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## “Clang, clang, clang” went the trolley....

By Phil Dague, Mr. Downingtown



I LOVE THIS OLD POSTCARD THAT DEPICTS THE TROLLEY HEADING DOWN BRANDYWINE AVENUE. I GREW UP ON BRANDYWINE AVENUE, A FEW YEARS AFTER THIS PHOTO WAS TAKEN. MANY YEARS, ACTUALLY.

“Clang, clang, clang” went the trolley,  
“Ding, ding, ding” went the bell,  
“Zing, zing, zing” went my heartstrings,  
from the moment I saw him, I fell!”

When Judy Garland sang “The Trolley Song” in the classic 1944 film “Meet Me In St. Louis”, she wasn’t singing about Downingtown, but she might as well have been. Try to imagine if you will, what life in Downingtown was like in the late 1800’s. Few of our citizens in that era were wealthy enough to own an automobile, which was relatively new technology at the time. Most of Downingtown’s residents were still getting around by horse and buggy. And those few who did have cars were limited as to where they could go with them. Modern streets and roadways were barely even thought of yet, and dirt roads were the norm.

Then in

1902, the West Chester Street Railway Company (WCSR) commenced trolley service in Downingtown. By this time, WCSR had already been successfully operating trolley service in West Chester for over ten years, and service to Downingtown was a logical route for expansion. The first trolley rolled into Downingtown from West Chester on Monday morning, September 1, 1902. The trolley left West Chester out of Route 322, running parallel to the then dirt road, before it made its’ own path through the Copeland Schoolhouse area, then curved over to Sugar’s Bridge, then back over the roadway where it ran along the east bank of the Brandywine. It came into Downingtown on Brandywine Avenue, travelling under the train bridge that is still there today, before it’s run ended at Lancaster Avenue.



THIS 1902 PICTURE DEPICTS A TROLLEY CROSSING THE BRIDGE OVER THE BRANDYWINE. THE WHITE BUILDING IN THE BACKGROUND IS PART OF THE BICKING MILL, NOW HOME TO FIRECREEK RESTAURANT



HERE THE TROLLEY IS SEEN NEAR SUGAR’S BRIDGE HEADING TO WEST CHESTER.

The trolley was such a success that work immediately began to extend the line to Coatesville. The trolleys of Chester County connected our communities in ways that were never possible before. What was once a day’s journey now could be made in hours or minutes. The first trial run of the trolley, whose passengers were mostly officials and employees of the WCSR Co., left West Chester at 4:37 pm, and made it to the Swan Hotel in Downingtown at 6:57pm. According to my source book “Trolleys Of Chester County” by Stanley F. Bowman Jr., the initial runs of the trolley moved slowly at first to avoid any mishaps. The trolley then made it back to West Chester at 8:25 pm, bettering its’ time by fifty minutes. Still, this was a marked improvement on the half day or more it would have taken to make the journey by horse and buggy. What a gloriously scenic ride it must have been!



**THIS 1902 PHOTO SHOWS THE TROLLEY ENTERING THE CUT AT SUGAR'S BRIDGE HEADING TOWARDS WEST CHESTER FROM DOWNINGTOWN.**

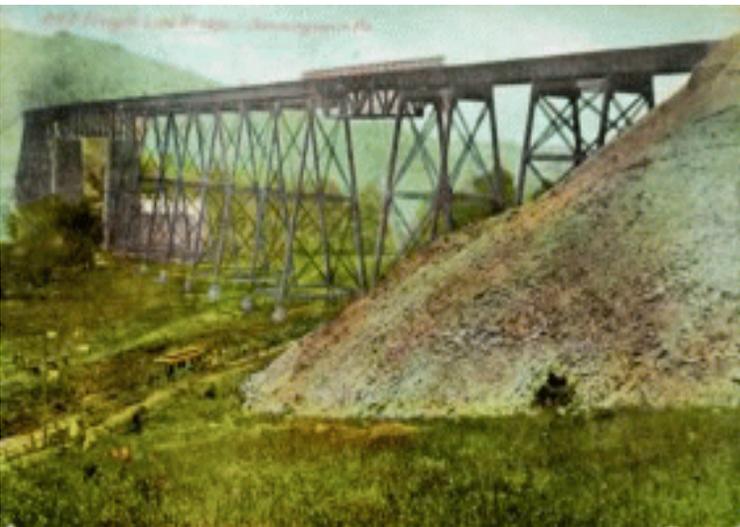
With two trolleys running at hourly intervals, the West Chester-Downingtown line became a huge success, perhaps even more so with the residents of West Chester than Downingtown. You see Downingtown was an industrial town, and the better paying jobs that we had here were suddenly available to West Chester residents in a way that they were never available before. Impromptu trolley parties were thrown, where groups of party-goers would board the trolley and show up unexpectedly at a friend's house in the other town, a "trolley flash mob" of sorts. In the 1920's, the Downingtown-Coatesville line became the WCSR Co.'s most profitable line, running at 30 minute intervals and shuttling people to high paying jobs at places like Lukens' Steel.

By 1927 however, ridership had begun to dwindle. Automobile ownership became available to more and more people, due in part to the fact that folks were able to get to better paying jobs thanks to trolley service. Year by year the road system steadily improved, and the unpaved dirt roads soon went the way of the horse and buggy. The last trolley on the West Chester-Downingtown-Coatesville line ran on November 30, 1929. The West Chester Street Railway Co. soon dissolved, and the steel tracks were taken up and used for scrap during WWII. That 27-year period saw a revolution of change in the Downingtown area, and the trolley era bridged the gap between the horse and buggy days of yesteryear with the age of the automobile. The old trolley beds can still be found today, as many of them make up parts of our trail systems, such as the East Branch Brandywine Trail that runs in West Bradford between Downingtown and West Chester along Route 322.

Today, modern trolleys run on the SEPTA system in and around Philadelphia. The trolleys of yesteryear can be seen only in museums like The Pennsylvania Trolley Museum in Washington, Pennsylvania, out near Pittsburgh. If you've ever been on a cable car in San Francisco, then you have already experienced a ride similar to the old Downingtown Trolley, minus Chester County's rolling green hills and the Brandywine River to admire. Someday another form of transportation will come along and render automobiles obsolete. Perhaps one day one of my sons will take his grandchildren to a museum full of cars, and they will marvel at how quaint things were back in the old days. - Phil Dague



**THIS TURN OF THE CENTURY PHOTO SHOWS THAT THE HORSE AND BUGGY WAS STILL THE DOMINANT FORM OF TRANSPORTATION IN DOWNINGTOWN. ALL OF THAT WAS ABOUT TO CHANGE. YOU'LL NOTE THE OLD CENTRAL PRESBYTERIAN CHURCH IN THE BACKGROUND. THAT CHURCH IS NOW HOME TO DANE DÉCOR FURNITURE STORE.**



**THIS OLD POSTCARD OF THE TRESTLE BRIDGE ALSO DEPICTS A TROLLEY PASSING ON THE LEFT SIDE OF THE FILL MOUND IN THE IMAGE.**



**THIS MODERN DAY PHOTO ECHOES THE SAME VIEW AS THE POSTCARD ON THE LEFT.**

Thanks as always to The Downingtown Area Historical Society, and to the go to resource book "A History Of Downingtown" by Jane L. S. Davidson, without this article could not have been written. Another valuable source of information for this article was the book "Trolleys Of Chester County" by Stanley F. Bowman Jr. and Harold E. Cox.



**THIS PHOTO SHOWS THE STEEL TROLLEY BRIDGE NEXT TO THE ORIGINAL LANCASTER AVENUE BRIDGE THAT CROSSED THE BRANDYWINE.**



**THIS IS THE GATEWAY TO THE TROLLEY STATION ON HIGH STREET IN WEST CHESTER. IT RESEMBLES SOMETHING THAT YOU WOULD SEE IN AN OLD HOLLYWOOD MOVIE.**



**HERE ARE THE TROLLEY TRACKS IN FRONT OF THE OLD SWAN HOTEL AT BRANDYWINE AND LANCASTER AVENUES.**



**FOR A TIME AT LEAST, RIDING THE TROLLEY WAS MORE THAN JUST A MEANS OF GETTING FROM ONE PLACE TO ANOTHER. IT WAS THE SOCIALLY "IN" THING TO DO. MOVING "PARTIES" WOULD START IN ONE BOROUGH OR THE OTHER, THEN HOP ONTO THE TROLLEY AND TAKE THE PARTY TO THE OTHER TOWN.**



**AS SEEN FROM RT. 322, OUTDOOR ENTHUSIASTS ENJOY THE EAST BRANCH BRANDYWINE TRAIL THAT LARGELY EXISTS ON THE FORMER TROLLEY LINE BED.**



## THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



### AMTRAK SPECIAL FOR MEMBERS OF CONGRESS STRIKES TRUCK

CHARLOTTESVILLE, Va., Jan. 31, 2018, *Trains* News Wire - An Amtrak Congressional special transporting Republican lawmakers to a retreat

at The Greenbrier resort in West Virginia struck a truck at a grade crossing near Charlottesville, Va., early Wednesday morning, *Politico* reports.



**DAMAGE TO NOSE OF AMTRAK NO. 145 AFTER COLLISION WITH TRASH TRUCK PHOTO: REP. JEFF DENHAM**

No serious injuries were reported on the train and the status of the truck driver was unknown. The incident occurred on the route of Amtrak's Cardinal, however the Congressional train was operating as its own special move at the time of the incident.

It's still unclear how many lawmakers were on-board the train, though CNN confirms House Speaker U.S. Rep. Paul Ryan, R-Wis., was on board the special move.

The collision took place on the Buckingham Branch Railroad near Crozet, Va., about 12 miles west of Charlottesville.

### NTSB: MISALIGNED SWITCH DIRECTED 'SILVER STAR' INTO PARKED CSX AUTORACK TRAIN

COLUMBIA, S.C., Feb. 4, 2018, *Trains* News Wire - The head of the National Transportation Safety Board says a misaligned switch is the immediate reason Amtrak's southbound *Silver Star*, Train 91 collided with a parked CSX Transportation freight train early Sunday, killing two people and injuring dozens. Investigators say they'll now try and find out why the switch was misaligned.



**DESTROYED AMTRAK AND CSX LOCOMOTIVES RAILWAY AGE**

NTSB Chairman Robert L. Sumwalt III told media in a Sunday afternoon news conference that a manual switch was aligned and locked in position for a siding off the CSX Transportation main line near Cayce, S.C. The alignment led the New York City to Miami *Silver Star* into a CSX autorack train that was parked on a siding.

CSX crews had been working to cut in positive train control equipment in the days before the Amtrak *Silver Star* crash on Feb. 4, a top NTSB official says.

Chairman Robert L. Sumwalt III further said in a Monday news conference that Amtrak's New York to Miami train No. 91 was operating on track warrants in



**AERIAL VIEW OF AMTRAK-CSX COLLISION ASSOCIATED PRESS**

temporarily dark territory when it crashed into a parked CSX Transportation train early Sunday. CSX crews had disabled local signals so they could install positive train control-compliant equipment. While the signals were out, Amtrak and CSX crews relied on direct, but verbal, communication with CSX dispatchers on train movements.

One locomotive and seven passenger cars collided with the freight train of 34 empty autoracks and two locomotives. The allowable maximum speed for the main line in the area is 59 mph. Eight Amtrak employees were on the train at the time, and 116 of 136 passengers were treated for injuries. There is no information on whether a CSX crew was present.

Officials identified the victims as engineer Michael Kempf, 54, of Savannah, Ga., and conductor Michael Cella, 36, of Jacksonville, Fla.

A CSX representative, in a statement to the media, said that the freight railroad will cooperate with investigators.

“Our sincere condolences go out to the families of the two individuals who passed away following the tragic events that took place in Cayce, S.C., early this morning,” the CSX representative said. “We remain focused on providing assistance and support to those impacted by today’s incident.”

According to Sumwalt and other sources, the CSX train had unloaded vehicles at the Total Distribution Services Inc. transload facility in Dixiana, S.C., on the east side of the main line. TDSI is a CSX subsidiary. The train then moved north on the main, and backed into a siding on the west side of the main, where it tied up.

“Key to this investigation is learning why that was switch was lined that way,” Sumwalt said. “Because the expectation was that the [*Silver Star*] would be cleared [on the main line].”

“Our goal is to not only find out what happened but why it happened, so we can prevent it from happening again,” Sumwalt said.

The collision at Cayce is southwest of Columbia, the South Carolina state capital. On this stretch of track, the *Silver Star* rides on CSX's Columbia Subdivision, formerly the Seaboard Air Line main line.

Equipment involved in the wreck includes CSX AC44CW Nos. 130 (destroyed) and 36; Amtrak P42 No. 47; Amtrak coaches: 25037, 25020, and unidentified coach 25xxx; Café V 28002; Viewliner I sleeping cars in the 620xx number series; and a baggage car in the 610xx number series.

### ACELA PULL-APART PRELIMINARY FINDINGS: FRA

WASHINGTON, Feb. 8, 2018, *Railway Age* (published as information only) The Federal Railroad Administration has issued preliminary findings on the Feb. 6 incident in which an Acela Express trainset experienced a separation between two cars at a speed of approximately 125 mph.

“On Tuesday, February 6, 2018 at approximately 05:58 am EST, Amtrak Acela Train No. 2150 with power car 2031 in the lead was traveling North on Main Track No. 2 when it separated between the 1st and 2nd cars (3215 and 3554) approaching Grace Interlocking at MP 61.8. The separation caused an undesired emergency brake application. The train was traveling 123 MPH when the emergency brake application was initiated. Timetable speed on Main Track No.2 is 125 MPH.”

“There were 52 passengers onboard the train at the time. No injuries to passengers or crew have been reported. The 52 passengers were transferred to northbound Regional Train No. 180 at approximately 07:01 am EST, while the OBS crew was picked up by northbound Acela train 2100. The Conductor, Engineer, and Assistant Conductor all remained with the train. The [separation] between the 1st and 2nd cars (3215 and 3554) was approximately 4 to 5 feet in length.

The Amtrak Track Supervisor walked on Main Track No. 2 from Grace interlocking to Aberdeen, MD (Approximately 4 miles). Some rail holding clips were knocked off between MP 61.4 and 61.5 from dragging equipment.

“Rescue locomotives arrived from Odenton, MD and Wilmington, DE at 10:10am EST to couple to each end of the train to assist the mechanical department in manually connecting the cars. Acela cars are semi-permanently coupled (non-conventional couplers) and require trained mechanical persons to re-couple the cars.



**ACELA PULL-APART BETWEEN CARS 3215 AND 3554 - WJLA, WASHINGTON D.C. - DAVID GERARD**

“The train departed Havre de Grace at 1:11 pm EST for the Bear, DE shops. It will be pulled to Newark, DE with an ACS-64 (electric locomotive) and then a diesel locomotive will be put on in Newark and the train will then be brought to Bear, DE. The restricted speed for this move will be 25 mph.

“Initial cause of separation is that the drawbar pin on coach 3554 had fallen downward and put pressure onto the retaining

disk, and the bolt holding the retaining disk broke. The pin is approximately 3 inches in diameter and is pressed into the drawbar. A retaining disk is bolted under the pin. A bolt and washer are the secondary part this connection system. The bolt was found to be sheared off. The pin was found on top of a truck frame, along with the retaining disk. A new pin was pressed into the drawbar with a “porta power” and was welded in place.

“Further inspections will be conducted at Amtrak’s Bear, DE shops. FRA will be present, and Region 2 FRA MP&E (Motive Power & Equipment) inspector requested the [most recent] year of [documentation on] maintenance inspections for Amtrak coach cars 3215 and 3554.”



#### CSX REVIEWING 8,000 MILES OF RAIL LINES FOR POTENTIAL SALE

JACKSONVILLE, Fla., Jan. 22, 2018, - CSX Transportation is reviewing 8,000 miles of rail lines as potential candidates for sale or lease, *Trains* News Wire has learned.

People familiar with the situation do not expect all 8,000 miles to go on the block.

But they say the sheer amount of mileage under review — more than a third of CSX’s 21,000-mile network — is an indication of management’s intent to leave no rock unturned in a drive to cut costs and boost profitability.

Last year, CSX executives said everything’s for sale at the right price.

“Everything we’ve got out there is going to go through some scrutiny. If it creates shareholder value to sell it, we’re going to sell it,” then CEO E. Hunter Harrison told the Credit Suisse Industrials Conference on Nov. 29. “If it creates shareholder value to keep it, we’re going to keep it.”

The review effort is continuing under new CEO Jim Foote. The first four subdivisions were put out to bid last week, including a pair of routes in Illinois and Florida.

CSX is expected to put a handful of subdivisions on the block every few weeks, according to people familiar with the matter.

Routes under review include:

- > The former B&O from Greenwich, Ohio, to Baltimore. (Update: CSX has since removed this route from the review list and will retain the line.)
- > The former Boston & Albany main and related branch lines in Massachusetts.
- > The former Louisville & Nashville between Cincinnati and Atlanta.
- > Most of the former Baltimore & Ohio main linking East St. Louis, Ill., and

Cincinnati.

- > Former Pere Marquette trackage in Michigan.
- > CSX’s cross-border incursions into Canada and related U.S. trackage.
- > The railroad’s hard-hit Appalachian coal network, including portions of the former Clinchfield.
- > Large sections of the Florence Division in the Carolinas.
- > The Dothan sub in Alabama and Georgia.
- > The Auburndale sub in Florida.
- > Branches and redundant trackage scattered around the system, including some in Alabama, Connecticut, Georgia, Illinois, Indiana, Ohio, and New York.

Also under review: the Northwest Ohio Intermodal Terminal, which became a white elephant after CSX dropped its hub-and-spoke intermodal strategy. The terminal, in North Baltimore, Ohio, served as a sorting hub for low-density intermodal moves and now is an underused block-swapping facility that may be attractive to a western railroad.

In a statement, CSX said it’s continuing to evaluate all aspects of its network and operations.

“Based on an initial review of our network, the company has decided to put forth two rail segments near-term for a potential transaction: the Decatur and Danville Secondary Subdivisions in western Illinois and the Tallahassee and PA Subdivisions in the Florida Panhandle. CSX is communicating with its customers on these rail lines, as well as union representatives and employees,” CSX says.

The railroad will coordinate with buyers to ensure a “safe, smooth service transition that minimizes impacts to customers and allows for long-term growth on these rail lines,” CSX says.

Short line and regional railroad operators, as well as private equity investment firms, have already expressed interest in some of the lines under review, according to multiple sources familiar with the situation.

The route sales would represent a potential expansion bonanza for short line and regional railroad holding companies such as Genesee & Wyoming, Watco, OmniTRAX, and RJ Corman, as well as independent short line operators.

The line review and potential sales go much further than the CSX of Tomorrow strategy hatched under former CEO Michael Ward, which envisioned focusing the railroad’s resources on high-density routes while retaining a lower-density feeder network.

Under CSX of Tomorrow, CSX would have concentrated its capital spending on the so-called Outer Triangle, the high-density main lines linking Chicago, New Jersey, and Florida, as well as routes to New England, St. Louis, and the former B&O from Ohio to Baltimore via Sand Patch.

This 9,200-mile primary network carries 84 percent of the railroad’s train miles and accounts for two-thirds of its originating and terminating traffic, former CSX officials said last year.

But Ward’s CSX did not want to part with its lower-density lines — including the coal network — because they still originated a third of the railroad’s traffic. Instead, CSX downgraded the lines and reduced track speeds to cut maintenance costs.

Now, by looking at spinning off non-core routes, CSX aims to shed maintenance costs altogether while still handling most of the traffic the feeder network generates.

Harrison, who became CEO in March 2017, died last month. Foote was named CEO on Dec. 22 and has vowed to pursue Harrison’s vision for the railroad.

#### CSX’S \$1.6 BILLION 2018 CAPITAL PLAN REFLECTS 22% DECREASE OVER 2017

JACKSONVILLE, FL., Jan. 18, 2018, Railway Track & Structures - CSX plans a 2018 capital program of \$1.6 billion as it continues to strive toward greater

capital efficiencies as part of its implementation of precision scheduled railroading.

"There is no turning back," CSX CEO Jim Foote said on the Class 1's 2017 Q4 earnings call. "I am committed to follow through on implementing the scheduled railroad business model at CSX."

The 2018 program reflects a 22 percent decrease from the \$2 billion 2017 capital program and a dramatic decrease from the \$2.7 billion 2016 capital program.

Foote said that while the capex number is down significantly from 2017, it is where Hunter Harrison directed the railroad to be prior to his death in December 2017.

"I am committed to investing and maintaining a safe and reliable railroad. As we become more efficient, we are able to achieve more with each dollar we spend," said Foote.

The railroad plans a marked reduction in rolling stock purchases for the foreseeable future and will focus \$1.4 billion on core capital with \$200 million for Positive Train Control (PTC).

Frank Lonergo, chief financial officer for CSX, said during the earnings call that half of the PTC footprint is currently operational, with the railroad scheduled to be hardware-compliant by the end of 2018. He explained that PTC will be implemented on more than half of the subdivisions requiring it by the end of the year and the railroad is on track to hit the final 2020 deadline for the technology.

Regarding the reduction in CSX's planned capital program, Lonergo explained that the railroad is cutting in the right places, offering up the example that the \$2.7 billion 2016 capital program included \$602 million in engine and freight car purchases, which do not need to be duplicated.

Foote added that CSX does not need to spend money on investments previously made into its infrastructure unless there is a compelling reason to do so.

"If you look at the last five-year run rate in terms of rail, in terms of turnouts, in terms of curve rail, in terms of ties installed, in terms of ballast, we are spending the same amount of money that's historically been spent by CSX," said Foote. "This is a very well-maintained, not gold plated physical plant. And we intend to spend the same amount of money to keep this plant in excellent working shape."



**SENATE CONFIRMS BATORY AS  
FRA ADMINISTRATOR**

WASHINGTON, Feb. 13, 2018, Railway Age - The Senate by voice vote early Tuesday evening, Feb. 13, confirmed Ronald Batory as Federal Railroad Administrator, the nation's rail safety watchdog agency.

Senate Minority Leader Chuck Schumer (D-N.Y.) removed a hold on a Batory confirmation vote, a hold put in place this past summer in an attempt to force the Department of Transportation to release federal funds for the Gateway rail tunnels project under the Hudson River. Senate Commerce Committee Chairman John Thune (R-S.D.) made a special plea to Schumer in a floor speech in December asking for unanimous consent to proceed with a confirmation vote; Schumer objected.

Weighing on Schumer's decision to remove the hold was heightened congressional concern over rail safety following the collision with a truck of a chartered Amtrak train carrying GOP members of Congress and their families to a retreat, and a number of other fatal train incidents in recent months; the looming Positive Train Control implementation deadline being superintended by an agency without a Senate-confirmed administrator, and the resignation this week of acting FRA Administrator Heath Hall, alleged to have been moonlighting at a second job.

Batory retired in March 2017 as President and COO of Conrail, following a 46-year career that included the presidency of the Belt Railway of Chicago and senior positions at Class I and regional railroads, including general manager in Chicago for Southern Pacific. His accomplishments at Conrail in large part led to the railroad's selection as *Railway Age's* 2017 Regional

Railroad of the Year.



**NORFOLK SOUTHERN REPORTS FOURTH-  
QUARTER AND FULL-YEAR 2017 RESULTS**

Norfolk, Va. - Jan 24, 2018, Norfolk Southern News - Norfolk Southern Corporation today reported fourth-quarter and 2017 financial results.

Net income for the quarter was \$3,968 million and diluted earnings per share were \$13.79. For the year, net income was \$5,404 million and diluted earnings per share were \$18.61. These results include effects of the enactment of the Tax Cuts and Jobs Act of 2017 ("tax reform"), which added \$3,482 million to net income in both periods and increased diluted earnings per share by \$12.10 for the quarter and \$12.00 for the year.

Absent the effects of tax reform, fourth-quarter 2017 adjusted net income was \$486 million, and adjusted diluted earnings per share of \$1.69, compared with \$416 million, and \$1.42 per diluted share, during the same period of 2016. For the year, adjusted net income was \$1,922 million versus \$1,668 million in 2016. Adjusted diluted earnings per share were \$6.61, an 18 percent increase over last year's record diluted earnings per share of \$5.62.

"Norfolk Southern is open for growth, and we are optimistic as we head into 2018 that the current economic environment will provide an opportunity for continuing growth," said James A. Squires, Norfolk Southern chairman, president and CEO. "The hard work and dedication of our employees in executing our Strategic Plan are clearly evident as we continue to achieve record results and deliver on the commitments we made to our shareholders. We remain steadfast in our commitment to deliver on the goals in our Strategic Plan, of which positioning ourselves for growth is a key element. We are laser-focused on execution of our strategy and are confident that we can achieve our targets by 2020 or sooner."

For 2017, Norfolk Southern invested over \$1.7 billion in capital - reinvesting in the maintenance of its rail infrastructure and supporting economic growth. These investments range from sidings that better support network fluidity, to terminal expansions that accommodate volume growth, to roadway infrastructure that supports regional competitiveness. The recently-completed Portageville Bridge is one example; funded through a public-private partnership, it will support economic growth and jobs across New York's Southern Tier region. Norfolk Southern also realized new business in 2017 from 75 industries it assisted in locating or expanding along its lines - representing a customer investment of over one billion dollars.

Looking forward in 2018 with respect to capital deployment, Norfolk Southern plans to invest \$1.8 billion to maintain the safety of its rail network, enhance service, improve operational efficiency, and support growth. In addition, Norfolk Southern's board of directors approved an 18 percent increase in its quarterly dividend on the company's common stock, from \$0.61 to \$0.72 per share. The dividend is payable March 10, to shareholders of record on Feb. 2. Since its inception in 1982, Norfolk Southern has paid dividends on its common stock for 142 consecutive quarters.

**FOURTH-QUARTER SUMMARY**

- Railway operating revenues of \$2.7 billion increased 7 percent compared with fourth-quarter 2016, as overall volumes were up 5 percent reflecting growth in all three major commodity categories of intermodal, coal and merchandise.
- Railway operating expenses decreased \$74 million, or 4 percent, to \$1.7 billion compared with the same period last year. The effects of tax reform decreased railway operating expenses \$151 million, more than offsetting increases resulting from increased incentive compensation, higher fuel prices and the 5% growth in volume, which were offset in part by efficiency gains and higher property sales.
- Income from railway operations was \$1,014 million. Excluding the \$151 million benefit from tax reform, adjusted income from railway operations

was \$863 million, an increase of 13 percent year-over-year, and the adjusted railway operating ratio, or operating expenses as a percentage of revenues, was 67.7 percent, a 170 basis point improvement over prior year.

#### 2017 SUMMARY

- Railway operating revenues of \$10.6 billion increased 7 percent compared with 2016, as overall volumes were up 5 percent reflecting growth in the major commodity categories of coal and intermodal.
- Railway operating expenses of \$7.0 billion increased \$151 million, or 2 percent, compared with last year. Expenses related to higher diesel fuel prices, increased incentive compensation, higher inflationary costs and volume growth were offset in part by efficiency savings and the \$151 million benefit from tax reform.
- Income from railway operations was \$3,586 million. Excluding the tax reform benefit, adjusted income from railway operations was \$3,435 million, an increase of 12 percent over the prior year, and the adjusted railway operating ratio was 67.4 percent, a 150 basis point improvement over the prior year's record.

#### NS TARGETS \$1.8 BILLION CAPITAL PLAN IN 2018

Jan. 25, 2018, Railway Track & Structures - Norfolk Southern plans a capital program of \$1.845 billion in 2018, continuing what the railroad calls a balanced deployment of capital.

The 2018 program is approximately \$100 million above what the railroad spent in 2017 with the main focus on core infrastructure.

During the railroad's 2017 Q4 earnings call, Cynthia Earhart, executive vice president of Finance and chief financial officer, said this year's budget supports growth and the continuation of investment in our core assets.

NS plans to spend \$930 million to replace track, bridges and communication systems, \$345 million on locomotives; \$170 million on facilities and terminals; \$150 million on technology; \$140 million on positive train control; \$60 million on infrastructure and \$50 million on freight cars.

James Squires, chairman, president and CEO, said the railroad is making smart, target investments that make sense.

"We're open for growth and [there could be] additional investments if the returns are there, we'll take our time, we'll do it right, we'll make sure that we maximize the returns from each and every dollar we put into the network going forward," said Squires.

#### NS AUTORACK TRAIN CRASHES NEAR BUFFALO

ATTICA, N.Y., Feb. 15, 2018, *Trains* News Wire - Norfolk Southern is investigating the cause of an autorack train derailment in Western New York Thursday afternoon.



**NS LOCOMOTIVE BLAZES AFTER DERAILMENT AT ATTICA, NY - PHOTO BY TIM POHL PUBLISHED IN THE BATAVIA, NY DAILY NEWS**

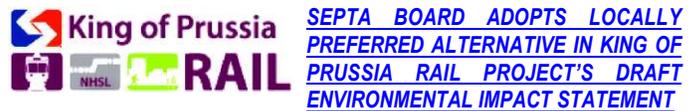
Norfolk Southern confirms that two locomotives and nine of 43 cars of an eastbound auto rack train derailed in Attica, on NS's Southern Tier main line about 25 miles east of Buffalo. The freight cars were loaded with automobiles destined for Mechanicville, N.Y., north of the state capital in Albany.

Photos published on the WKBW-TV website show NS C44-9W No. 9692 smoking and burning. An NS representative says railroad officials cooperating with local firefighters agreed to let the locomotive burn in a controlled way. NS has "environmental specialists" on scene to help clean up spilled fuel from the train. The railroad representative says two crew members escaped the wreck, but were taken to Buffalo-area hospitals for treatment of unspecified injuries.

Attica resident Laura Hann says she lives about a quarter mile from the NS route and heard the derailment happen.

"There was a loud crunch and boom sound and the train stopped. Looking north northeast I could see cars off the track," Hann says. "The majority of the derailment occurred on the west side of the tracks. I was on the east side. The conductor and engineer were able to get out and were assisted by local farm hands who rushed to the scene."

The Southern Tier line is the former Erie Railroad main line to Binghamton, N.Y., and eventually to Jersey City, N.J. The line is known for the Portage Viaduct bridge which had been in service from 1875 to last December, when NS officially opened a replacement span.



PHILADELPHIA, Jan 25, 2018, SEPTA Press Release (Edited) - The SEPTA Board today approved the adoption of the recommended Locally Preferred Alternative (LPA) as presented in the King of Prussia Rail (KOP Rail) Draft Environmental Impact Statement (Draft EIS) with the North/South design option. This action paves the way for the start of the Final Environmental Impact Statement phase of the project.

KOP Rail is SEPTA's proposed extension of the existing Norristown High Speed Line (NHSL) into King of Prussia, providing a "one-seat" ride to King of Prussia from either the 69th Street Transportation Center in Upper Darby, or the Norristown Transportation Center. The extension is expected to provide better transit service between King of Prussia, Center City and University City - the Greater Philadelphia region's three largest economic hubs.

The KOP Rail extension would reduce travel time between Center City Philadelphia and King of Prussia by approximately 30 minutes each way. Improved transit service will promote an increase in regional mobility; provide an alternative to auto travel in the area, helping to reduce congestion; and support development of multimodal transportation options for residents, commuters, shoppers, students and visitors. The 4.5-mile elevated extension will have five station stops with a total ridership projected at 9,500 trips per day by 2040.

SEPTA evaluated more than 30 alternatives for a new rail connection between the existing NHSL and destinations in King of Prussia. Weighing input from the community and stakeholders while evaluating 40 different technical factors, SEPTA selected the PECO/Turnpike First Avenue alternative with the North/South design option that shifted the alignment away from residential areas.

#### SEPTA BEGINS ACS-64 LOCOMOTIVE TESTING

PHILADELPHIA, Feb. 14, 2018, *Trains* News Wire - Watch for sleek new power on lines in and around the City of Brotherly Love as the Southeastern



**SIEMENS-MADE SEPTA ACS-64 No. 901 MOVES THROUGH ROSLYN, PA., ON FEB. 10 - GARY PANCAVAGE**

Pennsylvania Transportation Authority begins testing their first copy of Siemens' ACS-64 electric locomotive. Railfans spotted SEPTA No. 901 at the intersection of Easton and Susquehanna Roads in Roslyn, Pa., on Feb. 10 during a

round-trip to Warminster, Pa., on the agency's north-south Warminster Regional Rail line. SEPTA is expected to purchase 15 locomotives that will upgrade service and replace 7 AEM-7 and 1 ALP-44 locomotives.

## THIS MONTH ON THE PENNSY

### PRR, PRSL & LIRR EVENTS IN MARCH

**Mar. 30, 1903** - New West Philadelphia Station opens at 31st and Market at 12:01 AM.

**Mar. 2, 1908** - Northern Central Railway acquires trackage rights at PRR stations in Harrisburg retroactive to Jan. 1, 1908.

**Mar. 12, 1913** - PRR Board authorizes purchase of Cornwall & Lebanon Railroad from Pennsylvania Steel Company of New Jersey for \$1.84 million.

**Mar. 30, 1918** - Electrified suburban service begins between Philadelphia and Chestnut Hill.

**Mar. 5, 1923** - PRR Board authorizes purchase of an additional 200 11s 2-10-0's; authorizes additional \$60,000 for Automatic Train Stop experiments.

**Mar. 30, 1928** - *Liberty Limited* rear-ends eastbound *Broadway Limited* which had stopped for orders at a tower four miles west of Lima, Ohio, in a sleet storm that had downed telegraph wires; 63 injured.

**Mar. 11, 1933** - West Philadelphia Station closes at midnight; last northbound train is *The Federal Express* at 10:57 PM; last southbound train is *The Crescent Limited* at 11:49 PM.

**Mar. 22, 1938** - Catenary energized on Atglen & Susquehanna line between Parkesburg and Columbia.

**Mar. 1, 1943** - PRSL agrees with the War Dept. for an easement for the Cape May Canal and the construction by the government of a railroad drawbridge.

**Mar. 1, 1948** - PRR displays a "recreation car" for *The Jeffersonian* at Penn Station in New York; interiors by Raymond Loewy include a children's playroom with storybook decorations, newsreel theater, pinball game, bar and lounge with zebra-hide tubular chairs.

**Mar. 1953** - Baldwin builds six AS-16 1600 HP road switchers, Nos. 6007-6012, for the PRSL, the last two in the "Green Hornet" paint scheme of green body with white lettering.

**Mar. 1958** - PRR discontinues Sunday service between Wilmington and Delmar.

**Mar. 14, 1963** - LIRR Board authorizes purchasing 21 Alco C-420 road switchers to replace 21 Fairbanks Morse locomotives.

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

Philadelphia, Camden, Atlantic City, Wildwood and Branches

**Pennsylvania - Reading  
Seashore Lines**



All Schedules in this Time  
Table are now shown in  
**DAYLIGHT SAVING TIME**



Southern  
New Jersey  
Train Service

Form 3 Effective April 29, 1962  
H. S. BRUGGLE  
General Manager and Traffic Manager  
Center 2, N. J.

## TIMETABLE 03-18

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

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**Through Sunday, April 8, 2018**

*Baltimore Society of Model Engineers Open House and Operating Exhibit*, 225 W. Saratoga St., 3rd floor walk-up, Baltimore, MD 21201. Info: <http://www.modelengineers.com>

**Thursday-Sunday, Mar. 1-4, 2018**

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

**Saturday & Sunday, Mar. 10-11, 2018**

*World's Greatest Hobby on Tour*, New Jersey Expo Center, 97 Sunfield Ave., Edison, NJ

08837. Info: <http://wqhshow.com/edi2018>

**Saturday, Mar. 10, 2018**

*Railroad Show & Collectors Market* by the Harrisburg Chapter, NRHS at the I. W. Abel Union Hall, (Steelworkers Union), 200 Gibson St., Steelton, PA 17113. 9 AM to 3 PM. Program on Northeastern Railroads in the 1970s at 11 AM. Donation at the door \$5.00, under 12, free. Harris Tower open this day.

**Saturday & Sunday, Mar. 10-11, 2018**

*World's Greatest Hobby on Tour*, New Jersey Expo Center, 97 Sunfield Ave., Edison, NJ 08837. Info: <http://wqhshow.com/edi2018>

**Friday-Sunday, Mar. 23-25, 2018**

*Railroad Prototype Modelers Valley Forge Meet*, Desmond Great Valley Hotel & Convention Center, 1 Liberty Blvd., Malvern, PA 19335. Info: <http://www.rpmvalleyforge.com>

**Friday & Saturday, Mar. 30-31, 2018**

*East Coast Large Scale Train Show*, York Expo Center, 334 Carlisle Ave., York, PA 17404. Info: <http://www.eclsts.com>

**Saturday, April 7, 2017**

*Delaware Train Show*, Nur Shrine Center, 198 S. DuPont Highway, New Castle, DE 19720. Info: [www.toyshows.org](http://www.toyshows.org)

**Saturday, April 14, 2018**

*Philadelphia Chapter, PRRT&HS meeting* at the Drexel Hill Methodist Church, 600 Burmont Road, Drexel Hill, Pa. Info: [www.philaprrths.com](http://www.philaprrths.com)

**Wednesday, April 18, 2018**

*Open House at the National Toy Train Museum*, 300 Paradise Lane, Ronks, PA. 10:00 AM to 5:00 PM.

**Thursday-Saturday, April 19-21, 2018**

*Eastern Division TCA York Train Meet*, York Expo Center, 334 Carlisle Ave, York, PA 17404. Info: [www.yorktrainshow.com/york-train-meet/](http://www.yorktrainshow.com/york-train-meet/)

**Wednesday-Saturday, May 9-12, 2018**

*PRRT&HS 50<sup>th</sup> Annual Meeting* at the Blair County Convention Center in Altoona, Pa. with an "optional" train trip leaving from 30<sup>th</sup> street station Phila. to Altoona on Wednesday, May 9 and returning on Sunday, May 13. Info: <http://www.prrths.com/conventions/Annual%20Meeting%20Hotels.pdf>

**Saturday, May 12, 2018**

*The Great Lehigh Valley Train Meet*, Merchants Square Mall, 1901 South 12th St., Allentown PA 18103. Admission: \$5.00, Under 12 free, Info: [www.lehighvalleytrainmeet.com](http://www.lehighvalleytrainmeet.com)

**Friday-Sunday, May 18-20, 2018**

*Spring Weekend*, Steam Engine Hill, Williams Grove Rd., Williams Grove, PA 17055. Info: <http://wqhsea.org>

**Saturday, May 19, 2018**

*Cherry Valley Model RR Rail Expo All Scale Train Show*, Grace Episcopal Church, 7 E. Maple Ave., Merchantville, NJ 08109. Info: John P. Dunn Sr., 609-432-2871 or [jdunn8888@comcast.net](mailto:jdunn8888@comcast.net)

**Wednesday, May 30-Sunday, June 3, 2018**

*NRHS Spring Conference Advisory Council and Board of Directors' Meetings*, St. Louis, MO. Info: [www.nrhs.com](http://www.nrhs.com)

**Saturday-Sunday, June 2-3, 2018**

*2018 Transportation History Exposition*, Radisson Lackawanna Station Hotel, 700 Lackawanna Ave., Scranton, PA 18503. Sponsored by Key Lock & Lantern, events include history displays, Saturday railroadians show, banquet, lectures, and train excursion. Info: [www.klnf.org](http://www.klnf.org)

**Monday-Saturday, June 18-23, 2018**

*Big Train Operator Club 40<sup>th</sup> Anniversary Convention*, Bird-In-Hand Family Inn, 2740 Old Philadelphia Pike, Bird-in-Hand, PA 17505. Info: <http://bigtrainoperator.com/Info/40th-conv.shtm>

Saturday-Sunday, June 23-July 1, 2018

64<sup>th</sup> National TCA Convention at the Crowne Plaza Hotel, Warwick, RI. Info: [www.tcaconvention.org](http://www.tcaconvention.org)

Tuesday, Aug. 7 -Sunday, Aug. 12, 2018

2018 NRHS Convention, Cumberland, MD. Info: [www.nrhs.com](http://www.nrhs.com)



**ROUTE 741 EAST, STRASBURG, PA**

[WWW.RRMUSEUMPA.ORG](http://WWW.RRMUSEUMPA.ORG)

**717-687-8628**

**Saturday, Mar. 10, 2018** - Reading On The Rails

**Sunday, Mar. 11, 2018** - Charter Day

**Saturday, Apr. 7, 2018** - Rails & Ales

**Thursday, Apr. 26, 2018** - Wine & Paint Night

**Sunday-Sunday, July 1-8, 2018** - Reading Railroad Days



**STRASBURG RAIL ROAD  
SPECIAL EVENTS**

[WWW.STRASBURGRAILROAD.COM](http://WWW.STRASBURGRAILROAD.COM)

**1-866-725-9666**

**Saturday & Sunday Thru Mar. 25, 2018** - Departures at 11, 12 and 1

**Weekdays, Mar. 19-29, 2018** - LO&S motorcar, weather permitting, at 11, 12 and 1

**Friday-Sunday, Mar. 30-Apr.1, 2018** - Easter Bunny Train

**Saturday, Apr. 21, 2018** - The Great Train Robbery

**Saturday-Sunday, June 16-24, 2018** - Day Out With Thomas



**LESS THAN CARLOAD SHIPMENTS**  
**LOCAL AND NATIONAL NEWS**



**EMD COULD END ENGINE  
PRODUCTION AT LAGRANGE**

Feb. 2, 2018, Railway Age - The parent of Progress Rail Services is eyeing a move of the Electro Motive Diesel business to a new facility on the East Coast, and out of its historic plant in LaGrange, Ill., involving as many as 600 jobs.

Parent Caterpillar said that the possible move would be to Progress Rail's plant in Winston-Salem, N.C., adding it could shift production of some engine and locomotive components to outside suppliers.

"Progress Rail routinely reviews its strategic footprint and, as a result, is evaluating how to use its existing manufacturing space as efficiently as possible to remain a competitive supplier to the rail industry," Caterpillar said.

The move is part of an ongoing restructuring by Caterpillar that has significantly reduced workforce and plants in the U.S. and worldwide.

The EMD unit assembles locomotives in Muncie, Ind., and has facilities in Brazil and Mexico.

Founded in Cleveland by Harold Hamilton and Paul Turner in 1922 as Electro-Motive Engineering Corp., it was soon renamed Electro-Motive Company and moved to a new factory in McCook, Ill. The assembly halls were known simply as LaGrange - EMC's mailing address, as McCook had no post office - the birthplace of the legendary bulldog-nosed F series locomotives that ushered in railroading's diesel-electric era. General Motors bought the company in 1941 as Electro-Motive Division, selling it to

Greenbriar Equity and Berkshire Partners in 2005. Progress Rail acquired it in 2010.

In an emailed statement, Progress Rail said,

"Progress Rail, a wholly owned subsidiary of Caterpillar Inc., recently announced that it is contemplating the closure of its engine manufacturing facility in LaGrange, Illinois.

Progress Rail routinely reviews its strategic footprint and, as a result, is evaluating how to use its existing manufacturing space as efficiently as possible to remain a competitive supplier to the rail industry.

Progress Rail is contemplating transitioning manufacturing and assembly to Progress Rail facilities in the United States, including Winston-Salem, North Carolina, as well as transferring select engine and locomotive components to outside suppliers.

If the decision is finalized, the closure would impact approximately 600 full-time positions in LaGrange related directly to engine manufacturing. It would not affect the non-manufacturing-related jobs on the campus, which include approximately 600 administrative (office) roles and engineering support roles.

Should we move forward with the decision to relocate production, we will work to mitigate the impact on employees, their families and the community."



**T1 TRUST RAISES FUNDS TO  
BEGIN BUILDING BOILER FOR  
4-4-4 No. 5550**

ST. LOUIS, Jan. 29, 2018, *Trains*

News Wire - The Pennsylvania Railroad T1 Steam Locomotive Trust is excited to announce the purchase order for the first and second boiler courses of new-build 4-4-4 No. 5550. The order was placed with Continental Fabricators Inc. of St. Louis on Jan. 26. This is a major milestone, as the boiler courses represent the largest parts yet built for the iconic streamlined duplex locomotive. The two sections are over 93 inches in diameter and nearly 12-feet long. The boiler code steel is 1-inch thick and weighs more than 12,000 pounds. All welds will be x-rayed to ensure perfect seams. The sections will include wash-out plugs and openings for water delivery.

The PRR T1 Trust is pleased to partner with Continental Fabricators. A strong player in Railway Preservation, Continental Fabricators is presently working on three other steam locomotive boiler projects. Continental Fabricators has been providing boiler repairs and new construction to steam locomotive preservation efforts since the 1980's.

The PRR T1 Trust boiler engineering team lead by Wolf Fengler, continues engineering on the remainder of the boiler and firebox to meet and exceed current American Society of Mechanical Engineers regulations. He is assisted by T1 Trust Engineering Committee members Gary Bensman, Dave Griner, Scott McGill, and Jason Johnson.

The trust is challenging members and friends to raise the \$25,000 necessary to complete the third and final cylindrical boiler section. The goal is to have donations pledged by April 15. If funds can be pledged by then, the trust can have 25,000-pounds of boiler complete by summer 2018.



**PTC MAY SIDELINE PENNSY E-UNITS AFTER MAY  
EXCURSION**

PHILADELPHIA, Feb. 14, 2018, *Trains* News Wire - The owner of two notable Pennsylvania Railroad streamlined diesels says the Dec. 31 Positive Train Control deadline will force him to retire the locomotives from mainline excursion service.

In an interview with *Trains* Newswire, long-time private car and excursion train operator Bennett Levin says the cost of installing and maintaining PTC equipment on his Tuscan red PRR E8s Nos. 5711 and 5809 is excessive for two units that see operations once or twice each year. "Based on what we know at this time, there's no practical way to continue," he says.



The Pennsylvania Railroad Technical & Historical Society earlier announced a 100-seat parlor car special with the units running from Philadelphia to its 50th annual convention in Altoona, Pa., May 9, and returning May 13. "This very well might be the final outing with the

units as a result of Congress' unfortunate and untimely PTC mandate," the brochure says. Levin says the wording refers to PTC, which he calls an unfunded Congressional mandate that resulted from a fatal 2008 commuter railroad accident in which the engineer should have been doing his job and not using his cell phone.

He estimates the cost of PTC in six figures per unit. "Nobody is going to spend that kind of money," he says, adding that uncertainties about the future of private car operations on Amtrak is yet another potential barrier.

Levin has run his locomotives and passenger cars mostly for charities, including for the Barriger Library, the Lexington Group in Transportation History, and American Railroad Superintendents Association. "They're good for the industry," he says. "Good for everybody." "They proudly represent the zenith of passenger rail travel in America". Most notable were the Liberty Limited private car trips put together for wounded servicemen and women at Walter Reid Army Hospital to travel to the Army-Navy football games in Philadelphia.

**THIS MONTH'S BANNER PHOTO**

Pennsylvania-Reading Seashore Lines Rail Diesel Car (RDC) No. M-409 at Wildwood Junction, New Jersey in August, 1965.



**OPERATION LIFESAVER REMINDS YOU...**

Any time is train time!

*Our Deepest Sympathy*

The Lancaster Chapter, Inc. extends deepest sympathy to Chapter Members Leora "Toady" Kennel and Virginia Rettew on the loss of their mother, former Chapter Member Grace E. Evans, who passed away on Friday, January 26, 2018 at Fairmount Homes in Ephrata, Pa.

The Chapter also extends sincerest sympathy to Chapter Board Member Cindy Kendig and family on the recent losses of her Sister-in-law, Mother and Brother.



**NOW...**

*A Complete RECREATION CAR*

Especially Designed for Your Pleasure

A dramatic painting of Pennsylvania Railroad's new recreation car.

In daily service on The Jeffersonian, popular all-coach streamliner between New York and St. Louis! A dramatic highlight in Pennsylvania Railroad's new equipment program, this colorful new recreation car provides amusement and entertainment for all ages. A luxurious game and reading lounge... a children's playroom... a sunken buffet lounge... miniature movie theatre—pleasure with variety. Be among the first to enjoy it! Reserve a seat on The Jeffersonian on your next trip!

**Enjoy These New Features on Law Coach Fares!**

**THE JEFFERSONIAN**

**Westbound**

Lv. New York	6:15 P.M.
Lv. Philadelphia	7:45 P.M.
Lv. Washington	9:20 P.M.
Lv. Baltimore	10:55 P.M.
Lv. Harrisburg	12:30 A.M.
Ar. Columbia	1:05 A.M.
Ar. Dayton	2:40 A.M.
Ar. Indianapolis	4:15 A.M.
Ar. St. Louis	5:50 P.M.

**Eastbound**

Lv. St. Louis	1:00 P.M.
Lv. Indianapolis	2:35 P.M.
Lv. Dayton	4:10 P.M.
Lv. Columbia	4:45 P.M.
Ar. Harrisburg	6:20 A.M.
Ar. Baltimore	7:55 A.M.
Ar. Washington	9:30 A.M.
Ar. Philadelphia	11:05 A.M.
Ar. New York	12:40 P.M.

Recreation car facilities available to Baltimore and Washington passengers between Harrisburg and St. Louis.

**30 ROOMY AND RESTFUL**—the new overnight coaches on The Jeffersonian. Only 44 seats to the car—and all excellent! You'll like the new lighting, top—downs, 4 lines brighter big easy on the eye. New-type air-conditioning adds still more comfort.

**EXTRA LARGE MODERN WASHROOMS**, one for women, one for men at the end of each coach—handicapped approved—with 3 glistening washstands and 2 toilet amusements.

**PENNSYLVANIA RAILROAD**

*Serving the Nation*

PRR RECREATION CAR ADVERTISEMENT FROM LOOK MAGAZINE - MAY 25, 1948



Following are preliminary dates for upcoming Chapter activities. In some cases, plans must be finalized and are subject to change.

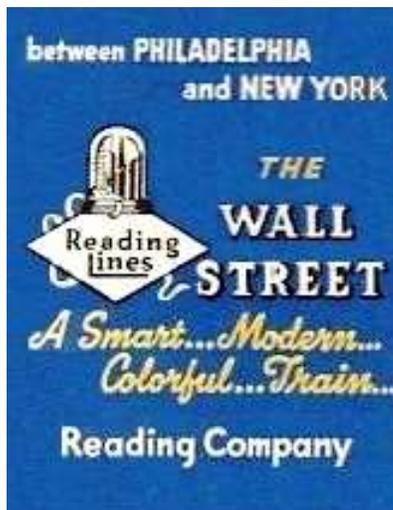
- Apr. 16 Monday - Regular Chapter Meeting 7:30 pm (1).
- May 21 Monday - Chapter Meeting at Red Lion at 7:30 pm. Still in the planning stage.
- June 18 Monday - Dedication of lantern donated by National at 7:30 pm (1).
- July 15 or 16 Sunday or Monday - Middletown & Hummelstown.
- Aug. 20 Monday - Strasburg Rail Road "Ride the Rails" Meeting 7:00 pm.
- Sept. 16 Sunday - Chapter Picnic at Christiana Frt. Station - eat at 3:00 pm.
- Sept. 21-23 Friday-Sunday - Chapter Trip to the *Ark Experience* in Kentucky. Details to be finalized.
- Oct. 15 Monday - Regular Chapter Meeting at 7:30 pm (1).
- Oct. 20 Saturday - Craft/Vendor Fair, 9 am to 2 pm (1).
- Nov. 16 Friday - Annual Chapter Banquet at Shady Maple.
- Dec. 17 Monday - Chapter Christmas Party at 7:30 pm (1).

The date for the Christmas Open House hasn't been determined. The Chapter is exploring putting a permanent train layout in the passenger station. Anyone interested contact Glenn Kendig or Tom Shenk. We need a Chairman or Conductor to oversee this venture.

(1) = To be held at the Christiana Freight Station.

***“INSIDE THE BACK PAGE”******UPCOMING LANCASTER CHAPTER ACTIVITIES*****MARCH 11, 2018** - SUNDAY, 2:00 AM - DAYLIGHT SAVING TIME BEGINS. TURN CLOCKS [AHEAD](#) ONE HOUR**MARCH 18, 2018** - SUNDAY, 2:00 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

Join us for the first Regular Chapter Membership Meeting of 2018. Program to be determined.

**APRIL 16, 2018** - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING**FINAL CALL - 2018 NATIONAL MEMBERSHIP RENEWALS ARE PAST DUE!****IF YOU HAVE NOT PAID YOUR 2018 DUES, THIS WILL BE YOUR LAST ISSUE OF THE LANCASTER DISPATCHER. MEMBERS NOT RENEWED BY MARCH 31, 2018 WILL BE DROPPED FROM N.R.H.S. RECORDS AND MUST REAPPLY AS A NEW MEMBER.****70 YEARS AGO THIS MONTH**

On March 1, 1948, the Reading Company inaugurated *The Wall Street*, a rush hour express between Philadelphia and New York (Jersey City); five heavyweight cars, three coaches, a diner and the club car *Wall Street*, are "streamstyled" and air conditioned at Reading Shops; drawn by new Class G3 4-6-2 No. 210.



Philadelphia's original public market was located where High (later Market) Street intersected Front Street, close to the Delaware River. The city built its first market house in the middle of Second and High Streets. By 1809, city-owned market sheds, called shambles, lined the middle of High Street, extending west to Sixth Street. New markets opened in other parts of the city as the population grew.

Today's Reading Terminal Market had its roots in the Butchers' and Farmers' and Franklin Markets, both located on the 1100 block of Market Street. In 1890 the Philadelphia and Reading Railroad Company purchased this block for its new terminal. The merchants' refusal to relocate for the new building resulted in an agreement to erect a new market tucked beneath the train shed and tracks.

The Reading Terminal Market opened for business on February 22, 1893. The street-level Market reverberated with the sound of trains rumbling overhead. The stalls were laid out in a grid pattern with twelve aisles running east-west and four wider avenues running north-south. Sawdust was spread on the floor to absorb spills and moisture rising from the vast cold storage facility in the basement. By 1913 the Market was booming, with 250 food dealers and 100 farmers occupying its stalls.

The Market became known for its free delivery service. Boys called "Market brats" carried small orders to in-town customers. People living near train stations served by the Reading or Pennsylvania Railroads called in orders and had their goods dropped off near their homes. Some merchants had their own fleet of trucks. A parcel post department shipped products around the country and to Canada and Mexico.

[[Readingterminalmarket.org](http://Readingterminalmarket.org)]

LANCASTER CHAPTER BOARD of DIRECTORS

PRESIDENT:	TOM SHENK	717-560-1186	TSHENK@NRHS1.ORG
1ST VICE PRESIDENT:	HAROLD SHAAK	717-484-4020	HSHAAK@DEJAZZD.COM
2ND VICE PRESIDENT:	GLENN KENDIG	610-593-6313	CINDYKENDIG@YAHOO.COM
SECRETARY:	DONETTA EBERLY	717-866-5514	SPECKEBERLY@YAHOO.COM
TREASURER:	RICHARD RUTLEDGE	717-741-0205	RRUTLEDGE@NRHS1.ORG
EDITOR:	ED MAYOVER	302-834-3662	EMAYOVER@NRHS1.ORG
HISTORIAN:	TOM McMASTER	717-274-5325	PRRTOM@COMCAST.NET
1ST DIRECTOR:	CINDY KENDIG	610-593-6313	CINDYKENDIG@YAHOO.COM
2ND DIRECTOR:	STEPHEN HIMPSL	717-285-4283	SHIMPSL@AOL.COM
NATL REP & WEB:	FRED KURTZ	717-200-1551	FKURTZ@NRHS1.ORG
CHAPLAIN:	DAVID STAMBAUGH	717-292-1726	CHAPLAIN@NRHS1.ORG
CHAPLAIN:	CELL PHONE	717-683-3053	

MEMBERSHIP MEETING NOTICE

THE "SUNDAY" MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION ON SUNDAY, MARCH 18, 2018, STARTING AT 2:00 PM.

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



CHAPTER WEBSITE: [WWW.NRHS1.ORG](http://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](mailto:HSHAAK@DEJAZZD.COM).

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*Forwarding and Address Correction Requested*

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10 RAILROAD AVENUE  
CHRISTIANA, PA 17509-1416

FIRST  
CLASS  
MAIL