

LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 45 NUMBER 9

DISTRICT 2 - CHAPTER WEBSITE: WWW.NRHS1.ORG

SEPTEMBER 2014



U.S.S. BARB - THE SUB THAT SANK A

In 1973 an Italian submarine named Enrique Tazzoli was sold for a paltry \$100,000 as scrap metal. The submarine, given to the Italian Navy in 1953 was actually an incredible veteran of World War II service with a heritage that never should have passed so unnoticed into the graveyards of the metal recyclers. The U.S.S. Barb was a pioneer, paving the way for the first submarine launched missiles and flying a battle flag unlike that of any other ship. In addition to the Medal of Honor ribbon at the top of the flag identifying the heroism of its captain, Commander Eugene "Lucky" Fluckey, the bottom border of the flag bore the image of a Japanese locomotive. The U.S.S. Barb was indeed, the submarine that "SANK A TRAIN".



ITALIAN SUBMARINE ENRIQUE TAZZOLI - S511

JULY, 1945 (GUAM)

Fleet Admiral Chester Nimitz looked across the desk at Admiral Lockwood as he finished the personal briefing on U.S. war ships in the vicinity of the northern coastal areas of Hokkaido, Japan. "Well, Chester, there's only the Barb there, and probably no word until the patrol is finished. You remember Gene Fluckey?" "Of course. I recommended him for the Medal of Honor," Admiral Nimitz replied. "You surely pulled him from command after he received it?"

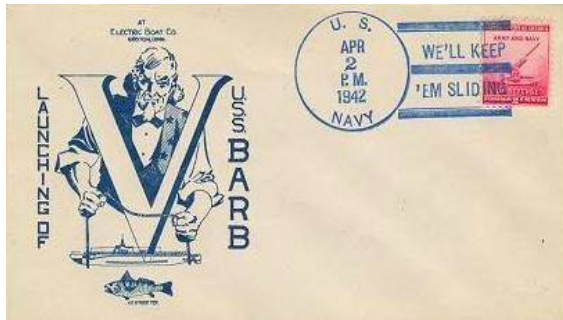
JULY 18, 1945 (PATIENCE BAY, OFF THE COAST OF KARAFUTO, JAPAN)

It was after 4 A.M. and Commander Fluckey rubbed his eyes as he peered over the map spread before him. It was the twelfth war patrol of the Barb, the fifth under Commander Fluckey. He should have turned command over to another skipper after four patrols, but had managed to strike a deal with Admiral Lockwood to make one more trip with the men he cared for like a father, should his fourth patrol be successful. Of course, no one suspected when he had struck that deal prior to his fourth and what should have been his final war patrol on the Barb, that Commander Fluckey's success would be so great he would be awarded the Medal of Honor.

Commander Fluckey smiled as he remembered that patrol. "Lucky" Fluckey they called him. On January 8th the Barb had emerged victorious from a running two-hour night battle after sinking a large enemy ammunition ship. Two weeks later in Mamkwan Harbor he found the "mother-lode" ...more than 30 enemy ships. In only 5 fathoms (30 feet) of water his crew had unleashed the sub's forward torpedoes, then turned and fired four from the stern. As he pushed the Barb to the full limit of its speed through the dangerous waters in a daring withdrawal to the open sea, he recorded eight direct hits on six enemy ships. Then, on the return home he added yet another Japanese freighter to the tally for the Barb's eleventh patrol, a score that exceeded even the number of that patrol.

What could possibly be left for the Commander to accomplish who, just three months earlier had been in Washington, DC to receive the Medal of Honor? He smiled to himself as he looked again at the map showing the rail line that ran along the enemy coast line. This final patrol had been promised as the Barb's "graduation patrol" and he and his crew had cooked up an unusual finale. Since the 8th of June they had harassed the enemy, destroying the enemy supplies and coastal fortifications with the first submarine launched rocket attacks. Now his crew was buzzing excitedly about bagging a train.

The rail line itself wouldn't be a problem. A shore patrol could go ashore under cover of darkness to plant the explosives...one of the sub's 55-pound scuttling charges. But this early morning Lucky Fluckey and his officers were puzzling over how they could blow not only the rails, but one of the frequent trains that shuttled supplies to equip the Japanese war machine. Such a daring feat could handicap the enemy's war effort for several days, a week, perhaps even longer. It was a crazy idea, just the kind of operation "Lucky" Fluckey had become famous...or infamous...for. But no matter how crazy the idea might have sounded, the Barb's skipper would not risk the lives of his men. Thus the problem... how to detonate the charge at the moment the train passed, without endangering the life of a shore party. PROBLEM? Not on Commander Fluckey's ship. His philosophy had always been



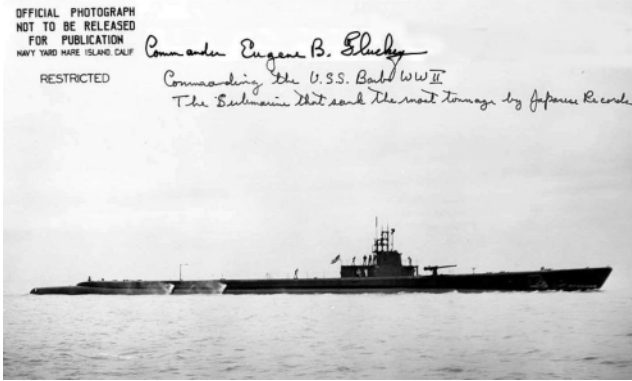
COMMEMORATIVE COVER FOR THE LAUNCHING OF THE U.S.S. BARB ON APRIL 2, 1942

Photo # 19-N-83952 USS Barb in San Francisco Bay, 3 May 1945



OFFICIAL U.S. NAVY PHOTOGRAPH

the moment the train passed, without endangering the life of a shore party. PROBLEM? Not on Commander Fluckey's ship. His philosophy had always been



"We don't have problems, only solutions".

11:27 AM

"Battle Stations!" No more time to seek solutions or to ponder blowing up a train. The approach of a Japanese freighter with a frigate escort demands traditional submarine warfare. By noon the frigate is laying on the ocean floor in pieces and the Barb is in danger of becoming the hunted.

6:07 PM

Solutions! If you don't look for them, you'll never find them. And even then, sometimes they arrive in the most unusual fashion. Cruising slowly beneath the surface to evade the enemy plane now circling overhead, the monotony is broken with an exciting new idea. Instead of having a crewman on shore to trigger explosives to blow both rail and a passing train, why not let the train BLOW ITSELF up. Billy Hatfield was excitedly explaining how he had cracked nuts on the railroad tracks as a kid,

placing the nuts between two ties so the sagging of the rail under the weight of a train would break them open. "Just like cracking walnuts," he explained. "To complete the circuit (detonating the 55-pound charge) we hook in a microswitch ...between two ties. We don't set it off, the TRAIN does." Not only did Hatfield have the plan, he wanted to be part of the volunteer shore party.

The solution found, there was no shortage of volunteers, all that was needed was the proper weather...a little cloud cover to darken the moon for the mission ashore. Lucky Fluckey established his own criteria for the volunteer party:

...No married men would be included, except for Hatfield,

...The party would include members from each department,

...The opportunity would be split between regular Navy and Navy Reserve sailors,

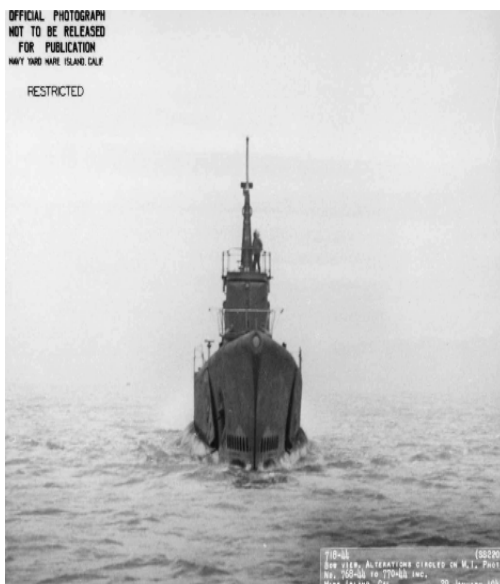
...At least half of the men had to have been Boy Scouts, experienced in how to handle themselves in medical emergencies and in the woods.

FINALLY, "Lucky" Fluckey would lead the saboteurs himself.

When the names of the 8 selected sailors was announced it was greeted with a mixture of excitement and disappointment. Among the disappointed was Commander Fluckey who surrendered his opportunity at the insistence of his officers that "as commander he belonged with the Barb," coupled with the threat from one that "I swear I'll send a message to ComSubPac if you attempt this (joining the shore party himself)." Even a Japanese POW being held on the Barb wanted to go, promising not to try to escape.

In the meantime, there would be no more harassment of Japanese shipping or shore operations by the Barb until the train mission had been accomplished. The crew would "lay low", prepare their equipment, train, and wait for the weather.

JULY 22, 1945 (PATIENCE BAY, OFF THE COAST OF KARAFUTO, JAPAN)



BOW VIEW OF THE U.S.S. BARB
OFFICIAL U.S. NAVY PHOTOGRAPH

Patience Bay was wearing thin the patience of Commander Fluckey and his innovative crew. Everything was ready. In the four days the saboteurs had anxiously watched the skies for cloud cover, the inventive crew of the Barb had built their microswitch. When the need was posed for a pick and shovel to bury the explosive charge and batteries, the Barb's engineers had cut up steel plates in the lower flats of an engine room, then bent and welded them to create the needed tools. The only things beyond their control was the weather....and time. Only five days remained in the Barb's patrol.

Anxiously watching the skies, Commander Fluckey noticed plumes of cirrus clouds, then white stratus capping the mountain peaks ashore. A cloud cover was building to hide the three-quarters moon. This would be the night.

MIDNIGHT, JULY 23, 1945

The Barb had crept within 950 yards of the shoreline. If it was somehow seen from the shore it would probably be mistaken for a schooner or Japanese patrol boat. No one would suspect an American submarine so close to shore or in such shallow water. Slowly the small boats were lowered to the water and the 8 saboteurs began paddling toward the enemy beach. Twenty-five minutes later they pulled the boats ashore and walked on the surface of the Japanese homeland. Having lost their points of navigation, the saboteurs landed near the backyard of a house. Fortunately the residents had no dogs, though the sight of human AND dog's tracks in the sand along the beach alerted the brave sailors to the potential for unexpected danger.

Stumbling through noisy waist-high grasses, crossing a highway and then stumbling into a 4-foot drainage ditch, the saboteurs made their way to the railroad tracks. Three men were posted as guards, Markuson assigned to examine a nearby water tower. The Barb's auxiliary man climbed the ladder, then stopped in shock as he realized it was an enemy lookout tower...an OCCUPIED tower. Fortunately the Japanese sentry was peacefully sleeping and Markuson was able to quietly withdraw

and warn his raiding party.

The news from Markuson caused the men digging the placement for the explosive charge to continue their work more slowly and quietly. Suddenly, from less than 80 yards away, an express train was bearing down on them. The appearance was a surprise, it hadn't occurred to the crew during the planning for the mission that there might be a night train. When at last it passed, the brave but nervous sailors extricated themselves from the brush into which they had leaped, to continue their task. Twenty minutes later the holes had been dug and the explosives and batteries hidden beneath fresh soil.



REAR ADMIRAL EUGENE B. FLUCKEY
MARCH 12, 1963

During planning for the mission the saboteurs had been told that, with the explosives in place, all would retreat a safe distance while Hatfield made the final connection. If the sailor who had once cracked walnuts on the railroad tracks slipped during this final, dangerous procedure, his would be the only life lost. On this night it was the only order the saboteurs refused to obey, all of them peering anxiously over Hatfield's shoulder to make sure he did it right. The men had come too far to be disappointed by a switch failure.

1:32 A.M.

Watching from the deck of the Barb, Commander Fluckey allowed himself a sigh of relief as he noticed the flashlight signal from the beach announcing the departure of the shore party. He had skillfully, and daringly, guided the Barb within 600 yards of the enemy beach. There was less than 6 feet of water beneath the sub's keel, but Fluckey wanted to be close in case trouble arose and a daring rescue of his saboteurs became necessary.

1:45 A.M.

The two boats carrying his saboteurs were only halfway back to the Barb when the sub's machine gunner yelled, "CAPTAIN! Another train coming up the tracks!" The Commander grabbed a megaphone and yelled through the night, "Paddle like the devil!", knowing full well that they wouldn't reach the Barb before the train hit the microswitch.

1:47 A.M.

The darkness was shattered by brilliant light and the roar of the explosion. The boilers of the locomotive blew, shattered pieces of the engine blowing 200 feet into the air. Behind it the cars began to accordion into each other, bursting into flame and adding to the magnificent fireworks display. Five minutes later the saboteurs were lifted to the deck by their exuberant comrades as the Barb turned to slip back to safer waters. Moving at only two knots, it would be a while before the Barb was into waters deep enough to allow it to submerge. It was a moment to savor, the culmination of teamwork, ingenuity and daring by the Commander and all his crew. "Lucky" Fluckey's voice came over the intercom. "All hands below deck not absolutely needed to maneuver the ship have permission to come topside." He didn't have to repeat the invitation. Hatches sprang open as the proud sailors of the Barb gathered on her decks to proudly watch the distant fireworks display. The Barb had "sunk" a Japanese TRAIN!

On August 2, 1945 the Barb arrived at Midway, her twelfth war patrol concluded. Meanwhile United States military commanders had pondered the prospect of an armed assault on the Japanese homeland. Military tacticians estimated such an invasion would cost more than a million American casualties. Instead of such a costly armed offensive to end the war, on August 6th the B-29 bomber Enola Gay dropped a single atomic bomb on the city of Hiroshima, Japan. A second such bomb, unleashed 4 days later on Nagasaki, Japan, caused Japan to agree to surrender terms on August 15th. On September 2, 1945 in Tokyo Harbor the documents ending the war in the Pacific were signed.

The story of the saboteurs of the U.S.S. Barb is one of those unique, little known stories of World War II. It becomes increasingly important when one realizes that the 8 sailors who blew up the train at near Kashiho, Japan conducted the ONLY GROUND COMBAT OPERATION on the Japanese "homeland" of World War II.

The eight saboteurs were: (L to R)

Chief Gunners Mate Paul G. Saunders, USN;
Electricians Mate 3rd Class Billy R. Hatfield, USNR;
Signalman 2nd Class Francis N. Sevei, USNR;
Ships Cook 1st Class Lawrence W. Newland, USN;
Torpedomen Mate 3rd Class Edward W. Klingsmith, USNR;
Motor Machinists Mate 2nd Class James E. Richard, USN;
Motor Machinists Mate 1st Class John Markuson, USN; and
Lieutenant William M. Walker, USNR.

This raid is represented by the train symbol in the middle bottom of the battle flag.



Final World War II Battle Flag
of USS Barb (SS-220)

NOTE:

Eugene Bennett Fluckey retired from the Navy as a Rear Admiral, and wears in addition to his Medal of Honor, FOUR Navy Crosses...a record of awards unmatched by any living American. In 1992 his own history of the U.S.S. Barb was published in the award winning book, THUNDER BELOW. Over the past several years proceeds from the sale of this exciting book have been used by Admiral Fluckey to provide free reunions for the men who served him aboard the Barb, and their wives. [www.homeofheroes.com]

The Admiral graduated from the US Naval Academy in 1935 and lived to age 93, passing on in 2007.

Photo # NH 103570 USS Barb crewmen with their battle flag, 1945



OFFICIAL U.S. NAVY PHOTOGRAPH, FROM THE COLLECTIONS OF THE
NAVAL HISTORICAL CENTER



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



NOTICE OF ANNUAL MEETING AND ELECTION OF CHAPTER OFFICERS

In accordance with Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given of election of Chapter Officers for the year 2014-2015, to be held at the Regular Chapter Membership Meeting of the Lancaster Chapter, N.R.H.S. on Monday evening, October 20, 2014 at the Christiana Freight Station, 10 Railroad Avenue, Christiana, Pa., starting at 7:30 pm.

Any member in good standing who is interested in serving on the Chapter Board of Directors may be nominated from the floor at the October 20 meeting, or by placing your name in nomination by writing, before October 1, 2014 to: Chairperson, Nominating Committee, Lancaster Chapter, N.R.H.S., 10 Railroad Avenue, Christiana, Pa. 17509-1416.

NOTE: Any candidate for office, whether nominated in advance or at the Regular Chapter Membership Meetings must give his/her consent, in writing, to be a nominee.



AMTRAK POLICE OFFICER ARRESTED, ACCUSED OF MULTIPLE CRIMES

NEW YORK - July 29, 2014 - Eric Givens, an Amtrak police officer and the former treasurer of the national union for Amtrak police officers, has been arrested on charges of wire fraud, embezzlement of union funds, and making a false statement to a federal investigator. He faces a total possible maximum sentence of 30 years in prison.

According to the allegations contained in a complaint unsealed in Manhattan federal court:

Givens, 52, of East Stroudsburg, Pa., has been employed as a police officer with Amtrak since May 1997, and was most recently assigned to Penn Station in New York. He served as the treasurer of the Amtrak Police Lodge 189 Labor Committee, the national union for Amtrak police officers, from 2003 through January 2010. During the same period, and continuing until November 2013, he also served as the elected treasurer of Amtrak Police Lodge 189 Inc., a fraternal organization affiliated with the Labor Committee.

Starting by at least 2008, Givens is alleged to have improperly taken at least \$100,000 in total from the Labor Committee and Lodge by fraudulently charging personal expenses to the Labor Committee and Lodge, withdrawing cash for his own purposes, and took steps to hide what he had done. He also is alleged to have withdrawn thousands of dollars in cash from Labor Committee and Lodge bank accounts.

The investigation by the U.S. Attorney for the Southern District of New York included the U.S. Department of Labor's Office of Labor-Management Standards and its Office of Inspector General's Office of Labor Racketeering and Fraud Investigations, and Amtrak Police Department's Office of Internal Affairs. *[Trains News Wire]*

'ACELA EXPRESS' DEPARTS NEW YORK PENN WITHOUT BOARDING PASSENGERS

NEW YORK - Aug. 4, 2014 - Amtrak passengers in the Northeast are still scratching their heads following a "bizarre" incident at New York's Penn Station on Sunday, August 3.

Amtrak Acela Express No. 2253, the 3 p.m. departure for Washington, left the station without boarding 85 ticketed passengers. Amtrak spokesman Craig Schulz tells *Trains News Wire* an "apparent miscommunication resulted in the train leaving the station before all passengers could board."

"They literally sent us to the wrong platform, and the conductor took off without any passengers," passenger Damien Miano tells the *New York Daily News*. "The right hand didn't know what the left hand was doing. It was just so bizarre."

The passengers were later accommodated on a local that left about 5:15 p.m.

"An investigation is under way to determine the reason for the breakdown in communication," Schulz says. "All affected passengers were accommodated on other trains and Amtrak sincerely apologizes for the inconvenience."



NTSB RECOMMENDS CHANGES FOR CONRAIL, FIRST RESPONDERS IN WAKE OF PAULSBORO DERAILMENT

WASHINGTON - July 30, 2014 - Failures at every level, from both Conrail and first responders, contributed to a dangerous situation during a derailment on a bridge in Paulsboro, N.J., in 2012, but the probable cause of the accident was a train being allowed to proceed past a red signal, the National Transportation Safety Board has determined.

The NTSB reviewed a report from staff that detailed the Nov. 30, 2012, incident, which resulted in four cars falling into Mantua Creek, a flammable, toxic gas being leaked throughout the borough, and nearby residents being evacuated for nearly two weeks, the South Jersey Times reports.

During the nearly meeting, the investigation team went over problems with Conrail's Jefferson Street Bridge's swing function and locking mechanism, the training Conrail employees receive for such situations and the response from emergency personnel in Paulsboro and Gloucester County, and they determined there were faults in every step of the process.

When the westbound train derailed over Mantua Creek, four tank cars fell into the water. One of those cars punctured, releasing thousands of pounds of the toxic, flammable gas vinyl chloride.

As the train approached the swing bridge, the train crew received a red signal indication even though the bridge was closed to allow rail traffic over it. The conductor decided there must be a computer problem and radioed the dispatcher for permission to cross the bridge, which he received.

However the bridge was not in its fully locked position. The slide lock components of the bridge showed that the east side locks were not engaged at the time of the accident, the NTSB concluded from its investigation. This allowed the bridge to shift under the moving train and derail.

There were 23 problems reported on the bridge in the year before the accident, a dozen of those being reported in the month immediately prior to the incident. An engineer who was dispatched to the bridge during that time recommended the structure remain in the locked position until the problem could be resolved.

"The severity and probability of a mishap occurring on the bridge should have prompted Consolidated Rail Corporation to cease bridge opening and closing operations until appropriate mitigation measures were taken," said NTSB staff member David Mayer.

A lack of training for Conrail employees in such situations and a lack of a comprehensive safety management program were contributing factors to the accident, the NTSB determined, and the failure of the incident commander to implement accepted hazardous materials response protocols was a contributing factor to the consequences of the accident.

In discussing the response to the accident, NTSB member Robert Sumwalt railed against the actions of the incident commander, Paulsboro Fire Chief Alfonso Giampola, immediately following the accident.

"Emergency response, in one word, was abysmal," Sumwalt says. "The fire chief did not follow the guidance listed in the emergency response guidebook."

Sumwalt takes issue with the first responders' lack of protective gear, specifically respirators, while responding to the accident and the fact that the borough's emergency response plan had been two years past due for recertification.

"I've been to several accidents in my eight years on the board and they can always be described as organized chaos," he adds. "But on this day there was chaos. It certainly was not organized."

The NTSB made more than 20 recommendations to 13 different organizations including Conrail, the Federal Railroad Association, The New Jersey Department of Health, the New Jersey Department of Labor and Workforce Development, and the Pipeline and Hazardous Materials Safety Administration, among others.

These recommendations include an amendment to the Hazardous Materials Instructions for Rail that will require train crews to provide their train consist immediately to emergency responders, regulations regarding when trains are allowed to pass through a red signal, emergency operation development that includes planning recertification and approval procedures and updates to current firefighter training that includes hazardous materials operations.

Since the accident Conrail has "redoubled its efforts to work with first responders to address hazardous materials response," says Conrail spokesman Mike Hotra. "We regret that this incident occurred, and its impact on those that it affected. Conrail remains committed to the safe operation of our railroad for our neighboring communities, our employees and our customers."

"Conrail takes seriously the Board's many findings and recommendations and we await the NTSB's final report on this incident. We will evaluate the NTSB findings and final report and will implement all appropriate measures," Hotra adds. *[Trains News Wire]*



**CSX AND THE CONSERVATION FUND
LAUNCH GRANT PROGRAM TO
SUPPORT TRANSPORTATION OF
FRESH FOOD TO UNDER SERVED
COMMUNITIES**

ARLINGTON, Va. (Aug. 4, 2014) -- CSX and The Conservation Fund today announced a program of grants aimed at improving the transportation and distribution of fresh, healthy food to communities in need. More than 23 million Americans across the country have limited or no access to fresh produce, dairy, meats and seafood. One of the contributors to these so-called "food deserts" is the lack of infrastructure to distribute fresh food to markets.

As a leading supplier of efficient rail-based freight transportation in North America, CSX recognized the integral role that local distribution plays in bringing fresh food to the people who need it. Many producers and organizations are challenged to retain food quality and safety as they sell, store, package, and distribute produce and other goods to the

communities they serve.

To support local distribution and help address this need, CSX and The Conservation Fund, a national nonprofit dedicated to finding conservation solutions that balance environmental and economic needs, teamed up to create a program that will help farmers and distributors enhance their delivery capabilities.

Grants ranging from \$2,500 to \$10,000 will be made available to entities that distribute fresh produce/perishable food in the 23 states where CSX operates. The grants can support a range of activities related to transportation such as:

- acquiring refrigerated vehicles for direct delivery to markets;
- financing "veggie vans" to bring fresh food to isolated communities;
- providing better access to food hubs or other sites where produce, dairy, seafood and meats can be stored safely for distribution; or
- purchasing produce boxes and cold storage bins to keep unsold food fresh for the next day's farmers market or wholesale purchase.

CSX is also working with The Conservation Fund on a program that is improving access to healthy food in five under served counties in West Virginia - Calhoun, McDowell, Mingo, Roane and Wirt.

CSX has long been a supporter of The Conservation Fund's work. CSX has helped restore critical habitat at two national wildlife refuges through the donation of more than 13,000 trees and is helping reconnect children and nature with the creation of a school curriculum unit that teaches kids about the environment, math, science and economics through real-world freight transportation scenarios. *[Edited from CSX Corp.]*

2014 CSX SAFETY TRAIN VISITS CHICAGO



RIVERDALE, Ill. - Aug. 18, 2014 - CSX's Safety train wrapped up a four-month tour last week at CSX's Barr Yard on the south side of Chicago. The train, dubbed CSX Safety Train: Energy

Preparedness Program brings mobile classrooms and hands-on training to first responders along and near corridors where CSX lines run.

The CSX Safety Train is comprised of General Electric ES44AH locomotive CSX No. 3099, four tank cars, one flat car equipped with a variety of tank car valves and fittings, a classroom car and a caboose. CSX hazardous material specialists lead training sessions with specific instruction on how crude oil and other hazardous materials are shipped. Training in Chicago lasted three days and provided training to over 100 firefighters and first responders in the Chicago area. The daylong training session consisted of instruction in the classroom car in the morning followed by hands-on training after lunch.

The hands-on sessions were split into three groups rotating between the General Electric locomotive, the three tank cars, and the flat car outfitted with various valves and fittings.

While the Safety Train has been around since the 1990s, CSX has recently added rail equipment and training material specific to crude oil by rail, giving first responders a chance to see first-hand the type of equipment used to transport the material and how to respond in an emergency.

CSX has reached more than 100,000 first responders over the past six years, through hands-on sessions at training centers operated by CSX and the Association of American Railroads, classroom training at local fire stations, exercises and table-top drills, web-based and self-study training courses and the Safety Train. In September 2013, a joint CSX team trained nearly 100 crude oil customers. After taking a short break, the Safety Train will begin a tour for first responders in the Mid-Atlantic this fall.

The current tour began in Philadelphia in May and visited South Kearny, N.J.; Kingston, Albany, Syracuse, Rochester, Buffalo and New York, N.Y.; Erie, Pa.; Cleveland and Willard, Ohio; and Garrett, Ind., before arriving in Chicago last Tuesday. *[Trains News Wire - Photo by Tom Boylan]*



NORFOLK SOUTHERN REPORTS PROGRESS AND EFFORTS TO REDUCE ENVIRONMENTAL IMPACT

NORFOLK, VA. - Aug. 8, 2014 - Norfolk Southern has reported its carbon performance and strategic efforts in the past year to lower the railroad's greenhouse gas emissions, driving improved operating efficiencies and customer service.

The company's seventh annual public disclosure to CDP, formerly known as the Carbon Disclosure Project, describes investments in technologies and network improvements reducing the railroad's carbon footprint while expanding freight capacity and providing fuel- and cost-efficient customer service. The disclosure also charts progress on the company's five-year goal to reduce greenhouse gas emissions intensity by 10 percent per revenue ton-mile, reaching nearly 79 percent of goal with one year remaining.

Norfolk Southern describes key strategic initiatives to reduce greenhouse gas emissions. They include:

- Expanding its LEADER train-handling initiative, a GPS-based technology that in 2013 saved an estimated 10 million gallons of diesel fuel and reduced locomotive GHG emissions by an estimated 110,500 metric tons.
- Purchasing new, more fuel-efficient locomotives and upgrading older locomotives with reconditioned engines that boost fuel economy and are cleaner burning.
- Investing in network improvements to increase freight rail capacity, providing customers with truck-competitive service that reduces their supply chain carbon footprint and eases highway congestion.
- Improving building operating efficiencies by installing more energy-efficient lights and HVAC systems at railroad facilities.
- Exploring locomotive fuel alternatives, including battery power and natural gas.

To learn more about Norfolk Southern's efforts to reduce the environmental impacts of its business operations, view the railroad's CDP filing and 2014 sustainability report. *[Edited from Norfolk Southern Corp.]*

NORFOLK SOUTHERN ACQUIRES ADDITIONAL SECONDHAND LOCOMOTIVES

ALTOONA, Pa. - July 11, 2014 - Norfolk Southern has purchased an additional 16 secondhand locomotives as it continues to acquire a mix of new and used power for its fleet. The locomotives are all former BNSF Railway units that had been returned to the lessor at the expiration of their lease.

NS has purchased nine former BNSF SD60Ms and seven Santa Fe SD75Ms, the latter being a new locomotive model for Norfolk Southern. The SD60Ms were purchased new by Burlington Northern in 1989 and feature the distinctive three-piece windshield that was standard on early SD60Ms. The 4300 hp SD75Ms were built for Santa Fe in 1994 and were constructed as a request from Santa Fe to EMD for a higher horsepower locomotive than the 4000 hp SD70Ms offered at the time.

Norfolk Southern will renumber the SD60Ms to Nos. 6807-6815 while the SD75Ms will receive Nos. 2800-2806. According to Allen Rider, Norfolk Southern's manager of locomotive engineering, all 16 locomotives will be routed to Altoona for any needed repairs and minor modifications once they are received. Rider also says they will not be repainted prior to entering service.

The SD60Ms will eventually find their way into NS's SD60E rebuild program, giving this distinctive looking locomotive cab a limited life in Norfolk Southern's locomotive fleet. *[Chris Guss - Trains News Wire]*

NORFOLK SOUTHERN ACQUIRES "SUSIE Q" SD70Ms

ALTOONA, Pa. - July 16, 2014 - Norfolk Southern continues its acquisition of second-hand locomotives with the recent purchase of three former New York, Susquehanna & Western SD70Ms, the railroad confirms to *Trains News Wire*.

Built new in 1995 for the Susquehanna, the locomotives wear the bold, corporate, yellow-and-black paint scheme. In addition to service on home rails, the locomotives were leased to CSX Transportation and short line Indiana & Ohio for a majority of their careers.

Road numbers for the SD70Ms on NS will be Nos. 2797-2799, right below the recently acquired SD75Ms. As with the SD60Ms and SD75Ms, the three Susquehanna SD70Ms will be routed to Altoona for renumbering and any needed minor repairs prior to their release. Norfolk Southern doesn't anticipate repainting the three prior to being placed in revenue service.



UNION PACIFIC TRAIN MAKES SPECIAL DELIVERY THAT 12-YEAR-OLD BOY WILL NEVER FORGET

CLINTON, UTAH - July 21, 2014 - A simple act of kindness is something a 12-year-old boy with an autism spectrum disorder is going to remember for the rest of his life.

Matthew Mancil loves trains.

"I don't know how it started, but he just absolutely loves them," Aaron Mancil, Matthew's father, said.

On Thursday, July 17, Matthew got the surprise of a lifetime when a train conductor for Union Pacific made a special delivery just for him.

For Matthew, who also has an intellectual disability, trains are something that helps make him comfortable when talking to others. For him, there is nothing that sounds as good as a train coming. Monday through Friday, he can be found attending a summer program for kids with special needs at Meadows Park in Clinton with a train schedule in hand.

"It's going to come any moment," Matthew said with excitement when he saw the crossing arms at a railroad crossing coming down, saw the lights flashing and heard the bells ringing announcing an approaching train on a recent afternoon. "My friend the FrontRunner. Hi FrontRunner."

His father says his son will usually wave to the conductor and try to get them to honk their horns.



On Thursday, around 10 a.m., Matthew got a special surprise.

"The train stopped. The train conductor got out and walked right up here to the fence and met Matthew at the fence," Mancil said.

A Union Pacific train conductor and an engineer, probably used to seeing Matthew each day, had put the brakes on.

"It takes quite a bit to stop a train," Mancil said. "You can't just stop on a dime. This guy must have really thought about it and planned it out before he left for work that day."

Through the fence, the conductor handed Matthew the things that every good train conductor needs: sunglasses, gloves, a vest and a toy lantern, all with the Union Pacific logo.

After the visit, the conductor climbed back on his train and continued on his route.

A camp counselor took a picture of Matthew in his train conductor gear and sent it to his parents. He can be seen grinning from ear to ear. His father said Matthew couldn't wait to share the moment with family and friends.

"He was so excited he had to call up Grandma and Grandpa and let them know what happened," Mancil said.

"It means a lot to us," the father said, getting a little emotional. "We still can't believe what he did. It's something Matthew will talk about for years

to come.”

It was a moment that means more to this family than the conductor may ever know.

“I felt real special,” Matthew said.

The Mancils now hope to find the man who made their son so happy.

“Oh, I would want to give him a hug and say, ‘Thank you,’ because, oh my goodness, it was a really big deal for Matthew,” said Rebecca Mancil, Matthew’s mother.

Union Pacific has been trying to track the conductor down but said it was like finding a needle in a haystack.

“It warms our hearts, and lets us know we’re not the only ones who love Matthew,” his dad said. “There are others out there, too.” [Ashley Kewish, *Deseret News*]



MTA PLANS TO INVEST IN ADDITIONAL SAFETY MEASURES

The Metropolitan Transportation Authority (MTA) plans to implement a series of new and enhanced safety initiatives to better ensure the safety of its customers and employees.

The safety investments are based on new mandates; recommendations by governmental bodies; compliance with existing laws, policies and procedures and new MTA initiatives, such as those supporting New York City’s “Vision Zero” initiative.

The MTA’s 2015 budget includes \$84 million in safety initiatives and safety investments will total \$363 million over the entire 2015-2018 four-year Financial Plan. The MTA Board will vote on next year’s final Financial Plan in December.

“Safety is the top priority for all of the MTA’s daily operations and the investments announced today reinforce that emphasis,” said MTA Chairman and Chief Executive Officer Thomas Prendergast. “We must continue to promote a culture of safety with customers and employees through training, improved work practices and investments in technology and equipment.”

Investments will focus on customer and employee safety and training (\$46 million per year), increased track and right-of-way inspections and repairs (\$21 million per year), upgrades and repairs to signals and signal systems (\$8 million per year) and enhanced safety systems and communications with customers and employees (\$3 million per year). An additional \$6 million per year has been allocated as both the Long Island Rail Road (LIRR) and Metro-North Railroad continue their work to implement Positive Train Control (PTC).

New York City Transit will continue to focus on safety as its top priority. The Track Division will bolster inspections and maintenance of critical track corridors and dedicate additional teams for rapid defect verification and rail replacement. Investments will support additional technology for automated inspections as work continues on the full installation of Continuous Welded Rail. The Signals Division will receive additional resources and staffing analysis identified a need for additional signal maintainers to complete critical inspections and maintenance in required cycles. Resources will also be dedicated to ensure critical fire safety and communications equipment are inspected and maintained, including the new Help Point intercoms that are currently being installed. Designed to be both highly visible and easy-to use, these instant digital, instant communications devices offer customers immediate access to assistance and information with the touch of a button.

Building upon a series of initiatives that Metro-North developed as part of its 100-Day Plan announced last month, LIRR and Metro-North are working closely together to develop a series of initiatives to enhance the safety of rail passengers and employees. That has led in part to a series of newly announced LIRR initiatives. The LIRR is also assessing its safety culture and compliance with regulations and industry standards.

As a result of these collaborative efforts, LIRR will install video cameras in both the engineer’s cab and passenger compartments of its diesel fleet and

the majority of its electric fleet. LIRR will also establish a Corporate Accident Investigation Unit. This new four-person unit, combining the expertise of the LIRR’s Transportation, Engineering and Maintenance of Equipment departments will be on call 24/7 to respond to employee, customer and rail incidents with responsibility for investigations, as well as the implementation of corrective actions as necessary.

In addition, the LIRR’s Maintenance of Way Division will invest in electronic devices to support track inspections that will ensure the integrity of data, enable trend analysis and allow for real-time communication of critical findings from the field. Track maintenance through rail grinding and track surfacing will be increased in order to mitigate the risk of rail defects and the potential for broken rails. Efforts will also begin to eliminate rail joints, enhancing the strength of the rail system. A new Wheel Impact Detector System will also monitor wheels for defects occurring since previous inspections.

Last May, Metro-North announced a wide-ranging series of steps it was taking to improve safety. This budget announcement defines the funding for many of those initiatives. They include the establishment of a comprehensive Office of System Safety, mitigating risks associated with employee fatigue, installing outward- and inward-facing video and audio recorders on trains, employing advanced track inspection technology and ensuring track is maintained to Metro-North standards. [Railway Track & Structures]

STREETCAR TESTING BEGINS ON H STREET IN D.C.



Testing began Monday, Aug. 4, 2014, on the District of Columbia’s first modern streetcar line, running along H Street and Benning Road in the city’s Northeast.

The testing involved both equipment and, significantly, a new crew of streetcar operators being trained for the service, which now is targeted to begin

by year’s end. The projected opening has suffered several setbacks.

In all, 28 operators will be part of the training sessions, along with at least nine other employees involved in operations, all being overseen by RATP Dev McDonald Transit. Four of the six streetcars available for the service were being tested; the remaining two “will join them in the coming months,” the dcstreetcar website noted. [Railway Age - Photo from dcstreetcar.com]



SEPTA APPROVES FIVE-YEAR STRATEGIC BUSINESS PLAN

PHILADELPHIA - July 28, 2014 - The Southeastern Pennsylvania Transportation Authority board has approved a Five Year Strategic Business Plan for fiscal years 2015-19.

The plan is designed to serve as a blueprint for capital improvements, customer service enhancements, ridership growth, and other initiatives.

With last November’s passage of Act 89, the Pennsylvania transportation funding package, SEPTA is embarking on a number of projects to catch up on its \$5 billion backlog of capital projects, such as bridge replacements, power substation overhauls, and new vehicle purchases.

“The financial support we’re receiving thanks to Act 89 enables us to think critically about our vision for the future and address current needs,” says SEPTA General Manager Joseph M. Casey. “At the same time, we have to remain effective and efficient as we deliver service to our customers. This five-year plan provides guidance to help ensure we live within our means and properly manage our financial resources and assets, while also looking to ensure safety, expand ridership, and rebuild SEPTA for the future.”

The approval of the plan by the SEPTA board follows public meetings on the proposal and a public comment period earlier this year.

SEPTA is one of only two U.S. transit agencies that operates all of the five

major types of transit vehicles: commuter trains, subway/elevated trains, light rail vehicles, electric trolley-buses, and buses. The other is Boston's Massachusetts Bay Transportation Authority. [Trains News Wire]

SEPTA 50th ANNIVERSARY COMMEMORATIVE POSTER AVAILABLE



Take a look down memory lane! The past 50 years of SEPTA is commemorated in this unique, custom designed collage poster which includes images of logos, vehicles, employees, fare media, buttons, and advertisements that have contributed to the rich history of the Authority.

The full color poster measures 29" x 36" and lists for \$9.95. They're available at the SEPTA Transit Store, 1234 Market Street, Lower Level, Philadelphia, PA or at www.shop.septa.org.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN SEPTEMBER

Sep. 10, 1902 - PRR Board orders high-speed brake applied to passenger locomotives and cars.

Sep. 10, 1912 - LIRR opens new depressed right-of-way through Flushing.

Sep. 1922 - PRR has built an automatic track cleaning car, No. 491503, which removes ashes, cinders and coal dust; used on pusher grades between Altoona and Johnstown, Pa.

Sep. 24, 1932 - Paoli-Frazer-West Chester passenger service abandoned and replaced by buses.

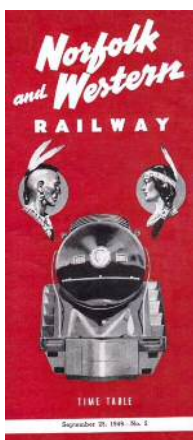
Sep. 27, 1942 - PRSL drops all train names and parlor cars are withdrawn because of war.

Sep. 27, 1952 - Last run of PRR local passenger service between Parkesburg and Lancaster, Pa.

Sep. 26, 1962 - PRR Board authorizes contracts for the demolition of Penn Station-New York and the construction of foundations for new Madison Square Garden.

Sep. 2, 1967 - Post Office Dept. removes Railway Post Office from *Broadway Limited* and most other PRR long distance trains west of Pittsburgh; only remaining New York-Pittsburgh-St. Louis RPO is on Nos. 31-32, *The Spirit of St. Louis*; loss of \$495,000 annual revenue eliminates only remaining steady source of earnings.

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TIMETABLE 09-14

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

Monday, Sept. 1, 2014

"Anthracite Express" Port Clinton, PA to Mahanoy City, PA. Ride through scenic Pennsylvania behind vintage Steam Locomotive No. 425. By the Lehigh Gorge Scenic Railway. Tickets: \$200 each. Info: www.lgsry.com.

Saturday, Sept. 13, 2014

Steel Wheels Meet Rubber Tires Antique Car & Truck

Show at the Rockhill Trolley Museum, 430 Meadow St., Rockhill Furnace, Pa. 17249. Info: www.rockhilltrolley.org

Friday and Saturday, Sept. 19-20, 2014

East Coast All Scales Train Show at the York Expo Center, 334 Carlisle Ave., York, Pa. Info: www.eclsts.com

Sunday, Sept. 21, 2014

3rd Annual Transportation Heritage Festival at Boonton, NJ by the United Railroad Historical Society. Info: www.urhs.org.

Saturday and Sunday, Sept. 27-28, 2014

'Enthusiasts' Weekend' on the Western Maryland Scenic Railroad in Cumberland, Md. Info: <http://www.movingfullsteamahead.com/>

Sunday, Sept. 28, 2014

36th Annual Lehigh Valley Regional Train Show & Expo at the Charles Chrin Palmer Community Center, 4100 Green Pond Road, Easton, Pa. 18045. Sponsored by the Lehigh Valley Chapter, NRHS.

Thursday - Saturday, Oct. 16-18, 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

Saturday, Oct. 25, 2014

Delaware Train Show at the Nur Shrine Center, Rt. 13 / 198 S. DuPont Highway, New Castle, Del. 19720. Info: www.toyshow.org.

Saturday and Sunday, Oct. 25-26, 2014

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

Saturday and Sunday, Nov. 1-2, 2014

Greenberg's Train & Toy Show at the Harrisburg Mall, 3501 Paxton Street, Harrisburg, PA Info: www.GreenbergShows.com

Friday thru Sunday, Nov. 14-16, 2014

NRHS Fall Conference, Advisory Council and Board of Directors' Meetings in Johnson City, Tenn.. Sponsored by the George L. Carter Chapter.

Saturday, Nov. 15, 2014

Keystone Division, TCA Meet at St. Philip's Parish Hall, Rts. 741 & 999, Millersville, PA. Info: Ron Morris, 610-670-6829, RonTrain@ptd.net

Saturday, Nov. 15, 2014

First Annual Railroad Symposium at the Northampton Community Center, 1601 Laubach Ave., Northampton, Pa 18067. Adm. \$45.00 per person. Info: Kermit Geary, Jr., 610-428-7629 or KGJR1554@earthlink.net

Saturday and Sunday, Nov. 29-30, 2014

Greenberg's Train & Toy Show at the New Jersey Expo Center, 97 Sunfield Ave, Edison, NJ 08837. Info: www.GreenbergShows.com

Saturday and Sunday, Dec. 6-7, 2014

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

Saturday and Sunday, Dec. 13-14, 2014

Greenberg's Train & Toy Show at the Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA 19456. Info: www.GreenbergShows.com

ROUTE 741 EAST, STRASBURG, PA
WWW.RRMUSEUMPA.ORG
717-687-8628



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

Saturday, Sept. 6, 2014 - Model Railroad Day

Saturday, Sept. 27, 2014 - Members Day

Sunday, Oct. 5, 2014 - Garden Railways Tour

Saturday & Sunday, Nov. 1-2, 2014 - Trains & Troops

Saturday, Nov. 1, 2014 - Taking The Swing Train '40s Dance

Saturday, Dec. 6 & 13, 2014 - Home For The Holidays



**STRASBURG RAIL ROAD
SPECIAL EVENTS**

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Throughout Operating Season - Daily Lunch Train

Monday & Thursday Morning thru Sept., 2014 - Hostling Tour - 8:00, 9:00 am

Saturdays thru Nov. 22, 2014 - Wine & Cheese Train - 6:00 or 7:00 pm

Saturday, Sept. 6 & 13, 2014 - Murder Mystery Dinner Train - 6:00 pm

Saturday, Sept. 13 thru Sunday, Sept. 21, 2014 - Day Out with Thomas

Sunday, Sept. 14, 2014 - The Chocolate Express - 6:00 pm

Saturday, Sept. 20, 2014 - Seafood Express - 6:00 pm

Sunday, Sept. 21, 2014 - Flavors of Lancaster County - 6:00 pm

Friday & Saturday, Sept. 26-27, 2014 - Victorian Dinner Train - 6:00 pm

Friday thru Sunday, Sept. 26-28, 2014 - Steampunk unLimited and concert

Saturday, Oct. 4, 11, 18, 2014 - Oktoberfest

Sunday, Oct. 12, 2014 - Vintage Base Ball Day

Sunday, Oct. 12, 2014 - Flavors of Lancaster County - 6:00 pm

Saturday, Oct. 19, 2014 - The Great Train Robbery - 4:00 pm

Saturday, Oct. 25, 2014 - Murder Mystery Dinner Train - 6:00 pm

Saturday, Nov. 1, 2014 - The Chocolate Express - 6:00 pm

Saturday, Nov. 8 & 22, 2014 - Murder Mystery Dinner Train - 6:00 pm

Saturday, Nov. 15, 2014 - Seafood Express - 6:00 pm

Friday, Nov. 28, 2014 - Christmas Feast - 7:00 pm

Friday, Nov. 28, 2014 - The Night Before Christmas Train - 7:00 pm

Friday thru Sunday, Nov. 28-30, 2014 - Santa's Paradise Express



AUGUST, 2014

CHAPTER MEETING MINUTES

CALLED TO ORDER: The "Ride The Rails" Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Strasburg Rail Road in Strasburg, Pa. on Monday, August 18, 2014. The meeting was called to order at 8:00 p.m. by President Tom Shenk with 51 members and 6 guests present. Guests attending tonight's membership meeting were: Dee Gangemi, L. Kavanaugh, Joey Baughman, and Tom Shenk's boss Mary Swope, her husband Steve and son Kurt. Tom thanked Dale Secker, who has been a Chapter member for many years - and was our Conductor on the Strasburg Rail Road train ride tonight to Paradise. Dale is also a Conductor on Amtrak and works the *Pennsylvanian* to Pittsburgh every Monday, Wednesday and Friday.

MINUTES: President Tom Shenk asked for a motion to approve the July Membership Meeting Minutes. Steve Himpel approved the motion and Sandy VantZelfden seconded the motion. The July Membership Minutes were approved as printed in the *Lancaster Dispatcher*.

CHAPLAIN: In the absence of Chaplain David Stambaugh, Tom reported Doris Geesey is having knee surgery. If anyone would like to send her a card, her address is: 2932 Exeter Drive South, York, Pa. 17403-9753. Lorrie Steffy will be filling in for David Stambaugh as Chaplain. If anyone knows of Chapter Members who are ill, or have lost a loved one, please contact

Lorrie at 717-336-6872.

TREASURER: Treasurer Richard Rutledge gave the Treasurer's Report for the month of July. Richard received a thank you letter from the Grandview United Methodist Church for the Chapter's memorial donation in memory of Chapter Member Lawrence Snyder. Richard reported he sent in the paperwork and check to the PCO and they lost the paperwork. Richard sent another check and paperwork and they received it and that is taken care of for this year. Tom Shenk reported 179 Strasburg Rail Road tickets were sold tonight for \$895.00 in ticket sales.

MEMBERSHIP: First Vice President Ron Irwin announced new chapter-only member Greta Hittle from Wrightsville.

NOMINATING COMMITTEE: Tom Shenk announced he needs three volunteers to serve on the Nominating Committee. If interested, contact Tom.

TRIPS: Dennis Allen announced the non-stop flight for the Yellowstone trip leaves on Saturday, August 30. Tom thanked Ron Irwin and Dennis Allen for getting the Chapter trips together and making sure everything is taken care of on these trips. Tom announced the three day weekend trip will be on October 24, 25, 26. Friday we will ride the Kiski Railroad, Saturday the Potomac Eagle, and Sunday the Western Maryland Scenic. There are 30 seats sold so far for this trip. If anyone is interested in this fall trip, there is still time to sign up. If you did not receive a trip flyer contact Tom, Ron or Dennis.

CABOOSE: Steve Himpel announced he is getting estimates for painting the caboose interior. Steve is also getting items from the Gang House to sell at the Christiana community yard sale. Glenn Kendig announced the yard sale will be held Saturday, August 23. Bring items to sell or come to see what items are for sale.

ANNOUNCEMENTS: Glenn Kendig reported Dale Secker has restored two Holmesburg Junction station signs. The signs will be on loan from Dale and will be displayed at the Christiana Freight Station. Tom also announced upcoming Chapter meeting dates. Tom announced the Annual Chapter Picnic date will be Sunday, September 28. Chicken BBQ and drinks will be provided. Guests are welcome at a cost of \$5.00. Everyone brings a covered dish to share. Monday, October 20 will be a Regular Membership Meeting at the Christiana Freight Station. The program will be on "Military Railway Service" given by Tom Sweeney. Friday, November 21, will be the Chapter's Annual Banquet at the Revere Tavern. Tom is in the process of getting a speaker for the banquet. Saturday, December 20 and Sunday, December 21 are the dates for the Chapter Christmas Open House. The Chapter's Annual Christmas Party will be on Monday, December 15. Tom also announced the Chapter needs to update our roster of chapter members and their information (addresses, phone numbers, and e-mails). Steve Himpel announced some duplicate books from the library will be for sale. If anyone is interested in any books, contact Steve.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:15 p.m.

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY

THIS MONTH'S BANNER PHOTO

Looking south out of NS SD60M No. 6787 from an engineer's point of view, several locomotive consists can be seen at Inman Yard's engine terminal tracks. Some of the units are ready to go to work on their next assignment, while others are awaiting their turn in the shop for servicing. The Central of Georgia heritage unit has just arrived from Charlotte on intermodal train 221. Some of downtown Atlanta's tall buildings can be seen in the distance. Norfolk Southern photo.



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LANCASTER CHAPTER, N.R.H.S. ANNUAL PICNIC
SUNDAY AFTERNOON, SEPTEMBER 28, 2014
CHRISTIANA FREIGHT STATION



DOORS OPEN WITH A
CHAPTER BOARD MEETING AT 3:00 PM
PICNIC STARTS AT 4:00 PM

The Chapter will provide its famous Barbeque Chicken and drinks. Members are asked to provide their own place settings and a covered dish to share. Bring a container or Ziploc bags to take food or chicken home.

Picnic is free for Chapter members and \$5.00 for guests.

Join your Chapter friends for a leisure, fun-filled afternoon with great food, drinks, snacks and desserts while watching Amtrak trains pass the historic Christiana Freight Station and our Chapter's beautiful Conrail caboose.

78 YEARS AGO THIS MONTH



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Hindenburg
 AT
LAKEHURST, N. J.



ONE DAY EXCURSION
 Round **\$1.50** Trip

SUNDAY, SEPTEMBER 20, 1936

EASTERN STANDARD TIME

Lv. PHILADELPHIA (Broad Street Station).....	8.02 A. M.
" " (30th Street Station).....	8.06 "
" NORTH PHILADELPHIA	8.16 "
" TRENTON	8.42 "
Ar. LAKEHURST	10.30 "

Train Runs Direct to Hangar

RETURNING

Lv. LAKEHURST (C. R. R. of N. J.).....	12.30 P. M.
--	-------------

Tickets on sale from Philadelphia Suburban territory, Wilmington, Chester, West Chester, Paoli, Chestnut Hill, etc.

Tickets good in coaches only. No baggage checked. Subject to change without notice.

In case of advance notice that the Hindenburg will not be at Lakehurst on September 20 this excursion will not be operated.

CHILDREN 5 Years OF AGE AND UNDER 12, HALF FARE
For additional information apply to Ticket Agents or
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PENNSYLVANIA RAILROAD



"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****SEPTEMBER 28, 2014 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC**

Doors open at 3:00 pm with a Board Meeting - Picnic starts at 4:00 pm. Picnic is free for chapter members and \$5.00 for guests.

OCTOBER 20, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

Tom Jordan, our friend from Yorkrail and Tom Sweeney, a member of the Harrisburg Chapter, NRHS and retired Army colonel who was in the military railway service, will present an interesting program on the history of the military railway service. Tom has a very good presentation which was presented to the Harrisburg Chapter and the Friends of the Railroad Museum of Pennsylvania.

OCTOBER 24-26, 2014 - LANCASTER CHAPTER 2014 FALL GETAWAY TRIP

Ride three trains in three states in three days! On Friday, we depart the Lancaster Airport by motor coach and ride the Kiski Railroad in Schenley, Pa. On Saturday we travel to West Virginia to ride the Potomac Eagle Railroad. Sunday finds us in Cumberland, Md. to ride the Western Maryland Scenic Railroad. Ticket price of \$437.00 per person, double occupancy, includes motor coach transportation and driver tip, parking, Kiski Railroad, Potomac Eagle train and lunch, West Maryland Scenic train and lunch, 2 nights stay at the Fairfield Inn and Suites, with two breakfasts and Lancaster Chapter, NRHS guide. For further information, call Ron Irwin at 717-299-6405. We have received a lot of requests to do a weekend trip and we expect it to sell out quickly!

NOVEMBER 1, 2014 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - VENDOR & CRAFT SHOW

Please contact Cindy Kendig at 610-593-6313 for further information.

NOVEMBER 10, 2014 - MONDAY, 7:30 PM - LOCATION TBD - CHAPTER BOARD MEETING**NOVEMBER 21, 2014 - FRIDAY, 6:00 PM - HISTORIC REVERE TAVERN - ANNUAL CHAPTER BANQUET**

Look for details and order form in the October *Lancaster Dispatcher* - you won't want to miss this year's Banquet. And don't forget the door prizes - they're better than ever! The Chapter is holding the 2014 Annual Banquet ticket price to \$25.00 per person.

DECEMBER 4, 2014 - THURSDAY, 7:00 PM - CHRISTIANA FREIGHT STATION CHRISTMAS DECORATING

Decorate the Freight Station and Christmas Tree for the Holiday Open House and Christmas. Bring your favorite Train Ornament to hang on the tree. This is a fun-filled activity to usher in the Holiday Season. Input from the Chapter Membership for the design and set-up of the train display would be greatly appreciated - see Glenn Kendig for further information.

DECEMBER 15, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHRISTMAS PARTY

Please bring cookies, snacks or a covered dish to share. There's no better way to get into the festive holiday spirit than this joyous event.

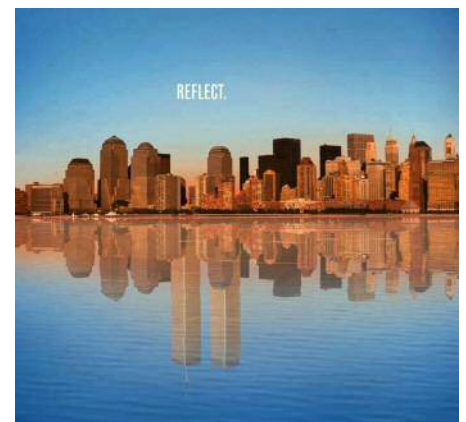
CHAPLAIN CONTACT INFORMATION

LORRIE STEFFY (TEMPORARY)

EMAIL: CHAPLAIN@NRHS1.ORG PHONE: 717-336-6872

IF YOU KNOW OF A CHAPTER MEMBER WHO IS SICK, LOST A LOVED ONE OR HAS A NEW BIRTH IN THE FAMILY, PLEASE CONTACT LORRIE

SEPTEMBER 11, 2001 - REFLECT, AND NEVER FORGET!



LANCASTER CHAPTER BOARD of DIRECTORS

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NATL REP & WEB:	FRED KURTZ	717-200-1551	FKURTZ@NRHS1.ORG

MEMBERSHIP MEETING NOTICE

THE ANNUAL PICNIC OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON **SUNDAY, SEPTEMBER 28, 2014, STARTING AT 3:00 PM.**

**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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