

BOARDWALK MAGIC AT ATLANTIC CITY

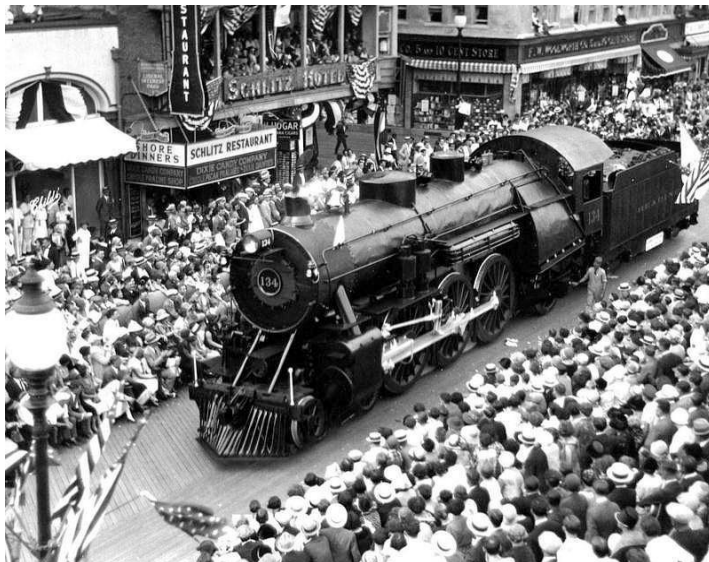


How did the Reading Railroad enter a 227-ton locomotive in an Atlantic City parade in 1925 and why didn't the boardwalk collapse?

Here's the story.

The Pennsylvania and the Reading Railroads had been battling each other for years for the lucrative shore trade. They both recognized the need for marketing and in 1924 the Pennsylvania - through its division, the West Jersey and Seashore Railroad, scored a coup when it won the grand prize for floats in the beauty pageant parade with a scale model of their Delair Bridge.

The Reading - and their division, the Atlantic City Railroad, were livid and hatched a plan for revenge.



At the time the Reading's pride and joy was their Boardwalk Flyer, a 227-ton, 15 foot-high monster that carried carloads of tourists between Philadelphia and Atlantic City. At one time, the Reading had twenty of these magnificent locomotives in service.

Under a veil of secrecy that would rival any covert operation today, employees began working on a full-scale model of the Boardwalk Flyer in the company's service shops in Camden, New Jersey.

They began with two Ford chassis and, using blueprints from the actual locomotive, spent 6 weeks creating and assembling over eleven thousand parts consisting of sheet metal, wood and handmade fabrics (these guys were serious).

This work of art was built by hand, and when the magicians were finished, they had conjured an exact replica of the giant engine and tender.

Instead of the 227-ton real-life version, the parade beauty weighed in at 2-1/2 tons. It was secretly shipped by rail to Atlantic City in the dead of night and kept from view until the day of the parade. When it made its appearance, thousands of spectators swore the genuine Boardwalk Flyer was traveling down the wooded walkway.

Many ran fearing that the boardwalk would collapse. Fifteen men were required to operate the monster float. The designers left nothing to chance including an apparatus that produced steam and smoke. The most expensive entry in Atlantic City parade history ran away with the grand prize for 1925. A tough act to follow. [Tales of the New Jersey Shore]



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



NOTICE OF ANNUAL MEETING AND ELECTION OF CHAPTER OFFICERS

In accordance with Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given of election of Chapter Officers for the year 2017-2018, to be held at the Regular Chapter Membership Meeting of the Lancaster Chapter, N.R.H.S. on Monday evening, October 16, 2017 at the Christiana Freight Station, 10 Railroad Avenue, Christiana, Pa., starting at 7:30 pm.

Any member in good standing who is interested in serving on the Chapter Board of Directors may be nominated from the floor at the October 16 meeting, or by placing your name in nomination by writing, before October 1, 2017 to: Chairperson, Nominating Committee, Lancaster Chapter, N.R.H.S., 10 Railroad Avenue, Christiana, Pa. 17509-1416.

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



AMTRAK ADVANCES WORK TO IMPROVE NEW YORK PENN STATION PASSENGER CONCOURSE

NEW YORK, Aug. 11, 2017, *Amtrak Media Center* - As part of continued efforts to improve the passenger experience at New York Penn Station, Amtrak announced the selection of AECOM, in partnership with Network Rail, to conduct an independent review of the interaction, coordination, and collaboration

between the railroads' various passenger concourses within Penn Station and provide recommendations to improve the design, functionality, communications, and coordination at this critical station.

“New York Penn Station is the busiest rail hub in the country, and Amtrak is dedicated to making improvements to the railroad and the station that will improve the passenger experience,” said Amtrak co-CEO Wick Moorman. “We have made significant progress in renewing rail infrastructure at Penn Station and are now taking steps to improve the passenger areas. We have assembled a top-notch team of national and international experts to work with the railroads on delivering solutions that will greatly improve the passenger experience at New York Penn Station.”

Amtrak is the owner of Penn Station, and per agreements with Amtrak, the Long Island Rail Road (LIRR), and NJ TRANSIT (NJT) each individually manage their respective passenger concourses within the station. AECOM and Network Rail will review these relationships and develop recommendations on how the three railroads can work better together. Amtrak has convened a working group of Amtrak, LIRR, and NJT professionals to support the study.

The AECOM-Network Rail team will review management of daily operations within the three station concourses, including during service disruptions, as well as look for opportunities to strengthen coordination between all parties to improve the passenger experience, safety, and security. Using their analysis of Penn Station as well as knowledge of national and international best practices at rail stations and airports, the consultants will develop recommendations for a unified three-railroad concourse operations center.

The consultants will also provide an overall plan for improvements to Penn Station's passenger concourses. This will include guidance on operations and maintenance partnerships as well as guidance on Amtrak's planned redevelopment of Penn Station in partnership with the private sector.

AECOM and Network Rail will start work immediately, bringing their deep experience in designing passenger concourses and facility operations, including London's metropolitan station redevelopment and other high profile projects across the country and around the world.

This effort will be guided by Amtrak in coordination with LIRR and NJT. AECOM and Network Rail will deliver their recommendations in early 2018, after which Amtrak, NJT and LIRR will determine next steps for implementation.

CONSTRUCTION UNDER WAY ON NEW YORK PENN EXPANSION

NEW YORK, Aug. 18, 2017, *Railway Age* - More than a half-century after the cashed-strapped, bankruptcy-headed Pennsylvania Railroad demolished the original, spacious and beautiful Pennsylvania Station New York, selling the



A DIGITAL RENDERING OF THE NEW GRAND MOYNIHAN TRAIN HALL SCHEDULED FOR COMPLETION BY THE END OF 2020 - NEW YORK GOVERNOR'S OFFICE



air rights to developers and leaving a largely maligned, overcrowded underground complex in its place, construction is finally under way to transform the former Farley Post Office Building, across Eighth Avenue from Penn Station, into a grand new train station.

The centerpiece of the new station, dubbed “Moynihan Station,” is Moynihan Train Hall, a 255,000-square-foot, spacious, skylight-topped concourse for MTA Long Island Rail Road and Amtrak passengers that will increase total concourse floor space in the Pennsylvania Station-Farley Complex by more than 50%. The light-filled Train Hall will be much like that of the original Penn Station, which opened in 1910. The skylight will contain an acre of glass to provide natural light that will filter down through the escalators to the train platforms.

New York Gov. Andrew M. Cuomo on Aug. 17 announced start of major construction on Moynihan Train Hall during a ground-breaking ceremony. He said the new facility will be “everything Penn Station is not.”

“The Penn Station experience is so horrible—the density, the darkness. This is the exact opposite. It's spacious, it's light, it reduces stress, it reduces anxiety, and it's one of these grand spaces that says New York—it

has a style to it," Cuomo told long-time New York City broadcast journalist Marcia Kramer of CBS2. "It will stand the test of time, it will handle the increased volume, but it will also say, 'Welcome to New York.'"

Moynihan Station, including Moynihan Train Hall, will consist of 700,000 square feet of commercial, retail and dining space, with a mezzanine containing cafes and shops. "Picture that with shops and cafes ringing this area, with people being able to look over the balcony down to the train floor. Eleven escalators take you right down to the platforms. This is going to be a destination, I believe, in and of itself," much like Washington D.C. Union Station became when it was overhauled in 1986.

Moynihan Station is expected to cost \$1.6 billion and is scheduled for completion in 2020, the same year as the next Presidential election, when Cuomo may be the likely Democratic Party nominee.

TESTING UNDERWAY FOR BRIGHTLINE TRAINS, BUT PASSENGER SERVICE WON'T START UNTIL LATER THIS YEAR

MIAMI, Fla., Aug. 16, 2017, WLRN Public Radio & Television, Miami
Colorful new trains are coming down the tracks from West Palm Beach to Miami -- although not carrying passengers quite yet.

Testing is underway for the first phase of the Brightline train service, and passengers should be able to ride the West Palm Beach-to-Fort Lauderdale portion of the line before the end of 2017, says company CEO Dave Howard.

Trains to Miami, Howard says, will start several weeks after that. But he's not committing to exact dates just yet.



BRIGHTLINE TRAINS ARE MAKING TEST RUNS FROM WEST PALM BEACH TO MIAMI, AND CEO DAVE HOWARD SAYS PASSENGERS WILL BE ABLE TO RIDE PART OF THE ROUTE BEFORE THE END OF 2017 - COURTESY OF BRIGHTLINE

"We want to get very highly confident in our launch dates before we express them," he told WLRN. Originally service between West Palm Beach and Fort Lauderdale was scheduled to begin this summer, with service to Miami to follow in the fall. But Howard says the scale of the project -- including the 11-acre MiamiCentral station -- has resulted in a new timetable.

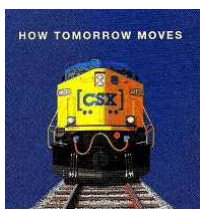
Howard says workers are putting the finishing touches on the 60,000-square-foot stations in West Palm Beach and Fort Lauderdale, and

Brightline's in the process of certifying its crews per federal guidelines.

"We're running the train every day between West Palm Beach and actually down into Miami, on Northwest 14th Street," he said. "We come as far down as just to that point where eventually we'd begin the rise up to the elevated platform at MiamiCentral.

The MiamiCentral station will include a food hall, grocery store, two office towers and two residential towers. It'll also offer connections to MetroRail, TriRail and other transportation options.

Howard says Brightline plans to move its headquarters to MiamiCentral in September.



HARRISON TO CSX SHIPPERS: "WE APOLOGIZE"

JACKSONVILLE, Fla., Aug. 1, 2017, Railway Age - CSX Chief Executive Hunter Harrison in a letter to the railroad's customers apologized for mounting service issues, citing the rapid pace of operational changes he has implemented and blaming employees who have "pushed back" against those changes.

"The pace of change at CSX has been extremely rapid," Harrison wrote, "and while most people at the company have embraced the new plan, unfortunately, a few have pushed back and continue to do so. This resistance to change has resulted in some service disruptions."

Harrison promised that CSX "will continue to address these internal personnel matters," and was "recommitted" to working with shippers to resolve service problems as quickly as possible.

After complaints by shippers the Surface Transportation Board on July 27 put CSX on notice that it would monitor the railroad's performance. The STB's action came shortly after Railway Age Editor in Chief William C. Vantuono blogged about the increasing service issues on the CSX network. Harrison in turn penned a personal response.

The text of Harrison's letter to customers:

"To our valued customers,

"Over the past four months, CSX has been undergoing a tremendous amount of change, including an operational transformation that will ultimately result in better service to our customers. We're not at the finish line yet, but I'm personally writing you today to reaffirm our commitment to working with you individually to ensure you receive the support you require to meet your business needs.

"I think we can agree that more-reliable service and improved asset utilization is a win-win for your business and ours. It is with these intentions that we have focused our efforts -- moving our customer's freight consistently, reliably and cost efficiently.

"The pace of change at CSX has been extremely rapid, and while most people at the company have embraced the new plan, unfortunately, a few have pushed back and continue to do so. This resistance to change has resulted in some service disruptions. To those customers that have experienced such issues, we sincerely apologize. As we move forward, we will continue to address these internal personnel matters and our teams have recommitted themselves to reaching out to those affected to work through any service issues and resolve them as quickly as possible.

"Throughout our transformation, one thing that has remained constant is our dedication to our customers and the great effort we put forth to deliver the service you expect from CSX. Our operating and sales and marketing teams are collaborating closely to better ensure you are prepared for and work through any planned changes that may occur. I will remain engaged in overseeing our customer service and communications efforts, and appreciate your partnership and willingness to also remain engaged.

"We value your business and thank you for the opportunity to be your transportation provider."

CSX TRAIN DERAILS, SPILLS HAZMAT IN WESTERN PENNSYLVANIA

HYNDMAN, Pa., Aug. 2, 2017, Railway Age & *Trains* News Wire - Thirty-two cars of a 178-car, 18,000-plus-ton CSX freight train carrying hazardous materials derailed early Wednesday, Aug. 2, in the small town of Hyndman (Bedford County), Pa., setting railcars and a garage on fire and prompting emergency officials to evacuate hundreds of nearby residents. No injuries were reported.

The train was operating from Chicago to Selkirk, N.Y. The derailment occurred at approximately 5:00 a.m. Hyndman is located about 18 miles west of Cumberland yard on the railroad's Keystone Subdivision. The derailment is on the railroad's ex-Baltimore & Ohio mainline and occurred at the east end of Sand Patch grade as the train was descending the famed route. CSX spokesperson Rob Doolittle said at least one car containing liquefied petroleum gas and one containing molten sulfur leaked and caught fire.

Bedford County 911 coordinator Harry Corley said officials ordered everyone within a one-mile radius of the derailment to evacuate. That encompasses all of Hyndman.

The NTSB (National Transportation Safety Board) has dispatched investigators to the scene. The cause of the derailment—a runaway,

improper train handling (brake, throttle, or slack action), or mechanical defect—is unknown at this time.

Five locomotives were at the head of the consist. Unconfirmed reports say three of the five units were “dead-in-consist,” meaning that, if true, only two units were bringing the 18,000-ton train down a mountain grade that has a maximum grade of 1.94% near Manila, Pa., which is just east of the summit and Sand Patch Tunnel. Grades fluctuate between 1% and 1.5% until reaching Hyndman. The possibility of operating such a long and heavy train on a descending grade with no more than two powered locomotives is likely to be a factor in NTSB’s investigation, as are also-unconfirmed reports that there were a large number of empty cars at or near the head end.

[NTSB: CSX TRAIN HAD 33 HANDBRAKES APPLIED WHEN IT STARTED DOWN GRADE](#)

WASHINGTON, Aug. 22, 2017, *Trains* News Wire - Federal investigators say that a CSX Transportation train that derailed in early August had 33 handbrakes applied when it started downgrade before derailing in central Pennsylvania.



CSX DERAILMENT IN HYNDMAN, PA.
PHOTO PENNSYLVANIA STATE POLICE VIA THE NTSB.

According to a preliminary report released today from investigators of the National Transportation Safety Board, CSX train Q388(31) had 5 locomotives and 178 cars — 128 loaded and 50 empties — when it moved through

Hyndman, Pa., on Aug. 2. Thirty-two of those cars derailed toward the head-end of the train as it moved from Chicago to upstate New York.

The shells on three derailed tank cars, one each hauling propane, asphalt, and molten sulphur, breached, with the propane and sulphur loads catching fire and forcing evacuation of the neighboring community of about 1,000 residents.

NTSB investigators write that two CSX crews touched the train immediately before the crash. The first crew stopped the train on a descending grade because of brake air line problems. That crew applied 58 hand brakes to secure the train and ran out of service hours while a railroad Carman repaired the line. A second crew relieved the first and kept the handbrakes on believing that the train might still have problems with the brake air line. When the second crew could not pull the train, they released 25 hand brakes and began moving with 33 hand brakes set.

One car derailed on a curve shortly before the main derailment, which began at a highway grade crossing. Investigators write that wheels before and after the first derailed car had flat spots, built-up tread, and blued steel from the hand brakes keeping wheels from turning or turning normally.

The Federal Railroad Administration, CSX Transportation, the Brotherhood of Locomotive Engineers and Trainmen, the International Association of Sheet Metal, Air, Rail and Transportation Workers, and the Pennsylvania Public Utilities Commission are all parties to the derailment investigation.

[CSX CORP. SHED 785 JOBS IN JULY](#)

JACKSONVILLE, Fla., Aug. 17, 2017, Jax (Jacksonville) Daily Record - After CEO Hunter Harrison said last month that ongoing cuts at CSX Corp. could affect 700 more jobs by the end of this year, the railroad’s latest monthly report filed with the U.S. Surface Transportation Board showed employment dropped by 785 to 22,313 from June to July.

Most of the reduction came in the “transportation (train and engine)” category, which fell by 588. Other cuts include 76 jobs in “maintenance of way and structures.”

CSX has disclosed it cut 951 management-level positions this year, mainly at its Jacksonville headquarters. The company’s rail operations cover much of the Eastern U.S., and it has not detailed its other cuts.

With the latest cuts in July, CSX’s total employment has dropped by 2,150 so far this year, including jobs eliminated before Harrison was hired in March, according to the STB data.

CSX spokesman Rob Doolittle did not provide details of the latest cuts, but said by email “CSX continues to make adjustments across our network to improve efficiency and safety and to better serve customers. As a result of those changes, some positions have been eliminated, and there has been some attrition.”

As the job cuts continue, Harrison also continues to come under fire for service issues as the company implements his plans to improve operations.

The STB last week sent its second letter to Harrison to express its “continued concerns over the widespread degradation of rail service” across the CSX system.

Last week’s letter said since a July 27 letter from the STB, “it is not apparent to the Board or interested stakeholders that service is improving.”

The STB wants CSX to provide a detailed schedule for implementation of its new operating plan.

“The transition CSX is implementing ultimately will result in better service to our customers, and we are committed to working with customers to ensure they receive the support they require to meet their business needs as we move forward,” Doolittle said.

[CSX REVISES SERVICE METRICS TO BETTER REFLECT PERFORMANCE](#)

Revised metrics provide more precise information about operational performance, asset utilization and opportunities for improvement

JACKSONVILLE, Fla., Aug. 22, 2017, CSX News Release - CSX has revised the way it calculates three key service metrics – Train Velocity, Terminal Dwell and Cars Online – to more accurately reflect the company’s operational performance.

“CSX is transitioning to Precision Scheduled Railroading, which focuses heavily on service to customers and asset utilization,” said E. Hunter Harrison, CSX president and chief executive officer. “These revised service metrics give us a more accurate understanding of how we are performing and where there are additional opportunities for improvement. That clarity is essential to achieving our highest potential performance, which will benefit our customers, our employees and our shareholders.”

CSX’s revised metrics, which are available on the company’s website, are defined as follows:

- Train velocity – CSX’s new definition has been revised to include a train’s end-to-end time, and accordingly, speed. The previous definition only counted time on line of road, and excluded intermediate dwell time for crew changes, freight car pick-up or set-off, or other work events at an intermediate yard. The updated definition includes intermediate dwell, reflecting the true speed of a train from origin to destination, and will help identify all opportunities to move trains faster and more reliably from origin to destination. The inclusion of additional time in train velocity has the effect of reducing speed when compared to the prior methodology.
- Terminal dwell – CSX’s new definition has been expanded to include all car dwell time encountered on an end-to-end trip. The previous definition excluded the amount of time a car spent at a terminal during an intermediate work event if it arrived and departed on the same train. The updated definition includes intermediate car dwell for terminal work events when a car arrives and departs on the same train.

This change more accurately reflects all time that a car dwells, and will help identify opportunities to improve asset utilization. The inclusion of these additional dwell events has the effect of reducing terminal dwell when compared to the prior methodology, as intermediate dwell on the same train is often less than dwell events on cars that change trains, which reduces overall average dwell time.

• Cars online – CSX’s new definition measures the number of active freight rail cars on rail lines operated by CSX. The previous definition included all cars that were last reported on a line operated by CSX, which counted several categories of inactive freight rail cars, including cars that are being repaired, are in storage, have been sold, or are private cars dwelling at a customer location for more than one day. The exclusion of these inactive car categories enables focus on movement and utilization of active cars on the system. As inactive cars become active again, they will be included in the active cars online count. The exclusion of inactive cars has the effect of reducing the number of cars online when compared to the prior methodology.

To assist users in analyzing the company’s historic performance, CSX has restated 2016 and 2017 train velocity and terminal dwell performance data using the new definitions and is making that data along with 2017 cars online data available on its website, www.csx.com/servicemetrics. Please note that CSX’s new metrics differ from data reported by other U.S. railroads, and are not directly comparable.

“These new measures better reflect end-to-end railroad performance,” said Harrison. “We remain committed to meeting our customers’ business requirements throughout the transition to Precision Scheduled Railroading and into the future.”

CSX will continue its required reporting of EP 724 data to the Surface Transportation Board in the prescribed methodology on a weekly basis.

[AS CSX OPERATIONS STABILIZE, REPORT DETAILS EXTENT OF SERVICE PROBLEMS](#)

JACKSONVILLE, Fla., Aug. 23, 2017, *Trains* News Wire - CSX Transportation’s operations may be stabilizing, but the railroad’s detailed presentation to federal regulators this week revealed just how far service had fallen in the past month as congestion built in key terminals on its western corridor.

On-time train arrivals – which reached an all-time high of 88 percent in May, up from 66 percent last year – tumbled to around 55 percent over the past four weeks. And over that period more than a quarter of all carloads failed to make the right train as scheduled, compounding the delays for shippers.

The railroad began struggling in mid July amid the broad operational changes CEO E. Hunter Harrison has made while implementing precision scheduled railroading. Two ill-timed major derailments in recent weeks only hurt the railroad’s operational performance.

Shippers have been complaining to Congress and federal regulators regarding widespread service disruptions. The erratic service has caused plant shutdowns and production slowdowns while forcing some CSX customers to resort to diverting shipments to trucks.

The Surface Transportation Board has responded by requiring CSX to report much more detailed performance metrics, beginning this week. And by Thursday CSX will have to submit a schedule of changes it will make to its operating plan during the remainder of this year.

CSX on Monday told the STB its network metrics have improved somewhat since the height of its operational challenges over the past couple of weeks. Average train speed is up slightly and overall terminal dwell is down a bit.

CSX reopened the hump at Avon Yard in Indianapolis last week to improve service and prevent congestion at secondary yards. “We might have made a mistake there,” by shutting down the hump, Harrison told *The Wall Street Journal*.

Reactivating Avon, along with other tweaks to the operating plan, pushed down terminal dwell considerably at five western terminals. Cars spent 33 hours in those terminals last week on average, down from a peak of nearly 53 hours two weeks ago.

The railroad’s presentation to the STB hinted it is still trying to find the right balance between hump yards and flat-switching terminals. The “absolute number of humps [is] not ‘good’ or ‘bad’; rather, a different configuration of handling traffic,” the presentation says. But the productivity of remaining

hump yards has improved since June 30.

CSX has not yet converted Selkirk Yard, near Albany, N.Y., to a flat-switching facility. In May CSX said it was transitioning Selkirk to a flat-switching yard, as it has done at seven of its dozen hump yards. A spokesman says the railroad continues to evaluate Selkirk operations.

The railroad says network fluidity has improved “meaningfully” over the past two weeks and that it should continue to improve. Harrison has told the STB that he expects more noticeable service improvements after Labor Day.

CSX continues to whittle away at a backlog of customer inquiries. Most of those inquiries, CSX says, deal with delayed cars. CSX has dispatched customer service personnel to locations with significant service problems, including Columbus, Ohio; Russell, Ky.; Indianapolis; and Memphis, Tenn.

CSX also said many of the STB’s requests – including local service metrics and figures for train origination and arrival – do not necessarily mesh with what’s important in precision scheduled railroading.

The railroad said, for example, that, “holding a train’s origination to allow additional cars to reach a customer on time...would hinder train origination and arrival metrics, but provide better service to the customer.”

CSX also assured federal regulators that it had enough locomotives and crews available to handle its current traffic levels. The railroad had 3,275 active locomotives last week, down 488 units from the first-quarter average. It has pulled some units out of storage to help power an uptick in coal traffic.

The percentage of trains requiring re-crews remains at historically low levels, CSX said.

The railroad’s car order fulfillment statistics are a case study in what happens when service slides. Customers order more cars than they need, hoping that what is delivered is close to the actual number needed.

CSX says car orders spiked 40 percent in the third quarter when compared to the first quarter.

“Order levels have disconnected from demand,” CSX says.

When the numbers were normalized, CSX provided cars as scheduled between 70 and 85 percent of the time.

[CSX REPAIRS NONPROFIT PASSENGER CAR INTO ORIGINAL PENNSY TUSCAN RED](#)

HUNTINGTON, W.Va., Aug. 25, 2017, *Trains* News Wire - In-between painting blue and gold locomotives, CSX Transportation’s shop crews in Huntington are dabbling with Pennsylvania Tuscan red.



CSX SHOP CREWS AT THE HUNTINGTON LOCOMOTIVE SHOPS RECENTLY FINISHED PAINTING THE BRADDOCK INN, A FORMER PENNSYLVANIA RAILROAD CAR - COLLIS P. HUNTINGTON RAILROAD HISTORICAL SOCIETY

The railroad’s Huntington locomotive shops recently painted the Collis P. Huntington Railroad Historical Society’s Braddock Inn passenger car into its original Pennsylvania Railroad Tuscan red.

The passenger car, which previously displayed Maryland Area Regional Commuter colors, will make its first trip on the 2017 New River Train on Saturday, Oct. 21. The car, which is one of two Amtrak-certified cars in operation by the non-profit group, will also be used in charter service in Washington, New York, and the Midwest beginning with trips later this year.

"The Collis P. Huntington Railroad Historical Society would like to thank CSX Transportation for their generosity in painting our Braddock Inn passenger car in its as-delivered Pennsylvania Railroad Tuscan paint scheme," says Joe Rosenthal, assistant general manager for the organization.

"We cannot thank them enough for all of their hard work and we're excited to debut this car on board our 2017 New River Train," he says.

"CSX is proud to support the Collis P. Huntington Railroad Historical Society's efforts to restore the Braddock Inn, a 69-year-old passenger car that originally operated on CSX's predecessor, the Pennsylvania Railroad," railroad representative Rob Doolittle tells Trains News Wire.

"CSX applauds the volunteers for all their hard work and we're proud to play a role in this project," he adds.

The railroad created a dedicated page on its heritage legacy website in recognition of the passenger car's cosmetic restoration. In addition to profiling the Braddock Inn restoration, the page also discusses its Chessie System GE B30-7 restoration project and other historical projects.

The Braddock Inn was built in February 1949 as a 21-roomette sleeper for the Pennsylvania Railroad. The car was used in regular service on the Pennsy's Iron City Express between New York City, Washington, and Pittsburgh. Later in its career, it was assigned to the Indianapolis Limited as a through sleeper before it was converted to a stainless steel coach and sold off to NJ Transit.

After spending several years in New Jersey commuter service, the car was shipped to Maryland for use on MARC trains. The Huntington-based nonprofit acquired the car from MARC in 2004.

The organization and its volunteers invested more than 1,100 hours into an interior restoration of the car in winter 2017. Crews equipped the car with new floors, shelving, cabinets, and other lounge car amenities.

The attached photo was taken by Collis P. Huntington Railroad Historical Society personnel in compliance with personal protective equipment rules, while under the supervision of CSX management.



NORFOLK SOUTHERN AUCTIONS HIGH-HOOD LOCOMOTIVES, PASSENGER CARS

ROANOKE, Va., July 24, 2017, *Trains* News Wire
Norfolk Southern is ready to sell more than 70 EMD GP38-2 high-hood locomotives and five passenger cars in an equipment auction planned for Aug. 17 in Roanoke.

The sale includes dozens of EMD GP38-2 high-hood locomotives built for Southern Railway. Numbered in the 5000 and 5100-numbering series, the 2,000-hp "Geeps" have accumulated in Roanoke since sidelined from freight service. The auction includes locomotives as low as NS No. 5085, built in October 1973 for the Southern, to NS Nos. 5255 and 5256, the last two GP38-2s built for Southern Railway in 1979.

The four-axle road switchers once dominated NS' local switching scene on the Pocahontas, Piedmont, Georgia, and Alabama divisions with a fleet of about 250 locomotives.

The locomotives are unique in design for not only their high-hood design, but also their Southern Railway-affiliated sub-lettering. Certain locomotives are stenciled for the Central of Georgia (CG), Alabama Great Southern Railroad (AGS), Georgia Southern & Florida Railway (GSF), Carolina & Northwestern Railway (CRN), and Cincinnati, New Orleans & Texas Pacific Railway (CNOTP) railroads.

In addition to the GP38-2s, the railroad is also auctioning two Southern Railway-built EMD MP15Es Nos. 2393 and 2416, along with Railpower RP20CD genset No. 3830.

Locomotives are not the only items up for grabs in NS' upcoming auction. The railroad is also selling off five Tuscan red passenger cars retrofitted for steam excursion use. NS passenger cars Nos. 43, 44, 45, 46, and 47 are up for grabs. The cars have been included in numerous NS-sponsored steam excursions with Norfolk & Western 4-8-4 No. 611.

The passenger cars are former PATrain cars, a defunct Pittsburgh-area commuter rail service discontinued in the late 1980s. The cars went on to the Connecticut Department of Transportation for commuter rail use on their Shoreline East service before retrofitted by NS for steam excursion use.

Blackmon Auctions, the company working with NS on the equipment sale, plans to auction the passenger cars and as well as extra seats — which will be available separately from the car auctions. The auction also included an assortment of locomotive parts such as injectors, radiators, filter kits, and other items.

NORFOLK SOUTHERN SETS ALL-TIME OPERATING RATIO MARK AS VOLUME AND REVENUE CLIMB

NORFOLK, Va., July 26, 2017, *Trains* News Wire - Norfolk Southern's net profit climbed 23 percent for the second quarter as traffic and revenue growth combined with productivity gains to help the railroad set an all-time record for operating ratio.

NS on Wednesday reported its revenue rose 7 percent, to \$2.6 billion, as gains in coal and intermodal traffic led to a 6-percent increase in volume. Income from operations was up 15 percent, to \$888 million. The railroad's operating ratio improved for the sixth straight quarter, to 66.3, down from 68.6 a year ago.

"Norfolk Southern's strong financial results and all-time record operating ratio reflect the power of our team, successful execution of our dynamic plan, and focus on operating even more efficiently while providing high quality service to customers," CEO Jim Squires said on the railroad's earnings call.

NS executives were asked whether any traffic had shifted from CSX Transportation, whose service was rated worst in the industry on a recent Cowen & Co. shipper survey.

"We have seen some business move over to us. It's a small amount, but it's early," NS Chief Marketing Officer Alan Shaw says. The railroad's primary competition remains trucks, Shaw says, but NS will take market share from CSX where it makes sense to do so.

CSX officials have acknowledged service issues related to broad operational changes being made under new CEO E. Hunter Harrison. But they have said that only a couple customers could say they have experienced significant service failures.

NS intermodal traffic grew 6 percent overall during the quarter. Domestic business picked up 6 percent due to highway conversions and new service offerings, Shaw says. International intermodal business was up 5 percent, thanks in part to a 13 percent increase in volume from East Coast ports. NS continues to see international volume shift from West Coast ports to the East Coast as a result of the expanded Panama Canal, Shaw says.

Coal traffic was up 27 percent as shipments of utility and export metallurgical coal both soared. NS gained market share for utility coal moves, which increased 23 percent due to lower utility stockpiles and higher natural gas prices. Export coal volume spiked 78 percent due to constrained Australian supply and increased steelmaking in China.

NS merchandise traffic was flat. Metals and construction was the only business segment that grew. It was up 5 percent, but that was offset by a 7-percent decline in chemicals traffic, and smaller losses in automotive, agriculture, and paper, clay and forest traffic.

Norfolk Southern's key operational metrics slipped during the quarter, due partly to flooding near its Cincinnati terminal and on its line linking Louisville, Ky., and Kansas City, and issues related to fires in northern Florida.

Average train speed decreased, while terminal dwell grew.

"We've turned the corner on that," Squires says. Train speed has increased 10 percent and terminal dwell bounced back to previous levels.

NS executives expect the railroad to reach \$100 million in productivity gains this year. During the quarter, NS idled the hump at its yard in Chattanooga,

Tenn.; eliminated the Central Division; and retired 100 locomotives. The railroad also handled 6 percent more carloads with 3 percent fewer employees compared to last year and 10 percent fewer people compared to 2015.

NS set new quarterly marks for locomotive productivity, fuel efficiency, and train length, Chief Operating Officer Mike Wheeler says.

For the rest of the year, NS expects continued growth in intermodal and coal traffic. Merchandise traffic is likely to decline slightly, executives said, due in part to slowing auto production and assembly plant downtime.

NS said it would boost its share buyback program by 25 percent, to \$1 billion for the year.

NS reported earnings per share of \$1.71, up 26 percent. Wall Street analysts were expecting NS to report earnings of \$1.65 per share, according to Thomson Reuters I/B/E/S.



**NJ TRANSIT BRIDGE COLLISION
SUSPENDS COMMUTER RAIL SERVICE ON
ATLANTIC CITY LINE**

NEWARK, N.J., July 31, 2017, *Trains* News Wire - NJ Transit commuter rail service will be suspended for at least two weeks after a garbage truck struck a rail bridge at River Road on the agency's Atlantic City Rail Line in Pennsauken, N.J.

The incident is affecting rail service between Philadelphia and Cherry Hill, N.J., according to NJ Transit officials. To help alleviate transit burners, the agency has deployed a bus bridge between the two points that will allow commuters to connect to trains on opposite sides of the damaged bridge.

Agency officials will spend the next couple of weeks inspecting and repairing the bridge before rail service is restored. Outside construction firms have been recruited to assist in the repair efforts.

The driver of the garbage truck was cited for careless driving.

The Atlantic City route operates on tracks formerly operated by the Pennsylvania Railroad and Pennsylvania-Reading Seashore Lines.



NJ TRANSIT OFFICIALS TOOK THIS PHOTO SHOWING DAMAGE TO ITS BRIDGE AND RIGHT-OF-WAY.



32 HURT IN SEPTA TRAIN CRASH AT 69TH ST. TERMINAL

UPPER DARBY, Pa., Aug. 22, 2017, philly.com (edited) - Federal investigators began a review of a crash Tuesday on the Norristown High Speed Line, a process that will likely take up to a year before a final cause is released.

A one-car train carrying 41 people and an operator struck a parked, empty train car at the 69th Street Transportation Center about 12:15 a.m. Tuesday. Thirty-two of those on board, including the operator, were injured, the National Transportation Safety Board reported.

The NTSB's eight-person team will review video from the cars, conduct interviews with the dispatcher and operator, and review the vehicles and SEPTA's safety systems in the course of the investigation, said Ruben Payan, the NTSB's lead investigator. He expected the team would work in Philadelphia up to five days before returning to Washington to review data collected.

The cars involved did not look too badly damaged from the outside, Payan said, but there was floor buckling inside them. His staff will do an in-depth inspection of the vehicles' interiors in the coming days. There was nothing unusual in an out-of-service train car being parked at the stop, he said.

The cause of the crash remained unclear, and Payan would not speculate

how fast the moving car was traveling. The Norristown High Speed Line is equipped with Automatic Train Protection, Payan said, a signal system that monitors a train's speed and includes some automatic braking functions. How that system was working, and if it should have prevented the accident, will be part of the NTSB review, he said.

Norristown High Speed Line trains operate along 22 stops between Norristown and Upper Darby. The 13.4-mile line moves about 11,000 people each workday between 69th Street and Norristown, according to SEPTA route statistics. The 26 cars on the route's fleet were built from 1993 to 1994, SEPTA reported.



**READING & NORTHERN HANDLING
UKRAINE-BOUND COAL**

PORT CLINTON, Pa., Aug. 2, 2017, Railway Age In a development that harks back to the region's mining roots, Reading & Northern

Railroad said it will operate anthracite unit coal trains as part of a major shipment destined for Ukraine.

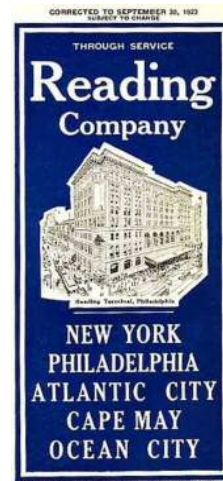
Xcoal Energy & Resources arranged to ship 700,000 tons of coal for energy production to Ukraine by the end of this year, with half of that Pennsylvania anthracite from mines served by Reading & Northern. Reading Anthracite Coal of Pottsville, Pa., has handled the acquisition of the 350,000 tons of anthracite.

The railroad, also known as the Reading Blue Mountain & Northern, owns more than 1,200 freight cars and will be supplying all of the hopper cars used to carry the anthracite. From six different loadouts, R&N will build 100-plus car unit trains to be interchanged with Norfolk Southern at Reading, Pa., for forwarding to CNX Terminal in Baltimore, Md.

"Reading & Northern is delighted to be partnering with Xcoal and Norfolk Southern on this wonderful opportunity," said Reading & Northern Chief Executive Andrew Muller, Jr. "We have long been known as 'The Road of Anthracite' and here is our chance to show the world how good our service is and how good Pennsylvania anthracite is. Our years of investment in coal cars and our branch line rail system pays off with our ability to turn on a dime and handle the movement of 30+ unit trains in five months."

[Railway Age Editor's Note: The former Delaware, Lackawanna & Western coined the slogan, "Road of Anthracite." The R&N operates primarily on lines once owned by the DL&W's competitors, but were later combined with successor Erie-Lackawanna under Conrail.]

Reading & Northern Railroad, headquartered in Port Clinton, Pa., serves more than 70 customers in nine eastern Pennsylvania counties.



TIMETABLE 09-17

**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

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 ralphthetrainguy@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.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

Saturday & Sunday, Oct. 14-15, 2017

Amtrak 2017 Autumn Express from NY-Penn Station to Selkirk, NY via the River Line and returning on the Hudson Line. Fare: \$169.00. Info: www.Amtrak.com

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.eastertca.com

Saturday, Oct. 21, 2017

Meeting of the Philadelphia Chapter of the PRRT&HS at the Drexel Hill Methodist Church, 600 Burmont Road, Drexel Hill, Pa. Info: www.philaprths.com

Thursday - Saturday, Oct. 26-28, 2017

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

Thursday - Saturday, Nov. 2-4, 2017

The Fine Scale Model Railroader Expo at the Blair County Convention Center, Altoona, Pa. and The Courtyard by Marriott Altoona. Info: www.modelrailroadexpo.com

Sunday, Nov. 5, 2017

Daylight Saving Time ends at 2:00 am. Turn your clocks BACK one hour.

Saturday & Sunday, Nov. 11-12, 2017

First Frost Train Meet at the Allentown Fairgrounds Agricultural Hall

(Agri-Plex), 302 North 17th St., Allentown, PA 18104. Info: www.allentowntrainmeet.com



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Saturday & Sunday, Sept. 9-10, 2017 - Railroad Heritage Days. The National and Philadelphia Chapter, PRRT&HS will be participating in this event.

Saturday, Sept. 23, 2017 - Members Day

Sunday, Oct. 1, 2017 - Garden Railways Tour

Saturday & Sunday, Nov. 4-5, 2017 - Trains & Troops

Saturday, Nov. 4, 2017 - 1940s Swing Dance

NICKEL PLATE NO. 757 WILL TRANSFER TO OHIO MUSEUM

STRASBURG, Pa., Aug. 1, 2017 - The Railroad Museum of Pennsylvania has announced that it will be transferring ownership of its historic Nickel Plate Road steam locomotive No. 757, the Berkshire, to the Mad River & NKP Railroad Museum in Bellevue, Ohio. The Mad River & NKP Railroad Museum will be making its own arrangements for the eventual movement of the No. 757 to Ohio. Ownership of the locomotive will be transferred upon its removal from the Railroad Museum of Pennsylvania.

"Responsible stewardship of historic artifacts often requires making difficult choices about what you keep, what you acquire and how you invest

your limited resources,"

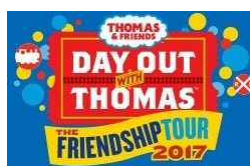
says Museum director Patrick C. Morrison.

"Saying goodbye to the Berkshire will be sad for us, having been on our roster for more than 50 years. However, the Mad River & NKP Railroad Museum has demonstrated their willingness to

immediately restore No. 757, and we are very excited to see what they have in store for this important modern steam treasure."

"It is essential for organizations like the Railroad Museum of Pennsylvania and the Mad River & NKP Railroad Museum to work together to find ways to save historically significant objects like No. 757. No one organization can do it all and, in most cases today, it is quite literally a race against time to save these pieces from the ravages of time and the elements," Morrison adds.

The New York, Chicago & St. Louis Railroad - also known as the Nickel Plate Road - built the Berkshire No. 757 in Lima, Ohio in 1944. The city of Bellevue, Ohio, a strategically important railroad center and hub, was offered No. 757 by the railroad in the mid 1960s, but did not have a museum at the time to preserve it. So, No. 757 became the first locomotive to be donated to the future Railroad Museum of Pennsylvania, arguably saving it from an uncertain fate.



STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

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

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

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

Wednesday thru Friday, Nov. 1-3, 2017 - LO&S Motor Car

Monday thru Wednesday, Nov. 6-8, 2017 - LO&S Motor Car

Friday thru Sunday, Nov. 17-19, 2017 - Day Out With Thomas

STRASBURG RAIL ROAD MOVES INTO ITS NEW MECHANICAL SHOP

STRASBURG, Pa., July 20, 2017, *Trains* News Wire - Strasburg Rail Road has received its Certificate of Occupancy on its expansion project, getting the green light to officially move into its new Mechanical Shop. The \$1.75 million construction project added 12,000 square feet to the existing 18,000-square-foot facility, which handles steam locomotive and passenger car repair, restoration, and reproduction for Strasburg Rail Road and other railroads and museums across the country.

The new facility will increase the railroad's capacity for contract work by 25 percent and allow the shop to better handle in-house projects such as passenger car restoration and steam engine maintenance. In addition to a new milling machine, boring mill, and manual lathe, the railroad has added six employees to the mechanical shop staff since the construction started.

For more than 50 years, the mechanical department of the Strasburg Rail Road has been producing world-class work in the steam railroading industry. The railroad's boiler shop is among just a few railroad shops in the country that have American Society of Mechanical Engineers and National Board Inspection Code certificates, allowing them to design, build, and repair boilers in any jurisdiction in the country. Edited from a *Strasburg Rail Road news release, July 20, 2017*.



AUGUST, 2017 CHAPTER MEETING MINUTES

The "Ride The Rails" Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Strasburg Rail Road, Strasburg, Pa. on Monday, August 21, 2017. The meeting was called to order at 7:45 p.m. by President Tom Shenk with 36 members present. The Lancaster Chapter sold 66 train tickets to ride the Strasburg Rail Road.

MINUTES: President Tom Shenk asked for a motion to approve the July Membership Meeting Minutes. Rochelle Shenk approved the motion and Donald Steffy seconded the motion. The July membership minutes were approved as printed in the *Lancaster Dispatcher*.

CHAPLAIN: In the absence of Chaplain David Stambaugh, Tom Shenk reported that Wendell Seybolt passed away. He would have been 84 years old. Peggy Woerner announced that Charlie Jones was in the hospital for a blood clot on his lung. Tom announced that Editor Ed Mayover is having surgery for esophageal and stomach problems. Tom also announced Smoke Shaak slipped on a roof at a job site and was in the Hershey Medical Center for six days. He hurt both his shoulders, broke his nose, and is black and blue from head to toe. He was released from the Medical Center on August 21 and is recuperating at home. He will start physical therapy this week.

TREASURER'S REPORT: Treasurer Richard Rutledge gave the Treasurer's Report for the month of July. Richard reported all the bills are paid and there is still money left in the Chapter account.

ANNOUNCEMENTS: Tom Shenk announced the next Chapter Board Meeting will be held Sunday, September 24 at 2:00 p.m. The Board Meeting will be followed by the Chapter Membership Meeting at 3:00 p.m. The Chapter Picnic will start at 4:00 p.m. Tom reminded everyone to please bring a covered dish to share and your own place settings. Tom announced that Steve Himpel donated \$167.00 to the Chapter from his retirement party held at the Christiana Freight Station. Steve retired from Alcoa in June.

ADJOURNMENT: Due to thunder, lightning, and heavy rain, the Chapter Meeting was adjourned at 7:55 p.m.

Respectfully submitted by Donetta M. Eberly Secretary



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS

GE TO END LOCOMOTIVE PRODUCTION IN ERIE

ERIE, Pa., July 27, 2017, *Trains* News Wire
GE Transportation officials confirm that they will end locomotive production at their Lawrence Park, Pa., plant by the end of 2018.

The *Erie Times-News* reports that the cuts will affect nearly 600 union jobs, but that the manufacturing facility will remain open for other projects.

In a statement to media, GE officials pin the cuts to a downturn in freight traffic and a global market for their products.

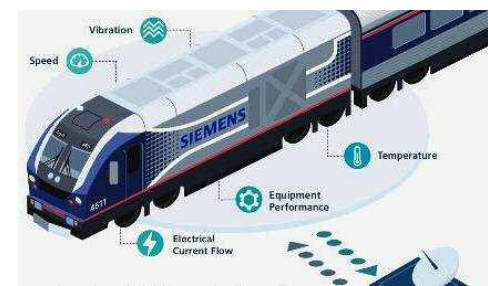
"Given these market realities and the need for cost competitiveness across our global markets, GE Transportation announced its intent to transfer production of locomotives and kits for international customers to the GE Manufacturing Solutions facility in Fort Worth, Texas, from Erie, Pa. This move is necessary to drive efficiency, better compete in the increasingly competitive global rail market, and preserve U.S. jobs," according to the statement.

The locomotive plant in Lawrence Park was originally part of a surrounding Pennsylvania township where GE built a manufacturing plant in 1910, according to the Lawrence Park Township website. By 1913, the industrial giant began building homes for workers in a model community. At a recent production peak in the early 2000s, more than 5,000 union and salaried employees worked at the facility.

SIEMENS SIEMENS' NEW LOCOMOTIVE HUB TO USE 'INTERNET OF TRAINS' TECHNOLOGY

NEW CASTLE, Del., Aug. 9, 2017, *Progressive Railroading* (Edited) - Siemens today will open a new, 44,000-square-foot locomotive service hub in Delaware that will use digital and predictive technology to remotely maintain the units for several railroad operators.

Located in New Castle, the facility will use "Internet of Trains" digital and predictive technology to train service technicians and remotely monitor more than 140 Siemens-built locomotives for customers across the United States, company officials said in a press release.



Siemens' customers include Amtrak, the Maryland Transit Administration, the Southeastern Pennsylvania Transportation Authority and Illinois Department of Transportation. The facility also

will monitor full trainsets for Brightline, the passenger railroad that soon will begin service in southeast Florida.

Siemens is already using the technology with Amtrak to monitor and analyze data from 70 Siemens-built ACS-64 locomotives running along the Northeast Corridor. Data already collected prompted Siemens and Amtrak to design and implement software updates that improved the ACS-64's performance, helping Amtrak achieve about 33 percent fewer delays in 2016 compared to 2015, Siemens officials said.

The company also will use virtual reality technology for maintenance training on different locomotive equipment running worldwide. Using virtual reality goggles and handheld controls, a service technician can virtually stand inside a locomotive and use the handheld controls to work on switches, components and panels.



**PENNSY T1 TRUST BUYS
UNRESTORED TENDER FOR PROJECT**



Weight - 197,000 lbs empty
Length - 52'
Height - 13'

Tender Specifications
Coal - 31 tons
Water - 20,000 Gallons

Axles - 8 (4 axles per truck)
Bearings - Timken
Brakes - ABOW

POTTSTOWN, Pa., Aug. 21, 2017, *Trains* News Wire - The T1 Trust has purchased a 200,000-pound Pennsylvania Railroad long-haul tender, No. 6659, from the Western New York Railway Historical society that had been used behind an M1, a 4-8-2 Mountain-type locomotive. Essentially, a T1 tender minus the streamlining, this acquisition negates the need to build a new tender for the T1 locomotive, which was built as a 4-4-4-4. Design, construction, and fabrication of a new tender was estimated at \$3 million out of the project's total \$10 million budget.

The tender holds 31 tons of coal and 21,000 gallons of water. The tank is the last of its kind — no other coast-to-coast tenders with 16-wheels are known to exist. The tender is in excellent condition with sealed hatches, minor surface rust, and well-preserved trucks, thanks to the tender's low side walls that sheltered the trucks and bearings from weather. Jason Johnson, the T1 Trust's General Manager remarked after having visited the tender for a thorough inspection, "I just can't get over what great shape it's in."

The long-haul tender was originally acquired by the historical society to replace the gutted-out short tender for their Pennsy 2-10-0 I1sa-type locomotive. As part of the purchase agreement, the T1 Trust has agreed to fully restore the I1's tender tank to its original specifications as part of the historical society's planned cosmetic restoration of the I1 locomotive. The cost of the tender restoration is estimated to be approximately \$75,000.

The T1 Trust has also made arrangements to store the tender at the historical society's museum site, the Heritage Discovery Center, in Buffalo, N.Y., for up to 30 years at a cost of \$1 per year where it will be displayed alongside the Pennsy I1. Historical society President Joseph Kocsis Jr. expressed much enthusiasm for the agreement, "We're grateful to partner with the T1 Trust to make 5550 a reality. They bring a great deal of expertise to the table and we look forward to working with them in the restoration of our I1 tender and seeing the long haul tender return to its intended use".

T1 Trust members will travel to New York to complete a renovation of the brake system and replace the oil in the roller bearings. In addition, the Trust plans to sandblast, prime, and paint the tender in the appropriate Brunswick green paint scheme. The overall cost of the tender preservation effort is at least \$45,000. About half of the work will be donated, and the T1 Trust is seeking donations to cover the remaining cost.

THIS MONTH'S BANNER PHOTO

Pennsylvania-Reading Seashore Lines *Atlantic* tower in Atlantic City, New Jersey with Train No. 1022 enroute to Philadelphia, on August 29, 1965. The Sunlight Yellow (Ford Sales name) automobile in the photo is a 1964 Thunderbird Hardtop.



OPERATION LIFESAVER REMINDS YOU...

Operation Lifesaver, Inc. (OLI), the national rail safety education nonprofit, is working in partnership with the U.S. Department of Transportation and other organizations to observe the first national Rail Safety Week (RSW), September 24-30, 2017.

While the number of highway-rail crossing collisions, deaths and injuries has dropped over the past five decades, it's still a startling fact that about every three hours in the U.S., a person or vehicle is hit by a train. The goal of RSW is to raise awareness across the United States of the need for rail safety education and empower the general public to keep themselves safe near highway-rail grade crossings and railroad rights-of-way.

Together, we can save families and communities from enduring these heartbreaking tragedies.



**LANCASTER CHAPTER, N.R.H.S.
ANNUAL PICNIC**

SUNDAY AFTERNOON

SEPTEMBER 24, 2017

CHRISTIANA FREIGHT STATION

CHAPTER BOARD MEETING AT 2:00 pm

CHAPTER MEMBERSHIP MEETING AT 3:00 pm

PICNIC STARTS AT 4:00 pm

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

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

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

LAST RUN

The Lancaster Chapter, Inc. extends deepest sympathy to the family and friends of Chapter Member Wendell P. Seybolt, Jr., 85, who entered into eternal rest on Saturday, August 5, 2017.



A CURRENT UNION PACIFIC PUBLIC SERVICE ANNOUNCEMENT PROMOTING GRADE CROSSING SAFETY - CERTAINLY WORDS TO LIVE BY!

"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****SEPTEMBER 24, 2017 - SUNDAY, 4:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC**

Doors open at 2:00 PM for a Chapter Board Meeting followed by the Chapter Membership Meeting at 3:00 PM and the Annual Picnic at 4:00 PM. The Chapter will provide its famous Barbeque Chicken and drinks. Members are asked to provide their own place settings and a covered dish to share. Picnic is free for chapter members and \$5.00 for guests. Please join us for this popular event.

OCTOBER 16, 2017 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

Chapter Friend Frank Tatnall returns with an interesting program entitled *A Century Under Wire*, highlighting the Pennsylvania Railroad's electrification on the Main Line between Broad Street Station and Paoli. This meeting is a "must" for all Pennsy fans!

OCTOBER 21, 2017 - SATURDAY, 9:00 AM - 2:00 PM - CHRISTIANA FREIGHT STATION - VENDOR & CRAFT SHOW**NOVEMBER 18, 2017 - SATURDAY, 2:00 PM - FOUR SEASONS GOLF CLUB - ANNUAL CHAPTER BANQUET**


Complete information and order form will be in the October issue of *The Lancaster Dispatcher*.


CHAPLAIN CONTACT INFORMATION


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

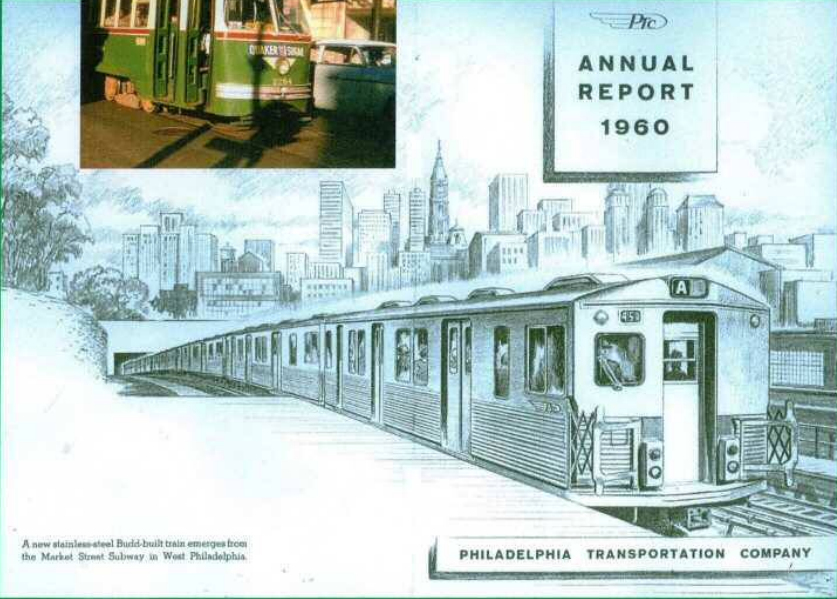
IF YOU KNOW OF A CHAPTER MEMBER WHO IS SICK, LOST A LOVED ONE OR HAS A NEW BIRTH IN THE FAMILY, PLEASE CONTACT DAVID

JUST YESTERDAY









A new stainless-steel Buird-built train emerges from the Market Street Subway in West Philadelphia.

PHILADELPHIA TRANSPORTATION COMPANY

Lancaster
Chapter
N.R.H.S.
Banquet

=====

Saturday,
November 18, 2017

Presented by
R. L. Eastwood

A mythical streetcar tour over Philadelphia Transportation Company trolley lines as photographed by and presented to Philadelphia Chapter, NRHS by the late Joseph M. Mannix, Jr. on January 15, 1960. Original slide show has been edited for this program.

LANCASTER CHAPTER BOARD of DIRECTORS

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MEMBERSHIP MEETING NOTICE

THE ANNUAL CHAPTER PICNIC AND BOARD MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION ON SUNDAY, SEPTEMBER 24, 2017. BOARD MEETING AT 2:00 PM, CHAPTER MEMBERSHIP MEETING AT 3:00 PM AND PICNIC AT 4:00 PM.

**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 !!!**

Forwarding and Address Correction Requested

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

**FIRST
CLASS
MAIL**