



The Travail of The Blue Comet



If you are a New Jersey Pinelands devotee, you probably have heard the Jersey Central rail line through Chatsworth referred to as the Trail of the Blue Comet. This all reserved air-conditioned train traveled between Jersey City and Atlantic City on a daily basis with baggage cars, deluxe coaches, a dining car, a parlor car, and an observation car all painted Packard Blue with cream trim. Each car carried the name of a famous comet. The train operated during the years 1929 and 1941 and suffered only one major wreck during its fabled tenure. Here, then, is the Travail of The Blue Comet:

On August 19, 1939, under dark clouds and stormy conditions, Central Railroad of New Jersey Train No. 4218, the northbound Blue Comet, departed Atlantic City Union Station on the advertised at 3:35 p.m. with engineer Thomas tugging on the throttle after getting a "highball" signal from Conductor Walsh. Thomas tested the airbrakes as normal safety rules dictate and then the train continued on its northward journey as fireman Cinque fed coal into the large firebox of Pacific No. 820. The big locomotive that day towed a five-car train consisting of a combine, a coach, the dining car GIACOBINI, another coach, and the observation car BIELA. The 49 passengers on board for the trip were making themselves comfortable for the journey to Jersey City with the assistance of Train Porter McKonnan. Dining car steward Herring began seating a few folks in the dining car as waiters Adams and Saunders took their food and beverage orders.

A quick stop at Hammonton allowed Assistant Track Supervisor Langenbach to climb aboard the locomotive. Passing Winslow Junction at 4:08 pm, the operator hooped up orders to the train crew advising them to keep a sharp lookout for sand overlaying



A CREW FROM THE CENTRAL RAILROAD OF NEW JERSEY WORKS TO UPRIGHT THE DERAILED BLUE COMET THE DAY AFTER THE WRECK ON AUG. 19, 1939. HERBERT AND EDITH GERBER COURTESY OF ROBERT GERBER JR.

crossings due to heavy rains. The orders also told the engineer and conductor to expect additional orders at Chatsworth. As the train accelerated away from Winslow tower six minutes late, switching from the Pennsylvania-Reading Seashore Lines trackage to the Jersey Central's Southern Division, the sun broke through the clouds and engineer Thomas remarked "Perhaps the rain is over." The train sped through Atsion at about 50 m.p.h. and then Thomas pinched the brakes on as the train crossed several bridges before resuming a speed of 40 to 45 m.p.h. At Carranza, the train entered an intense cloudburst, quickly reducing visibility to a few feet despite a brightly burning headlamp. The engineer immediately slammed the throttle shut and operated the drifting valve as he leaned out the cab window and strained to see the track ahead. His speed dropped down to just about half of the maximum allowable speed of 70 m.p.h. The wayside and cab signals both displayed clear track ahead and the alert engineer found no obstructions at the Pine Crest crossings.

Meanwhile, John L. Etheridge, station agent and operator at Chatsworth, heard the approach bell in the station, announcing that the Blue Comet had entered his track block. J. L.'s model board displayed a red pilot light, indicating that a train occupied the block and that the signal controlling his block now displayed red for "stop" behind the train and for any opposing traffic. While waiting for the Blue Comet to arrive, J. L. patiently taught 12-year-old Walter Brower, a local Chatsworth resident, about being a railroader. He prepared to hand up orders to the Comet's operating crew, but he suddenly became aware that he could not hear the train approaching.

About 4:45 pm, at a point 1.15 miles past Pine Crest (Apple Pie Hill), the engineer heard a crash while the train was moving forward at a speed of 35-40 m.p.h. Upon hearing the noise, Thomas immediately jerked his head around and looked backwards to see that the locomotive and tender had separated from the remaining portion of the train. He began to feel a vibration in his feet as the rear tender truck wheels bounced along the ties and the engineer brought the locomotive to a halt as quickly as possible, but the lack of operational tender brakes extended the braking distance for the big engine. The locomotive and tender ripped up about 600 feet of track. Water surrounded the track alongside the locomotive, making the trip back to the cars treacherous. As the engine cab's occupants made their way towards the train, they observed that the five cars had derailed and all sat along the right-of-way at various angles. Passengers screamed as they feared the cars, all sitting at steep angles, would overturn, but none did. As the deluge subsided, other rescuers soon arrived, including Walter Brower, who had run down



ONE OF THE DERAILED BLUE COMET COACHES - NJPINEBARRENS.COM

the track from the Chatsworth Station. He aided the Kirby family, who hailed from Kentucky, to remove their luggage from the stricken train. Inside the cars lay 32 passengers who had sustained injuries, two seriously, along with six hurt crewmen. Most of the carnage occurred in the last two cars. A fire initially broke out in the dining car galley which the staff quickly contained, but not before Joseph L. Coleman, a black chef in the car, suffered burns from the oil stove. The other crew members dragged Coleman from the blazing wreckage before extinguishing the fire. Many of the hurt passengers had been sitting in the observation car BIELA and received cuts and bruises from the unanchored wicker chairs flying through the car. Other trauma occurred in the dining car, where flying plates and other projectiles struck four crewmen. In addition, the

flagman and the porter on the train both sustained unspecified injuries. After some delay due to the remote location of the wreck, ambulances arrived from towns throughout South Jersey. Rescue officials used a handcar to transport the litters from the scene to the waiting rescue squad vehicles in Chatsworth. The rain of Biblical proportions had also washed out the only road back to the derailed train. The ambulances rushed three of the injured, including Chef Coleman, to Burlington County Hospital in Mount Holly while three others headed to West Jersey Homeopathic Hospital in Camden.

The relief train finally departed from Jersey City about 9:30 p.m. and returned at 1:39 am with the passengers able to continue their trip. Among them was Mrs. Margaret Sciria, age 26, of Brooklyn, New York. She reportedly carried her daughter in her arms for 2½ miles along the railroad tracks, walking the ties and sometimes wading through water up to her hips to reach the relief train. She stated, "The baby looked on it as a lark and laughed the whole time in spite of the rain, but I didn't feel like laughing as I trudged along." Neither she nor her baby received any injuries.

Track engineers and federal inspectors found 20 feet of track and right-of-way completely washed-out, although the rails



DERAILED OBSERVATION CAR BIELA - NJPINEBARRENS.COM

remained connected until the Blue Comet crossed them. The U.S. Weather Bureau station at Tuckerton recorded rainfall of 14.81 inches, the heaviest rain beginning about 3:00 p.m. With the injured removed from the train and taken to area hospitals, the clean-up effort began. A track gang of 500 men restored the tracks within 48 hours, after initially facing a delay from the bursting of the Union Lake dam, which flooded a drainage ditch and washed out about 30 feet of trestle just to the north of the wreck. The workmen laid down several tons of rock before the wreck trains from Jersey City and Elizabethport could reach the scene. No sooner had crew repaired the Union Lake flood damage, then a crane traveling down the railroad with its boom up pulled down all of the power, telephone, and telegraph wires crossing the tracks at Main Street in Chatsworth, disrupting electric service and communications for most of the day on August 20.

Railroad inspectors found the dining car GIACOBINI damaged beyond repair and the car body spent the remainder of its days off the rails serving as a freight station near Communipaw Avenue in Jersey City. The Central put the remaining cars back into service, but the Blue Comet only continued operating for another two years. The fabled train made its final run on September 27, 1941, and then passed into the annals of Pineland legends. [NJPineBarrens.com]



BLUE COMET WRECK SCENE - NJPINEBARRENS.COM

To reach the present overgrown wreck site today, one must creep or bushwhack through dense blueberry bramble and pygmy pines. On a blue-sky day, Bob Whipple led a small group through the thicket to Milepost 86, the approximate derailment location. The Blue Comet enthusiast has made the trek several times.

Part of the concrete milepost marker lay in a ditch, partially submerged in a tea-colored stream. A few splintered and rotting pieces of telegraph poles and rail ties were strewn about, but not enough to give a sense of the chaos. The rails, abandoned in the '70s, were rusting. Gazing down the track, lined with pines, Whipple said he could "almost feel the vibrations."

The quiet in this space evoked the ghost of a train that once passed this way, in the middle of nowhere. The only sound was that of two faraway birds having a spat. The solitude allowed the imagination to summon up the faint sound of a whistle in the distance.

Some Pineys, as locals are called, have told Whipple that some nights they hear an unusual foghorn-like whistle, similar to the sound the Blue Comet made as it rushed by.

But then, it fades away, without a trace. [Jan Hefler - Philadelphia Inquirer Staff Writer]



CENTRAL RAILROAD OF NEW JERSEY PACIFIC No. 833 WITH THE BLUE COMET AT LAKEHURST BY ANDY ROMANO





THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



CONNECTICUT, AMTRAK AT ODDS OVER SPRINGFIELD LINE UPGRADE

HARTFORD, Conn. - June 19, 2015 - A dispute between Amtrak and the state of Connecticut over escalating expenses has jeopardized chances that commuter trains will be running on the New Haven to Springfield line by late 2016. Amtrak now says the trains won't be running until late 2017.

The Hartford Courant said Connecticut's long-strained relationship with Amtrak apparently fractured further in the past year, and Gov. Dannel P. Malloy is now asking federal officials to intervene because of what he calls Amtrak's failure to manage budgeting and staffing for what was supposed to be a \$365 million project.

“The result is that the project is grossly over budget and significantly behind schedule,” Malloy wrote in a letter last month to U.S. Transportation Secretary Anthony Foxx.

Malloy told Foxx that the Federal Railroad Administration must get tougher in overseeing Amtrak's work on its 62-mile Springfield Line, but said the real solution is to take the project out of Amtrak's control altogether.

“Connecticut believes that the only way to fund and own responsibility for the success of this corridor is to transfer ownership of the line to the state of Connecticut,” the letter said.

Officials from Amtrak and ConnDOT met last week to review a new construction bid for the work. State Transportation Commissioner James Redeker said he anticipates a report from Amtrak and its primary contractor in mid- to late August showing a detailed budget forecast and construction schedule.

“We're looking for sooner and cheaper rather than later and more expensive,” Redeker said. “But everybody is going to have to step up.”

“We are working closely with the Connecticut DOT and other involved parties to collaboratively address the challenges facing this important and multifaceted project,” Amtrak said in a statement. “While we have a different view of the circumstances surrounding this project, we share Governor Malloy's desire to effectively advance the improvements to the New Haven-Springfield corridor and remain committed to cooperatively advancing the program.” [Trains News Wire]

RHODE ISLAND AND AMTRAK BEGIN TRACK PROJECT



AN ACELA EXPRESS TRAIN PASSING THROUGH KINGSTON STATION. PHOTO BY DANIEL CASE - RT&S

SOUTH KINGSTON, RI - July 1, 2015 - The Rhode Island Department of Transportation (RIDOT) and Amtrak are beginning work on a platform and track project in South County that officials say will improve operations in the Northeast and long-term transit planning in Rhode Island.

The \$41-million project involves construction of a third track at Kingston Station in South

Kingston, as well as construction of two high level platforms to allow full access to trains for passengers with disabilities. Layout of the third track will enable the Regional Amtrak trains stopping at Kingston Station to come off the mainline, while high-speed Amtrak Acela trains safely bypass them.

This additional capacity would accommodate expanded commuter rail service

to Kingston Station when the state expands commuter rail further into South County.

Work began in July under a \$17-million contract with Manafort Brothers Inc. that is being funded by a High-Speed Intercity Passenger Rail Program grant through RIDOT. The company will do the preliminary foundation work for 1.5 miles of new track, as well as install drainage, retaining walls and the pole foundations for the wires that run overhead. They will also raise the existing platforms at Kingston Station to make sure that they are level with the incoming trains to meet ADA requirements. The station improvements will be done in phases so service remains uninterrupted.

Once the preliminary work is complete, Amtrak will begin construction on the actual tracks and install the overhead wires. Final completion is scheduled for summer 2017.

The project is entirely funded by the federal government with \$26.2 million dedicated through the High-Speed Intercity Passenger Rail Program for improvements at Kingston Station. The remaining cost of the work at Kingston Station will be covered by Amtrak. [Railway Track & Structures]

RENOVATION OF ORLANDO AMTRAK STATION COMPLETED



A SUNRAIL COMMUTER TRAIN PASSES THE AMTRAK ORLANDO STATION IN JUNE, 2015. PHOTO BY DAVID LASSEN - TRAINS NEWS WIRE

ORLANDO, Fla. - June 30, 2015 - City officials marked the completion of a multi-million dollar renovation of the Orlando Amtrak Station on June 29. The building was designed by architect M.A. Griffin for the Atlantic Coast Line Railroad and was built in 1926 at a cost of almost \$500,000.

At the station's opening in January 1927, more than 6,000 visitors came to tour the new

facility. The city designated the station a historic local landmark in 1978. In 1990, the city undertook a major interior renovation.

The latest renovation included repair of the tile roof, twin domes and stucco surfaces, while original light fixtures, wood doors and windows were restored. Replacement fixtures, windows and doors were crafted to blend seamlessly with their counterparts. By relocating the air conditioning system to the roof, the city was able to reopen a side entrance for better circulation. New sidewalks and ramps meet ADA requirements. The building also received fresh coat of paint, based on historic color schemes.

The project was made possible through a partnership between the Florida Department of Transportation and the city of Orlando. A \$3 million FDOT Strategic Intermodal Systems (SIS) grant funded the design and improvements to the station. The SIS focuses on transportation facilities and services of statewide and interregional significance.

Amtrak leases the building from the state. The *Silver Meteor* and *Silver Star* serve the depot daily. A *SunRail* commuter rail station is located just north of the station, and a transit plaza allows travelers to easily transfer between Amtrak, commuter trains, and local buses.

Despite its ACL heritage, the station has the name of successor Seaboard Coast Line emblazoned on its walls. SCL was the result of the 1967 merger of the ACL and the Seaboard Air Line Railroad. In 2014 the station served 155,534 passengers. [Trains News Wire]

AMTRAK WEBSITE GETS MAKEOVER

WASHINGTON - July 1, 2015 - Amtrak customers visiting the railroad's website recently were struck with a completely new look. The company gave amtrak.com a mostly cosmetic revamp, the first significant change to the site's look and feel in more than five years. Most of the underlying architecture and the reservation booking process, including customer profiles linked to Amtrak Guest Rewards, remain the same for now, with updates to these elements planned for late 2016.



Among the changes, Amtrak highlights a cleaner look with less clutter, easier navigation and an improved design. Perhaps the most prominent new feature is the Travel Planning Map, which presents an interactive map overlaying Amtrak routes and stations on top of a Google Map of the continent. You can enter any address, city, state, or ZIP code to locate the nearest Amtrak station, then enter a destination point to find the most convenient Amtrak route (if one exists that Amtrak sells as a through itinerary).

The bottom of the new homepage more prominently encourages membership in Amtrak Guest Rewards (whose own separate website is unchanged for now) and has a convenient link to the Track a Train map, which has live GPS-based tracking of every locomotive moving a train in revenue service. The design also helps draw attention to current special offers and discounts, tailored to your region based on the location of your computer or device's IP address (when accessed in Washington, the homepage plugs discounts on Acela Express, Northeast Regionals, and Auto Train).

The former Routes and Stations tabs at the top are combined into a new "Destinations" tab, with quick links to route guides, city guides and vacation packages. More details are provided about on-board accommodations, meals, baggage policies and more under "Experience." The "Unique Amtrak Experience" page contains marketing material targeted at both competing modes of travel: intercity bus and air. Finally, the "Deals" tab points toward current promotions, regular discounts, multi-ride tickets and rail passes. [Malcolm Kenton - Edited from Trains News Wire]



MASS-DOT COMPLETES ACQUISITION OF CSX FRAMINGHAM SECONDARY

BOSTON - June 18, 2015 - The Massachusetts Department of Transportation has completed the acquisition of CSX's 21-mile Framingham Secondary between Framingham and Mansfield, Mass. The purchase price was \$23 million.

The agency said purchase of the Framingham Secondary is a "strategic investment" that links the Framingham/Worcester, Needham, Franklin, and the Attleboro/Northeast Corridor commuter rail lines together. The Framingham Secondary is also a major freight corridor between several key points in eastern Massachusetts, including Readville, Milford, Franklin, Fall River, New Bedford, and Worcester.

It is also used for passenger service to and from New England Patriots home games at Gillette Stadium in Foxborough. During the 2014-2015 season, 17,128 riders took the train to Foxborough; 6,015 more riders came from Providence through Mansfield along the southern end of the Framingham Secondary.

The line will require upgrades to track, signals and switches before enhanced passenger service can begin. Preliminary upgrades are set to begin in spring 2016. [Edited from Trains News Wire]

UNION PACIFIC OFFICE CAR TRAIN OPERATES OVER CSX TO OHIO

NORTH BALTIMORE, Ohio - June 29, 2015 - Union Pacific's office car train, led by GE ES44AC No. 8154, is operating over CSX Transportation rails this week



for a visit to that railroad's Northwest Ohio Terminal in North Baltimore, about 40 miles south of Toledo. The intermodal facility opened in 2011 as part of CSX's National Gateway initiative.

The train made a deadhead move between Chicago and North Baltimore on Monday with CSX symbol P940. It operated about 15 miles east of North Baltimore to Fostoria to turn the train set for the return trip.

CSX spokesman Gary Sease tells Trains News Wire, "CSX and Union Pacific officials are conducting a joint inspection of the Chicago interchange as well as key routes that flow into the networks of both carriers." [Trains News Wire]

CSX COMPLETES ANNUAL SAFETY AND MAINTENANCE JAMBOREE

JACKSONVILLE, Fla. - July 9, 2015 - This week, CSX successfully completed its 17th annual Maintenance Jamboree, a track safety and maintenance blitz that completes months of rail, tie, signal and bridge work on key rail corridors in a single week.

During this year's Maintenance Jamboree, CSX installed 55,400 cross ties and 217,000 feet of rail, surfaced more than 100 miles of track, and restored and performed maintenance on several bridges and road crossings. This extensive work would normally take about four and a half months to complete during routine train operation.

"The Maintenance Jamboree is a great testament to the dedication of our employees, who pull together to complete the work of many months in just a few short days to reduce the impact on our customers and communities," said Oscar Munoz, president and chief operating officer. "During the Jamboree, and all year long, CSX is committed to investing in our network to provide safe and efficient rail transportation today and serve freight demand in the future." The 2015 Maintenance Jamboree, which ran from June 29 to July 6, involved fourteen production teams, as well as engineering, signal and bridge teams. Track work concentrated on two key southeastern corridors: between Shelby, Ky., and Spartanburg, S.C., and between Bostic, N.C., and Monroe, N.C.

CSX has celebrated this annual safety and maintenance blitz since 1999, when a CSX machine operator coined the term "Jamboree" to describe the mass gathering of maintenance-of-way crews and equipment in one area. The Maintenance Jamboree is one example of CSX's commitment to investing in its infrastructure. In 2015, CSX will invest more than \$2.5 billion in capital throughout its network. [CSX Corp.]

CSX TRAIN FIRE FORCES 5,000 TO EVACUATE IN TENNESSEE



KNOXVILLE, Tenn. - July 2, 2015 - A CSX Transportation train fire in Maryville, about 15 miles south of Knoxville, has forced the evacuation of 5,000 residents within a 2-mile radius. The incident occurred July 2nd morning, just after midnight. At this time, no cars are believed to have derailed. Seven first responders are being treated for chemical inhalation at nearby hospitals, NBC News reports.

The train, operating between Cincinnati and Waycross, Ga., consists of two locomotives and 57 cars, including 45 loads and 12 empties, according to the railroad. Cars of acrylonitrile are

SMOKE RISES FROM CSX TRAIN IN MARYVILLE, TENN. ON JULY 2, 2015 - MICHAEL PATRICK, KNOXVILLE NEWS SENTINEL

located on either side of the burning rail car. According to the U.S. Environmental Protection Agency, acrylonitrile is used in the manufacture of acrylonitrile fibers and plastic resins.

The railroad setup a community outreach center at nearby Heritage High School on Thursday morning. [Trains News Wire]



NS TO INSTALL INWARD-FACING CAMERAS IN MORE THAN 150 LOCOMOTIVES

ROANOKE, Va. - July 1, 2015 - Following recommendations by the National Transportation Safety Board, Norfolk Southern has started equipping its locomotives with inward-facing cameras to enhance safety and security of NS employees, operations, and the public, the company says.

NS spokesperson Susan Terpay tells Trains News Wire that the installation of inward-facing cameras began at the railroad's Shaffers Crossing Locomotive Shops in Roanoke in June. The multi-year initiative plans to install cameras on about 150 road locomotives by the end of 2016. Shaffers Crossing will install all cameras during 2015 with expansion to other locomotive shops on the system in 2016.

The inward-facing cameras will record video only and no audio, with data only being retrieved following a serious incident or as part of an investigation, Terpay adds.

The NTSB recommended the installation of inward-facing cameras following its findings in a 2012 head-on collision between two Union Pacific trains in Oklahoma. Amtrak started installing inward-facing cameras in its ACS-64 locomotives in service on the Northeast Corridor last month. Other Class I railroads have started similar initiatives as well. [Chase Gunnoe - Trains News Wire]

N&W No. 611 COMPLETES EXCURSIONS WITH TEST CAR IN CONSIST

ROANOKE, Va. - July 6, 2015 - Norfolk & Western No. 611 pulled six sold-out excursions over the three-day Independence Day weekend, carrying more than 5,000 riders on a 21-car excursion train that included a Norfolk Southern test car to help determine just how powerful the mighty Class J is.



IN A SUDDEN DOWNPOUR, NO. 611 ROUNDS A CURVE WEST OF CHRISTIANSBURG, VA., ON JULY 5, 2015.

No. 611, restored earlier this spring, concluded its 2015 excursion schedule with classic trips on home Norfolk & Western rails, each starting in the city where No. 611 was built in 1950. Each morning, Friday-Sunday, the locomotive ran unassisted on the Roanoke-Lynchburg

route across famed Blue Ridge grade, and each afternoon, the locomotive pulled Roanoke-Walton turns across legendary Christiansburg grade. Together with crew, each train had more than 900 people on board.

The trips ran flawlessly, despite rainy weather that caused some tense moments when the engine slipped on steep grades and speeds dropped below 10 mph. But the Class J, known as the most powerful steam passenger locomotive ever built with an estimated 5,200 hp, dug right in, regained its footing, and put on a show for all on board and hundreds gathered trackside. This weekend marked the first time the engine operated west of Roanoke since its rebuild in North Carolina.

Directly behind the canteen on each trip was NS research and test car No. 32, working to determine the horsepower of the locomotive. Researchers are still computing the locomotive's tractive effort and horsepower. They compared No. 611's performance to that of sister Class J No. 604, which was tested in 1945. Southern Railway sent a test car with Texas & Pacific 2-10-4 No. 610 in 1977, and before that, it had been a quarter century since a full-scale test had been conducted on a mainline steam locomotive.

No additional excursions are scheduled for No. 611 in 2015, and plans call for the engine to be drained and moved to its home at the Virginia Museum of Transportation. [Article and photo by Jim Wrinn - Trains News Wire]

VIRGINIA REAR-END COLLISION, DERAILMENT SENDS TRAIN CREW TO HOSPITAL

RADFORD, Va. - Two Norfolk Southern trains derailed on the afternoon of July 14 when a westbound train struck the rear end of another train on the railroad's Pulaski District just west of Radford. Both trains were traveling westbound when the incident occurred around 4 p.m.



OFFICIALS LOOK OVER THE SCENE OF TUESDAY'S COLLISION IN WESTERN VIRGINIA - PHOTO BY MATT GENTRY, THE ROANOKE TIMES

NS spokesperson Susan Terpay tells Trains News Wire that about eight cars derailed on the westbound train that was struck from behind. Among those derailed cars included one car carrying an estimated 20,000 gallons of lube oil. The oil was contained to the site and did not enter any nearby waterways. The lead locomotive and the first 10 head end auto

rack cars derailed on the westbound train that struck the rear end of the train. The locomotive derailed on its side and its two-person train crew was hospitalized with minor injuries. They were later treated and released from a local hospital.

A source close to the railroad tells Trains News Wire the trains involved were 27V and 16T.

Norfolk Southern is working to re-rail and remove remaining equipment and is actively working with environmental officials on remediation efforts. The mainline is expected to remain closed until late Wednesday.

The cause of the derailment is under investigation. The derailment occurred about 8 miles west of Radford on the railroad's former Norfolk & Western main line to Bristol.

The route hosted steam excursions pulled by Southern Railway 2-8-2 No. 4501 in late June. [Chase Gunnoe - Trains News Wire]



STEAMTOWN PLANS SUMMER DEBUT FOR BALDWIN 0-6-0

SCRANTON, Pa. - July 7, 2015 - Steamtown National Historic Site may soon operate a steam locomotive again. Officials hope to have Baldwin Locomotive Works 0-6-0 No. 26 fully operational and powering the park's yard shuttles by Aug. 25. The date mark's the 99th anniversary of the National Park Service's founding and the kickoff of the agency's centennial celebration, the Scranton Times-Tribune reported. It will be the first steam locomotive operating regularly at Steamtown since late 2012.

The rebuilt locomotive passed its first full-scale pressure test in December. Federal Railroad Administration inspectors gave Steamtown the green light to operate the Baldwin after another trial in the spring. Still to come are shakedown runs in the Steamtown yard.

The locomotive will sport new green paint colors. Supervising exhibit specialist Barbara Klobucar said the historic site thought No. 29 was originally painted black, but discovered that olive drab green was the engine's original color.

No. 26 was built by Baldwin in 1929 and used as a switcher at Baldwin's Eddystone Plant until it was sold in 1948 to Jackson Iron & Steel of Jackson, Ohio. There it switched cars at the plant and to interchanges with the Baltimore & Ohio and the Detroit, Toledo & Ironton. It was sold in 1979 to a private owner, and remained in Jackson until June 1983, when it moved to



BALDWIN No. 26 AT STEAMTOWN ON JUNE 23, 1996
PHOTO BY BILL HAKKARINEN - RAILPICTURES.NET

Grand Rapids, Ohio. In July of that year, it moved to the Mad River & NKP Museum at Bellevue, Ohio. It remained there until 1986, when it was acquired by the former Steamtown Foundation in trade for Canadian National 4-6-0 No. 1551. It arrived in Scranton in January 1990.

"All of the railfans are just champing at the bit," Dawn Mach, Steamtown assistant superintendent, said of the long-awaited return of the engine to service. "People are excited, especially since we are starting to wrap up the work." [Trains News Wire]



OFFICIALS CONSIDER MARC EXTENSION TO DELAWARE

WILMINGTON, Del. - June 24, 2015 - Delaware and Maryland transit officials are discussing the possibility of extending Maryland's MARC commuter rail service to Wilmington, the *Wilmington News Journal* reports. Currently, MARC trains operate from Washington to Baltimore and Perryville, Md., on Amtrak's Northeast Corridor.

Delaware Transit Corp. CEO John Sisson tells the *Journal* that he will talk with Maryland Transit Administration officials and service could begin as early as 2018, after the reconstruction of the Newark station.

"We're still in that planning process," Sisson says. "Do you run a commuter rail service from Philadelphia to Baltimore, do you run Wilmington to Baltimore, or do you run Newark to Baltimore?"

A project to redesign the platform at the Newark station, and add an additional track there, will begin next year and must end by 2018, in order for the Delaware Department of Transportation, which is overseeing the project, to receive a \$10 million grant from the U.S. Department of Transportation. That project, which will increase train capacity at the station, will also allow additional SEPTA trains to travel to Newark from Philadelphia. Amtrak, the University of Delaware, and state are jointly funding the project.

The cost of adding MARC train service to Newark, or Wilmington, is still unknown at this stage. Sisson says he will have to determine whether the state would pay for the cost of extending the line to Newark or Wilmington, or would simply pay the cost of operating the trains while they're in Delaware. Perryville, Md., lies about 20 miles south of Newark.

Delaware Transit pays SEPTA about \$250,000 annually for every round-trip train that travels daily from Philadelphia to Delaware.

Last week, DelDOT Secretary Jennifer Cohan said that it is a priority to bring MARC trains to Delaware.

The only section of the Northeast Corridor without commuter rail service is the segment from Perryville to Newark. That's because, historically, there has not been demand, Sisson says, but that market is growing. "You see a fair number of Delaware license plates in Perryville taking MARC into Maryland," he adds. [Trains News Wire]



SEPTA BEGINS MONTHLY PTC UPDATE AS DEADLINE APPROACHES

PHILADELPHIA - June 23, 2015 - With the Congressionally-mandated December 31, 2015, deadline for many freight lines and all intercity and commuter rail systems to install, the Southeastern Pennsylvania Transportation Authority (SEPTA) has been working continuously over the past seven years to build and install a Positive Train Control (PTC) system across its regional rail network.

With a little more than six months away, SEPTA plans to release a monthly update on PTC progress through the deadline and then into 2016 as it completes the last of the testing and fine-tuning of the system.

"PTC is critically important to us because of the level of service we provide - 740 weekday trips operated by our 13 regional rail lines; the hybrid nature of the right-of-way we operate on - some we control and share with independent freight carriers and some we share, by agreement with Amtrak and the technological ability we now have to run our trains on all tracks, in all directions at any time," the agency stated in its June update. "All these make for a sophisticated and complex operation so every resource we can employ and every tool we can provide our train personnel enhances the safe operation of our system and the safety of our customers, crews and equipment."

SEPTA notes that one of the biggest tasks it has yet to tackle is the installation of the on board vehicle/locomotive systems. The transit authority says it is working to minimize the impact to its riders, but with ridership at record breaking levels, taking a single car out of the revenue fleet has an affect.

SEPTA anticipates full implementation of PTC will "come down to the wire," but says it is working hard to meet the deadline with a capital investment of \$328 million, years of continuous work to upgrade signals, communication systems, vehicles and installation of new systems at its operations control center.

To date, SEPTA has completed the following work:

1. Wayside signal systems installation – substantially complete
2. Communications systems installation – substantially complete
3. Control center systems installation – 80 percent complete
4. On board vehicle/locomotive system installations – 41 percent complete
5. Frazer Yard test track proof of concept – 100 percent complete

[Railway Track & Structures]



FRA AND GOOGLE TEAM UP ON GRADE CROSSING SAFETY

Google has agreed to partner with the Federal Railroad Administration (FRA) on grade crossing safety, the agency announced on June 29, 2015.

Google will use the FRA's GIS data that pinpoints nearly every rail crossing in the country (approximately 250,000) so the tech giant can add audio-visual alerts of an upcoming rail crossing when a driver uses the turn-by-turn navigation feature. FRA Acting Administrator Sarah Feinberg has also asked four other major companies that develop map applications—Apple, MapQuest, Garmin and Tom Tom—to partner with the agency.

The FRA says that last year approximately 270 people died in highway-rail collisions, compared to 232 in 2013—up 16.4%. 94% of accidents at rail crossings are due to driver inattention and error, FRA adds.

When Feinberg came on board in January, a spate of rail crossing deaths and accidents occurred, "so she decided to take a fresh look at the problem and followed up swiftly with action," FRA said. "Feinberg focused more resources toward rail crossing safety to raise awareness, increase enforcement and invest in smarter engineering. Working with these tech companies is part of the smarter engineering effort to help educate drivers. Feinberg is also leveraging her experience as a former Facebook executive and her relationships in Silicon Valley to bring one of the nation's newest industries together with government to solve one of the nation's oldest problems and to prevent, and ultimately end, deaths and accidents at rail crossings."

The Association of American Railroads (AAR) applauded the grade crossing safety partnership between the FRA and Google. [Railway Age courtesy of Chapter Member Greg Overmeyer]



PRR, PRSL & LIRR EVENTS IN AUGUST

Aug. 1, 1901 - Future PRR President Martin Withington Clement (1881-1966)

joins PRR as rodman after graduating from Trinity College.

Aug. 6, 1911 - Northumberland Yard completed on Williamsport Division; 70 miles of track; improvement also includes new station and shops.

Aug. 5, 1921 - U.S. Railroad Labor Board orders secret ballot for PRR shop crafts election.

Aug. 6, 1931 - PRR announces that it has started building underground conduits for Wilmington to Washington electrification.

Aug. 21, 1941 - Passenger service discontinued between Reading and Wilkes-Barre, Pa.; last passenger service north of Reading.

Aug. 1951 - Fifty rebuilt MP54 MU cars placed in service on Philadelphia suburban lines; feature additional heat, ventilation and insulation, recessed downlights, package racks and pastel colors.

Aug. 28, 1961 - PRSL Board authorizes retiring 19 non-air conditioned passenger cars.

Aug. 23, 1967 - New demonstration run of the U.S. DOT test cars for the Advisory Board of the Office of High Speed Ground Transportation sets a new speed record of 157 MPH.

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



TIMETABLE 08-15

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

Through October, 2015

Exhibit: Building the Reading at the Reading Railroad Heritage Museum, 500 S. Third Street, Hamburg, PA. Info: www.readingrailroad.org

Sunday, Aug. 16, 2015

40th Annual Train Meet at the Warrior Run Fire Department Social Hall, Second St., Allenwood,

PA. 9 am to 2 pm. Adm. \$3.00. Sponsored by the Central PA Chapter, NRHS.

Friday, Aug. 21, 2015

Annual Bill Wagner Summer Dinner by the Philadelphia Chapter, NRHS at Café La Fontana, 58 South York Rd., Hatboro - approximate two block walk from the Hatboro station on SEPTA's Warminster Regional Rail Line. Price is \$41.00 per person. Reservation and payment must be received by August 10, 2015 to Summer Dinner, Philadelphia Chapter, NRHS, P.O. Box 7302, Philadelphia, Pa. 19101-7302.

Saturday, Aug. 22, 2015

Three Car Three Generation Celebration at Rockhill Furnace, Pa, by the Rock Hill Trolley Museum. Info: www.rockhilltrolley.org

Sunday - Monday, Aug. 30-Sept. 7, 2015

Williams Grove Historical Steam Engine Association Steam Show. Pennsy B4a 0-6-0 #643 operates during the annual steam show. Info: www.wghsea.org

Saturday - Monday, Sept. 5-7, 2015

Railfest 2015 at the Steamtown National Historic Site in Scranton, Pa. Nickel Plate 765 leads excursions to Delaware Water Gap on Saturday & Monday; diesel-powered excursions to Moscow; trolley rides from the Electric City Trolley Museum. Info: www.nps.gov/stea

Friday - Monday, Sept. 11-13, 2015

40th Anniversary Convention of the Anthracite Railroads Historical Society, Inc. at the Hilton Scranton & Conference Center, 100 Adams Ave., Scranton, Pa. 18503. Info: www.anthraciterailroads.org

Saturday, Sept. 12, 2015

The Great Lehigh Valley Train Meet at Merchants Square Mall, 1901 South 12th

Street, Allentown PA 18103. Adm: \$5.00. Info: www.lehighvalleytrainmeet.com

Saturday & Sunday, Sept. 12-13, 2015

Nickel Plate Road 2-8-4 No. 765 operates on excursions out of Steamtown National Historic Site. The round trips will operate from Scranton to Binghamton, NY via the ex-Lackawanna Tunkhannock Viaduct in Nicholson, Pa. Info: www.laurellinesspecials.org.

Sunday, Sept. 13, 2015

Fall Hamburg Dutch Train Meet at the Hamburg Field House, 123 South 4th Street, Hamburg PA 19526. Adm. \$5.00. Info: www.pa-vendors.com/events/berks-county

Saturday, Sept. 19, 2015

Amtrak Train Days at Philadelphia's 30th Street Station from 11 am to 3 pm. Features the Amtrak Exhibit Train. Info: www.amtraktraindays.com

THIS MONTH'S BANNER PHOTO

Jersey Central Baldwin-Lima-Westinghouse Model DR44-1500A No. 74-77 charges through Elizabethport, New Jersey in the 1950s. These units were built between November, 1947 and September, 1948.



OPERATION LIFESAVER REMINDS YOU...

WAIT FOR THE GATE.
ISN'T YOUR LIFE WORTH THE WAIT?

LANCASTER CHAPTER "RIDE THE RAILS"

MEMBERSHIP MEETING

MONDAY, AUGUST 17, 2015, 6:00 PM

AT THE STRASBURG RAIL ROAD

ROUTE 741, EAST

STRASBURG, PA 17579



GPS: 301 GAP ROAD, RONKS, PA 17572

Train Ride and Chapter Membership Meeting will be held rain or shine

Arrive early at the Strasburg Rail Road station to board the 7:00 pm train for a relaxing ride to Paradise. Upon returning to Strasburg, we'll have our Membership Meeting in one of the coaches. Restrooms will be available at the station and the shops and restaurant will close 15 minutes after the train returns to Strasburg.

Tickets for the train ride are available for \$5.00 per person from the Chapter. Please bring a check payable to: Lancaster Chapter, NRHS or CASH - \$5.00 ride is open to Members, Guests and Friends. However, there are a limited number of tickets available.

Everyone will need a ticket to ride the train. Tickets will be available from Dennis Allen starting at 5:30 pm.

Please purchase your ticket from the Lancaster Chapter at the discounted price of \$5.00. Regular coach price is \$14.00 at the Strasburg Rail Road Ticket Office.

SATURDAY MORNING TRIFECTA

Photos and narratives by Chapter Member Mark W. Hoffman

Three special rail movements through a light blanket of new snowfall made for an unusually exciting Saturday, January 24, 2015 morning in eastern Lancaster County. SEPTA track work near Norristown accounted for the Norfolk Southern detours on Amtrak's Keystone Corridor, the second year this has occurred, and a private charter provided action on the Strasburg Rail Road.



DETOURING NS 21E CRUISES WESTWARD UNDER THE U.S. ROUTE 30 BRIDGE, PASSES LEAMAN PLACE JUNCTION AND APPROACHES AMTRAK'S LEAMAN INTERLOCKING AT PARADISE, PA AT 10:41 A.M. NS DASH 9-44CW 9843, NS DASH 8-40CW 8411 AND NS SD70M 2588 PASS THE STRASBURG RAIL ROAD'S WRECK CRANE 03 SPOTTED AT THE TAIL END OF THE SHORT LINE'S INTERCHANGE TRACK.



NS DASH 8-40CWs 8332 AND 8463 ADVANCE DETOURING NS 24K EASTWARD THROUGH AMTRAK'S LEAMAN INTERLOCKING AT PARADISE, PA AT 10:56 A.M. STRASBURG RAIL ROAD WRECK CRANE 03 RESTS AT THE TAIL END OF THE SHORTLINE'S INTERCHANGE TRACK TO THE LEFT OF THE TRAIN.



MEANWHILE, BACK AT EAST STRASBURG, PA, STRASBURG RAIL ROAD SW8 8618 WRAPS UP A PRIVATE CHARTER WITH PRR BUSINESS CAR 7503, FRANCIS L. SUTER. THE RESTORED PAIR RAN A ROUNDTRIP FROM STRASBURG TO LEAMAN PLACE AND ARE PASSING WESTWARD BY THE ROAD'S ENGINE HOUSE AT 11:40 A.M. BUILT BY THE PULLMAN COMPANY IN 1914 FOR THE PRR, THE 90-TON, PRIVATELY-OWNED SUTER IS AMTRAK CERTIFIED FOR UP TO 110 MPH AND FEATURES A WORKING WOOD BURNING FIREPLACE.

JULY, 2015

CHAPTER MEETING REPORT

Sunday July 19, 2015 - President Tom Shenk announced due to the humidity and high temperatures of the day, the Chapter Membership Meeting was cancelled. There were 29 chapter members present.

Tom thanked Fred Kurtz for making the necessary arrangements for the Chapter Membership to ride the Wanamaker, Kempton, and Southern Railroad in Kempton, Pa.

Chapter members rode the 3:00 p.m. train in the open car. The Chapter was invited to stay on the train and ride the 4:00 p.m. train. The railroad also had low attendance due to the weather. Most of the chapter members in attendance stayed and rode the train again. Even though it was very warm, the train rides were still enjoyed by everyone.

After the 4:00 p.m. train ride, there was a shop tour at the Railroad.

Next month's (August) Chapter Membership Meeting will be held at the Strasburg Rail Road. Tickets to ride the train will be sold that day for \$5.00. The train will leave at 7:00 p.m.

Respectfully submitted by Donetta M. Eberly, Secretary



**NJT SETS FY2016 OPS, CAPEX BUDGETS;
HIKES FARES 9%**

Facing an approximate \$56 million budget gap for its 2016 fiscal year, New Jersey Transit's Board of Directors on July 15, 2105 adopted a FY2016 operating budget and capital program totaling \$4.27 billion, and a fare and service plan that includes an average 9% fare increase.

NJT set a \$2.116 billion operating budget and a \$2.099 billion capital program for FY2016, which started July 1, 2015.

The FY 2016 capital program "continues to prioritize investment in infrastructure to maintain an overall state of good repair, enhance safety and reliability, and improve the overall customer experience on the system," NJT said. It includes upgrades to the Northeast Corridor (NEC), shared with Amtrak, the agency's most utilized rail line. The NEC is allocated \$61 million as part of NJT's ten-year, \$1 billion Northeast Corridor investment program. It supports continued investment in rolling stock renewal, with \$87 million for rail rolling stock improvements. Funding is also provided for technology and security upgrades, local programs, and commuter rail and light rail infrastructure improvements. Some \$82 million in rail station improvements are slated.

In addition, the capex program funds approximately \$913 million in major capital projects that will help advance NJT's resiliency to extreme weather events. NJ TRANSITGRID, which will serve as an electrical micro-grid capable of supplying highly reliable power when the centralized power grid is compromised, is being funded through this effort as well as other projects including Delco Lead Train Safe Haven Storage and Service Restoration, Hoboken Long Slip Fill and Rail Enhancement, Train Controls Resiliency, and Raritan River Drawbridge Replacement. All of these programs are for improvements to facilities and equipment heavily damaged by Superstorm Sandy on Oct. 29, 2012. As such, approximately 42% of the capital budget comes from Federal Transit Administration Sandy Resiliency funds, with the balance coming from federal and other sources, including 22% from New Jersey's state Transportation Trust Fund (TTF).

NJT's FY2016 operating budget reflects an increase of state funding along with a stable level of federal and other reimbursements, which the agency says will enable it to meet projected expenses. Approximately 59% of the operating budget is dedicated to labor and fringe benefits costs. Other significant expenses include contracted transportation services, fuel and power and materials, which together comprise approximately 27% of the operating budget.

"This year's operating budget reflects a \$76.7 million (8.3%) growth in passenger revenue, based on the fare adjustment and ridership trends," NJT said. "Overall passenger revenue and commercial revenue represents approximately 53% of the total FY2016 operating program." Nearly half of the

revenue in the operating budget comes from fares (\$1.005 billion), supported by a comparable amount from state and federal program reimbursements (\$961.8 million) with the balance from a combination of commercial revenues (\$115.2 million) and state operating assistance (\$33.2 million).

The fare and service plan includes an average 9% increase in fares, "with no customer paying more than 9.4% after rounding, and modest changes for rail and bus service," NJT said. "Throughout the past five years, we held the line on fare increases while maintaining high quality services and implementing new customer amenities including MyTix, Departurevision, and MyBus Now. However, costs such as contract services—Access Link, the organization's paratransit service; Hudson-Bergen Light Rail and private carriers—and workers' compensation, general liability insurance, healthcare and benefits and pensions have steadily risen. As a result, we were left with a significant budget gap. Although we identified more than \$40 million in reductions in overtime, fuel savings, energy and vehicle parts efficiencies, we still faced an approximate \$56 million budget gap for the 2016 fiscal year. To close the gap, fare and service adjustments were proposed and now approved. The fare adjustment will go into effect Oct. 1." [Railway Age]



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



NEW YORK STATION, STEAM LOCOMOTIVE DAMAGED BY RUNAWAY FREIGHT CAR

UTICA, N.Y. - July 22, 2015 - A steam locomotive displayed beside Utica Union Station was struck by a runaway freight car late afternoon of July 21, shoving the engine's tender into the stairway leading to a pedestrian bridge. A large section of the wall collapsed onto the tender.



AMTRAK PASSENGERS ARE ESCORTED AROUND THE DAMAGED UTICA UNION STATION ON JULY 21, 2015
TINA RUSSELL, UTICA OBSERVER-DISPATCH

The freight car, a covered hopper loaded with plastic pellets, was being switched by a New York Susquehanna & Western crew several blocks from the station when it unaccountably got away and rolled into the station.

Melanie Boyer, a spokeswoman for the NYS&W, told the *Utica Observer-Dispatch* that the car had been on the railroad, but could not

comment on how it ran away. Boyer said the accident is under investigation.

Officials say the car rolled about 2.5 miles before plowing through a bumper and smashing into the 0-6-0. Part of the line is in the center of a street, and a local resident's vehicle was struck by the free rolling car. The driver sustained a minor injury, but there were no other injuries, according to Utica police.

The steam locomotive, New York Central 0-6-0 No. 6721, has been on display at the station for a number of years, after being moved to Utica from Carillon Park in Dayton, Ohio. The engine is owned by the local National Railway Historical Society chapter. There is no information on possible damage, but news photos show bricks and other debris on the tender, with the engine shoved tight against the tender.

The Utica station is used by Amtrak's *Empire Service* between New York City and Buffalo, as well as the *Lake Shore Limited* and the Adirondack Scenic Railroad.

This is the second such accident at Utica station. About 25 years ago, vandals released the brakes on several cars, which rolled into the station and wrecked two passenger cars on display on the same track. [Wayne Laepple - Trains News Wire]

LANCASTER CHAPTER MEMBERS

We need your help to make our fund-raisers successful. No experience is necessary! We will assign you to a task of your abilities. Please call Cindy Kendig at 610-593-6313 for further information.

COMMUNITY YARD SALE IN CHRISTIANA **DATE: SATURDAY, AUGUST 29**

The chapter will be selling spaces for \$5.00 to members and \$10.00 to non-members. If interested, call immediately, space is limited to first-come, first-serve. Bring your usable items to sell and make a little profit in the air-conditioned Christiana Freight Station. Refreshments will be available to purchase, so come hungry! You will be responsible for your own sales, so bring cash to make change. Anything not sold is your responsibility to remove from the chapter premises and dispose of in a proper manner.

Volunteers needed:

- > To staff kitchen
- > Donate baked goods / home prepared food to sell from kitchen
- > Control traffic flow and parking
- > Help with Chapter sales

CHRISTIANA CRAFT & VENDOR SHOW **DATE: SATURDAY, OCTOBER 24**

This is our 2nd show and volunteer help is needed

Before craft show Volunteers:

- > Monday night Oct 19th (Chapter Meeting) - help move chairs and tables
- > Tuesday morning Oct 20, 9:00 am - help lay out vendor spaces
- > Friday night Oct 23, 5:30 – 8:00 pm - 2nd Floor vendor/crafter help
- > Saturday morning Oct 24, 7:00 – 9:00 am - 2nd Floor vendor/crafter help

During craft show (9:00 am – 2:00 pm) Volunteers:

- > To staff kitchen
- > Donate baked goods / home prepared food to sell from kitchen
- > Control traffic flow and parking
- > Help with Chapter sales table
- > Greeters at main entrance door

After craft show Volunteers:

- > Saturday afternoon Oct 24, after 2:00 pm - to break down tables and chairs

Thanks for your continued support of our programs.

THE LAST TRAIN OF THE WEEK

Here's a story about the Pennsylvania Railroad's Whitemarsh Branch. At the location where the branch crossed over Germantown Avenue there was a tiny, but surprisingly well kept, shelter for inbound passengers, named Germantown Road - at the north end of the bridge. One Friday evening, the last train of the week was inbound so, of course, there were no passengers aboard and the conductor was up front with the engineer. As they passed the Germantown Road shelter, they realized there were two people standing there so they stopped and backed up, and a man and woman climbed aboard. The conductor asked how they happened to be there. They said they weren't familiar with the neighborhood, but saw the Pennsylvania Railroad station sign and figured there would be a train along after a while. The conductor informed them that "while" would have been until Monday morning. [Contributed by Chapter member Bruce Irvin]



“INSIDE THE BACK PAGE”

UPCOMING LANCASTER CHAPTER ACTIVITIES

AUGUST 17, 2015 - MONDAY, 6:00 PM - “RIDE THE RAILS” AT THE STRASBURG RAIL ROAD

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

AUGUST 29, 2015 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - COMMUNITY YARD SALE

Information is shown in this issue of *The Lancaster Dispatcher*.

SEPTEMBER 20, 2015 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC

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.

OCTOBER 19, 2015 - MONDAY, 7:30 AM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

OCTOBER 24, 2015 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - VENDOR & CRAFT SHOW

Information is shown in this issue of *The Lancaster Dispatcher*.

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

T1 TRUST BEGINS KICKSTARTER CAMPAIGN

HARRISBURG, Pa. - July 9, 2015 - The nonprofit T1 Trust has begun a Kickstarter campaign to raise money to cast wheels for a new version of the long scrapped Pennsylvania Railroad T1 Class duplex drive 4-4-4-4. The Trust hopes to eventually raise the \$10 to \$20 million it will take to build a new version of the locomotive, which will be numbered 5550.

The immediate objective for the Trust is to cast two drivers for the T1. These wheels stood nearly 7 feet tall and were capable of conveying the T1 at speeds in excess of 140 mph. Working from original Pennsylvania Railroad mechanical drawings, the project's engineers created computer models of the wheels. These models were delivered along with requests for quotes to more than 60 foundries across the country. Over a four-month period, the search was narrowed and the team ultimately selected Beaver Valley Alloy Foundry in Monaca, Pa., that utilizes the latest technologies for pattern making, metallurgy, and casting steel.

There were 52 Class T1 locomotives produced, 25 at the PRR's shops at Altoona, Pa. and 27 by the Baldwin Locomotive Works. Two prototypes were built in 1942, with the remainder of the engines built in 1945-46. The streamlined engines were styled by Raymond Loewy and used in high-speed passenger service. The last T1 was scrapped in 1956.

The Kickstarter campaign is designed to help the Trust raise \$20,000 needed to create the modern pattern for casting all eight wheels. The Trust will offer a menu of rewards to choose from for those who donate, varying from patches and T-shirts to full-sized cast bronze 5550 Keystone Number Plates and membership in the group's Founders Club.

For more information, go to www.kickstarter.com/projects/t1trust/lets-get-rolling [Trains News Wire]



LANCASTER CHAPTER BOARD of DIRECTORS

PRESIDENT:	TOM SHENK	717-560-1186	TSHENK@NRHS1.ORG
1ST VICE PRESIDENT:	RON IRWIN	717-299-6405	RIRWIN@NRHS1.ORG
2ND VICE PRESIDENT:	GLENN KENDIG	610-593-6313	GKENDIG@NRHS1.ORG
SECRETARY:	DONETTA EBERLY	717-866-5514	DEBERLY@NRHS1.ORG
TREASURER:	RICHARD RUTLEDGE	717-741-0205	RRUTLEDGE@NRHS1.ORG
EDITOR:	ED MAYOVER	302-834-3662	EMAYOVER@NRHS1.ORG
HISTORIAN:	EVAN RUSSELL, JR.	610-269-7054	ERUSSELLJR@NRHS1.ORG
CHAPLAIN:	DAVID STAMBAUGH	717-292-1726	CHAPLAIN@NRHS1.ORG
1ST DIRECTOR:	CINDY KENDIG	610-593-6313	CKENDIG@NRHS1.ORG
2ND DIRECTOR:	STEPHEN HIMPSL	717-285-4283	SHIMPSL@NRHS1.ORG
NATL REP & WEB:	FRED KURTZ	717-200-1551	FKURTZ@NRHS1.ORG

MEMBERSHIP MEETING NOTICE

THE "RIDE THE RAILS" MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE STRASBURG RAIL ROAD, STRASBURG, PA ON MONDAY, AUGUST 17, 2015, RIDING THE 7:00 PM TRAIN.

**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 E-MAILED TO EACH MEMBER OF THE CHAPTER AS ONE OF THE BENEFITS OF MEMBERSHIP. ANNUAL LANCASTER CHAPTER MEMBERSHIP DUES ARE \$20 PLUS \$12 IF YOU DESIRE A MAILED NEWSLETTER. NATIONAL NRHS DUES ARE MAILED SEPARATELY. 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 THIRD MONDAY OF THE PRECEDING MONTH. ADDRESS CHANGES OR CORRECTIONS SHOULD BE SENT TO: RON IRWIN, 15 HIGHLAND DRIVE, LANCASTER, PA 17602-3313 OR EMAIL: RIRWIN@NRHS1.ORG.

**PLEASE DELIVER PROMPTLY !!!
FIRST CLASS MAIL !!!**

Forwarding and Address Correction Requested

**LANCASTER CHAPTER, N.R.H.S.
10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416**

**FIRST
CLASS
MAIL**