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A large black and white photograph of a train bell and headlight against a red background. The bell is in the foreground, and the headlight is to its right. The background is a solid red color.

**LET
FREEDOM
RING!**

HIGH ABOVE the roar and rumble of America's factories at work for war, you hear the bells of freedom ringing on tens of thousands of rushing railway locomotives.

Those bells dramatically symbolize the strength and resourcefulness and determined will of this land of free men to whom freedom of initiative and freedom of opportunity have never been denied.

America's railroads, planned by free men, financed and operated by free men, managed by men with a strict sense of responsibility towards those who patronize them and towards their government, have done more perhaps than any other one activity to make this a nation united and indivisible.

One truly representative American railroad is the far-flung, 11,000-mile Milwaukee Road—with bands of shining steel linking the industrial ports of the Great Lakes to the world ports of the Pacific North Coast. This railroad is proud of the productive region it serves and proud to be a part of America's free railroad system.

Untrammelled transportation facilities are vital to victory! LET FREEDOM RING!

A small illustration of the Statue of Liberty, standing with her right arm raised holding a torch and her left arm holding a tablet.

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THE MILWAUKEE ROAD ADVERTISEMENT FROM THE WAR YEAR OF 1943



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



AMTRAK IMPROVES AUTOMATIC TRAIN STATUS ALERT SYSTEM

WASHINGTON, May 22, 2017, Amtrak Media Center - Starting now, anyone can subscribe to automated email or text message notifications if Amtrak trains are behind schedule at specific stations. Previously, only customers holding reservations or tickets could

use this service.

Sent by Amtrak at no charge (data and message charges can be levied by cellular carriers), this useful new tool allows anyone – whether you're traveling on one of our trains, monitoring travel options or just picking up someone from a station – to stay informed.

This system improvement is of particular assistance to customers who purchase multi-ride tickets, including monthly, six- and 10-ride boarding documents, since they are not linked to specific train numbers.

Notifications can be given for up to six trains and stations by either text or email and delivered when you choose – on a single day, every day, or just certain days of the week. If your plans change, you can also modify or delete notifications at any time by creating a subscription at www.Amtrak.com/delayalerts

Timely on-demand train status information continues to be available on www.Amtrak.com, by using our mobile apps, calling 800-USA-RAIL or visiting staffed Amtrak stations.



AMTRAK ANNOUNCES SCHEDULE CHANGES TO SPEED INFRASTRUCTURE RENEWAL AT NEW YORK PENN STATION

WASHINGTON, May 30, 2017, Amtrak Media Center (Edited) - Amtrak is announcing preliminary schedules as part of the Infrastructure Renewal at New York Penn Station, a series of major track and switch renewal projects that will strengthen railroad infrastructure, operations and preparedness and, ultimately improve reliability at America's busiest rail hub.

"Amtrak is accelerating its work to improve conditions and reliability of the tracks at Penn Station during the summer," said Amtrak President & CEO Wick Moorman. "While we regret that this work requires some reduction in train service and disruption to passengers over the summer months, we believe it will ultimately be worth the investment in terms of increased reliability of passenger rail travel. In addition, while Amtrak's own service at Penn Station will face the largest impact of the three railroads in terms of proportional reductions in train service during the work period, we will use all the tools we can, such as lengthening trains, to continue to provide capacity for our intercity travelers going to or from New York."

Amtrak Schedule

The following service adjustments have been made to Amtrak's weekday schedule, in effect from July 10 – Sept. 1:

- Acela Express: No changes.
- Northeast Regional Service: Three round trip trains (six total trains) between New York City and Washington, D.C. canceled. Service between New York City and Boston will operate at currently scheduled levels.
- Keystone Service: Three round trip trains (six total trains) will start and end in Philadelphia, and one round trip train (two total trains) will start and end at Newark, New Jersey. Service between Philadelphia and Harrisburg will operate at currently scheduled levels.

• Empire Service: To be announced shortly.

• Long-Distance Service: The Crescent, operating between New York City and New Orleans, will originate and terminate in Washington, D.C. daily during work period. Connections will be provided on other Northeast Corridor trains.

Amtrak's reservation systems have been updated to reflect these schedule changes and any passenger already booked on a train that has been canceled or altered will be contacted and accommodated on other scheduled services.

Infrastructure Renewal at Penn Station

The Infrastructure Renewal work accelerates several years of already planned improvement of track, switch and other infrastructure at Penn Station to improve track conditions. The major work will require Amtrak and its partners to operate on a modified schedule from July 10 – Sept. 1, 2017. The work during this summer period will occur in "A Interlocking," which serves as the critical sorting mechanism routing incoming and outgoing trains that enter and exit Penn Station from the Hudson River tunnel and the LIRR's West Side Yard to the various station tracks and platforms. The work in A Interlocking includes total track and switch replacement. This work is presently fully-funded.

Additional work will last through approximately June 2018, with most of it taking place on weekends, resulting in minimal impacts to service.

While the plan is designed to renew overused and aging infrastructure, overall improvement in reliability of Penn Station will require a commitment from all of the users of Penn Station, the Administration and Congress to provide investment in the Northeast Corridor and to fund the Gateway Program's Hudson Tunnel project and the expansion of Penn Station.

The Renewal work is designed to address the reliability issues caused by the significant growth in train volumes at New York Penn Station coupled with its aging infrastructure.

There has been an almost 3 million passenger increase in just over 10 years. More than 10.4 million intercity passengers annually; more than 450,000 intercity and commuter rail passenger trips daily; and more than 1,300 train movements per weekday travel through Penn Station.

DEAL STRUCK FOR REDEVELOPED NY PENN-FARLEY COMPLEX

NEW YORK, June 19, 2017, Railway Age - A financial agreement has been reached between all partners involved in the Pennsylvania Station-Farley Complex redevelopment project to transform New York City's James A. Farley Post Office into a world-class transportation hub.



RENDERING OF THE PLANNED PENN-FARLEY TRAIN HALL OFFICE OF GOV. ANDREW CUOMO

"Fifty years after the loss of the original Penn Station structure, passengers will once again experience a world-class rail hub worthy of New York," Gov. Andrew M. Cuomo said. "The Farley Building's Moynihan Train Hall is two decades in the making, and we are proud that this project is finally a reality. With better access to trains and

subways and state-of-the-art infrastructure, the Moynihan Train Hall seamlessly joins history, architectural design and function, bringing the nation's busiest rail station into the 21st century."

The Farley Building redevelopment into the Moynihan Train Hall will create a new 255,000 square-foot Train Hall for Long Island Rail Road and Amtrak passengers and increase Penn Station's total concourse floor space by more than 50 percent. The Farley Building will also house 700,000 square-feet of new commercial, retail and dining space within the mixed-use facility and create an iconic civic space for Manhattan's West Side.

The \$1.6-billion project is being funded with \$550 million from the state, \$420 million from Amtrak, the Metropolitan Transit Authority, the Port Authority of New York and New Jersey and federal grants and \$630 million from the joint venture developers.

A total of nine platforms and 17 tracks will be accessible from the Train Hall. The Train Hall will provide direct connections to the Eighth Avenue Subway and create direct access to the train station from 9th Avenue for the first time, bringing unparalleled regional transportation options within convenient reach of the booming Hudson Yards and Far West Side areas.

A new Eighth Avenue entrance and concourse – the first phase of the Farley project – opened June 16.

In addition to the work being done as part of the new Moynihan Train Hall, the Penn-Farley Complex includes a comprehensive redesign of the LIRR's existing 33rd Street concourse at Penn Station and an extensive renovation to the adjacent Seventh and Eighth Avenue subway stations. The plan will include nearly tripling the width of the 33rd Street Corridor, which is among the busiest sections of Penn Station and stretches along the station's lower level from Seventh to Eighth Avenue. Other improvements include upgraded lighting and wayfinding and digital screens to convey information and create a modern passenger experience.

The new Train Hall is scheduled to be completed by the end of 2020.

"Our riders have long yearned for train hall that is as functional as it is beautiful and this new design offers them both. LIRR riders will enjoy better amenities and a station that is easy to navigate – two critical components for their daily commute," said MTA Interim Executive Director Ronnie Hakim.

[FONSI ISSUED FOR SUSQUEHANNA RIVER BRIDGE](#)

June 16, 2017, Railway Track & Structures - A Finding of No Significant Impact (FONSI) has been issued for the Susquehanna River Rail Bridge Project.

The Federal Railroad Administration (FRA), Maryland Department of Transportation (MDOT) and Amtrak released the FONSI, which determined the best way to provide continued rail connectivity along Amtrak's Northeast Corridor (NEC), the nation's busiest passenger rail line.

The federally-funded engineering and environmental study, released May 31, identifies Selected Alternative 9A for the new alignment; replacing the existing two-track single bridge with two bridges with two tracks each, structures capable of supporting more passenger rail service along the East Coast. The current 112-year-old bridge spans the Susquehanna River between the Town of Perryville, in Cecil County, Md., and the city of Havre de Grace, in Harford County, Md. The bridge is owned by Amtrak and used by Amtrak, MARC and Norfolk Southern Railway freight trains.

The Susquehanna River Rail Bridge Project will improve rail service reliability and safety; improve operational flexibility and accommodate reduced trip times; optimize existing and planned infrastructure and accommodate future freight, commuter, intercity and high-speed rail operations and maintain adequate navigation and improve safety along the Susquehanna River.

The FONSI completes the Susquehanna River Rail Bridge National Environmental Policy Act study.

Currently, additional funding is not available for full design and construction of the bridges. Amtrak will continue maintenance of the bridge.

[PENNSYLVANIA TO STUDY ADDITIONAL AMTRAK SERVICE BETWEEN HARRISBURG AND PITTSBURGH](#)

PITTSBURGH, May 24, 2017, *Trains* News Wire - The Pennsylvania State Senate is directing the Commonwealth's transportation department to study what it would take to expand passenger rail service between Harrisburg and Pittsburgh. Currently, only the daily *Pennsylvanian* operates between the two cities.

State Sen. Randy Vulakovich, R-Shaler Township, says he believes there is enough demand for a second daily train. The Senate Transportation Committee voted unanimously to conduct a nine-month study of what it would take the add additional trains, the Pittsburgh Post-Gazette reports.

In the past, Pennsylvania officials have said it would cost anywhere from \$3.75 million to \$6 million to add a second train.

[AMTRAK OPERATES CREW QUALIFYING TRAINS FOR NEW ROANOKE SERVICE](#)

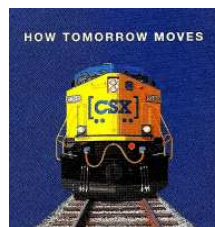
WASHINGTON, June 5, 2017, *Trains* News Wire - Amtrak, in collaboration with the Virginia Department of Rail and Public Transportation and Norfolk Southern, is operating non-scheduled trains, beginning June 5. These trains serve as training for locomotive engineers and train conductors to learn the tracks and territory between Lynchburg and Roanoke. They will operate twice each day, five days a week.



MONDAY'S TRAIN PASSES THE EAST END SHOPS ENTERING ROANOKE. THE TRAIN DEPARTED AFTER LESS THAN 30 MINUTES IN THE CITY - SAMUEL PHILLIPS

Operating qualifying trains is an essential step toward completing the project to bring intercity passenger rail service to Roanoke in the fall. Amtrak Northeast Regional service will extend from Lynchburg to Roanoke and will operate one round-trip seven days per week.

Amtrak, the state, and the city of Roanoke are working to bring intercity passenger rail service back to the city for the first time in four decades. Northeast Regional service to Roanoke will be the fourth expansion of intercity passenger rail in the state since 2009 following new or additional service to Lynchburg, Richmond, and Norfolk.



[CSX ANNOUNCES PRELIMINARY VOTING RESULTS OF THE 2017 ANNUAL MEETING OF SHAREHOLDERS](#)

JACKSONVILLE, Fla., June 05, 2017, CSX News Release (Edited) - CSX Corporation today announced preliminary results of matters voted upon during its 2017 annual meeting of shareholders.

Preliminary results of the voting at the annual meeting indicate that shareholders:

- elected all 13 nominees to the board of directors named in the company's proxy statement, with each nominee receiving at least 96 percent of the votes cast in favor of his or her election;
- ratified the appointment of Ernst & Young LLP as the company's independent registered public accounting firm for 2017, with at least 98 percent of the votes cast in favor;
- approved an advisory resolution concerning compensation of CSX's named executive officers, with at least 94 percent of the votes cast in favor;
- voted in support of an advisory resolution on the frequency of future advisory votes on the compensation of the company's named executive officers, with at least 89 percent of the votes cast in favor of annual future advisory votes; and

• approved, on an advisory basis, the reimbursement arrangements sought in connection with the retention of E. Hunter Harrison as chief executive officer of CSX, with at least 93 percent of the votes cast in favor.

CSX PUBLISHES ANNUAL CORPORATE SOCIAL RESPONSIBILITY REPORT

JACKSONVILLE, Fla., June 02, 2017, CSX News Release - CSX Corporation has released its seventh annual Corporate Social Responsibility Report, titled "Moving Forward." The report documents CSX's commitment to responsibility and its 2016 performance across environmental, social, and governance topics. CSX's responsible business practices center around creating value for our customers, increasing shareholder returns, improving the environment and enhancing the communities in which we operate.

"With increasing consumer demand, the need for freight rail as a safe, reliable, and sustainable transportation solution is ever more pressing," said E. Hunter Harrison, president and chief executive officer. "By leveraging our sustainability initiatives and implementing the Precision Scheduled Railroading model at CSX, we will continue to build upon the foundation for success."

In 2016, CSX generated \$11.1 billion in net revenue and invested \$2.7 billion to enhance the overall safety, capability and reliability of its network.

CSX's commitment to the safety of the communities where we operate, our customers and our employees is one of the ways we demonstrate our social responsibility. In addition to emphasizing the importance of safety with employees, CSX provided rail safety training and resources to nearly 7,000 first responders in 2016. CSX also promotes safety through a partnership with Operation Lifesaver, Inc., a non-profit public safety and awareness organization dedicated to reducing collisions, fatalities and injuries at highway-rail grade crossings and on or near railroad tracks. In 2016, CSX's partnership with Operation Lifesaver reached nearly 725,000 people with in-person rail safety messages.

Environmental management is also a priority for CSX. As the most fuel-efficient mode of freight transportation on land, rail continues to enable significant emission reductions, while driving economic prosperity. In 2016, CSX's fuel efficiency improved through enhanced fuel management processes and advanced technology solutions. Between 2007 and 2016, CSX spent nearly \$2.8 billion on fuel-efficiency measures. In 2016, CSX moved a ton of freight an average of 474 miles on a single gallon of fuel.

At the local level, CSX aims to be a good neighbor by operating responsibly, generating economic opportunities, and giving back to communities throughout the company's network. In 2016, CSX invested more than \$16 million in grants, sponsorships and in-kind donations to local organizations and national partners that share CSX's values concerning safety, community, environment and wellness. The company also offers community service opportunities for employees, grants and in-kind donations to non-profit organizations. Over the course of the year, CSX hosted seven major service days across the network to give back to local communities. In total, employees logged 18,025 hours of volunteer service through the company's "Dollars for Doers" program, which was matched by CSX with \$85,770 in grants to 155 employee-selected organizations.

Additionally, in 2016 CSX received awards and recognitions for sustainable operations, including Fortune's World's Most Admired Companies for the sixth consecutive year, Corporate Responsibility Magazine's 2016 Best Corporate Citizens, and the 2016 Dow Jones Sustainability Index.

The report was prepared in accordance with the latest Global Reporting Initiative (GRI) Standards, which informs the best practices for reporting on a range of economic, environmental, and social impacts. The report emphasizes CSX's focus on sustainability, responsibility, and stakeholder engagement.

For more information on responsibility and sustainability initiatives at CSX and to download the 2016 Corporate Social Responsibility Report, please visit www.csx.com/responsibility.

CSX FINISHES PAINTING C&O SD40 IN HUNTINGTON

HUNTINGTON, W.Va., June 6, 2017, *Trains* News Wire - CSX Transportation employees at the Huntington Locomotive Shops have finished painting ex-Chesapeake & Ohio SD40 No. 7534. The Electro-Motive diesel, which is previously known as CSX SD40 No. 4617, was the last C&O-painted unit in service on CSX.

The locomotive arrived in Huntington this past winter and was restored this week to its blue-and-gold C&O livery. The locomotive is headed to the Chesapeake & Ohio Historical Society in Clifton Forge, Va., where it will serve as a museum display piece and possibly be used in operation on the nearby Buckingham Branch Railroad.



C&O SD40 No. 7534 POSES IN ITS C&O BLUE-AND-GOLD OUTSIDE OF CSX'S HUNTINGTON LOCOMOTIVE SHOPS ON JUNE 6, 2017 - JOSEPH M. ROSENTHAL

Rob Catlin, project manager at the C&O Historical Society, tells *Trains* News Wire that the No. 7534 is serviceable, but it is still missing six traction motors.

When *Trains* News Wire first published the news that No. 7534 would be donated to the C&O Historical Society in February, Catlin said that

once the traction motors were rebuilt, he hopes the locomotive can serve as local road power for the Buckingham Branch tri-weekly local between Staunton and Clifton Forge – a former C&O route.

At the time, Catlin said it was a win for all organizations: CSX can make the charitable donation, the society can lease the locomotive to the Buckingham Branch to help with its motive power needs and use rental income to help reduce the operating deficit at its Railway Heritage Center in Clifton Forge.

This is the second locomotive this year to be painted in a CSX predecessor scheme at the Huntington Locomotive Shops. In late March, the railroad restored C&O GE B30-7 No. 8272 in its Chessie System paint. The locomotive, former CSX B30-7 No. 5554, was donated to the Lake Shore Railway Museum in North East, Pa.

CSX's Huntington Locomotive Shops is a former C&O facility.

There is no estimate on when No. 7534 will head for Clifton Forge.

CSX TRANSPORTATION TO HALT HUMP OPERATIONS IN SELKIRK, NY AND BIRMINGHAM, AL

NEW YORK, May 23, 2017, *Trains* News Wire - CSX Transportation is in the process of converting the hump yards at Selkirk, N.Y., and Birmingham, Ala., to flat-switching facilities.

The railroad disclosed the changes in a presentation that Chief Operating Officer Cindy Sanborn is scheduled to make today at the Wolfe Research Global Transportation Conference.

The move will leave CSX with five active hump yards.

CSX has already converted five other hump yards — Cumberland, Md.; Toledo, Ohio; Louisville, Ky.; Hamlet, N.C.; and Atlanta — to flat-switching facilities since E. Hunter Harrison became CEO in March.

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.

Last year, Selkirk was the second-busiest hump yard on the system, according to CSX's annual report. Birmingham did not rank among the railroad's top 10 terminals.

Ultimately, CSX likely will be left with three hump yards, Chief Financial Officer Frank Lonegro said at a conference last week. He did say, however, that the final number could be as low as two or as high as four.

CSX CLOSES LOCOMOTIVE SHOP, LAYS OFF WORKERS AT INDIANA YARD

AVON, Ind., June 5, 2017, *Trains* News Wire - CSX Transportation is shutting down its locomotive maintenance facility in Avon Yard west of Indianapolis, *WRTV-TV* Indianapolis reports. While locomotive repairs will be discontinued, other operations, including the hump yard, will continue.

CSX spokesman Rob Doolittle says the decision to discontinue operations at the locomotive maintenance facility will result in some employees being furloughed, although a final number is not yet available. The decision is effective immediately.

Avon Yard was part of the former Cleveland, Cincinnati, Chicago and St. Louis Railway, a New York Central predecessor better known as the Big Four.

CSX REDUCES WORKFORCE AT HUNTINGTON LOCOMOTIVE SHOPS

HUNTINGTON, W.Va., June 19, 2017, *Trains* News Wire - CSX Transportation is furloughing nearly 70 workers at its locomotive repair shops in Huntington, NBC affiliate *WSAZ-TV* reports. The reduction in workforce is the latest decision in the railroad's ongoing effort to streamline operations and operate more efficiently.

Approximately 270 employees will remain at the shops and the affected workers are eligible to seek positions at other nearby facilities, the article says.

A source familiar with the matter tells *Trains* News Wire the furloughed workers include mainly third shift shop workers and clerk positions. The locomotive shops are responsible for repainting and servicing locomotives and are the head shop for the railroad's GP38-3 and GP40-3 rebuild program. The EMD-built locomotives are numbered in the 2000 and 6500 series and are rebuilt mainly from former GP38-2 and GP40-2 locomotives.

The shops also once managed the SD40-3 rebuild program, but that work has since been contracted to Wabtec Corp's Motive Power Industries in Boise, Idaho.

The Huntington shops have been profiled in two recent *Trains* News Wire stories after shop workers painted two locomotives in CSX predecessor schemes. The locomotives included a Chessie-painted Chesapeake & Ohio B30-7 No. 8272 and C&O SD40 No. 7538. The B30-7 was recently delivered to the Lake Shore Railway Museum in North East, Pa., while C&O No. 7538 is headed to the Chesapeake & Ohio Historical Society in Clifton Forge, Va.

The Huntington facility is a former C&O facility and is located on CSX's Kanawha Subdivision located between Russell, Ky., and Charleston, W.Va



NORFOLK SOUTHERN TO END CHATTANOOGA HUMPH YARD OPERATIONS

CHATTANOOGA, Tenn., May 22, 2017, *Trains* News Wire - Norfolk Southern will do away with its hump yard operations at its DeButts yard in Chattanooga, the *Times Free Press* reports. The decision to close down its hump yard operations will result cut about 74 of the 495 jobs assigned to the facility.

The job cuts affect 42 car repair employees, 23 conductors and engineers, and nine engineering track workers, the newspaper reports, citing a Norfolk Southern representative.

The representative says that even though the hump is closing, operations at the yard will continue and that the decision to close down the hump yard is a reflection of NS' strategic business plan that constantly evaluates system operations and rail traffic patterns.

This isn't the first time the railroad has scaled back operations at its hump yards in Tennessee. In April 2016, NS announced it would cut back hump yard operations at its John Sevier Yard in Knoxville, Tenn. The business decision resulted in the loss of 135 jobs.

Closing down hump yards is no foreign concept to East Coast railroads in recent months. Since E. Hunter Harrison took the top spot at CSX Transportation in March, the Jacksonville, Fla.,-based railroad has closed

five yard humps and converted the yards to flat switching operations.

NS' DeButts yard is a former Southern Railway yard named after Southern Railway President Harry A. deButts.

NS SEEKS TO DISCONTINUE TRAFFIC CONTROL SYSTEM ON THE BUFFALO LINE

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System Under part 235 of title 49 of the Code of Federal Regulations (CFR) and 49 U.S.C. 20502(a), this document provides the public notice that on April 20, 2017, Norfolk Southern Corporation (NS) petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of a signal system. FRA assigned the petition Docket Number FRA-2017-0030. Applicant: Norfolk Southern Corporation, Mr. B. L. Sykes, Chief Engineer C&S Engineering, 1200 Peachtree Street SE., Atlanta, GA 30309.

NS seeks to discontinue the traffic control system (TCS) on the Buffalo Line between Lock Haven, PA, milepost (MP) B-end, right side/corner (BR) 194.3 and control point (CP) North Driftwood, MP BR 139.8. This includes the CPs at North Driftwood, Driftwood, South Driftwood, North Keating, Keating, South Keating, North Drury, Drury, North Baker, and South Baker and 10 automatic signals.

NS will place a new operative approach signal at BR 192.8 in approach to CP Lock Haven. All slide fences located at BR 139.8, 143.5, 153.3, 173.8, 177.0, 179.6, and 188.8 will be maintained and provide protection through the use of dual-tone multi-frequency radio operation. The main track between BR 134.5 and CP Lock Haven will be converted to NS Rule 171 operation. The signaled sidings within the application limits at Baker, Drury, Keating, and Driftwood will be made non-controlled, other than main track.

The reason for the discontinuance is that operations no longer require a TCS.



READING & NORTHERN ADDS TWO F7s TO ITS ROSTER

PORT CLINTON, Pa., June 12, 2017, *Trains* News Wire With all that is happening on Pennsylvania regional railroad Reading & Northern, it is easy to have missed the recent arrival of a pair of EMD F7 cab units.



A GP30-POWERED FREIGHT PASSES No. 250



READING & NORTHERN F7 No. 251, STILL CARRYING NEW YORK, ONTARIO & WESTERN COLORS APPLIED BY FORMER OWNER SOUTHERN RAILROAD OF NEW JERSEY, RESTS AT SCHUYLKILL HAVEN, PA., JUNE 9, 2017, WITH MATE No. 250 - BOTH PHOTOS BY SCOTT A. HARTLEY.

The two F7s, built for Bessemer & Lake Erie in 1953, have been stored outdoors in New Jersey for many years, but CEO Andrew M. Muller Jr. assures *Trains* News Wire that they will be made operable. One wears New York, Ontario & Western gray-and-yellow, and the other carries a red, white, and black scheme, somewhat reminiscent of early Rock Island cab unit images. Muller says the two will be repainted in a Rock Island-type scheme, with the same colors - red, black, and white, which coincidentally are those that are used in R&N's "Road of Anthracite" logo. He says that he will use the covered wagons to pull the railroad's business trains.

The railroad recently purchased the pair of F units, as well as a Budd RDC-1, from the Southern Railroad of New

Jersey.

The RDC is of New Haven heritage, and it will add seating capacity on trains with R&N's two other Budd cars on planned service from a new "Outer Station" near Reading to Jim Thorpe, a popular tourist destination.

The 300-mile R&N uses scheduled trains to manage its ever-growing freight business, manages a busy excursion train affiliate, carries locally mined anthracite coal, is installing Centralized Traffic Control on its main lines, runs a Baldwin 4-6-2 steam locomotive, and is restoring a Reading 4-8-4 to service.



[NJ TRANSIT BOARD AWARDS CONSTRUCTION CONTRACT FOR PORTAL BRIDGE PROJECT](#)

NEWARK, NJ, May 17, 2017, NJ Transit News - NJ

TRANSIT has taken another step toward improving service reliability on the Northeast Corridor by moving forward with the Portal Bridge North Project and entering into an early action construction contract award.



At today's Board of Directors' meeting, the Board authorized a vote to enter into an early action contract with PKF-Mark III Inc., of Newtown, Pa., for the amount of \$14.5 million, plus five percent for contingencies, subject to the availability of funds.

"The Board of Directors has chosen to enter into an early action contract with a vendor to help move the Portal Bridge North project to the next milestone," said NJ TRANSIT Executive Director Steven H. Santoro. "This is a critical step forward in improving service reliability for NJ TRANSIT and Amtrak customers along the heavily traveled Northeast Corridor."

The Early Action Construction project includes the realignment of a 138kV transmission pole, the installation of new fiber optic cable poles, the construction of a construction access structure known as a finger pier, the construction of a steel bridge structure over the Jersey City Municipal Utility Authority water main, and the construction of a retaining wall just west of the Frank R. Lautenberg Station at Secaucus Junction.

The Portal Bridge is a two-track movable swing span railroad bridge over the Hackensack River between Kearny and Secaucus in Hudson County and was constructed more than a century ago. The bridge, owned by Amtrak, is a critical link on the Northeast Corridor. Delays due to bridge failures, maintenance and reduced operational speeds have made replacement of the bridge critical to maintaining and improving passenger rail service into Manhattan.

"The award of this contract is an important milestone for the replacement of the existing Portal Bridge, a key part of the Gateway Program's first phase," said Gateway Program Development Corporation Trustee Rich Bagger. The Gateway Program Development Corporation is an agency that has been established to guide the project to completion. "The New Jersey/NJ TRANSIT commitment to advancing this early work will ensure that the Gateway Program stays on track to reach our goal of delivering much needed improvements to the commuters and travelers along the Northeast Corridor."

The Federal Railroad Administration (FRA) has approved a project to both replace the existing bridge and expand capacity in the Corridor by constructing a new parallel span north of the existing structure. The two-track replacement bridge, known as Portal Bridge North, is designed as a high-level fixed span bridge eliminating the movable component and risk of malfunction.

"With this action, the long overdue Portal Bridge North replacement is underway. We have not a minute to lose on this urgently needed project and today's news is another demonstration of how a Federal-Local partnership can eliminate this single point of failure," said John Porcari,

interim executive director of the Gateway Program Development Corp.

The project will greatly improve service reliability for NJ TRANSIT and Amtrak trains. This Early Action construction phase will support the acceleration of the Portal Bridge North construction schedule.

In October 2015, NJ TRANSIT was notified that the U.S. Department of Transportation (USDOT) had awarded \$16 million under the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program. This \$16 million grant will be matched with \$4 million from the Transportation Trust Fund, which will be used to support the Early Action Construction work contemplated in this authorization.

Work is expected to begin in July and is anticipated to be completed by the first-quarter of 2019.



[SEPTA GEARS UP FOR TROLLEY TUNNEL WORK](#)

PHILADELPHIA, June 22, 2017, Progressive Railroading - The Southeastern Pennsylvania Transportation Authority (SEPTA) in early July will begin a trolley tunnel repair project in Philadelphia's Center City.

The work will require the agency to close the Center City tunnel July 7-17. During the closure, crews will work around the clock on maintenance and construction tasks, including installation of new trolley wire.

The work marks SEPTA's fifth consecutive trolley tunnel repair "blitz," agency officials said in a press release.

Over the past four summers, SEPTA crews have replaced trolley tunnel switches, thousands of feet of rail and overhead contact wire, as well as cleaned transit stations during the blitz periods, said SEPTA General Manager Jeffrey Knueppel.

"We still have some work to do to bring the tunnel into a state of good repair, but the previous blitzes have allowed us to reduce the number of days the tunnel is closed for service," he added.

For the upcoming blitz, SEPTA crews will remove and replace 1,000 feet of wood protection board, which is part of the system attaching overhead wire to the tunnel ceiling.

Track department workers will replace the curved rail and rail clamps on a portion of the westbound side of the tunnel. Frogs and rails at the intersection of Chester and Woodland avenues also will be replaced.

Other work to be completed includes track-wire installation for newly installed rails, electrical switch testing, switch maintenance at the Ludlow Interlocking, graffiti removal, track bed cleaning, and the testing of emergency generators and lights throughout the tunnel.

SEPTA's trolley tunnel blitz projects are part of a larger capital program to rebuild and repair major components of the agency's system. The program is funded through Pennsylvania Act 89, which provides money for transportation projects in the state.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN JULY

July 27, 1900 - West Jersey & Seashore Railroad Board approves the purchase of the Delaware River Railroad, including 3 locomotives, 3 combines and 4 passenger cars.

July 9, 1904 - Ground broken for Pennsylvania Station yard at 31st Street and 9th Avenue in New York.

July 29, 1910 - LIRR Montauk Cutoff opens at Long Island City; freight connection between Long Island City and Jamaica (Montauk Division) and car float yards lying north of approach to East River tunnels.

July 5, 1915 - Liberty Bell leaves Independence Hall in Philadelphia via special PRR train from Broad Street for exhibition at Panama-Pacific Exposition in San Francisco; sent by a roundabout route to maximize exhibiting bell en route.

July 10, 1920 - PRR bestows special keystone-shaped medals on all 27,128 employees who have served in armed forces during war, including 610 to next of kin of those killed; medals are presented simultaneously around system by department heads.



July 28, 1925 - Formal groundbreaking ceremony for Philadelphia Improvements held at 20th & Cuthbert Streets near Chinese Wall.

July 20, 1930 - Full electric local revenue service begins between 52nd Street, Philadelphia, and Norristown; electrification is not extended to Phoenixville as originally planned.

July 25, 1935 - New "UNION JCT." Interlocking placed in service at Baltimore.

July 30, 1940 - PRR orders two T1 4-4-4 duplex passenger locomotives from Baldwin Locomotive Works; modification of a Baldwin design; shorter and more practical than the S1; are designed to haul eleven 80-ton cars at 100 MPH on level tangent track; to run Harrisburg to Chicago with only one stop for coal at Millbrook, Ohio, with a tender containing 41 tons of coal and 19,500 gallons of water.

July 21, 1945 - In week ending this date, PRR sets new record for troop movements, 125,000 men in 179 trains, totaling 2,700 cars.

July 8, 1950 - Last run of PRSL passenger service between Woodbury and Penns Grove, New Jersey.

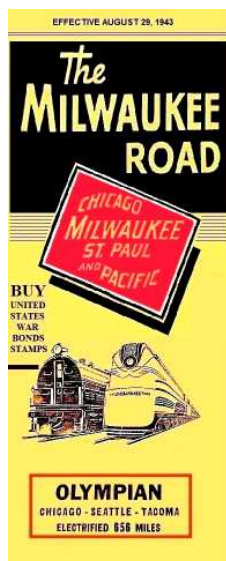
July 6, 1955 - Through New York-Atlantic City service cut to the single round trip of the *Nellie Bly*.

July 21, 1960 - Wreck on PRR near Edgewood, Md., results in detours over B&O south of Perryville; B&O and rented RF&P diesels are placed at both ends of PRR trains to make the necessary reverse moves.

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

July 30, 1967 - Northeast Corridor Demonstration Project makes a second test run with a GG1 geared for 100 MPH with 3 coaches and business car No. 7503 from Philadelphia to New York, then to Washington and back to Philadelphia; the New York-Washington leg is run in 3 hours:03 minutes.

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



TIMETABLE 07-17

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

Sundays thru Sept. 24, 2017

Manheim Train Station open to public, 210 S. Charlotte St., 1-4 pm. Station, Trolley, Model Train Display, 1917 PRR Cabin Car. Adm: free. Info: www.manheimpa.com

Tuesday, July 4, 2017

Wilmington & Western Railroad Fireworks Express. Park at the Greenbank Station (2201 Newport Gap Pike - Route 41 North, Wilmington, DE 19808) and the train will take you directly into Hockessin for the July 4th Fireworks. Reservations are required. Info: www.wvrrt.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

Saturday & Sunday, Aug. 5-6, 2017

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

Friday-Sunday, Aug. 11-13, 2017

Railfest Hamburg at the Reading Railroad Heritage Museum, 500 South Third St., Hamburg, Pa. Info: www.readingrailroad.org

Saturday & Sunday, Aug. 12-13, 2017

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

Sunday thru Monday, Aug. 27-Sept. 4, 2017

59th Annual Steam Engine and Tractor Show at the Williams Grove Show Grounds, Williams Grove Rd., Williams Grove, PA 17055. Info: <http://wghsea.org>

Saturday & Sunday, Sept. 2-3, 2017

Steamtown Railfest 2017 at the Steamtown National Historic Site, 350 Cliff St, Scranton, Pa. 18503. This year's theme is the Steam-Diesel Transition. Info: www.facebook.com/events/1864867800398997/

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. 10, 2017

Fall Hamburg Dutch Train Meet at the Hamburg Fire Company Field House, 123 South 4th Street, Hamburg PA 19526. Info: Ralph Maurer at 610-987-3144 or ralphthetrainquy@yahoo.com

Friday-Sunday, Sept. 22-24, 2017

Reading Railroad Modelers Meet V at the Reading Railroad Heritage Museum in Hamburg, Pa. Info: www.ReadingRRMM.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

Saturday & Sunday, Oct. 7-8, 2017

Delaware Train Show & Octoberfest Toy Show 2017 at the Nur Shrine Center, 198 South DuPont Highway, New Castle, DE 19720. Adm: \$5.00, under 12 free, Early Buyers \$10.00. Info: www.toysshows.org

Saturday & Sunday, Oct. 7-8, 2017

Great Scale Model Train and Railroad Collectors Show & Railroad Marketplace at the Cow Palace, Maryland State Fairgrounds, 2200 York Rd. Timonium, Md 21093. Info: www.http://www.gsmts.com

Thursday - Sunday, Oct. 12-15, 2017

NMRA Mid-Eastern Region Susquehannock Convention at the Sheraton Harrisburg Hershey Hotel, 4650 Lindle Rd., Harrisburg, PA 17111. Info: www.mer2017.org

Monday-Wednesday, Oct. 16-18, 2017

Train Show and Sale at the Commonwealth Fire Hall, 2045 North Sherman St., York, Pa. 17402. Info: Barry King, 717-424-1308, E-Mail: KingKodak@hotmail.com

Monday-Friday, Oct. 16-20, 2017

Train Show and Sale at the Reliance Fire Hall, 1341 West Market St., York, Pa. 17404. Info: Barry King, 717-424-1308, E-Mail: KingKodak@hotmail.com

Tuesday-Thursday, Oct. 17-19, 2017

Billy Budd Model Train Meet at the Days Inn, Arsenal Rd. & Route 30 (334 Arsenal Rd), York, PA 17402. Adm: Free, open to the public.

Thursday-Saturday, Oct. 19-21, 2017

TCA York Train Show at the York Fairgrounds, 334 Carlisle Ave., York, Pa. 19404. Info: www.easterntca.com

Thursday - Saturday, Oct. 19-21, 2017

2017 NRHS Fall Conference, Advisory Council and Board of Directors' Meetings in Kansas City, Mo. Info: www.nrhs.com



Railroad Museum of Pennsylvania

ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

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

1-866-725-9666

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

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



**JUNE, 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, June 19, 2017. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 25 members and 5 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance.

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

MEMBERSHIP: In First-Vice President Smoke Shaak's absence, President Tom Shenk introduced tonight's guests: Karl, Robin, and Tyler Schlecker and their friends, Bernie and Sherry. Smoke and Helen Shaak are attending the N.R.H.S. National Convention in Nashville, Tennessee. Fred Kurtz will handle any business through a conference call from the Convention. Smoke Shaak (District 2 Director) will be running for another 4 year term. The same person may hold this position for up to 10 years.

CHAPLAIN: Chaplain David Stambaugh had nothing new to report. Toady Kennel reported Wendell Seybolt has bronchitis. Wendell will be moving back to Hanover, Pennsylvania after living in Florida for twelve years. Smoke Shaak had an accident on Saturday, June 17th. He spent some

time in the hospital and received six stitches in his head.

TREASURER'S REPORT: Treasurer Richard Rutledge gave the Treasurer's Report for the month of May.

AWAY MEETING: Tom Shenk announced that on Sunday, July 16, 2017 at 2:00 p.m., the Special NRHS Charter Train will leave to ride the West Chester Railroad. Everyone should meet at 1:30 p.m. at the Market Street Station boarding location at 230 East Market Street, West Chester, Pa. Please, **DO NOT PURCHASE YOUR TICKETS** at the Station, see Tom or Richard and they will collect your donation of \$10.00 per person. Glenn Kendig announced there will be a photo runby on this trip. Glenn was also responsible for arranging this charter train ride for the July away chapter meeting. There will **NOT** be a Chapter Membership Meeting on Monday, July 17.

TRIPS: Tom Shenk 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. Tom announced there is room for 3 more couples. The trip is now open to non-chapter members. This is only the second year that this trip is available. If anyone is interested in this trip contact Tom Shenk. **REMINDER** to everyone who is signed up for this trip, the final payment is due **FRIDAY, JULY 14**. Send your payment to Tom Shenk, 11 Marquis Court, Lititz, Pa. 17543-7612. Make your checks out to: Lancaster Chapter, NRHS.

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.

ANNOUNCEMENTS: Steve Himpsl announced he is retired after 39 years of service at Alcoa. Steve also worked 26 years without missing a day of work. Steve and Linda celebrated 45 years of marriage and their youngest daughter got married and will be having a wedding reception at the Christiana Freight Station.

Steve also announced donations to the Chapter: Richard Lundgren-Christiana Centennial; Larry DeYoung-Keystone Magazines; Billie Besser-Kerosene Lamp; Donald Steffy-1040 Railroad Magazines; and Paul Kutta-Books: Railroad's of Pennsylvania, The World Encyclopedia of Locomotives. Richard and Jane Rutledge went to Roanoke, Virginia over Memorial Day weekend for an excursion. Richard announced they are going to be constructing a building to house the 611 steam engine, the 1218 steam engine and a steam engine on loan from the St. Louis Chapter at Roanoke. Richard also announced the Norfolk and Western Historical Society Convention will be held in Strasburg. Norfolk and Western No. 475 (only one of two N&W steam engines still running) is at the Railroad Museum. Steve Himpsl announced the Railroad Museum has moved GG1 No. 4800. He is not sure if they are planning on working on the engine since they moved it.

UPCOMING DATES: Tom Shenk announced July Chapter Meeting Sunday, July 16, West Chester Railroad. Monday, August 21 ride the Strasburg Rail Road. Sunday, September 24 the Chapter's Annual Picnic. Monday, October 16 Regular Chapter Membership Meeting held at the Christiana Freight Station. Saturday, November 18 the Chapter's Annual Banquet. The Banquet will be in the afternoon at the Four Seasons Complex. The dates for the Holiday Open House at the Christiana Freight Station (Saturday, December 16, and Sunday, December 17) might have to be changed. The tentative dates are now Saturday, December 9, and Sunday, December 10, 2017.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:10 p.m. for the program. Drew Schlecker will show his photos from his West Virginia trip.

RESPECTFULLY SUBMITTED BY DONETTA M. EBERLY, SECRETARY

LANCASTER DISPATCHER



LESS THAN CARLOAD SHIPMENTS

LOCAL AND NATIONAL NEWS

RailwayAge

REGIONAL OF THE YEAR: CONRAIL;
SHORT LINE OF THE YEAR: NORTH SHORE RAILROAD

On Tuesday, April 25, 2017, at the morning general session during the ASLRRRA Connections Convention, Railway Age presented its 2017 Short Line and Regional Railroads of the Year awards to the North Shore Railroad and Conrail, respectively.

Conrail (known officially as Conrail Shared Assets Organization or CSAO) is a switching and terminal railroad serving the Detroit, North Jersey and South Jersey/Philadelphia freight markets. CSAO began life on June 1, 1999 with the NS/CSX split of "Big" Conrail. It is the eighth-largest railroad in the U.S. measured in hours worked.

It is rather unusual for a Class III railroad to handle dimensional (high/wide) loads. The North Shore (NSHR) has the distinction of handling such traffic in volume, moving a variety of specialized, dimensional shipments over a short period of time.

NHSR operates a remnant of the ex-Delaware, Lackawanna & Western Bloom branch in Pennsylvania (Heritage: DL&W, Erie Lackawanna, Conrail), along the north branch of the Susquehanna River.

611

611 OWNERS SAY THE LOCOMOTIVE IS READY TO RAMBLE

ROANOKE, Va., June 20, 2017, *Trains* News Wire - Three years of excursion service has proved that Norfolk & Western No. 611 is up to the task of heavy duty excursion service. Now its owner, the Virginia Museum of Transportation in Roanoke, wants to run the iconic 4-8-4 in new territory: Amtrak routes within the Norfolk Southern system as early as the 2018 season.

Fans, friends, and families may see a wider schedule by 2018 depending on how well the museum, Amtrak and Norfolk Southern work out the details. "We know if you go to the same place too many times, you're going to saturate the market. We saw some indication of that this year," says Bev Fitzpatrick, museum director.

No. 611 capped its 2017 season with three days of trips from Roanoke to Lynchburg and Walton, Va., over Memorial Day weekend, the same trips 611 made since it rolled out of the shop fully restored in 2015.

"We're looking to go further and wider," Fitzpatrick says. "Places that are more distant from the Roanoke or Charlotte (N.C.) area, where we'd be able to find great ridership. Norfolk Southern suggested that we ask Amtrak.

We don't know what the cost will be. We don't have any idea about the details yet," he says, "but that's the way we're heading, and we feel good about it. We've talked to Wick Moorman and a couple of folks in operations to see where might be able to go under their umbrella."

Moorman is Amtrak CEO, and past CEO and chairman of Norfolk Southern.

"We would have never had 611 without Wick," Fitzpatrick says. "He loves the locomotive. He understands the value of it, and we're hopeful that he will find a way to help us."

Among the details, the three parties would have to find locations where they can turn the train, Fitzpatrick says. One Amtrak route that will definitely not host 611 is the Northeast Corridor. The locomotive's cylinders are set too wide to clear the corridor's high station platforms.



ROSS ROWLAND REVIVES AMERICAN FREEDOM TRAIN NAME FOR PROPOSED VETERANS' TOUR

POTTSTOWN, Pa., June 9, 2017, *Trains* News Wire - Ross Rowland is the man behind some of the biggest steam events ever organized during the diesel

era. Now he is reviving the name of his most iconic effort to help promote a proposed three-year, cross-country tour behind steam.

Rowland first proposed what he dubbed the Yellow Ribbon Express back in 2015. The exhibit train would hit 125 cities in three years and raise money for veterans who have been injured since 9/11. Rowland is currently looking for corporate sponsors to fund the construction and operation of the train and in an effort to bring more attention to it he has redubbed it the American Freedom Train, or "the American Freedom Train 2.0."

"The name fits our mission perfectly," Rowland tells *Trains News Wire*.

Rowland also says that in the internet age, the American Freedom Train name is easier to promote and find online than the originally proposed Yellow Ribbon Express. He says the entire effort will cost about \$100 million and that all of the money raised from exhibit ticket sales will go to veterans charities.

Rowland initially had hoped to have the train running by 2017 but at this point he is hesitant to put an exact date on when it will happen. He says once the train gets corporate sponsorship it will take two years to construct and organize. While some have said it's a lofty goal, Rowland says he will not be deterred and reminds people he was rejected by dozens of companies before Pepsi signed on to be one of the original sponsors of the 1975-1976 Freedom Train.

The highlight of the proposed train for railroad enthusiasts will be the motive power. Rowland says the new American Freedom Train will be headed up by two main line steam locomotives, including his own Chesapeake and Ohio 4-8-4 No. 614.

"It's going to be a steam-hauled extravaganza," he says.

THIS MONTH'S BANNER PHOTO

To celebrate the Independence Day holiday, we have Conrail Bicentennial General Electric U34CH No. 1776 at Hoboken, New Jersey on July 6, 1976.



OPERATION LIFESAVER REMINDS YOU...

Do not get trapped on the tracks; proceed through a highway-rail grade crossing only if you are sure you can completely clear the crossing without stopping.

Remember, the train is three feet wider than the tracks on both sides.

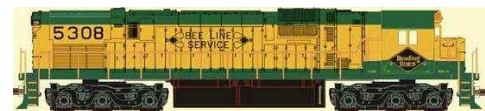


Reading Railroad Heritage Museum

Hamburg PA

August 11, 12, and 13, 2017

Come celebrate the 50th Anniversary of Bee Line Service. Enjoy the 112-foot HO model railroad featuring scenes of the Reading Railroad - special demonstrations - photos entered in the Railfest photo contest - great music - barbecue and local foods - Children may ride the *Munchkin Railway* and enjoy crafts and games - Visit a special exhibit, *Making a Bee-Line*, telling the story of the Reading Railroads innovative freight service - Former Reading Railroad employees will reminisce at a roundtable on Saturday - View the Reading Company Technical and Historical Society's large collection of Reading Railroad locomotives, freight and passenger equipment - Special presentation of the LEMTU car by an engineer trained in the car - Vendors offering railroadiana - Rail excursions include a Friday trip on the Allentown & Auburn Railroad and Saturday and Sunday trips on the Reading & Northern Railroad. **Excursion trains, Banquet, and Saturday night photo session require advance ticket purchase.** The Saturday night banquet will feature Robert McGonigal, editor of *Classic Trains Magazine*. For tickets and information go to our website: readingrailroad.org.



“INSIDE THE BACK PAGE”***UPCOMING LANCASTER CHAPTER ACTIVITIES*****JULY 16, 2017 - SUNDAY, 1:30 PM - WEST CHESTER RAILROAD - SPECIAL NRHS CHARTER TRAIN**

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 AT 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” MEETING 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.

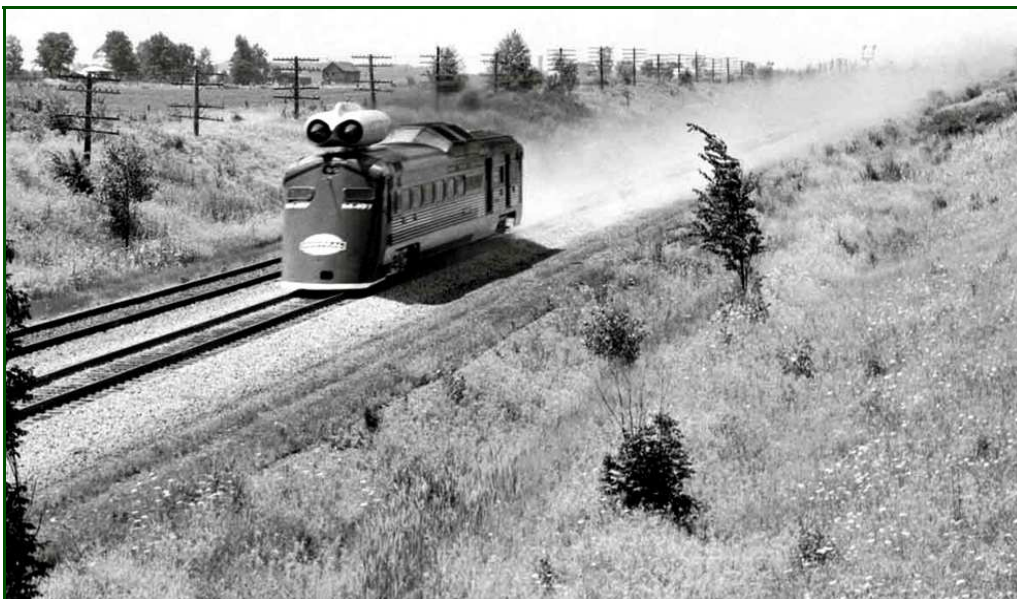
SEPTEMBER 24, 2017 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC

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. Picnic is free for chapter members and \$5.00 for guests. Please join us for this popular event.

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

51 YEARS AGO THIS MONTH

SPEED TEST

NEW YORK CENTRAL RDC3 M-497, REFITTED WITH A PAIR OF JET ENGINES AND A STREAMLINED NOSE (AND F-UNIT NUMBERBOARDS FOR WINDSHIELDS), SETS A NORTH AMERICAN RAIL SPEED RECORD WHEN IT HITS 183.7 MPH BETWEEN BUTLER, IND., AND STRYKER, OHIO, ON JULY 23, 1966 - TOM BROWN PHOTO, CLASSIC TRAINS.



Baldwin No. 62451

There's drama in the Baldwin serial number of this modern streamlined giant, for the production of 62,451 locomotives, by a single builder, is an impressive record. Yet, today, Baldwin is far beyond that figure, for more than 64,000 locomotives, of all types, have been built in the Baldwin shops. Scores of these are helping the railroads haul the greatest traffic in history—others serve the armed forces at home and abroad—still others toil in quarries, mines and industrial plants.

Baldwin came into existence because of the need of America's early railroads for locomotives. It grew as they grew, changed as they changed. Today the name "Baldwin" means locomotives in every country where railroads are found.

Baldwin is manufacturing many other products that are contributing toward American victory—diesel engines,

ship propellers, testing instruments, machines used in the manufacturing of airplanes, ships, tires and plastics. In this war as in the First World War, Baldwin is making equipment for the armed forces—Army tanks, gun-mounts, gun tubes and other ordnance materiel.



BALDWIN

The Baldwin Locomotive Works, Philadelphia, Pennsylvania:
Locomotive & Ordnance Division; Baldwin Southwark Division;
Cramp Brass & Iron Foundries Division; Standard Steel Works
Division; Baldwin De La Vergue Sales Corp.; The Whitcomb
Locomotive Co.; The Pelton Water Wheel Co.; The Midvale Co.

Baldwin serves the Nation which the Railroads helped to build

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MEMBERSHIP MEETING NOTICE

THE "AWAY" MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE WEST CHESTER RAILROAD ON SUNDAY, JULY 16, 2017, TO RIDE THE 2:00 PM SPECIAL NRHS CHARTER TRAIN.

**LANCASTER CHAPTER, INC.
NATIONAL RAILWAY
HISTORICAL SOCIETY
10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416
PHONE: 610-593-4968**



CHAPTER WEBSITE: WWW.NRHS1.ORG

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

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