTRAK Proudly the journey	
CHICAGO	COLUMBIA	INDIANAPOLIS	LOS ANGELES	PHOENIX	SEATTLE	ST. LOUIS	WASHINGTON	PHOTO: AMTRAK
\$164	\$138	\$104	\$61	\$86	\$98	\$98	\$98	

NATIONAL PRINT AD

travel," the new campaign promotes the advantages of rail travel vis-à-vis an automobile, such as private sleeper service, panoramic windows, and wide seats with extra headroom and legroom. The sign-off for these ads, "Making 500 destinations a far better ride," speaks to the breadth and connectivity of the Amtrak network.

The National campaign includes radio, print, digital, mobile and out of home media elements. In fiscal year 2013, Amtrak long-distance routes combined had the best year in 20 years with 4.8 million passengers.



NORTHEAST REGIONAL PRINT AD

The new Northeast Regional advertising campaign promotes the action-oriented cities along the route and symbolically showcases the train arriving in the middle of the action. The ads visually depict the Amtrak train getting you to the action at a

variety of events and attractions including an art gallery, music concert, theatre performance, shopping mall, restaurant, and sports arena/basketball game. They feature headlines highlighting a benefit of train travel such as a train at a basketball game with the headline "The only driving here should

be to the basket," and another ad with the train at a concert has the headline "Roll in ready to rock out."

The Northeast Regional campaign is featured in print, digital and mobile media. Northeast Regional Service set a new ridership record with more than eight million riders in fiscal year 2013. Northeast Corridor passengers will experience more reliable and efficient service over the next two years as Amtrak puts in service 70 new advanced technology locomotives.

By promoting the benefits of intercity rail travel, both of these campaigns provide brand support for all Amtrak services nationwide and are also readily adaptable to promote a specific region's markets and services.

Draftfcb New York worked in conjunction with Amtrak to develop the campaigns. [Amtrak]



CSX RELEASES NEW HUNTINGTON-BUILT GP38-3 AND GP40-3 LOCOMOTIVES



CSX GP38-3 No. 2000 and GP40-3 No. 6500 lead a coal train after release from the Huntington shop - PHOTO BY CHASE GUNNOE.

HUNTINGTON, W.Va. - Feb. 18, 2014 - CSX has released the first rebuilt GP38-3 and GP40-3 locomotives constructed at its Huntington locomotive shop. The four-axle locomotives, similar to the Huntington-designed SD40-3 project,

include upgraded cabs, electronic handbrakes, auto start, positive train control, and a new traction control system.

The first two locomotives were released from Huntington's Shops on Feb. 14 and were assigned to local train service between Huntington and Russell, Ky. The GP38-3s will be numbered in the 2000 series while the GP40-3s will be numbered in the 6500 series.

No. 2000 is former GP38-2 No. 2751, and No. 6500 is former GP40-2 No. 6349.

The Huntington shops are expected to produce 22 four-axle rebuilds in 2014, according to a source close to the railroad [Trains News Wire]

CSX EXPECTS MORE MODEST FULL-YEAR EARNINGS GROWTH REFLECTING CHALLENGING WEATHER CONDITIONS

JACKSONVILLE, Fla. - March 12, 2014 - CSX Corporation Chief Financial Officer Fredrik Eliasson today discussed a variety of financial and market-specific topics at the J.P. Morgan Aviation, Transportation and Industrials Conference in New York City, including the first quarter weather impact on CSX, macroeconomic drivers of company growth, and long-term earnings guidance.

"The severe weather has challenged CSX operations and volume, with the impact on first quarter earnings now expected to approach 10 cents per share," Eliasson said. "However, we still expect full-year earnings growth in 2014, though at a more modest rate than previously anticipated, with the underlying strength in our merchandise and intermodal markets combined with visibility to several million new tons of domestic coal helping to offset the first quarter impact."

After several years of excess inventory at coal-fired utility plants in CSX's service territory, inventories are now close to normal levels as a result of the colder than normal winter weather. In addition, broad-based growth in the company's merchandise and intermodal markets in 2014 will continue on the strength of macroeconomic expansion, opportunities afforded by the process of natural gas drilling, and conversions from highway to intermodal service.

"To continue to promote modal conversion, CSX is making strategic

investments to capitalize on an estimated 9 million truckloads in the East that would benefit from intermodal service," said Eliasson. "To leverage that opportunity, the company is expanding its Northwest Ohio Intermodal Terminal to leverage growth in the small- and mid-sized markets CSX now reaches as a result of its combined corridor and hub-and-spoke strategies."

Long-term, the company expects to continue generating sustainable, profitable growth for investors by leveraging its diverse business portfolio while continuing to price above inflation and drive efficiency gains of at least \$130 million per year.

With this as a foundation and with coal headwinds subsiding, CSX expects to deliver double-digit EPS growth on a sustainable basis. However, it is not clear whether the double-digit EPS growth expected in 2015 will be sufficient, in combination with the more modest earnings growth expected in 2014, to produce a compound annual growth rate of 10 to 15 percent off over the two year period. At the same time, CSX continues to target a high-60s operating ratio by 2015, which the company believes is still attainable. Longer term, the company remains focused on achieving a mid-60s operating ratio. [CSX Corp.]



FREIGHT RAIL VITAL TO ECONOMIC PROSPERITY, NORFOLK SOUTHERN CEO MOORMAN TELLS U.S. CHAMBER OF COMMERCE

NORFOLK, VA. - Feb. 20, 2014 - Norfolk Southern CEO Wick Moorman today said freight railroads are "essential to driving America's continued economic recovery."

Speaking in Washington to a U.S. Chamber of Commerce meeting on infrastructure, Moorman said railroad improvements in technology, service, and capacity "provide America with a key competitive advantage in the marketplace and serve to bolster economic prosperity."

Moorman pointed to resurgence in domestic manufacturing and said, "The freight rail industry will be there to assist companies as they seek to take advantage of these favorable trends."

He said a balanced regulatory environment is key to the railroads' ability to continue earning the capital necessary to invest in new markets. "Railroads are an essential partner to government and business in rebuilding America and positioning it for a prosperous future," he said, "but we can reach that goal only if we can continue to grow and reinvest."

Moorman said, "If freight railroads do our job well, the economy grows, and America ultimately prospers – a win for all of us." [Norfolk Southern Corp.]

NORFOLK SOUTHERN UNVEILS NEW LOCOMOTIVE IN CELEBRATION OF GoRail's TENTH ANNIVERSARY



NORFOLK, VA. – GoRail and Norfolk Southern announced the unveiling of its one-of-a-kind GoRail locomotive today to commemorate the 10th anniversary of GoRail, a non-profit grassroots organization dedicated to educating the public about the benefits of moving

more freight by rail. Founded in 2004, GoRail mobilizes support for policies that would lead to more freight moving by rail and opposition to policies that would limit the freight railroads' ability to meet growing freight demand. The GoRail locomotive will enter into regular freight service on Norfolk Southern's system.

"We are honored that Norfolk Southern has commissioned this special GoRail locomotive and are excited for its debut," said GoRail President Russell McGurk. "We believe it will help GoRail spread awareness about the many public benefits of rail, including more jobs, improved safety, less

pollution and less energy consumption. When the public understands that America's privately owned freight railroads invest billions of dollars each year in the nation's rail network, so taxpayers don't have to, they are eager to get behind pro-rail policies."

The SD60E model features a paint scheme combining the infinity lines of the Norfolk Southern livery with the tracks of the GoRail logo. The lines end in an arrow to depict movement, and the GoRail colors carry through the modified speed lines to show the unity of GoRail and Norfolk Southern, creating the look of land as seen from above and signifying freight movement. The GoRail locomotive joins Norfolk Southern's 30th anniversary fleet of 20 non-traditional locomotives painted in the schemes of key predecessor railroad companies and the veterans' locomotive painted to honor those who have served in the military and reserves. The GoRail locomotive was painted in Altoona, involving 14 Norfolk Southern employees using 60 gallons of primer and paint over a 40-hour period.

"Our industry has a great story to tell, and GoRail does an excellent job of educating the public about the benefits and strengths of the American freight rail system and the continuing high levels of freight rail investment to drive safety, service and growth," said Norfolk Southern CEO Wick Moorman. "We are pleased to help promote GoRail and their pro-rail mission."

The unveiling of the GoRail locomotive (No. 6963) took place at a reception on Wednesday, March 12 at Union Station in Washington, D.C., the evening preceding Railroad Day on Capitol Hill. Photos will then be posted to the GoRail and Norfolk Southern social media accounts.

A time-lapse video of the painting of No. 6963 is on YouTube at www.youtube.com/watch?v=7h55AaK6rZ0. [Norfolk Southern Corp.]



SEPTA CELEBRATES ITS 50TH ANNIVERSARY

The Authority will mark its Golden Jubilee with a year-long calendar of special events & programs

Philadelphia, PA (February 18, 2014) - Are you aware that this is a significant day for public transportation in the Delaware Valley? Fifty years ago today SEPTA held its first organizational meeting, forming the beginnings of the transit system we all enjoy today.

So how should SEPTA, our riders, and the region recognize the agency's semi-centennial anniversary? A one-day party seems insufficient. But a year-long campaign to celebrate the future of SEPTA with great stories from the past sounds like a perfect way to celebrate 50 years of service to the region. A growing list of planned events and programs includes:

> An advertising campaign that will feature the SEPTA logos used during the past 50 years

> Encouraging riders to share their "first ride on SEPTA stories" through the ISEPTAPHILLY campaign. With ads now running in local media featuring a tagline about this historical milestone that says: "We're celebrating the future of SEPTA with great stories from the past. SEPTA is the vehicle, but the journey is yours."

> Special contests with prizes will also be hosted throughout the year on ISEPTAPHILLY.com

> Hosting "Throwback Thursdays" and "Flashback Fridays" on the SEPTA Website (www.septa.org/media/50th.html), and on social media, featuring SEPTA retirees, and classic stories about the agency's development & past.

>The establishment of a "storyteller station" at the Transit Museum Store at 1234 Market Street for the public to share their stories about SEPTA, donate photos, and other memorabilia.

Central to all of these programs is the establishment of an official SEPTA archive. "We often receive calls from the public & media about a place to access photos and information about the Authority's history, but we never hosted a formal place for this. With this anniversary, we look forward to building and enriching an archive with the help of our riders, friends, and neighbors," said SEPTA General Manager Joseph M. Casey. "In addition to

their contributions, we're asking the public and the press to keep an ear out for additional celebrations and festivities as the year moves forward."

[Edited from SEPTA]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN APRIL

Apr. 16, 1897 - Work begins on new PRR Susquehanna River bridge between Columbia and Wrightsville; one half built by Pencoyd Iron Works (A. & P. Roberts) and one half by Edge Moor Bridge Works.

Apr. 1, 1903 - West Chester Railroad, Western Pennsylvania Railroad, Downingtown & Lancaster Railroad, River Front Railroad, Turtle Creek Valley Railroad, and South Fork Railroad all merged into PRR under agreement of Jan. 14, 1903.

Apr. 1908 - PRR completes track improvements at Broad Street Station and west to Schuylkill River; station tracks lengthened, shortest from 350 feet to 750 feet and longest to 1,000 feet; umbrella sheds built beyond train shed; interlocking rearranged with upper quadrant semaphores.

Spring 1913 - PRR conducts tests of high speed air brakes with pneumatic or electrical controls on southbound track of Atlantic City Division of West Jersey & Seashore; test train, consisting of a K2 Pacific and 12 P70 coaches makes a total of 691 runs; train, weighing 1,000 tons, can be stopped in 1,000 feet or about its own length, from 60 MPH.

Apr. 15, 1918 - Cornwall & Lebanon Railroad merged into PRR under agreement dated July 5, 1917.

Apr. 3, 1923 - PRR's Car Service Department Glee Club gives a 1 hour:10 minute musical radio program on station WIP in Philadelphia; believed to be the first radio broadcast by a railroad musical group.

Apr. 11, 1928 - Automatic Train Control placed in service between Paoli and Harrisburg and Glen Loch to "AK" on Trenton Cutoff.

Apr. 9, 1933 - East-west trains electrified with electric-to-steam change at Paoli, replacing change at Manhattan Transfer for trains operating via New York-Pittsburgh Subway; change is made at Broad Street Station for trains operating in and out of center city; Paoli platforms lengthened for main line trains.

Apr. 24, 1938 - *The Susquehannock* inaugurated as a through train between Philadelphia and Williamsport, Pa., via Harrisburg; supersedes *The Flying Quaker* between Harrisburg and Philadelphia.

Apr. 28, 1943 - PRR board authorized purchase of 6 secondhand 2-8-8-2's from Norfolk & Western for \$250,200.

Apr. 30, 1948 - Last run of passenger train between Wawa and Oxford, Pa., ending passenger service on Octoraro Branch; leaves one local freight Wawa-Oxford and one trip per week between Nottingham and Perryville.

Apr. 23, 1953 - PRR leases deck over north side of 30th Street Station to Auto Parks, Inc., as parking lot.

Apr. 26, 1958 - Last run of PRSL passenger service between Wildwood and Cold Spring Harbor, N.J.

Apr. 26, 1963 - *The General* becomes an all-coach train except for one sleeper for New York World's Fair traffic.

Apr. 1967 - PRR announces it has acquired 255 large-volume 40-foot highway trailers.

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



TIMETABLE 04 -14

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

Through Friday, May 30, 2015

The War Came By Train - Civil War 150th Anniversary at the B&O Railroad Museum, 901 West Pratt St., Baltimore, MD 21223. Info: www.borail.org

Saturday, April 5, 2014

Delaware Train Show at the Nur Shrine Center, Rt. 13 / 198 S. DuPont Highway, New

Castle, Del. 19720. Info: www.toyshow.org.

Saturday, April 5, 2014

Harrisburg Chapter, NRHS Annual Banquet at Colonial Golf and Tennis, 4901 Linglestown Road, Harrisburg. \$25.00 per person to Harrisburg Chapter Annual Banquet, 637 Walnut Street, Harrisburg, PA 17101-1924.

Sunday, April 6, 2014

Reading Company Technical & Historical Society - Scale Model and Toy Train Meet at the Leesport Farmers Markets, Banquet Hall, PA Route 61, Leesport, PA. Info: contact Tom at 717-279-6783 (before 9 pm) or at mjtsbrown@comcast.net

Saturday and Sunday, April 12-13, 2014

Easter Bunny Special on the West Chester Railroad. Info: www.westchesterRR.com

Saturday and Sunday, April 12-13, 2014

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

Saturday, April 19, 2014

Easter Bunny Special on the West Chester Railroad. Info: www.westchesterRR.com

Thursday - Saturday, April 24-26, 2014

Eastern Division, TCA Meet at the York Expo Center, 334 Carlisle Ave., York, PA 17404. Info: Debbie Geiser, 302-674-5797, debbie_geiser@verizon.net

Thursday - Sunday, April 24-27, 2014

NRHS Spring Conference, Advisory Council and Board of Directors' Meetings in Lewisburg, Pa. Hosted by the Central Pennsylvania Chapter.

Sunday, April 27, 2014

Stewartstown Railroad Station Museum Open House, 21 W. Pennsylvania Ave. (Route 851), Stewartstown, PA. 1:00 p.m. to 5:00 p.m. Track car rides available weather permitting. Fare \$6.00 per person. Admission to the station museum is free; donations are welcome. Info: visit www.stewartstownfriends.org or call 717-654-7530.

Thursday - Sunday, May 1-4, 2014

Pennsylvania Railroad Technical & Historical Society Annual Meeting at the Radisson Penn-Harris Hotel in Camp Hill, Pa. Info: http://www.prrths.com/conventions/PRR_Annual.html

Saturday, May 3, 2014

Conrail Historical Society RailBQ - Oliver Township Park, 501 S 3rd St. Newport, PA, 17074, next to the NS Pittsburgh to Harrisburg Main Line. Info: www.thecrhs.org/events/2014-Annual-Spring-RailBQ

Saturday, May 3, 2014

"Vosburg Flyer" photo freight sponsored by the Lackawanna & Wyoming Valley Chapter, N.R.H.S. Info: www.laurellinesspecials.org

Saturday, May 10, 2014

National Train Day

Thursday - Saturday, May 15-17, 2014

22nd National Trolley Meet by the East Penn Traction Club at the Pennsylvania Convention Center in center city Philadelphia Pa. Info: http://eastpenn.org/2015_meet_announcement.htm



Thursday - Sunday, May 29 to June 1, 2014

Streamliners at Spencer featuring classic cab units of the '30s through the '50s at the N.C. Transportation Museum in Spencer, N.C. Info: www.nctrans.org

Tuesday - Saturday, June 10-14, 2014

NRHS 2014 Annual Convention at Springdale, Ark. Info: www.nrhs.com

Saturday and Sunday, June 21-22, 2014

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

Saturday - Saturday, June 21-28, 2014

60th National TCA Convention at the Crowne Plaza Hotel, located in Cherry Hill, NJ. Hosted by the Atlantic Division. Info: www.adtca.com/2014-convention

Sunday - Friday, July 6-11, 2014

RailCamp East headquartered at the University of Delaware in Newark, Del. Activities center around the Strasburg Rail Road, Railroad Museum of Pennsylvania and Amtrak facilities in Delaware. Info: www.nrhs.com

Sunday - Saturday, July 13-19, 2014

NMRA National Convention and National Train Show in Cleveland, Ohio. Info: <http://www.2014cleveland.org/>

Saturday and Sunday, July 19-20, 2014

Amtrak Exhibit Train at the Delaware State Fair in Harrington, Del.



ROUTE 741 EAST, STRASBURG, PA

[WWW.RRMUSEUMPA.ORG](http://www.rrmuseumpa.org)

717-687-8628

Saturday, April 26 through December 31, 2014 - Exhibit: A First Class Restaurant on Wheels -- The Story of the Railroad Dining Car

Saturday & Sunday, May 10-11, 2014 - National Train Day

Tuesday, July 1 through Sunday, July 6, 2014 - Reading Railroad Days

>>> Pennsy Days and Conrail Days are NOT listed <<<



STRASBURG RAIL ROAD

SPECIAL EVENTS

[WWW.STRASBURGRAILROAD.COM](http://www.strasburgrailroad.com)

1-866-725-9666

Saturday, April 5, 12, 26, 2014 - Wine & Cheese Train

Saturday, April 5, 12, 26, 2014 - Murder Mystery Dinner Train - 6:00 pm

Sunday, April 6, 2014 - Great Train Robbery Train

Friday-Sunday, April 18-20, 2014 - Easter Bunny Train

Saturday, April 19, 2014 - Seafood Express - 6:00 pm

Sunday, April 20, 2014 - Easter Dinner Train throughout the day

Saturday, May 3, 2014 - The Chocolate Express - 6:00 pm

Saturday, May 3, 10, 17, 24, 31, 2014 - Wine & Cheese Train

Saturday, May 10, 24, 31, 2014 - Murder Mystery Dinner Train - 6:00 pm

Sunday, May 11, 2014 - Mother's Day Dinner Train throughout the day

Saturday, May 17, 2014 - Seafood Express - 6:00 pm

Sunday, May 25, 2014 - Flavors of Lancaster County - 6:00 pm



MARCH, 2014 CHAPTER MEETING MINUTES

CALLED TO ORDER: The "Sunday" Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Fright Station, Christiana, Pa. on Sunday, March 16, 2014. The meeting was called to order at 3:10 p.m. by President Tom Shenk with 40 members present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the January membership meeting minutes. Steve Himpsl approved the motion and Glenn Kendig seconded the motion. The January membership minutes were approved as printed in the *Lancaster Dispatcher*.

CHAPLAIN: In the absence of Chaplain David Stambaugh, Tom Shenk reported that Harold Helm passed away on February 25. Harold was 88 years old. Mary Helm was in attendance at today's Chapter meeting. Toady Kennel announced LaVerne "Bud" Rettew has been having heart problems and was at the Harrison House for physical therapy. Peggy Woerner announced Charlie Jones had pneumonia and was in the hospital for three days. Charlie developed a rash from the antibiotics he was taking for the pneumonia.

TREASURER: Treasurer Richard Rutledge gave the Treasurer's Report for the month of February. Richard had the Chapter's tax returns completed and has a copy for the Chapter's records.

MEMBERSHIP: In the absence of First Vice-President Ron Irwin, Tom Shenk reported Chapter membership renewals are still coming in. Tom did not have the exact breakdown of the membership numbers.

NEWSLETTER: Editor Ed Mayover finished the twelve page full-color Special Edition of the newsletter. Tom Shenk handed out the Special newsletter to Chapter members at today's Chapter meeting. Chapter members who were not in attendance at today's meeting will have their newsletter mailed to them.

TRIPS: Tom Shenk reported that there was a cancellation for the September trip to Yellowstone Park. There is a waiting list and the cancellation will be filled from that list.

RADIOS: Steve Himpsl announced that the Chapter purchased three cabinets to store the Chapter's books, prints, extra supplies for the Station and projector equipment. The cabinets are at the upstairs back wall of the Station. Steve also announced that the Sales Committee will not be purchasing any more tee shirts, hats or jackets. They are trying to sell what the Chapter already has. Steve reported they tried to get a Hometowne collectible of the Caboose, but the company that makes them is out of business. Steve announced the six radios that National would like to use at the April Spring Board conference at Lewistown need to be delivered. Smoke and Helen Shaak or Fred Kurtz will be taking the radios to the conference.

NATIONAL: Smoke Shaak is running for the four-year term as District Director on the National Board. Mark Eyer is running for the two-year term as District Director on the National Board.

KITCHEN COMMITTEE: Evan Russell III and Tina Paul volunteered in the kitchen for the April Chapter Membership Meeting. Joan Shearer and Eileen Stoll will need volunteers to help with refreshments in the kitchen for the months of May, June, and October. If anyone is interested, see Joan, Eileen, or Tom. There is also a sign-up sheet available for the months help is needed.

ANNOUNCEMENTS: Tom Shenk announced that the August Chapter Membership Meeting will be held at the Strasburg Rail Road. Strasburg Railroad tickets are still available for sale at \$7.00 per ticket. The Annual Banquet will be in November at the Revere Tavern. Steve Himpsl announced that everything at the Dillerville Yard on the Lancaster side is going to be

removed. The railroad ties, tracks, engines, baggage cart, are all being removed. The Liberty Street Bridge is still there, but will be torn down. Steve announced that the Columbia/Reading Co. is rebuilding railroad cars and eventually will connect to the main railroad line. There were some of last year's Banquet flyers available at today's meeting if you were not able to attend the banquet and would like one. Glenn Kendig reported that there were no major problems at the Station from the severe winter. There was just one problem when the drain line trap froze and caused some bathroom issues with the Station. Glenn also announced clean-up for the station will be Saturday May, 3 starting at 9:00 a.m. Glenn announced that he would like to form a Long Range Planning Committee. Glenn volunteered to head up the Committee and would like three to seven more volunteers. Ideas for the Committee: how to bring in new members, how to utilize the Station. If anyone is interested in serving on this Committee, contact Glenn.

Tom Shenk reported that Monday, April 14 will be the Chapter's next Board Meeting to be held at the Christiana Freight Station. Richard Rutledge mentioned a PBS special entitled "The Rise and Fall of Penn Station". He encouraged Chapter members to try and see the special, it was very well done.

ADJOURNMENT: The Chapter Meeting was adjourned at 3.40 p.m. for today's program. Glenn Kendig showed a video of the construction and subsequent dismantling of the Atglen & Susquehanna Branch.

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



**LESS THAN CARLOAD SHIPMENTS
LOCAL AND NATIONAL NEWS**



**HISTORIC INTERURBAN EQUIPMENT RETURNS
TO SERVICE IN PENNSYLVANIA**

ROCKHILL FURNACE, Pa. - Feb. 18, 2014 - The second of two historic "Electroliner" interurban trains has returned to operation following major repairs to its electrical control systems by museum volunteers. The train is at the Rockhill Trolley Museum in Rockhill Furnace, adjacent to the narrow gauge East Broad Top Railroad.



LIBERTY LINER NO. 803-804, THE INDEPENDENCE HALL, AT ROCKHILL FURNACE, PA. ON FEB 15, 2014. PHOTO BY JOEL SALOMON.

The museum operated the train until 1996, when it was taken out of service with serious electrical problems. After an anonymous donation of necessary parts, museum volunteers worked for six weeks to install and test the new electrical components before the car was rolled out on Saturday during Winterfest, an annual

event held on a rotating basis at several eastern trolley museums as a social and networking event. More than 100 museum members from six trolley museums enjoyed snowplowing and car operation, as well as lunch and dinner prepared by museum volunteers.

The train was built in 1941 for the Chicago North Shore & Milwaukee interurban and operated between its namesake cities until the route was abandoned in 1963. Both were purchased by the Philadelphia Suburban Transportation Co. of Upper Darby later the same year and refurbished for use on the 13-mile Norristown High Speed Line. They entered service in 1964 and operated until 1978.

Both trains, rebranded "Liberty Liners" while operating in suburban Philadelphia, were preserved. No. 803-804, *Independence Hall*, went to

Rockhill Furnace in 1982. Sister train No. 801-802, the former *Liberty Liner Valley Forge*, was restored to operation in its original North Shore Electroliner paint at the Illinois Railway Museum. [Trains News Wire]

THIS MONTH'S BANNER PHOTO

To celebrate Conrail's 38th birthday on April 1st, we have Conrail E8A No. 4022 and New Jersey Transit No. 4327 at the South Amboy, New Jersey enginehouse on September 2, 1978.



OPERATION LIFESAVER REMINDS YOU...

IF YOU SEE A TRAIN COMING, WAIT! Don't be tempted to try to beat a train. An approaching train may be closer and traveling faster than it appears.



LAST RUN

The Lancaster Chapter extends sincerest condolences to Mary A. Helm and family on the loss of her husband and Chapter Member Harold L. Helm, 88, who passed away on Tuesday, February 25, 2014, at Manor Care Health Services South.

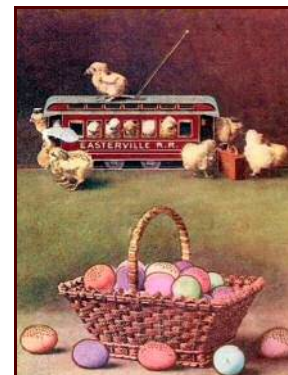
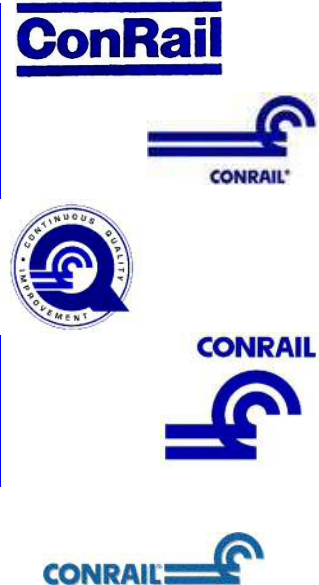


Harold worked for Red Lion Bus Company and drove a coach for many of our early Chapter bus trips. Mary and Harold were at the Chapter Picnic last September. Harold loved trains and railroads. He will be missed at our meetings.



CONRAIL - 38 YEARS

APRIL 1, 1976 - APRIL 1, 2014
PREMIER ISSUE OF THE CONRAIL
EMPLOYEE MAGAZINE - APRIL 1976



The Lancaster Chapter, N. R. H. S. Board of Directors wishes all Chapter Members, Friends and E-mail Readers a Very Happy and Safe Easter...

“INSIDE THE BACK PAGE”**UPCOMING LANCASTER CHAPTER ACTIVITIES****APRIL****APRIL 14, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER BOARD MEETING****APRIL 21, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING**

Our friend Paul Kutta returns with an interesting program titled “Some Pennsylvania Short Lines” about many of the Commonwealth’s railroads which aren’t as long as the Class I’s, but just as wide! Another one of Paul’s fantastic programs, please consider bringing a friend.

MAY**MAY 3, 2014 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - SPRING CLEAN-UP**

Meet for breakfast at the Dutch-Way Family Restaurant at 7:30 AM. Have a hearty meal before joining the Gang to spiff up our Chapter home. Or, you may join the fun at the Freight Station at 9:00 am.

MAY 19, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

Chapter Friend Frank Tatnall will present a very interesting and informative program titled “Jersey Central in Pennsylvania and New Jersey Prior to 1976.” One of the fallen railroads, the Jersey Central operated freight, passenger and commuter service, including the famed *Blue Comet*. An excellent program about a railroad not often documented, you won’t want to miss this program!

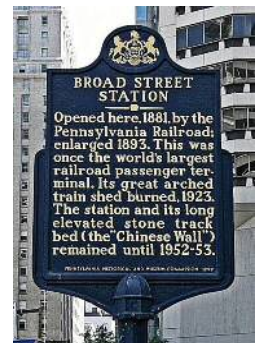
JUNE**JUNE 16, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING**

Rescheduled from our cancelled February Chapter Meeting, Mark Eyer returns with “Chicago - 1985 & 1986 - A Look Back at Railroading in the Windy City Before the Mergers.” The belt railroads: IHB, BRC, EJ&E; the neat class I’s: MP, C&NW, ICG, Soo, MILW, and Seaboard before they fell, along with ATSF, BN, Chessie and Conrail. Commuter trains with F40’s, F Units, and BN E Units. Great locations like Dolton, Blue Island, McCook, the BN Racetrack and Joliet.

CHAPLAIN CONTACT INFORMATION**DAVID STAMBAUGH EMAIL: CHAPLAIN@NRHS1.ORG PHONE: 717-292-1726****IF YOU KNOW OF A CHAPTER MEMBER WHO IS SICK, LOST A LOVED ONE OR HAS A NEW BIRTH IN THE FAMILY, PLEASE CONTACT DAVID.****62 YEARS AGO THIS MONTH**

On April 27, 1952, the Pennsylvania Railroad’s Broad Street Station closed. The last regular train, No. 431 bound for Washington, left at 1:10 AM. However, the very last train was a special carrying the Philadelphia Orchestra on tour, which left at 10:00 PM as part of a special ceremony attended by 5,000 and broadcast over the radio. 600 tickets were sold on a first-come basis for the ride from Broad Street to North Philadelphia Station.

Once the flagship station of the PRR, today “Old Broad” is nothing but a marker and a memory...although parts of the “Chinese Wall” still exist!



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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, APRIL 21, 2014 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**



THE LANCASTER DISPATCHER IS PUBLISHED MONTHLY AS THE NEWSLETTER OF THE LANCASTER CHAPTER, NRHS AND IS MAILED TO EACH MEMBER OF THE CHAPTER AS ONE OF THE BENEFITS OF MEMBERSHIP. ANNUAL MEMBERSHIP DUES ARE \$70 (INCLUDES BOTH LANCASTER CHAPTER AND NATIONAL). OPINIONS AND POINTS OF VIEW EXPRESSED HEREIN ARE THOSE OF THE EDITOR, STAFF OR CONTRIBUTORS AND NOT NECESSARILY THOSE OF THE MEMBERSHIP, OFFICERS, OR THE NRHS. THE DEADLINE FOR ALL ITEMS SUBMITTED IS THE FOURTH MONDAY OF THE PRECEDING MONTH. ADDRESS CHANGES OR CORRECTIONS SHOULD BE SENT TO: RON IRWIN, 15 HIGHLAND DR., LANCASTER, PA 17602-3313 OR EMAIL: RIRWIN@NRHS1.ORG.

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