

LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 48 NUMBER 6

DISTRICT 2 - CHAPTER WEBSITE: WWW.NRHS1.ORG

JUNE 2017

BALDWIN LOCOMOTIVE WORKS No. 60000



BALDWIN LOCOMOTIVE WORKS BUILDER'S PHOTO - 1926

No. 60000 was outshopped in August 1926. It was the 60,000th locomotive built by Baldwin, hence its number, and was designed to test the potential benefits of high steam pressure and a high ratio of expansion in steam locomotives.

It has a 4-10-2 wheel arrangement with 63½" driving wheels and three 27" x 32" cylinders each with 14" pistons. The internal cylinder was the high pressure cylinder (the head is directly above the middle of the pilot, the steam chest is to the left). This took steam from the boiler first and then expended the used steam at a reduced pressure to two low pressure cylinders on each side of the frame.

No. 60000 was a coal burner. Its boiler barrel is a conventional wagon top, 84" in diameter with 206 x 2¼" firetubes and 50 x 5½" fire tubes housing Type A superheater elements. However, a watertube section surrounds the firebox with fifty 4" tubes on each side running from a

cast steel mud ring at the bottom to one of two horizontal steam drums at the top. The 26" diameter steam drums are 26' 6" in length and extend 5' 6" into the boiler barrel. Their cover plates sit in the backhead.

The firebox is 745 sq ft, with a grate area of 82½ sq ft. The sides, front and back of the firebox, as well as the gap between the two steam drums, were all covered with firebrick, which gave No. 60000 a total heating area of 5,192 sq ft. The locomotive was fired by a Duplex stoker and operated at a boiler pressure of 350 psi.

The tender is of the Vanderbilt type carried on two six-wheeled trucks. It has capacity of 12,000 gallons of water and 16 tons of coal.

The locomotive and tender are 86' 11¼" long (total wheelbase) and together weigh 700,900 lbs light (457,500 lbs engine and 243,400 lbs tender). No. 60000 has a Worthington feedwater heater mounted on the left side of the boiler.

The main and side rods are made of carbon vanadium steel. The driving axles, main crank pins and piston rods are made of open hearth steel, heat-treated, oil quenched and hollow bored. The high pressure piston is connected to an offset crank on the second pair of driving wheels. The two low pressure pistons are connected to the third pair of drivers. The two outside cranks are placed 90° apart to deliver four even exhausts per revolution. The inside crank is placed at 135° from each outside crank. All ten drivers on the 22' 10" long engine wheel base are flanged. Lateral motion boxes are fitted to the first driving axle, and the front truck has a swing bolster, while the rear truck is of the Delta type. There is a continuous equalization system on each side of the locomotive from the leading drivers to the rear truck.

Air pumps are mounted on the right side as well as the left. The locomotive has Walschaert valve gear.

There is a hydraulically-powered 15-foot "ride" in the cab (wisps of artificial steam and smoke thrown in) and...it's worth it to see No. 60000's impressive backhead!



BACKHEAD OF No. 60000 AT THE FRANKLIN INSTITUTE
PHOTO BY MITCH GOLDMAN

So, how did No.60000 perform?

After a series of brief test runs following construction, the No. 60000 was sent to the Pennsylvania Railroad's Altoona Test Plant in Altoona, Pennsylvania in August and September 1926. No. 60000 performed very well, registering 4,515 hp, the highest in the test bed's history. The maximum firing rate was 150 lbs. of coal per sq. ft. of grate per hour, equal to 12,388 lbs. of coal per hour, delivering 51% boiler efficiency, and the locomotive delivered a tractive effort of 82,500 lbs. A promising start. Following tests at the Altoona Test Plant, the Pennsylvania Railroad placed the engine in freight service between Enola Yard near Harrisburg and Morrisville Yard via the Trenton Cutoff. During testing on the PRR, No. 60000 pulled a maximum of 7,700 tons

After Altoona, No. 60000 was tested on several railroads, including the Pennsy, Baltimore & Ohio, Erie, Chicago Burlington & Quincy and Santa Fe.

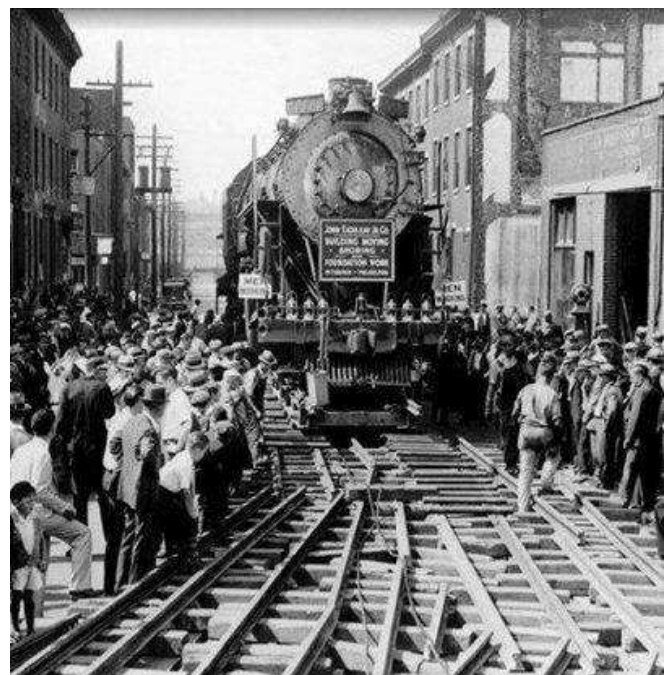
In mid-1927, the locomotive was converted to burn oil on the Southern Pacific, although it apparently did not do too well on tests over Donner Pass. After returning east, it was then converted back to burn coal for tests on the Great Northern in late 1927.

The "Baldwin Boomer" covered 100,000 miles as a demonstrator as well as appearing on static display at Chicago's Union Station, and in Portland, Oregon, but it was clear that the economies gained by high pressure and compounding came at too great a price in terms of maintenance and reliability. The drivers' axle loadings were also too great for much of the existing railroad track, and its demonstration runs never persuaded any railroad company to purchase a production locomotive.



No. 60000 ENTERING "RAILROAD HALL" ON SEPTEMBER 22, 1933.

After returning to Eddystone, Pennsylvania in February 1928, No. 60000 went on no more demonstration runs. Instead, it was used as a stationary power source at Baldwin's works for a period and then, in 1933, was sold to The Franklin Institute in Philadelphia for \$1.00. The Baldwin No. 60000 arrived at The Franklin Institute on September 22, 1933. Handlers rolled No. 60000 into what was then known as the "Railroad Hall" on makeshift tracks through what would later become the Science Museum's northwest wall. The tracks run back to the inside of the wall to this very day. [The Franklin Institute and wikipedia]



IT TOOK FIVE DAYS TO MOVE THE LOCOMOTIVE FIVE BLOCKS FROM 24TH AND VINE STREETS TO THE FRANKLIN INSTITUTE.



BALDWIN



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



CALL FOR VOLUNTEERS TO SERVE ON THE NOMINATING COMMITTEE FOR ELECTION OF CHAPTER OFFICERS

In accordance with the Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given that the Lancaster Chapter, N.R.H.S. is seeking Chapter Members in good standing to serve on the 2017-2018 Nominating Committee to prepare a slate of eligible candidates for presentation to the membership. If you are interested in serving on the Nominating Committee, please contact Chapter President Tom Shenk.



DESIGN WORK BEGINS ON PARKESBURG TRAIN STATION; \$3.5 MILLION IN FUNDING ALLOCATED

PARKESBURG, Apr. 19, 2017, West Chester Daily Local News, - State Sen. Andy Dinniman, D-19, announced that \$3.5 million in funding has been allocated for the initial design work, surveying, and environmental studies related to the significant upgrades planned for the Parkesburg Train Station.

“This is a big, first step for Parkesburg – one that will be central to the ongoing revitalization and redevelopment efforts in the borough’s downtown business district,” Dinniman, who serves on the Senate Transportation Committee, said.

At Dinniman’s request, Steve Panko, Transportation Planning Manager with PennDOT, attended the April 17 Parkesburg Borough Council meeting and informed local officials that as a result of a recent meeting between Amtrak and PennDOT, \$3.5 million in funding has been allocated for preliminary work related to the major rail station improvements slated for Parkesburg.

The funds will be used for surveying, required environmental evaluation, and conceptual plans for the station, which saw nearly 47,000 riders last year.

Once conceptual plans and renderings are completed, they will be presented to borough council and the general public for input and feedback at a public meeting and work session.

In the meantime, Dinniman also plans to work to utilize the existing funding to address Americans with Disabilities Act (ADA) concerns and accessibility issues related to the station in the short term. Specifically, Dinniman said significant roadway repairs are needed to Maple Street, which approaches the station, as well as the station parking lot, where the pavement has deteriorated.

“If there are improvements we can do now, let’s do them. Let’s get started,” he said.

In addition, SEPTA recently conducted a feasibility study on returning service to Parkesburg, and Dinniman said he would continue to work to make that a reality.

Dinniman also noted that a majority of the design work has been completed on the West Bridge Street crossing in Parkesburg, which has been closed for some time. PennDOT is awaiting approvals from Amtrak and Norfolk Southern to complete and finalize the design.

Parkesburg is one of five Chester County communities where work is either underway or on tap for major train station upgrades. Updates on the four other stations and related redevelopment work are as follows:

- Construction is currently underway on major upgrades to both the Exton and Paoli Train Stations. Work on those projects, which was accelerated due to a federal judge’s ruling on an ADA lawsuit, is slated for completion next year.

- A formal announcement is forthcoming on plans for both the new Downingtown Train Station and commuter-oriented housing and neighborhood-style stores along the Brandywine Creek. The Hankin Group and PennDOT are working together on that project, which includes commuter access and parking, as well as residential, commercial and mixed-use units. Part of the agreement also calls for the demolition of the abandoned Sonoco Paper Mill, which closed in 2009 and has been an eyesore for residents and visitors.

- In Coatesville, the Third Avenue Streetscape Project, the first phase of revitalization work related to the new Coatesville Train Station, has received final PennDOT approval. Design work is complete on the streetscape project and it is currently in the bidding process.



AMTRAK PRESIDENT AND CEO WICK MOORMAN ANNOUNCES NEW YORK PENN STATION IMPROVEMENT INITIATIVES

WASHINGTON, Apr. 27, 2017, Amtrak Media Center – Amtrak President and CEO Wick Moorman today announced a series of initiatives to strengthen railroad infrastructure and improve operations and preparedness at New York Penn Station, the nation’s busiest rail station and transportation facility.

“After only a short time here at Amtrak it has become apparent to me that we need to accelerate major renewal work in New York Penn Station,” said Moorman, who became CEO in September 2016. “Using our limited resources, we have made this renewal project a priority to ensure the continuity of travel in the region. Without these improvements, Amtrak, NJ TRANSIT and the Long Island Rail Road could continue to see major disruptions, which could also have an impact on passenger safety.”

Moorman added, “We at Amtrak understand the steps that must be taken to ensure a safe and reliable railway and will be working throughout the summer and beyond to make the required improvements. We will be collaborating with our partners at NJT and the LIRR to plan this work in order to minimize disruptions and inconvenience for our customers who rely on us for service.”

“The simple fact of the matter is that some of the track and infrastructure in service today at Penn Station was built in the 1970s at a time when we were handling half the trains and a third of the customers that we do today,” Moorman said. “While a substantial amount of reconstruction has already been done at New York Penn Station, the remaining renewal work has been scheduled to take place over the next several years in order to minimize impacts on scheduled services. We can’t wait that long. This work needs to be done now.”

The Penn Station Improvement Initiatives include:

New York Penn Station Infrastructure Renewal Program

Amtrak will undertake a series of major track and switch renewal projects in Penn Station, beginning with the western portion of the station area. The first set of projects will occur in the area of tracks and switches known as “A Interlocking,” which serves as the critical sorting mechanism routing trains that enter Penn Station from the Hudson River tunnels and the Long Island Rail Road’s West Side Yard to the various station tracks and platforms. While Amtrak has maintained and repaired this aging infrastructure, some of which dates to the 1970s, full replacement is now required to improve the reliability of this infrastructure at this critical moment in the station’s history. Rather than proceed with the full replacement of these components across an extended period stretching out

over several years, as originally scheduled, Amtrak now plans to advance this work through a series of major projects beginning in May and continuing through the fall in order to quickly achieve the benefits of this renewal work for our partners and passengers. In addition to the work in A Interlocking, further renewal work of various station tracks will be undertaken through approximately June 2018, with a majority of that work done on weekends.

These projects will require track closures, operational coordination and schedule changes, which will impact the service of all of the railroads operating in Penn Station. Amtrak will work with our partner railroads and other affected entities as we develop the schedule for this needed work and will make every effort to minimize disruptions to all customers. Once this plan is finalized, we and our partner railroads will communicate the plan and its impact to the public and provide continuous updates as the work progresses.

[New York Penn Station Passenger Concourse Coordination Review](#)

Amtrak has commissioned former Metropolitan Transportation Authority CEO and Chairman Tom Prendergast to independently review the interaction, coordination and collaboration between the railroads' various passenger concourses within Penn Station. The review will focus on the current methods of managing daily operations within the station concourses, including during disruptions, events or incidents, as well as look for opportunities to strengthen coordination between all parties to improve the passenger experience, safety and security. While Amtrak is the owner of Penn Station, passenger concourse operations and control of various areas within the station are managed individually by Amtrak, LIRR and NJT. Mr. Prendergast will review these relationships and develop recommendations on how the three railroads, working with other relevant parties, can improve the passenger experience, signage and wayfinding, video and communications, and incident response across the entire station.

[Development of a Joint Station Concourse Operations Center](#)

Amtrak is proposing that the three railroads serving Penn Station develop a joint station concourse operations center that brings together the managers of the various Penn Station concourses and technology to strengthen coordination, enhance the passenger experience and improve our responses to disruptions, incidents and other events that occur anywhere in the station. While the tracks and other railroad operational elements of Penn Station are controlled at the Penn Station Control Center facility, which brings together all three railroads in various capacities, management of the station's passenger concourses lacks a similarly integrated facility to promote information-sharing, joint decision-making and the leveraging of technology. Amtrak will be seeking the support of LIRR and NJT to jointly plan, develop and staff a new facility at Penn Station and will use the results of the Penn Station Passenger Concourse Coordination Review to further inform these efforts.

[Safety & Security](#)

In the next several weeks, Amtrak will assemble a task force with our partner railroads, first responders, law enforcement and other stakeholders to review protocols relating to disabled trains and ensure that adequate procedures are documented, trained and exercised. The task force will also examine the need for additional equipment and technology and review the functions of personnel during an incident to ensure that existing protocols are comprehensive and appropriate. The findings of the task force will be used to help inform the Penn Station Passenger Concourse Coordination Review efforts.

Additionally, Amtrak is creating a mobile response team to address potential station overcrowding during peak periods, further equipping its New York Division Amtrak Police Department (APD) officers with multi-band interoperable radios to improve intra-agency communication and is already in the process of updating its Video Surveillance and Access Control System design for Penn Station platforms, tunnels and ventilation shafts.

Additional information and updates about the New York Penn Station Improvement Initiatives will be posted at www.Amtrak.com and

www.Amtrak.com/NYP Renewal

[AMTRAK MAY RETURN TO GRAND CENTRAL TEMPORARILY THIS SUMMER](#)

NEW YORK, May 17, 2017, *Trains* News Wire — A major track and switch replacement project at New York Penn Station this summer may result in Amtrak trains temporarily returning to Grand Central Terminal.

Amtrak has been studying switching Empire Service trains back to the historic terminal as the Penn Station work will reduce track capacity there by 25 percent when work starts July 7, the *Albany Times-Union* reports.

While Amtrak officials did not confirm that trains will use Grand Central, a source told the Times-Union that train and engine crews are being offered the chance to bid on the opportunity to be qualified for runs into the original New York Central terminal. All Amtrak trains from upstate New York used Grand Central until 1991, when work was completed on the West Side Connection, a once out-of-service freight line that now brings trains from the Hudson River line into Penn Station. Before 1991, Amtrak ran dedicated shuttle buses between Penn Station and Grand Central to connect through passengers.

In testimony before a New York State Assembly committee on May 11, Amtrak CEO Wick Moorman said that Grand Central has double the number of tracks that Penn Station has, but handles two-thirds the number of trains that Penn does. This suggests that Amtrak's temporary use of the station would not cut into Metro-North's capacity. Grand Central also has a two loop tracks (one on each level) allowing trains to reverse direction, while trains that terminate at Penn must be brought through the tunnel into Sunnyside Yard in Queens to be wye'd and go around a loop track.

Since 1991, Amtrak has only used Grand Central as a temporary station once during work affecting upstate trains' access to Penn Station. One complicating factor is that the third rail system that Metro-North trains use to access Grand Central is different from that which Amtrak uses at Penn Station. The former use pick-up shoes that gather electricity from underneath the third rail, while the latter's shoes glide atop the third rail.

[\\$38 BILLION NEEDED TO FIX AMTRAK'S NORTHEAST CORRIDOR](#)

WASHINGTON, May 4, 2017, *Railway Age* - The Northeast Corridor Commission on May 3 submitted to Congress two reports detailing short-and-long-term capital investment needs totaling some \$38 billion for the 457-mile electrified rail line linking Boston, New York, Philadelphia and Washington D.C.

The Northeast Corridor Capital Investment Plan: Fiscal Years 2018 – 2022 and the Northeast Corridor Annual Report: Operations and Infrastructure, Fiscal Year 2016 are requirements of the FAST (Fixing America's Surface Transportation) Act. They "are critical elements of the Commission's policy framework, which balances cost sharing with improved collaboration, transparency and accountability," the Commission says. "The policy framework also calls for a federal-state funding partnership to restore the infrastructure of the most important passenger railroad [line] in the country," which serves four of the nation's ten largest metropolitan areas, supports more than 780,000 trips daily on eight commuter railroads and more than 40,000 trips on Amtrak's intercity services.

A 2014 Commission study found that a loss of all NEC services for a single day "could cost the economy \$100 million in lost productivity, added congestion on the regional highway and aviation networks and other transportation-related costs."

The Capital Investment Plan identifies the Commission's top-ten NEC-wide unfunded priorities, "which are focused on addressing the Corridor's \$38 billion backlog in state-of-good-repair needs. While the backlog would be addressed over many years, the Plan shows a five-year need, constrained by available resources, of \$29 billion for a combination of investments that address the state-of-good-repair backlog as well as infrastructure and capacity enhancements to support the region's growth. Roughly \$9 billion of that need is currently funded."

Many projects included in the Capital Investment Plan are eligible for funding from the Federal-State Partnership for State of Good Repair Program. "This competitive grant program is authorized to provide direct federal funding to supplement the large amounts of state and local dollars that are going to replace, rehabilitate or repair basic infrastructure assets," the Commission notes. "Congress will vote on the Fiscal Year 2017 omnibus bill this week to provide \$25 million to the Federal-State Partnership Program, which is authorized at \$175 million for FY18.

The Plan was completed "just as recent events (two derailments within a 10-day span) in the vicinity of Penn Station New York highlighted how infrastructure failures impact travelers across modes with serious consequences for the economy," the Commission said. "We will adjust these plans as necessary to redirect available resources where they are most needed."

"The states and Amtrak have stepped up to fund the Corridor's basic infrastructure and regular maintenance needs," said James Redeker, Commissioner of the Connecticut Department of Transportation and Co-Chair of the Northeast Corridor Commission. "With the Capital Investment Plan in place, we lay the foundation for the federal government to begin to help address the \$38 billion state-of-good-repair backlog, infrastructure assets that, while safe, are operating beyond their useful lives, increasing maintenance costs and decreasing reliability."

In 2015, the Commission adopted the NEC Commuter and Intercity Rail Cost Allocation Policy, an agreement committing each passenger railroad using the Corridor to share approximately \$1 billion annually in operating and normalized replacement capital costs based on use. "This policy does not, however, fully fund the Corridor's extensive capital needs, including the backlog," the Commission stresses.

"Reliable Amtrak and SEPTA service is essential to Delaware's economic growth," said Jennifer Cohan, Secretary of the Delaware Department of Transportation and Chair of the Commission's Planning Committee. "Failure to address the Corridor's significant investment needs identified in the Capital Investment Plan puts our future at risk."

The Northeast Corridor Annual Report: Operations and Infrastructure, Fiscal Year 2016 is the Commission's first annual report. It documents the operational performance of NEC trains in FY 2016, "allowing Commission stakeholders to identify and track performance trends over time, improving the understanding of the causes of delays and potential opportunities for performance improvement."

The Annual Report also addresses the implementation of the capital program for Fiscal Year 2016 and contains recommendations on improving capital planning and the annual One-Year Implementation Plan. Northeast Corridor stakeholders invested \$1.06 billion in infrastructure in FY 2016. Some of these dollars were applied to the Cost Allocation Policy's Baseline Capital Charge (BCC) Program covering normalized replacement of basic infrastructure assets. Through this program, owners and operators contributed almost \$460 million to replace more than 7,800 concrete ties, 43,000 wood ties, 348,000 feet of rail, and 51,000 feet of overhead catenary. The program also paid for more than two million feet of track surfacing and 107,000 feet of undercutting. The other \$600 million funded Special Projects aimed at addressing the major bridges and tunnels in the state-of-good-repair backlog or improving the NEC.

"The funding committed by states and rail agencies through the cost allocation policy provides a critical lifeline to the aging NEC," said Stephen Gardner, Executive Vice President, Planning, Technology, & Public Affairs at Amtrak. "However, without significant new state and federal investment to address the Corridor's aging infrastructure, commuter and intercity rail service will continue to be at risk."

The Northeast Corridor Commission was authorized by Congress in 2008 to improve coordination on the Corridor. It is comprised of one member from each of the NEC states and the District of Columbia; four members from Amtrak; and five members from the U.S. Department of Transportation. The Commission also includes non-voting representatives from NEC freight

railroads, states with feeder corridors, and commuter rail authorities not directly represented by a Commission member.

[AMTRAK TRAIN 188 ENGINEER SURRENDERS TO POLICE](#)

PHILADELPHIA, May 19, 2017, *Trains* News Wire — Brandon Bostian, the 34-year-old Amtrak engineer at the center of a fatal 2015 derailment on the Northeast Corridor, turned himself into police on charges of involuntary manslaughter and reckless endangerment.

On Thursday, Bostian was led into a Philadelphia police station in handcuffs, a week after the Pennsylvania Attorney General's Office decided to file misdemeanor criminal charges against the man for his role in the May 2015 derailment that killed eight people. According to court documents, Bostian will appear at an arraignment on June 12.

Early last week, the Philadelphia District Attorney's office announced just hours before the statute of limitations was set to run, that they would not bring charges against Bostian. According to court records, the local district attorney believed there was "insufficient evidence and no evidence of intent" and believed that they could not win the case. But soon after, a family member of one of the passengers killed in the 2015 derailment, filed a private citizen's complaint and a municipal judge ordered prosecutors to file criminal charges against the locomotive engineer. The Philadelphia District Attorney's office said it had a conflict of interest since it previously decided against filing charges and referred the order to the Attorney General's office.

"Bostian unlawfully and recklessly accelerated the train to a speed of 106 miles per hour, over twice the limit of which Defendant Bostian was aware," the charging narrative states. "As he was operating the train at such a high and reckless speed, Bostian was unable to navigate the turn at Frankford Junction, causing the train to jump off the tracks and derail."

A judge will likely set a trial date during the arraignment next month.

According to court records provided by the First Judicial District of Pennsylvania, Bostian had recently been living in Somerville, Mass. Bostian has been on leave from Amtrak since the 2015 incident.

If convicted of both involuntary manslaughter and reckless endangerment, Bostian could be sentenced up to seven years in prison.

The National Transportation Safety Board spent more than a year studying the derailment and determined that Bostian lost "situational awareness" that resulted in him inadvertently speeding the train up when he should have slowed down for a tight curve at Frankford Junction, just outside of Philadelphia. Investigators found no mechanical issues with the locomotive, train or track that was involved with the derailment.



[CSX CORPORATION ANNOUNCES DIVIDEND INCREASE, NEW SHARE REPURCHASE PROGRAM AND FULL-YEAR GUIDANCE](#)

JACKSONVILLE, Fla., April 20, 2017, CSX Corp. News Release -- CSX Corporation today announced an 11 percent increase in its quarterly dividend, a new \$1 billion share repurchase program, and strong

financial guidance as it applies the Precision Scheduled Railroad model to its operations.

"Although we are just in the beginning phase of making changes to our network, we are off to a great start," said E. Hunter Harrison, president and chief executive officer. "These changes are critical to driving strong, sustainable service for our customers and superior value for our shareholders."

By focusing on these principles, CSX expects to realize record efficiency gains and a step-function improvement in its key financial measures for the year given continued economic growth and stable coal markets. Adjusting for restructuring charges in 2017, these actions are expected to drive a

full-year operating ratio in the mid-60s, earnings per share growth of around 25 percent off the 2016 reported base of \$1.81, and free cash flow before dividends of around \$1.5 billion.

Recent changes to the company's operations have already begun to deliver strong returns and are expected to accelerate in the coming quarters. Given this momentum, the CSX Board of Directors approved an increase in the quarterly dividend from \$0.18 to \$0.20. The new \$0.20 quarterly dividend is payable on June 15, 2017 to shareholders of record at the close of business on May 31, 2017.

In addition, the Board also approved a new \$1 billion share repurchase program, which management expects to complete by the end of the first quarter of 2018. This follows the successful completion of CSX's previous repurchase plan, during which the company bought back \$2 billion worth of shares since April 2015.

In line with the company's balanced approach in deploying capital, CSX now expects to invest \$2.1 billion in 2017, including approximately \$270 million for Positive Train Control. Of the 2017 investment, more than half will be used to sustain core infrastructure with the balance allocated to projects supporting profitable growth, efficiency initiatives and service improvements.

CSX TRANSPORTATION REPORTS DRAMATIC OPERATIONAL IMPROVEMENTS UNDER HARRISON

BOSTON, May 18, 2017, *Trains* News Wire — CSX Transportation executives say their railroad is improving by operational leaps in the 10 weeks since E. Hunter Harrison took over as CEO. The improvements are headlined by a 52-percent jump in on-time performance.

"We're at the beginning of an amazing transformation," Chief Financial Officer Frank Lonegro said at a transportation conference on May 18.

Train velocity was up 14 percent and terminal dwell was down 11 percent as CSX rolls out Harrison's precision scheduled railroad operating model. On-time originations rose 16 percent, to 91.6 percent, while on-time arrivals jumped to 87.6 percent from just 57.8 percent.

CSX also is becoming more efficient by hauling the same amount of tonnage on far fewer trains. The railroad's revenue-ton miles have held steady while the active train count has fallen by 15 percent.

"You're going to continue to see that improve," Lonegro says.

Lonegro credits Harrison for creating a winning mentality in the railroad's Jacksonville, Fla., headquarters while driving "an unheard of" pace of change.

"He really has hit the ground running and has begun to implement precision scheduled railroading across our railroad," Lonegro says.

Keys to the improvements include running a balanced train plan, keeping terminals fluid, and reducing handling en route.

"Hunter's philosophy is move the freight as far as you can as fast as you can and touch it as few times as you possibly can," Lonegro says.

And that means don't put traffic through hump yards if you don't have to.

"At CSX historically we have been a big believer that the most efficient way to class traffic is through a hump yard," Lonegro says. "Hunter has totally debunked that."

CSX has already converted four hump yards — Toledo, Ohio; Louisville, Ky.; Hamlet, N.C.; and Atlanta — to flat-switching facilities. As part of the conversions, train plans have been modified so that traffic bypasses the yards, with the exception of cars destined for those locations.

The remaining eight hump yards are under "heavy evaluation" Lonegro says. More hump yards will be converted to flat switching this quarter, he says, and CSX ultimately will be left with just three or so hump yards. The final number could be two or four active humps, Lonegro adds.

CSX has stored 551 locomotives and parked, scrapped, or returned more than 22,000 freight cars so far this year as it is able to move freight more efficiently.

Is CSX hearing negative reactions from shippers or seeing volumes shift to Norfolk Southern as it makes operational changes?

"We're really not seeing any market share shifts," Lonegro says, although he acknowledges that the potential for service missteps as changes unfold. But he says customers are getting faster transit times, improved on-time performance, and better cycle times on their freight cars.

With better service and lower costs, CSX should be able to grab business from trucks, and not just intermodal business. Harrison "believes we can grow merchandise, which was not necessarily something we thought we could do absent economic lift," Lonegro says.

Lonegro spoke at the Bank of America Merrill Lynch 2017 Transportation Conference.

CSX TRANSPORTATION IDLES HUMP AT CUMBERLAND, MD.

CUMBERLAND, Md., May 19, 2017, *Trains* News Wire — CSX Transportation this week converted its former Baltimore & Ohio hump yard in Cumberland, Md., to a flat-switching facility, the fifth such move since E. Hunter Harrison became the railroad's CEO in March.

Harrison's view on yards is different than how CSX has historically viewed its terminals, Frank Lonegro, the railroad's chief financial officer, said at a transportation conference on Thursday.

"We have been a hump yard-centric eastern railroad," Lonegro says. "His point is, 'Why?'"

Classifying merchandise traffic multiple times en route only adds cost and transit time, Lonegro says.

"The big thing he is doing is eliminating infrastructure that we thought was historically required to move that traffic," Lonegro says.

CSX has converted four other hump yards — Toledo, Ohio; Louisville, Ky.; Hamlet, N.C.; and Atlanta — to flat-switching facilities. As part of the conversions, train plans have been modified so that traffic bypasses the yards, with the exception of cars destined for those locations.

The remaining seven hump yards are under "heavy evaluation" Lonegro says. More hump yards will be converted to flat switching this quarter, Lonegro says, and CSX ultimately will be left with just three or so hump yards.

When converting a hump yard, CSX flat switches using the yard's receiving and departure tracks. The classification bowl then stands empty. Eventually CSX will redeploy track and switches from the classification bowls, Lonegro says.

On Thursday, Lonegro said that CSX had idled the humps at four yards. Cumberland was not included in that tally due to the timing of the transition, CSX spokesman Rob Doolittle says.

The remaining active hump yards on CSX are at Waycross, Ga.; Birmingham, Ala.; Nashville, Tenn.; Cincinnati; Avon, Ind.; Willard, Ohio; and Selkirk, N.Y.

Hump yards date to an era when a much higher percentage of traffic moved in merchandise service than it does today, Harrison said last month on CSX's first-quarter earnings call.

Not all of the railroad's humps are needed today, Harrison says, and some of them are so old that CSX can't get retarder replacement parts.

"They're simply not made anymore," he says.



SHORTLINE PLAN TO CHANGE INTERCHANGE POINT UPSETS COMMUNITY

HUMMELSTOWN, Pa., May 8, 2017, *Trains* News Wire — The Middletown & Hummelstown Railroad, a 6.5-mile short line near the state capital of Harrisburg, recently received a state grant to help it upgrade its track and move its Norfolk Southern interchange point from Middletown to Hummelstown has drawn the ire of the town and others in the area.

The main points of concern are the crossing a major highway just outside

The main points of concern are the crossing a major highway just outside

the town and the railroad's transportation of hazardous products, according to reports by area media. A meeting on May 3 brought more than 50 people, including police officials and representatives of Hershey Medical Center, Hershey Entertainment, and the local school district. Area officials said they would oppose any effort by the railroad to increase train traffic on the line.

M&H officials said the plan to move the interchange point would mean better service for the line's customers, all of which are in Middletown. The present interchange at Middletown sees freight move from the Enola Yard to Lancaster, Pa., then back to Middletown in a three-times-weekly local.

The highway crossing, which is a high-speed four-lane road, would need a major upgrade to meet current standards. The M&H only crosses the road six times year at this point, mostly moving oversize loads to a nearby electrical substation. Police and others worry that M&H trains would disrupt traffic and cause delays. The medical center was concerned that emergency vehicles could be delayed by trains.

Railroad officials said the train would only operate two or three times a week and would generally include a locomotive and three or four cars, blocking the crossing for only a few minutes each time. The M&H Railroad operates on a former Reading branch line that dates to the 1870s, long before the highway and much of the nearby residential development. In addition to freight trains, the M&H operates a seasonal scenic passenger service to Echo Caverns near Hummelstown.



[NORFOLK SOUTHERN REPORTS
RECORD FIRST-QUARTER 2017
RESULTS](#)

Achieved first-quarter record operating ratio, income from operations, and earnings per share

NORFOLK, Va., April 26, 2017, Norfolk Southern News – Norfolk Southern today reported first-quarter financial results.

First-quarter net income was \$433 million, up 12 percent year-over-year, a result of a 7 percent rise in income from railway operations, as well as a lower effective income tax rate. Diluted earnings per share were \$1.48, up 15 percent year-over-year and a first-quarter record.

“Norfolk Southern’s record results for the first quarter demonstrate the efficacy of our strategic plan, under which we are enhancing our service quality and network performance while driving significant efficiency improvements,” said James A. Squires, Norfolk Southern chairman, president and CEO. “Our focus on providing a superior service product has positioned us for growth and, coupled with our cost discipline, has contributed to a solid start to the year. Our strategy provides a strong foundation for growth at low incremental costs, a powerful formula for enhanced shareholder value.”

First-quarter summary

Railway operating revenues of \$2.6 billion increased 6 percent compared with first-quarter 2016, as overall volumes were 5 percent higher, reflecting growth within our major commodity categories of coal, intermodal, and merchandise.

Railway operating expenses increased \$105 million, or 6 percent, to \$1.8 billion as targeted expense reductions and efficiencies were offset by inflation, particularly within fuel expenses, which were higher by \$64 million.

Income from railway operations was a first-quarter record \$773 million, up 7 percent year-over-year.

The railway operating ratio, or operating expenses as a percentage of revenues, was 70.0 percent, a first-quarter record.

[NORFOLK SOUTHERN CLOSELY WATCHING CHANGES AT CSX
TRANSPORTATION](#)

CEO says NS will cut costs while sticking to its customer-focused growth plan

BOSTON, May 18, 2017, *Trains* News Wire — Norfolk Southern is closely

watching developments at rival CSX Transportation under E. Hunter Harrison but remains focused on its own plan to cut costs, raise prices, and grow volumes.

“We’re extremely focused on industry developments right now and watching what’s going on carefully, all the while focused on executing our plan,” NS CEO Jim Squires said at a transportation conference on May 18.

Squires made the remarks just hours after CSX announced major operational improvements in the 10 weeks Harrison has been its CEO. CSX officials said 87.6 percent of its trains now arrive on time, up from just 57.8 percent in Harrison’s first week. Other metrics, such as terminal dwell and average train speed, also improved.

But there’s a difference between network performance and customer service, Squires points out.

Network performance measures — like train speeds and terminal dwell — are important from the railroad’s perspective, Squires says.

“But our real focus these days is on customer-facing metrics,” he says, noting the railroad is working with shippers to define joint service metrics.

These include getting containers off intermodal trains when promised and providing shipment consistency for merchandise shippers.

“What we’re trying to do with our customers is measure performance in the entire supply chain,” Squires says. “That’s different than merely measuring terminal-to-terminal train performance.”

As CSX implements precision scheduled railroading under Harrison, Norfolk Southern will steal good operational ideas whenever and wherever it makes sense.

“Operations best practices are operations best practices, and we all operate out in the open,” Squires says. “I’ve been very clear with our operations team that if they see the other guy doing something smart, then don’t let your pride get in the way of the right thing for the customer. And by smart, I mean better use of the assets and good for the customer and the business long term. If those two things are present, then we’re all over it.”

CSX has converted four of its 12 hump yards to flat-switching facilities since Harrison’s arrival and is likely to close four or five more in the coming months. Ultimately CSX will wind up with around three hump yards total.

Will NS follow suit?

NS has 10 hump yards on its network and has closed three in the past two years.

“And others are under review. That may make sense, it may not,” Squires says. The outcome will depend on the needs of the network and the railroad’s customers, he says.

CSX says it will reduce its operating ratio to the mid 60-percent range this year and that Harrison sees no reason it can’t eventually drop below 60.

NS aims to reduce its operating ratio below 65 percent by 2020 under a five-year plan Squires introduced last year. The NS board has encouraged acceleration of that plan by offering management incentives to hit operating ratio and earnings per share targets by 2018.

“We’re pushing as hard as we can,” Squires says.

[NEW TRAIN CREW MANAGEMENT SYSTEM TO BOOST NORFOLK
SOUTHERN OPERATING EFFICIENCY](#)

LOUISVILLE, Colo., and NORFOLK, Va., May 2, 2017, Norfolk Southern News – A new train crew management and payroll system now being developed is expected to boost operating efficiency, lower costs and increase productivity, supporting goals of Norfolk Southern’s strategic plan to improve corporate performance.

Norfolk Southern and software company PS Technology have agreed to develop the automated system for phased future deployment throughout Norfolk Southern’s network.

“Incorporating PS Technology’s CrewPro software with our operating and data platforms will save costs and streamline Norfolk Southern’s train crew

management and payroll processes," said Fred Ehlers, NS vice president information technology. "When deployed, the system will expand Norfolk Southern's digital capabilities to enhance interactions with our train crews."

Ehlers said the software optimizes train crew assignments by factoring in employees' work schedules and geographical operating credentials, federal regulations, and labor contract requirements. "In effect, the software analyzes data to come up with the best, most efficient match of crew and train," Ehlers said.

In addition to crew assignments, CrewPro ultimately will manage payroll, taxi and lodging services, and vacation scheduling for some 11,700 Norfolk Southern transportation employees in train and engine service.



STATE OF MARYLAND BEGINS PAYMENTS TO WESTERN MARYLAND SCENIC RAILROAD

CUMBERLAND, Md., May 18, 2017, *Trains News Wire* — The Western Maryland Scenic Railroad and its contractors have received payments totaling \$128,772, according to Maryland state

officials. Restoration work has started again on 2-6-6-2 No. 1309 at the railroad's shop in Ridgeley, W.Va.

A spokesman for the Maryland State Treasurer's Office said Wednesday that two additional checks for \$30,000 and \$24,396 are in process and should be completed by next week, bringing total payments to \$183,168.

A recent visitor to the WMSR told *Trains News Wire* that Diversified Rail Services crews were back on the job last week.

Originally the WMSR planned to have the locomotive in service by July, but payment delays from the state forced the railroad to stop work. The locomotive now should make its debut in the fall, although it will be another two weeks before the railroad can announce a date.

The scenic railroad bought No. 1309 from the Baltimore & Ohio Railroad Museum in Baltimore in June 2014. It is a former Chesapeake & Ohio Class H6, one of 10 locomotives that were the last built by Baldwin Locomotive Works for use in the United States.

When it becomes operational, it will be among the largest steam locomotives operating in the U.S. It's estimated that restoration costs will be about \$1 million. The scenic railroad received a \$400,000 capital grant from the state in 2016. The payments made so far were drawn from this grant.

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

RFP ISSUED FOR CROSS HARBOR FREIGHT MOVEMENT PROJECT

NEW YORK, May 9, 2017, Progressive Railroading - A request for proposals (RFP) has been issued for a Tier II environmental study, advanced planning and engineering work for the proposed Cross Harbor Freight Movement Project, which would connect New York City directly to the national freight-rail grid.

The Tier II study will explore the development of a cross-harbor freight tunnel, which was identified in a Tier I environmental study as a way to alleviate severe traffic congestion, reduce dependence on aging roads and bridges, and solve the region's freight problem, according to a press release issued by Gov. Andrew Cuomo's office.

The tunnel would connect an existing rail yard in the Greenville area of Jersey City, N.J., to existing rail infrastructure in Brooklyn, N.Y.

The Port Authority of New York and New Jersey (PANYNJ) issued the RFP, and has committed up to \$35 million for the study and has available up to another \$35 million for further design and engineering.

New York City is the only city in the world without a direct connection to its national freight-rail network, according to Cuomo administration officials. Without a direct link to the freight-rail network, more than 1 billion tons of freight move through the New York region each year primarily by truck.

Trucks transport 90 percent of the freight, while rail handles 2 percent to 3 percent. Most freight arrives by rail at points west of New York City and

relies on trucks to reach its final destinations. The new freight-rail tunnel would remove 1,800 trucks from New York Harbor crossings per day or a half million trucks per year, Cuomo administration officials said.

In the next 20 years, freight to, from and through the region is expected to increase by at least 37 percent — which is beyond the capacity of the region's roadways, they said.

The PANYNJ and Federal Highway Administration completed the Tier I study in 2014, with the record of decision issued in 2016.



SEPTA SETS SIGHTS ON FINAL PTC IMPLEMENTATION STEPS

PHILADELPHIA, May 12, 2017, Railway Track & Structures - Southeastern Pennsylvania Transportation Authority (SEPTA) activated equipment on three rail lines May 1 and began operation under Amtrak's Positive Train Control (PTC) system.

SEPTA says that with the activation of PTC on the Paoli/Thorndale, Trenton and Wilmington/Newark Regional Rail Lines, its final PTC program work will focus on the boundary locations where SEPTA service abuts Amtrak.

SEPTA has taken a steady approach to its activation of PTC beginning on the Warminster line in April 2016 and adding on average one line a month. The exception being in August 2016 when it activated PTC on the Manayunk/Norristown Line and Chestnut Hill West Line and now May 2017 when it activated three lines.

"SEPTA is proud to be one of just a few customer rail systems in the United States to have PTC operating in revenue service. We greatly appreciate [our customer's] support and cooperation as we've worked to bring this important safety system to our Regional Rail network and we ask for the continued patience of our customers as PTC is introduced on their line," the agency said in a recent update on the technology.

CHINA BUILDER SIGNS SEPTA CAR CONTRACT

PHILADELPHIA, May 5, 2017, Railway Age - Southeastern Pennsylvania Transportation Authority (SEPTA) signed a contract with CRRC Tangshan for 45 double-deck coaches, which will be used with Septa's new Siemens ACS-64 electric locomotives on regional rail services on the Northeast Corridor.



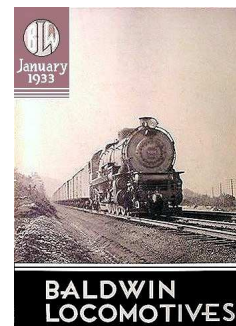
RENDERING OF NEW SEPTA COMMUTER CARS - SEPTA

CRRC submitted a bid of \$137.5 million for the base order of 11 control cars and 34 intermediate cars, with an option for 10 additional cars priced at \$23.5 million.

The stainless steel-bodied vehicles will be assembled at CRRC MA's new plant in Springfield, Mass., with

deliveries due to begin in October 2019.

SEPTA says the introduction of double-deck coaches will add around 6000 seats on Regional Rail services, which have witnessed a 52% increase in riders since 2000.



TIMETABLE 06-17

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

Saturday & Sunday, June 17-18, 2017

Great Scale Model Train and Railroad Collectors Show & Railroad Marketplace at the Exhibition Hall, Maryland State Fairgrounds, 2200 York Rd.

Timonium, Md 21093. Info: [www.http://www.gsmts.com](http://www.gsmts.com)

Tuesday - Saturday, June 20-24, 2017

2017 N.R.H.S. Convention at the Nashville Airport Hotel in Nashville, Tenn. Info: www.nrhs.com

Wednesday - Sunday, June 21-25, 2017

National N Scale Convention at the Sheraton Pittsburgh at Station Square Hotel, 300 W Station Square Drive. Info: www.nationalscaleconvention.com

Saturday - Sunday, June 24-July 2, 2017

63rd TCA National Convention at the Wyndham Grand Downtown Hotel, Pittsburgh, PA. Info: www.tcaconvention.org

Sunday - Saturday, June 25-July 1, 2017

N.R.H.S. RailCamp East headquartered at the University of Delaware, Newark, Del. Info: www.nrhs.com

Saturday & Sunday, July 15-16, 2017

Model Train Flea Market at the Williams Grove Show Grounds, Williams Grove Rd., Williams Grove, Pa 17055. Info: <http://www.wghsea.org>

Sunday - Sunday, July 30-Aug. 6, 2017

Orange Blossom Special, NMRA 2017 National Convention and National Train Show, The Rosen Plaza Hotel, International Drive, Orlando, Fla. Info: www.nmra2017orlando.org

Sunday, Aug. 27, 2017

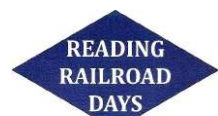
42nd Annual Train Meet "The Allenwood Show" at the Warrior Run Fire Dept. Social Hall, Second St., Allenwood, Pa. by the Central Pennsylvania Chapter, NRHS. 9:00 am to 2:00 pm. Adm: \$3.00 per person, under 12 free. Info: Dave Hollenbach at 570-524-4703 before 9:00 pm, please.

Saturday, Sept. 9, 2017

The Great Lehigh Valley Train Meet at Merchants Square Mall, 1901 South 12th Street, Allentown PA 18103. Info: www.lehighvalleytrainmeet.com

Sunday, Sept. 24, 2017

Atlantic Division, TCA, Spring Train Show at the Sheet Metal Workers Union Hall, 1301 South Columbus Blvd., Philadelphia, PA 19147. Info: www.adtca.com



Railroad Museum of Pennsylvania

Sunday - Sunday, July 2-9, 2017 - Reading Railroad Days

Monday - Friday, July 10-14, 2017 - Barons & Builders Day Camp (9 & 10)

Monday - Friday, July 24-28, 2017 - Barons & Builders Day Camp (11 & 12)

Saturday & Sunday, Aug. 19-20, 2017 - Model Railroading Days

Saturday & Sunday, Sept. 9-10, 2017 - Railroad Heritage Days

Saturday, Sept. 23, 2017 - Members Day



**STRASBURG RAIL ROAD
SPECIAL EVENTS**

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

1-866-725-9666

Various Saturdays thru Nov. 11, 2017 - Wine & Cheese train

Saturday thru Sunday, June 17-25, 2017 - Day Out With Thomas

Saturday, July 22, 2017 - The Great Train Robbery

Saturday thru Sunday, Sept. 16-24, 2017 - Day Out With Thomas

Saturday, Oct. 21, 2017 - The Great Train Robbery



MAY, 2017

CHAPTER MEETING MINUTES

The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, May 15, 2017. In the absence of President Tom Shenk, the meeting was called to order at 7:40 p.m. by Second Vice-President Glenn Kendig with 35 members and 3 guest present. Second Vice-President Glenn Kendig led those assembled in the Pledge of Allegiance.

MINUTES: Second Vice-President Glenn Kendig asked for a motion to approve the April Membership Meeting Minutes. Richard Lundgren approved the motion and David Stambaugh seconded the motion. The April membership minutes were approved as printed in the *Lancaster Dispatcher*.

CHAPLAIN: Chaplain David Stambaugh had nothing new to report. Fred Kurtz thanked the chapter for the planter the chapter sent him. He is doing well and was in attendance at tonight's chapter membership meeting. Richard Rutledge reported that Marlyn Geesey had a mild heart attack about three weeks ago. Marlyn is recovering very well.

MEMBERSHIP: Second Vice-President Glenn Kendig introduced guests Tom Fluck, Pat Chase, and Ron Pistion. In First Vice-President Harold Shaak's absence, Helen Shaak reported there are two new members and three non renewals. Helen will check if they would like to renew their memberships. Tom McMaster's e-mail address on the rear cover of the newsletter is incorrect. Ed Mayover or Fred Kurtz will make the correction. Smoke and Helen Shaak will be going to Tennessee in June for the Convention.

TREASURER'S REPORT: Treasurer Richard Rutledge gave the Treasurer's Report for the month of April. The Treasurer's Report will be kept for future audit.

TRIPS: Second Vice-President Glenn Kendig announced a weekend Rail Adventure trip to West Virginia and Western Maryland. The dates for this trip are Friday, September 15 to Sunday, September 17, 2017. Glenn announced there is room for 4 more couples. The trip is now open to non-chapter members. If anyone is interested in this trip, contact Tom Shenk.

NEWSLETTER: Second Vice-President Glenn Kendig thanked Ed Mayover for his work on the Chapter's monthly newsletter. Glenn said the newsletter is one of the highlights of our Chapter.

KITCHEN: If anyone is interested in helping out in the kitchen at chapter membership meetings, there will be a sign up sheet at next month's membership meeting. The chapter supplies the drinks for the membership meetings.

VENDOR AND CRAFT SHOW: Cindy Kendig announced the Vendor and Craft Show will be held on Saturday, October 21, 2017 at the Christiana Freight Station from 9 a.m. to 2 p.m. Cindy has room for 28 vendors at the show.

ANNOUNCEMENTS: Glenn Kendig announced there is an opening for someone to give the program at next month's Chapter Meeting. Drew Schlecker would like to show his West Virginia photos if we can get Drew's laptop to work with the Chapter's projector. If not, we need someone with a program for next month's (June) chapter meeting. Richard and Jane Rutledge will be going to Virginia over Memorial Day for an excursion with N&W 611. Richard learned of the excursion through a Railroad News e-mail sent by our editor, Ed Mayover. Drew Schlecker did two train chases and one train ride on his West Virginia trip. Fred Kurtz gave an update on "Spring on the Mainline" to be held at the Christiana Freight Station on Saturday, May 20, 2017. This event is free to everyone. Jim Hertzog will give a one hour clinic on model railroads. Elizabeth Myers will have a discussion on the Railroad Museum of Pennsylvania. Glenn Kendig reported the chapter had a spring clean-up day at the Christiana Freight Station on Saturday, April 29. Glenn thanked everyone who came to help at the clean-up. Another clean-up day is planned later on to do some much

needed painting at the Christiana Freight Station. Glenn Kendig announced the construction of a new dividing wall at the back of the room upstairs will be used as a chapter display area. The wall was donated by Santa (the person who plays Santa at our Christmas Open House in December). Glenn Kendig announced the Chapter "Away" meeting on July 16 to West Chester to ride the 12 noon train. Glenn asked the chapter members if the early train ride would interfere with their plans since it is on a Sunday? A train later in the day might not be cost effective for the Chapter. After some discussion, the July meeting will be at West Chester to ride the 12 noon train. Paul Kutta donated some books to the Chapter Library.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:00 p.m. for the program. Paul Kutta had a presentation on "Reading Company Memories."

Respectfully submitted by Donetta M. Eberly, Secretary



LESS THAN CARLOAD SHIPMENTS
LOCAL AND NATIONAL NEWS

HELL GATE BRIDGE, AN ASTORIA ICON, TURNS 100 YEARS OLD

By Vincent Barone, Mar. 27, 2017, amNEW YORK News (Edited)



HELL GATE BRIDGE CELEBRATES ITS CENTENNIAL IN 2017
NYPICURES.COM

Located over the East River's turbulent tidal strait bearing its name, the Hell Gate can be seen from three boroughs. But it is an icon of Astoria. Residents read, jog and bike under its massive approach, which soars over the neighborhood's two-story townhouses. Local schoolchildren come to paint its image for art class.

"The entire Hell Gate complex goes through parks, industrial areas. This is the only place where the bridge actually goes through a neighborhood," said Bob Singleton, the executive director of the Greater Astoria Historical Society. "You're hard pressed to find any family in Astoria that does not have a portrait with the Hell Gate in the background."

The Hell Gate, a railroad bridge that serves as a key connection between Boston and Washington, part of the Northeast rail corridor, turned 100 years old this year. April 1 will mark a century since the first passenger trains crossed its span.

The historical society celebrated the centennial on Monday at its headquarters. There was a sparkling apple cider toast and a chocolate cake.

Without pedestrian or vehicular access, Singleton said the Hell Gate's handsome features — its stone towers and steel spandrel arch, which inspired the Sydney Harbor Bridge in Australia — are sometimes overlooked by New Yorkers. But the Hell Gate marked an important moment for civil engineering, according to Singleton.

"People talk about the Brooklyn Bridge, the Manhattan Bridge or the Verrazano Bridge, but the Hell Gate was a school for 20th-century bridge making," he said.

The Hell Gate was designed by civil engineer Gustav Lindenthal, the Austro-Hungarian immigrant who played a role in building the Manhattan, Queensboro and Williamsburg bridges. It helped launch the engineering career of Othmar Ammann, who Lindenthal mentored and who worked on the Hell Gate.

Ammann went on to build seven New York spans, including the iconic Verrazano, George Washington and Triborough bridges. None, experts said, are as sturdy or as imposing as the Hell Gate.

About 40 Amtrak trains, as well as several more freight trains, cross the Hell

Gate each day, far below the bridge's capacity. Fortified by giant rivets with heads almost two inches in diameter, roughly the size of a Spalding handball, experts say the Hell Gate could see its bicentennial, too.

"A bridge like that is heavily built and so robust, it will continue to serve trains for probably the next several hundred years," said Jim Richter, Amtrak's deputy chief engineer, who has a large photo of the span hanging over his desk in his Philadelphia office. "Most railroad bridges are very utilitarian ... they may not look pretty. But the Hell Gate was designed and built to really become a masterpiece, a monument."

"With a regular coat of paint that bridge can last as long as the pyramids," Singleton added.



RINGLING BROS. BLUE UNIT MAKES LAST REVENUE LOAD OUT

With Red shows over, Blue Unit makes its last trip ever

CHARLESTON, W.Va., May 8, 2017, *Trains* News Wire — The Ringling Bros. and Barnum & Bailey Circus train is on its way to its last revenue show ever. As the train loaded sound equipment, personnel, and souvenirs in Charleston well into the early morning hours of Monday, it was the last time the train would ever make depart a city on a revenue run to the next venue.



CIRCUS WAGONS ARE LOADED ONTO FLAT CARS IN CHARLESTON, WV, IN PREPARATION FOR THE LAST CIRCUS TRAIN RUN TO UNIONDALE, NY - CHASE GUNNOE

In fact, it was the last time the train would ever leave a city with passengers on board, as well. In about two weeks, the passenger cars will be set off for pickup by their private owners who won the equipment at auction, and the rest of the unclaimed equipment will be sent to Florida for

disposition.

The train left Dickinson Yard on Watco's Kanawha River Railroad around 11 a.m. local time on Monday and made a daylight run to Mullens on former Virginian Railway trackage before arriving in Gilbert, W.Va., on Monday evening. The train then used the former Norfolk & Western Gilbert Branch to gain access to Norfolk Southern's Pocahontas District mainline near Wharnccliffe, W.Va., before continuing east into Bluefield Yard and into Roanoke, Va.

As of Tuesday morning, the train was just northeast of Roanoke, Va., where it was expected to make a daylight run to Shenandoah, Va., and into Harrisburg, Pa., before arriving in Newark, N.J., during the predawn hours on Wednesday, May 10.

THIS MONTH'S BANNER PHOTO

The new No. 60000 at the Baldwin Locomotive Works in Eddystone, Pennsylvania, August 1926.

OPERATION LIFESAVER REMINDS YOU...

Today's trains are quieter than ever; any approaching train is always closer and moving faster than it appears,



STRASBURG RAIL ROAD

Happy 185th Anniversary

June 9, 1832 - June 9, 2017

"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****JUNE 19, 2017 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING**

There is an opening for someone to give the program at June's Chapter Meeting. Drew Schlecker would like to show his West Virginia photos if we can get Drew's laptop to work with the Chapter's projector. If not, we need someone with a program for the June chapter meeting.

JULY 16, 2017 - SUNDAY, 1:30 PM - WEST CHESTER RAILROAD - SPECIAL NRHS CHARTER TRAIN

**WEST CHESTER
RAILROAD**

Meet at 1:30 PM at the Market Street Station boarding location at 230 E. Market St., West Chester, PA 19382 for the 2:00 PM Special NRHS Charter Train. **DO NOT PURCHASE YOUR TICKET FROM THE STATION.** Donation is \$10.00 per person - payable to Lancaster Chapter, NRHS. Richard and/or Tom will collect on the day of the trip. The route is part of the old Pennsylvania Railroad central division on the West Chester and Phoenixville branch.

AUGUST 21, 2017 - MONDAY, 6:00 PM - "RIDE THE RAILS" AT THE STRASBURG RAIL ROAD**CHAPLAIN CONTACT INFORMATION**

DAVID STAMBAUGH EMAIL: CHAPLAIN@NRHS1.ORG PHONE: 717-292-1726 OR CELL: 717-683-3053

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

36 YEARS AGO THIS MONTH***Farewell to the GG1's***

June 6, 1981



Leave HARRISBURG (Amtrak Station)	8:05 AM
Arrive LANCASTER (Amtrak Station)	8:40 AM
Leave LANCASTER	9:25 AM
Leave PAOLI	10:25 AM
Arrive PHILADELPHIA (30th Street)	11:00 AM
Leave PHILADELPHIA	11:20 AM
Pass WILMINGTON	11:50 AM
Pass PERRYVILLE	12:25 PM
Pass COLUMBIA	1:55 PM
Pass ROYALTON	2:25 PM
Arrive HARRISBURG	2:40 PM
Leave HARRISBURG	3:20 PM
Arrive LANCASTER	3:55 PM
Leave LANCASTER	4:30 PM
Arrive PAOLI	5:23 PM
Arrive PHILADELPHIA (30th Street)	6:00 PM



On behalf of the Lancaster and Philadelphia Chapters, National Railway Historical Society, we welcome you aboard this special Amtrak train and hope you enjoy your trip.

Our train is powered by two 40-year-old GG1 electric locomotives, both veterans of millions of miles of high-speed service. During their long careers these rugged, superbly-engineered machines have captured the attention of industrial designers, artists and rail buffs throughout the world. But now, the last of the GG1's are running out their final hours as newer, more technologically advanced locomotives arrive to replace them.

Thus, we have called two of the mighty G's to once again speed a mainline passenger train to its destination. Just as they have been doing day in and day out for the past four decades. Today's run, though, is different. It is the LAST Amtrak passenger train to be assigned GG1's—still sleek and powerful after long years of faithful service. Our special may also be the final electrically-powered passenger train to journey over Conrail's scenic, freight-only line between Perryville, MD and Middletown, PA.

We will follow a triangular route from Harrisburg to Philadelphia, Perryville, Harrisburg and back to Philadelphia, covering a total of 338 miles. A complete itinerary of the trip may be found beginning on page 3.

Our special train consists of 13 modern Amcoaches and two Amcafe cars, in which light meal and beverage service will be available throughout the trip. These cars were delivered to Amtrak by the Budd Company of Philadelphia in 1975-77. All seats are reserved and car and seat numbers are plainly marked on your ticket. Car hosts are on duty in each car and will assist you wherever possible.

An Amtrak F40PH diesel-electric locomotive has been placed immediately behind the GG1's in order to supply 480-volt "head-end" power for lighting and air conditioning which the electric locomotives are not equipped to furnish.

We thank you for joining us in this final mainline salute to the famed GG1's as they close out nearly a half-century of service to America's travelers and shippers. In the days ahead we ask that you continue to "vote" for rail passenger service through your ticket purchases, helping Amtrak to build a better railroad with its hundreds of new cars and locomotives, smoother track and more convenient schedules.

When you see a GG1 on display at the Railroad Museum of Pennsylvania in Strasburg, the Smithsonian Institution in Washington or elsewhere, we hope that you will remember June 6, 1981—the day the GG1's closed out their magnificent careers in mainline railroading.

J. EUGENE BREHM, President
Lancaster Chapter, NRHS

R. L. EASTWOOD, JR., President
Philadelphia Chapter, NRHS

LANCASTER CHAPTER BOARD of DIRECTORS

PRESIDENT:	TOM SHENK	717-560-1186	TSHENK@NRHS1.ORG
1ST VICE PRESIDENT:	HAROLD SHAAK	717-484-4020	HSHAAK@DEJAZZD.COM
2ND VICE PRESIDENT:	GLENN KENDIG	610-593-6313	CINDYKENDIG@YAHOO.COM
SECRETARY:	DONETTA EBERLY	717-866-5514	SPECKEBERLY@YAHOO.COM
TREASURER:	RICHARD RUTLEDGE	717-741-0205	RRUTLEDGE@NRHS1.ORG
EDITOR:	ED MAYOVER	302-834-3662	EMAYOVER@NRHS1.ORG
HISTORIAN:	TOM McMASTER	717-274-5325	PRRTOM@COMCAST.NET
CHAPLAIN:	DAVID STAMBAUGH	717-683-3053	CHAPLAIN@NRHS1.ORG
1ST DIRECTOR:	CINDY KENDIG	610-593-6313	CINDYKENDIG@YAHOO.COM
2ND DIRECTOR:	STEPHEN HIMPSL	717-285-4283	SHIMPSL@AOL.COM
NATL REP & WEB:	FRED KURTZ	717-200-1551	FKURTZ@NRHS1.ORG

MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, JUNE 19, 2017, STARTING AT 7:30 P.M.

**LANCASTER CHAPTER, INC.
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, \$22 FOR FAMILY MEMBERSHIP, 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: HAROLD SHAAK, P.O. BOX 813, ADAMSTOWN, PA 19501-0813 OR EMAIL: HSHAAK@DEJAZZD.COM.

**PLEASE DELIVER PROMPTLY
FIRST CLASS MAIL**

**FIRST
CLASS
MAIL**

Forwarding and Address Correction Requested

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