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HOSPITAL TRAIN No. 41 LOADING PATIENTS, NEAR RIARDO FOR ITS RUN TO NAPLES, ITALY. PICTURE TAKEN IN FEBRUARY 1944

TRAINS OF MERCY WORLD WAR II HOSPITAL TRAINS

ARTICLE AND GRAPHICS FROM WORLD WAR II U.S. MEDICAL RESEARCH CENTRE

BACKGROUND INFORMATION:

Evacuation of wounded and injured personnel should be efficient and organized! Beginning with the moment that a man is wounded at the front, there must be a continuity in his handling and treatment until he is again fit for release from control of the Medical Department. There is a constant sorting of all casualties at the front with a view to determine which are to be evacuated and how. All patients who can perform duty and are not a menace to the health of the command are to be returned to their organization as promptly as possible! No cases are sent farther to the rear than the military situation and their own condition demand; cases which can be treated

successfully within a command are not evacuated, unless it is necessary to relieve the command of their care in order to free it for movement or to make room for new cases. Serious medical cases are transported the shortest possible distance consistent with military operations and their proper treatment. Cases requiring prolonged treatment are sent to the Communications Zone and from thereon, to the Zone of Interior.

The means of transporting sick and wounded from Evacuation Hospitals in the combat zone to another Hospital in the Communications Zone consists of Hospital Trains, Hospital Ships, and occasionally, Motor Convoys and Airplane Ambulances. The usual method of transporting patients from the Evacuation Hospitals in the combat zone to General Hospitals in the Communications Zone was by means of Hospital Trains.

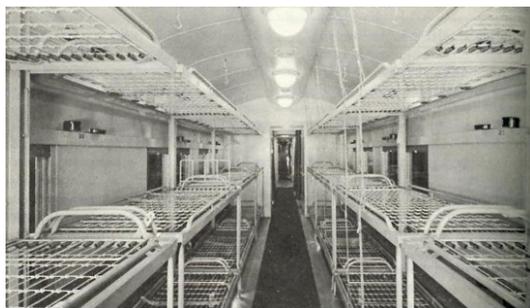
For moving patients (as for moving troops), all suitable means of transportation were used in wartime! Railways, sea and air transport, motor ambulances, and equipment, whether standard or improvised, were introduced. It wasn't the first time, the United States Armed Forces had considered moving patients by rail. It had happened during the Civil War, during the Great War, and it took place in World War 2 as well. During the War, the Army found it advisable to build a fleet of specially constructed Hospital Cars to handle the rapidly growing traffic of personnel and equipment (expansion of the Armed Forces, and increased involvement in overseas operations), and the most serious medical cases. Of course, the railroads' regular services and equipment were still required for transportation of civilians and military.

In war, movement of patients fell into two categories:

- Movements of patients being transported to or between medical facilities in the Zone of Interior were regulated by The Surgeon General, who had to take into account the medical needs of the patients and bed vacancies in the respective Hospitals. The Surgeon General supervised the maintenance of the medical equipment and the staffing of the cars with medical personnel.
- Movements from the water ports and aerial ports where patients landed after evacuation from Overseas Theaters, were regulated by The Chief of Transportation in close collaboration with The Surgeon General. Coordination was provided by the Hospitalization & Evacuation Branch, ASF Headquarters. The different Service Commands were responsible for staffing, supplying, and cleaning the cars.

EVE OF WORLD WAR II:

At the beginning of 1939 the Medical Department had NO Hospital Trains on hand and only indefinite plans for procuring them in the event of war! Although without definite plans, the US Army would acquire 320 Hospital Cars for operation in the Zone of Interior – of these, 120 were former Pullman sleepers and lounge cars that would be converted to Hospital Cars with 32 berths arranged in 2 tiers – the remaining 200 would be specially designed and built as Hospital Cars with accommodations for 36 patients in 3-tier berths.



INSIDE VIEW OF NEW SELF-CONTAINED ARMY HOSPITAL CAR WITH THREE-TIER BERTHS ACCOMMODATING 36 PATIENTS

The Medical Department had assumed 3 types of Trains would be used:

1. Trains made up of Government-owned cars
2. Semi-permanent Trains composed of 1 Government-owned Administrative Car (i.e. a Unit Car) + appropriate number of commercial baggage cars, Pullman cars, tourist sleepers and chair cars
3. Improvised lightweight Trains with specially designed cars

In the fall of 1940, The Surgeon General requested to convert 2 Pullman cars into Unit Cars, furthermore additional railway equipment and 20-ton cars were ordered by the Corps of Engineers to test some of these for possible use in Hospital Trains.

In February 1941, it was discovered that Pullman cars had washrooms at either end, and therefore patients on litters could not be carried from sleepers to Unit Car operating rooms! In spring of

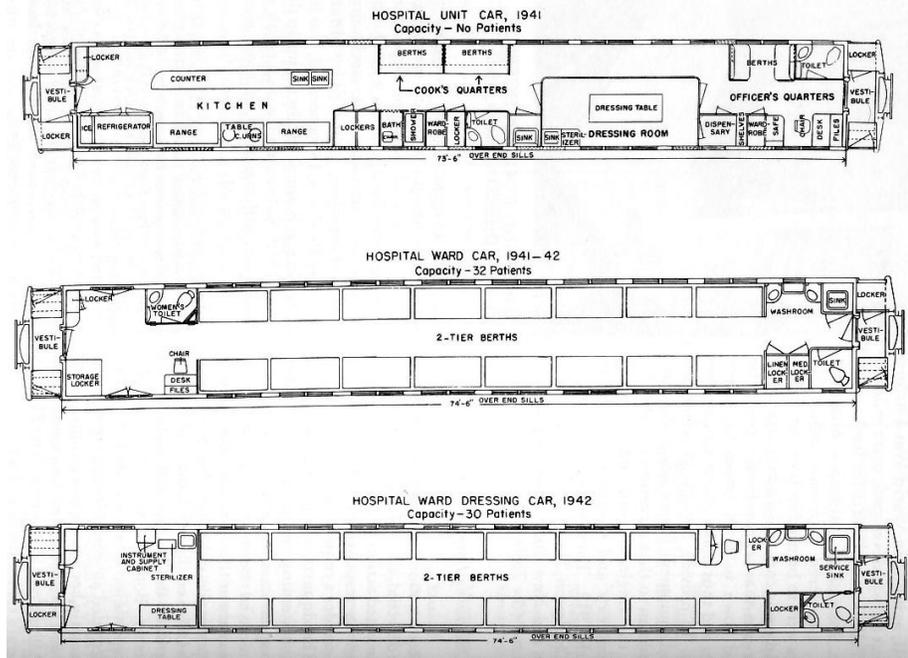
1941, Pullman prepared conversion plans for modifying std. Pullman cars into Ward Cars ... additional plans in September 1941 called for a Hospital Train to consist of 1 Government-owned Unit Car, 2 Government-owned Ward Cars, 1 Baggage Car, and a variable number of std. Pullman or Chair Cars. By December 1, 1941, the Army had 2 Unit Cars and 4 Ward Cars, enough to serve as a basis for two Hospital Trains (however no air-conditioning was installed).

WORLD WAR II (ZONE OF INTERIOR & OVERSEAS THEATERS):

Early in January 1942, additional Hospital Cars were requested with the necessary changes. The Surgeon General's Office and the Pullman Company developed a Ward Dressing Car, which moreover contained a small dressing room, necessary space for 30 litter patients, but no kitchen facilities (since food was to come from commercial dining cars). 6 Ward Dressing Cars + 12 Ward Cars were ordered in March 1942, and subsequently delivered to the Charleston – New Orleans – San Francisco and New York Ports in July and August of 1942.

On April 1, 1942, the Medical Department issued T/O 8-520 which provided for a self-sustained unit to operate a complete Hospital Train of max. 360 patients.

For administrative, mess, supply functions and medical care, each unit was authorized 4 Medical Officers + 6 Nurses + 33 Enlisted Men (8 such units were organized between June 1942 – June 1943, and destined for overseas Theaters of Operations).



BASIC PLANS FOR HOSPITAL CARS, 1941-1942

4 Ward Cars (delivered Nov-Dec 41), 6 Ward Dressing Cars (delivered Jul-Aug 42), 12 Ward Cars (delivered Jul-Aug 42), 32 Ward Cars (delivered Sep-Dec 43), 64 Ward Cars (delivered Sep-Dec 43), 40 Kitchen Cars (delivered Mar-Sep 44), 100 New Unit Cars (delivered Nov 44-May 45), 100 New Unit Cars (delivered May-Aug 45), and 20 Kitchen Cars (delivered Mar-Jul 45) – note: all Hospital Cars were declared surplus between Nov 45-Jun 46).

EVOLUTION OF HOSPITAL TRAINS:

In the course of discussions taking place about the numbers and types of Hospital Trains needed for the Zone of Interior, the question of such Trains for Theaters of Operations naturally came up too! Before mid-1942, the Engineers had switched from 20-ton to 40-ton Cars as the std. for overseas military trains! These were accepted, after a thorough study of blueprints by The Surgeon General. Specifications were subsequently drafted for combat-zone Hospital Trains of 21 40-ton Cars by the end of November 1942.

In February 1943, the Army Supply Program included 40 Overseas Hospital Trains for procurement in 1943 and 1944; however, requirements for 1943 were reduced to only 15 trains for 1943, and only 5 for 1944! Meanwhile the European Theater of Operations was procuring 23 Hospital Trains in the United Kingdom – therefore, the Surgeon General requested that the Transportation Corps only build 1 single experimental Hospital Train! After evaluating the Train, and using it during the California-Arizona Maneuvers, it returned to Hampton Roads for additional testing ... many complaints resulted, and finding no further need for this Train in the ZI, the Technical Division of the Surgeon General's Office, in July 1944, queried whether the European and North African Theaters could use it – after reaching an agreement, the Hospital Train was then taken to Hampton Roads P/E for shipment to Southern France in September of 1944 ...



DETRAINING A LITTER PATIENT FROM A BRITISH-BUILT HOSPITAL TRAIN FOR TRANSFER TO A GENERAL HOSPITAL IN THE UNITED KINGDOM. PICTURE TAKEN END JUNE-EARLY JULY 1944

Meanwhile, in late 1942 and during the first half of 1943, types and numbers of Hospital Cars needed were still being discussed, resulting in quite a list of additional changes – further modifications were again carried out late 1943 and early 1944. In July of 1943, it was also decided to procure Kitchen Cars and a first unit was received for testing in December 1943. In October 1943, The Surgeon General's Office requested the Transportation Corps to provide 50 New Type Unit Cars, to be delivered by May 1944. However, no new development was to be started, as the request was rejected by ASF, resulting into a complete reappraisal of the Hospital Train Program!

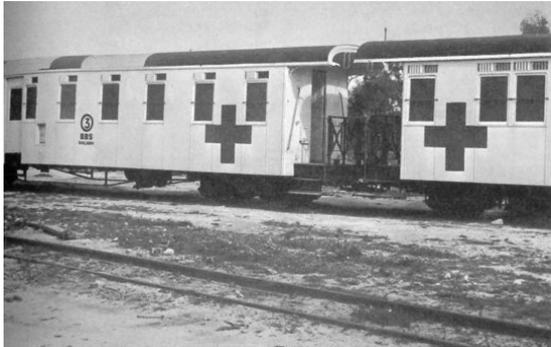
Requirements for the Zone of Interior would differ: directions in December of 1942 called for 2 Doctors, 1 Nurse and 14 Enlisted Men per 100 patients – 2 Doctors, 1 Nurse, 16 EM for 200 patients – 3 Doctors, 1 Nurse, 19 EM for 300 patients, and 3 Doctors, 1 Nurse and 21 EM for 400 patients. Moderate increases in personnel were to take place, as well as numbers of patients to be evacuated.

While such medical personnel were normally assigned to Station or General Hospitals (until mid-1943), they were later replaced by separate Train units indorsed by the different Service Commands, which were granted additional personnel from ASF Headquarters.

Air-conditioning was requested in June 1942 and tested in September of the same year, before implementation took place. In October and November of 1942, there was disagreement about the type and number of Hospital Cars, and also about procurement of same. Finally, a global decision was reached on November 24, 1942 whereby SOS Headquarters directed the Transportation Corps to procure at least 40, and if practical, as many as 96 Ward and Ward Dressing Cars (contracts signed Jan 43).

Procurement between 1940 – 1945 consisted of 380 (Hospital) Cars, of which 2 Unit Cars (delivered Feb 41),

On April 11, 1944 it was agreed to construct 100 New Hospital Cars. Developing the new Unit Car and modifying existing Ward and Ward Dressing Cars resulted in gradually making up Hospital Trains for a number of destinations and with a variable number of Hospital Cars in different combinations. Hospital Kitchens were now always attached to the Train, as long as a number of Hospital Cars remained with the Train. Hospital Cars in use during (late) WW2 in fact possessed an adaptability which permitted them to be used along with other Cars to make up a complete Hospital Train or singly transport small groups of patients on commercial trains, resulting in quite an advantage!



HOSPITAL TRAIN IMPROVED FROM LOCAL PASSENGER CARS, BENGHASI AREA, LIBYA. PICTURE TAKEN AROUND FEBRUARY 1943

In view of assumptions that V-E Day would occur in June 1945, it was estimated in December of 1944 that the number of patients returned to the US each month would range from 32,000 to 36,000 and would decrease thereafter ... however, since the major portion of patients would arrive at Pacific Ports (with greater distance to General Hospitals, than Atlantic Ports) not enough commercial cars of the desired type would be available – therefore, there was an additional request on December 19, 1944 for 100 New Unit Cars (approved, with contracts signed in Jan 45). On January 22, 20 Troop Kitchen Cars were ordered from the Defense Plant Corporation, and delivered within just a few months time. In May of 1945, 47,044 patients were moved by Hospital Train, and the Army had to use 120 old Hospital Cars, 100 New Unit Cars, as well as 60 Kitchen Cars, to make it work, even 1,200 Pullman Cars had to be supplemented too. By late August 1945, the overall number of patients declined rapidly, and the Army declared surplus 36 Modified Ward and Ward Dressing Cars. After V-J Day, the further decline in patient loads permitted further disposal of Hospital Cars, and by mid-1946, the Medical Department retained only 100 Unit Cars ...

USE OF HOSPITAL TRAINS IN OVERSEAS THEATERS:

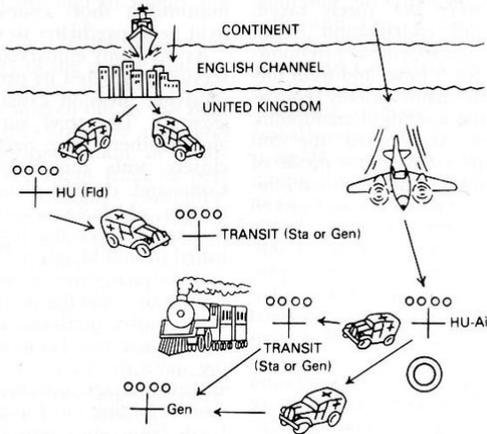


CHART ILLUSTRATING THE CASUALTY RECEPTION SYSTEM SET UP IN THE UNITED KINGDOM FOR THE D-DAY OPERATIONS, JUNE 1944.

Hospital Trains evacuated patients from Evacuation to General Hospitals, between General Hospitals, and from General Hospitals to ZI Ports. Hospital Trains were in fact true Medical Department organizations. Their distribution and use was controlled by the MD, and as such, personnel, supply and maintenance of the medical equipment, was administered under the direction of the Chief Surgeon of the field force, except those assigned for evacuation within the Communications Zone, which operated under Theater control, under direction of a Regulating Officer. As railway units, the trains were operated and maintained mechanically by the Corps of Engineers. The number of Hospital Trains required depended on the type and severity of combat and the location of the Theater of Operations.

The Hospital Train normally had a capacity of 256 bed patients and usually consisted of 16 Ward Cars, 1 Utility Car, 1 Officer Personnel Car, 2 Orderly Cars, and 1 Kitchen, Dining and Pharmacy Car. Separate quarters, including bunks, latrine and shower facilities were available for Officers and Nurses, while Enlisted personnel also had similar facilities at their disposal. Electric and steam generators, storage lockers, food storage facilities, pharmacy, toilet facilities, sink, and medicine cabinets were on board. The Hospital Train was organized as follows:

- Train Headquarters
- Administrative Division (Mess Section, Supply Section, and separate CofE Engine Crew)
- Professional Division (Surgical Section, Medical Section, Pharmacy Section)



HOSPITAL TRAIN DISSEMBARKING ITS PATIENTS. AMBULANCES PICK UP THE WOUNDED FOR TRANSFER TO THE 56TH GENERAL HOSPITAL (NORTH OF LISON, FRANCE). PICTURE TAKEN IN JULY 1944.

	1	2	3	4	5
	Unit	Technician grade	Hospital train	Enlisted cadre	Remarks
1					
2	Major		1		* In charge of dressing room, ward car. The serial number symbol shown in parentheses is an inseparable part of the specialist designation. A number below 500 refers to an occupational specialist whose qualification analysis is found in AR 615-26. A number above 500 refers to a military occupational specialist listed in Circulars Nos. 14 and 67, War Department, 1942.
3	Captain		1		
4	Lieutenant		2		
5	Total commissioned		4		
6	Nurse		6		
7	First sergeant (585)		1	1	
8	Staff sergeant, including		1	1	
9	Mess and supply (524)		(1)	(1)	
10	Corporal, including		(2)	(1)	
11	Technician, surgical * (225)		(1)		
12	Technician, grade 3		1		
13	Technician, grade 4		6	2	
14	Technician, grade 5 including		8	2	
15	Private, first class		6		
16	Private		9		
17	Clerk, general (405)	5	(1)	(1)	
18	Clerk, stock (324)		(1)		
19	Cook (060)	4	(2)	(1)	
20	Cook's helper (521)	5	(2)	(1)	
21	Cook's helper (521)		(1)		
22	Pharmacist (149)	4	(1)	(1)	
23	Technician, medical (123)	4	(2)		
24	Technician, medical (123)	5	(3)		
25	Technician, medical (123)		(7)		
26	Technician, surgical (225)	3	(1)		
27	Technician, surgical (225)	4	(1)		
28	Technician, surgical (225)	6	(2)		
29	Technician, surgical (225)		(2)		
30	Basic (521)		(3)		
31	Total enlisted		33	6	
32	Aggregate		43	6	

CHART OF T/O 8-520, DATED APRIL 1, 1942 ILLUSTRATING MANPOWER FIGURES FOR A HOSPITAL TRAIN.

Each of the Ward Cars was sufficiently equipped with pajamas, sheets, pillows, blankets, compartmented trays, bed pans, litters, medicine cabinets, catheters, and a complete Ward Case containing hemostats, scalpels and other medical instruments. The Pharmacy was supplied with prescription balance, graduates, drugs and medicine. According to T/O 8-520 dated April 1, 1942 personnel of a Hospital Train consisted of 4 Officers, 6 Nurses, and 33 Enlisted, subdivided as follows; 1 Major – 1 Captain – 2 Lieutenants – 6 Nurses - 1 First Sergeant – 1 Staff Sergeant – 1 Corporal – 1 Technician 3d Grade – 6 Technicians 4th Grade – 8 Technicians 5th Grade – 6 Privates First Class – and 9 Privates.

Hospital Trains were equally organized in Britain. Upon request from the United States Army, the British Ministry of War Transport assembled from its own rolling stock a total of 39 (Hospital) Trains for American use in Britain (and eventually across the Channel, after the D-Day operation). While the medical equipment came partly from British and partly from American stocks, the Hospital Trains were entirely staffed by US medical personnel. The Trains included kitchen, surgery, pharmacy, and staff accommodation cars, as well as 36-litter ward cars, coaches for ambulatory patients, and diesel heating and power plants.



FRENCH CIVILIAN LITTER BEARERS ARE GETTING PREPARED TO UNLOAD HOSPITAL TRAIN No. 13 AT THE GARE ST.-LAZARE, PARIS, FRANCE, SEPTEMBER 2, 1944



GERMAN PRISONERS UNLOAD CASUALTIES FROM A HOSPITAL TRAIN AT RHEIMS, FRANCE. THE MEN PROBABLY BELONG TO THE 21ST GENERAL HOSPITAL WHICH EMPLOYED A NUMBER OF ENEMY PWs (EX-WEHRMACHT MEDICAL PERSONNEL)

By the end of 1943, routing of patients to the General Hospitals, where they could stay until recovery or further evacuation from the Theaters was effected by using the first 15 (out of the 39) British-built and –operated, and US Army-staffed Hospital Trains all based in southwest England. Transit Hospitals used their own ambulances and trucks (as well as vehicles borrowed from other units), to bring prescribed loads of patients to their assigned railheads.

Hospital Trains in operation in North Africa: (trains basically assembled from French rolling stock), 42d Hospital Train (Mar 43), 41st Hospital Train (May 43), 66th Hospital Train (Jun 43).

Hospital Trains in operation in Italy: again the already existing 41st Hospital Train (Nov 43) and the 66th Hospital Train (Jul 43).

Introduction of Hospital Trains on the Continent. After Operation “Neptune”, Hospital Trains were at first improvised from captured rolling stock (both German and French), while those trains constructed in England were expected to begin rolling off ships at liberated French ports and beaches. But ferrying of the British-built overseas Hospital Trains was late because of the delayed opening of the Cherbourg docks. Fortunately, by the end of July the Transportation Corps had restored most of the Cotentin rail network, and on August 4, 1944, the first locally improvised Ambulance Train (French freight cars fitted with litter brackets, and other improvisations) was put into service between St. Lô and Cherbourg, staffed by the 11th Hospital Train personnel. The very first Hospital Train from Britain only reached the Continent on August 14, it was the 43d Hospital Train. Engineer units succeeded in opening a circuitous route into Paris on August 30 and even had portions of the much more extensive but less damaged network (north and east of Paris) usable, stretching as far as Liège, Verdun, and Toul by late September. Hospital Trains now running up to Paris carried casualties back to Cherbourg, and medical units, usually General Hospitals, forward. By October 1944, there were 25 Hospital Trains running on the continent. ComZ would further increase its medical rolling stock, by bringing over additional Hospital Trains from Britain, building some on the continent by the French Railways, and shipping 4 new Trains directly from the United States, thereby reaching 34 Hospital Trains by end of 1944. There was now an aggregate capacity of over 8,000 litter and 3,700 ambulatory patients, exceeding the ETO’s requirements; moreover the equipment was adequate for the task, and movement was improved in such a way that an average trip between Paris and Cherbourg now only took about 47 hours (compared to 96, and 120 earlier in the Normandy and N. France campaigns). The 40 Hospital Trains became ‘overworked’ during and after the German counteroffensive in the Belgian Ardennes (Battle of the Bulge) working at full capacity, day after day, and week after week. More trains had to be organized (French-built and imported American units) and staffed with provisional detachments assembled from General Hospitals personnel.

HEIGHT	WEIGHT	HAIR	EYES	DATE OF BIRTH
IDENTIFICATION NO. S 015244	LEFT INDEX FINGERPRINTS	(1) THE BEARER OF THIS CARD IS ENGAGED EXCLUSIVELY IN THE REMOVAL, TRANSPORTATION, AND TREATMENT OF THE WOUNDED AND SICK, OR THE ADMINISTRATION OF SANITARY FORMATIONS AND ESTABLISHMENTS, OR AS A MEMBER OF THE CHAPLAINS' CORPS, AND IS ENTITLED TO RESPECT AND PROTECTION FROM THE ENEMIES OF THE UNITED STATES, AS REQUIRED BY ARTICLE 9 OF THE GENEVA CONVENTION OF JULY 27, 1929, FOR THE AMELIORATION OF THE CONDITION OF THE WOUNDED AND SICK OF ARMIES IN THE FIELD, AND BY OTHER AGREEMENTS AND THE ESTABLISHED PRACTICE OF NATIONS.		
		(2) THIS CARD IS ISSUED IN ACCORDANCE WITH ARTICLE 2 OF THE GENEVA CONVENTION OF JULY 27, 1929, FOR THE AMELIORATION OF THE CONDITION OF THE WOUNDED AND SICK OF ARMIES IN THE FIELD.		
RIGHT INDEX FINGERPRINTS		IF FOUND, FINDER WILL PROMPTLY RETURN IT TO NEAREST U. S. ARMY HEADQUARTERS OR PLACE IT IN U. S. MAIL BOX, POSTMASTER, POSTAGE GUARANTEED--RETURN CARD TO THE ADJUTANT GENERAL, WASHINGTON, D. C.		
WARNING				
THIS CARD IS ISSUED BY THE WAR DEPARTMENT FOR OFFICIAL USE OF THE HOLDER DESIGNATED HEREON. ITS USE BY ANY OTHER PERSON IS UNLAWFUL AND WILL MAKE THE OFFENDER LIABLE TO HEAVY PENALTY				

Overcrowded hospital facilities in Britain and crowded Theater hospitals, brought increased transatlantic evacuation (both by sea and by air) during the winter of 1944-1945. The crisis which developed after the Battle of the Bulge was soon forgotten as lighter battle casualties, a declining number of trenchfoot cases, and the opening of more continental General Hospitals produced a steadily growing bed surplus. By mid-February 1945, as the railheads advanced behind the Allied Armies, Hospital Trains now began picking up wounded as far to the east as Aachen (Germany). With strong support from SHAEF (*Supreme Headquarters Allied Expeditionary Force - Ed.*), the Medical Department continued building its medical infrastructure, setting up new Hospitals, obtaining additional Hospital Trains, and further improving air and sea evacuation. With ample resources at last on hand, the Medical Department in the ETO could now begin planning and preparing to support the final offensive against the exhausted and depleted enemy.



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 2013-2014, to be held at the Regular Chapter Membership Meeting of the Lancaster Chapter, N.R.H.S. on Monday evening, October 21, 2013 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 21 meeting, or by placing your name in nomination by writing, before October 1, 2013 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 Meetings must give his/her consent, in writing, to be a nominee.



NEW AMTRAK LOCOMOTIVES ADVANCING IN RIGOROUS TESTING PROGRAM

PUEBLO, Colo. - July 29, 2013 - The new Amtrak Cities Sprinter (ACS-64) electric locomotives are now in a comprehensive and rigorous testing program, and are being put through the paces before entering Northeast service this fall.

Today, Amtrak President and CEO Joe Boardman, Federal Railroad Administrator Joseph Szabo and Siemens Rail Systems President Michael Cahill traveled to the U.S Department of Transportation (DOT) Transportation Technology Center (TTC) facility in Pueblo, Colo., to get an update on the testing program and to observe a testing demonstration.



"These locomotives are the new workhorses of the Amtrak fleet in the Northeast and they must meet our performance-based specifications and reliability needs so we can keep the region's people and economy moving," said Boardman.

Two locomotives are at the TTC facility to undergo a series of tests, including maximum speed runs, acceleration and braking, operating with Amtrak passenger coach cars attached and testing the overall performance capabilities of the locomotive. Engineers are also validating the on-board computer system and software, as well as evaluate ride quality by using instruments to measure things such as noise and wheel vibrations.

A variety of additional tests and validation exercises are being conducted as part of the commissioning process to ensure the locomotive is operating and performing as designed and that it is ready to provide reliable service for Amtrak passengers.

In addition to the robust testing regime at TTC, a third locomotive will run field tests on the Northeast and Keystone Corridors this summer and be used for training Amtrak locomotive engineers and mechanical crews. A fourth locomotive will be tested in a climate-controlled chamber to determine how well it performs in extreme heat and cold temperatures.

Amtrak selected Siemens to design and manufacture 70 next-generation, electric locomotives that will provide improved reliability, efficiency and

mobility for intercity rail passengers traveling on the Northeast and Keystone Corridors. The new locomotives will replace existing locomotives in service for 25-35 years with an average of 3.5 million miles traveled.

Using Siemens' innovative and proven rail technology, the Amtrak Cities Sprinter (ACS-64) locomotives are being assembled in Siemens' Sacramento, Calif., rail manufacturing plant powered by renewable energy, with parts built from its plants in Norwood, Ohio, Alpharetta, Ga., and Richland, Miss., and nearly 70 suppliers, representing more than 60 cities and 23 states. The first units being used in the testing program rolled off the assembly line in May.

The new locomotives will operate on Northeast Regional trains at speeds up to 125 mph on the Northeast Corridor (NEC) along the Washington - New York - Boston route and on Keystone Service trains at speeds up to 110 mph on the Keystone Corridor from Philadelphia to Harrisburg, Pa. In addition, the new locomotives will power all long-distance trains operating on the NEC.

The new locomotives are designed for easier maintenance, will improve energy efficiency by using a regenerative braking system that will feed energy back into the power grid and will enhance mobility for the people, businesses and economy of the entire Northeast region. They also meet the latest federal rail safety regulations.

Once the locomotives are commissioned in the fall, production of the remaining units will ramp up for monthly delivery through 2016. The new locomotives are part of a comprehensive Amtrak Fleet Strategy Plan to modernize and expand its equipment. *[Edited from Amtrak]*

VIRGINIA GOVERNOR BOB MCDONNELL ANNOUNCES EXTENSION OF AMTRAK SERVICE TO ROANOKE

ROANOKE - Aug. 9, 2013 - Standing at the Railside Amphitheater, Governor Bob McDonnell today announced that the Commonwealth of Virginia, Norfolk Southern, Amtrak and the City of Roanoke have joined together to start work to extend Amtrak Virginia regional intercity passenger rail service from Lynchburg to Roanoke. It has been 34 years since intercity passenger rail has served the City of Roanoke. The return of passenger rail to Roanoke is a result of passage this year of Virginia's first major transportation funding plan in nearly three decades. The governor was joined at today's announcement by local elected officials including Roanoke Mayor David Bowers, state leaders including Thelma Drake, Director of the Virginia Department of Rail and Public Transportation, and rail officials including Charles W. Moorman, CEO of Norfolk Southern and Joe McHugh from Amtrak.

Work to bring Amtrak Virginia service to the city, as an extension of the highly successful Lynchburg line, is anticipated to take between three and four years.

"We offer travelers a safe, efficient and reliable alternative that mitigates the Known as the "Amtrak Virginia" partnership, Roanoke is the latest step for the Commonwealth to lead the way as one of the few states in the country to successfully negotiate the addition of new intercity passenger rail service in major rail corridors, balancing freight and economic development needs with additional intercity passenger rail options. *[Edited from Amtrak]*

AMTRAK: RECORD-BREAKING RIDERSHIP IN JULY

Sets all-time record for most passengers in one month

WASHINGTON - Aug. 14, 2013 - Record numbers of passengers continue to choose Amtrak for their travel needs making July the best single ridership month ever in its history.

"Amtrak is delivering record ridership across the country and serving as an economic engine to help local communities grow and prosper," said President and CEO Joe Boardman.

Year-over-year ridership in July grew 4.8 percent to more than 2.9 million

passengers, an all-time record for most passengers in one month. Northeast Corridor services, state-supported and other short-distance routes, and long-distance trains all showed gains for July.

State-supported routes continue to lead the way in ridership growth. Under federal law, beginning October 1, 2013, 19 states will take greater control of routes less than 750 miles, but first must reach new operating and capital cost-sharing agreements with Amtrak to ensure the corridor services continue to operate beyond the deadline. Currently, Amtrak has agreements with three states.

Thus far in FY 2013 (October – July), ridership is up 1.1 percent versus the prior year, with strong ticket sales forecasted for the final two months of the fiscal year. In addition, Amtrak set individual monthly records in October, December, January, March, May, June and July. Amtrak is on pace to meet or exceed last year's annual ridership record of 31.2 million passengers.

Boardman explained Amtrak is a vital part of the national transportation network and provides mobility, connectivity, economic development and jobs. Since 2010, for every dollar of federal investment, America's Railroad® has returned nearly \$3 back into the economy, he said. [Amtrak]



NORFOLK SOUTHERN REPORTS SECOND-QUARTER 2013 EARNINGS

NORFOLK, VA. - July 23, 2013 - For the second quarter of 2013, Norfolk Southern reported net income of \$465 million, 11 percent lower than \$524 million for second-quarter 2012. Diluted earnings per share were \$1.46, down 9 percent compared with \$1.60 per diluted share in the same period last year.

"In the second quarter, Norfolk Southern delivered solid results, supported by growth in our chemicals, intermodal, and automotive businesses, despite continuing weakness in the coal markets," said CEO Wick Moorman. "We continue to focus on service efficiency and velocity, which is enabling us to control operating expenses and deliver superior performance to our customers."

Railway operating revenues were \$2.8 billion, 3 percent lower compared with second-quarter 2012, with shipment volumes increasing 2 percent. Second-quarter 2013 fuel surcharge revenues were \$306 million, or \$59 million less than the same period last year.

General merchandise revenues were \$1.6 billion, 2 percent higher compared with the second quarter of 2012, driven by increased chemical and automotive shipments.

Coal revenues were \$626 million, 17 percent lower compared with the same quarter last year, due to lower average revenue per unit and a 4 percent decline in volumes, the result of a combination of reduced global demand for U.S. coal and competition from natural gas.

Intermodal revenues increased 4 percent to \$588 million compared with the same period of 2012. Volumes increased 5 percent due to continued domestic and international growth.

Railway operating expenses were \$2.0 billion, 1 percent higher compared with second-quarter 2012.

Income from railway operations for the second quarter was \$836 million, 10 percent lower compared with the same period last year.

The second-quarter railway operating ratio was 70.2 percent, 4 percent higher compared with 2012. [Norfolk Southern Corp.]



UNION PACIFIC RAILROAD ACQUIRES BIG BOY LOCOMOTIVE NO. 4014

Omaha, Neb., - July 23, 2013 – Union Pacific Railroad today announced it reached an agreement with the Southern California Chapter - Railway & Locomotive Historical Society in Pomona, Calif., to transfer ownership of one of the world's largest steam locomotives, Big Boy No. 4014, back to Union Pacific. Union Pacific plans to relocate No. 4014 to Cheyenne, Wyo., where Union Pacific's Heritage Fleet Operations team will work to restore it to operating condition. Details regarding those efforts will be made public at a later date.



Union Pacific donated No. 4014 to the historical society December 7, 1961. The locomotive arrived January 8, 1962, at its current display location at the Rail Giants Train Museum in Pomona.

No other railroad has retained its historical equipment or honored its American roots like Union Pacific.

"Our steam locomotive program is a source of great pride to Union Pacific employees past and present," said Ed Dickens, senior manager - Union Pacific Heritage Operations. "We are very excited about the opportunity to bring history to life by restoring No. 4014." [Union Pacific Railroad]



FEASIBILITY STUDY FOR CHICAGO TO COLUMBUS HSR LINE RELEASED



The Northeast Indiana Passenger Rail Association, Inc. (NIPRA), released a business plan laying the groundwork for a regional, 11-city passenger rail corridor between Columbus, Ohio, and Chicago, Ill., through Fort Wayne and Warsaw, Ind.

The proposed system would operate 12 trains each way per day, including at least six express schedules. With modern diesel equipment running at speeds of up to 110 mph to start, the 300-mile trip between downtown Chicago and downtown Columbus would normally require only three hours, 45 minutes (express service), or four hours (local service). Track and safety improvements in a potential future phase would support speeds up to 130 mph and a downtown Chicago to downtown Columbus express time of three hours, 20 minutes.

The business plan, which includes evaluation and modeling of service scenarios, operating strategies, fare structures, ridership and revenue forecasts, operating and capital costs and financing and funding arrangements, was conducted by Transportation Economics and Management Systems, Inc. (TEMS), of Frederick, Md., under contract to the NIPRA.

Regional economic benefits during the life of the project are projected to include creation of 26,800 new full-time equivalent jobs; \$700 million per-year in additional household income and \$2.6 billion in joint development opportunities for the corridor communities.

More than two million riders per year on the Columbus-Chicago rail corridor are projected after a 12 to 24 month start-up period. At the end of 2012, the

Midwest Interstate Passenger Rail Commission reported that ridership on Amtrak corridor service within the Midwest once again experienced record growth during fiscal year 2012. Total ridership on the nine routes grew by 3.5 percent over the previous year; during the past five years, corridor service ridership in the Midwest has risen 35 percent.

Currently, the 1.9 million Columbus metropolitan area population is the largest in the U.S. that is not served by any type of passenger rail. Fort Wayne, located midway between Columbus and Chicago, represents the largest city in Indiana without any form of passenger rail service. Columbus is the 15th-largest U.S. city and Chicago is the third-largest.

The proposed next step for the development of the rail corridor is a Tier One Environmental Impact Study for which the corridor cities are now identifying funding. [Railway Track & Structures]

Editor's Note: If the stops west of Lima look familiar, it's the same route that the Pennsylvania Railroad's Broadway Limited traversed.



SEPTA SETS NEW RECORD FOR REGIONAL RAIL RIDERSHIP

PHILADELPHIA, PA - July 22, 2013 - SEPTA has set a new Regional Rail ridership record, with 36,023,000 trips taken by customers during Fiscal Year 2013, the Authority announced today. Fiscal Year 2013 was the 12-month period from July 1, 2012 to June 30, 2013. Ridership on SEPTA's 13 Regional Rail lines increased by 2.2 percent over the course of the year.

System-wide, SEPTA recorded 337.3 million trips during the year on its trains, buses and trolleys. While total ridership was down slightly from the 339.3 million trips in Fiscal Year 2012, the numbers for FY 2013 were impacted by a two-day shutdown due to Hurricane Sandy. SEPTA has an average weekday ridership of approximately one million trips.

Over the last 15 years, Regional Rail ridership has increased 50 percent, with annual ridership up from 24 million to 36 million trips. SEPTA's ridership continues on an upward trend on all modes of travel, with average annual increases of 1.9 percent over the last seven years, and total annual trips up by more than 40 million since 2006.

SEPTA General Manager Joseph M. Casey credits aggressive efforts in recent years to improve SEPTA's aging infrastructure, as well as customer service-focused initiatives, for helping attract and retain new riders. Regional Rail service has also been enhanced with the addition of 120 new Silverliner V rail cars, which replaced vehicles that dated to the mid-1960s. The Silverliner Vs offer customers state-of-the-art amenities, and have helped improve service reliability.

SEPTA's ridership has grown in recent years despite major funding challenges. SEPTA's capital budget is projected to remain at approximately \$300 million for the fourth consecutive year due to reductions in state funding. This represents a 25 percent decrease compared to Fiscal Year 2010 levels. The capital budget funds critical initiatives, such as infrastructure improvement projects and new vehicle purchases.

Overall, SEPTA's capital budget is at a 15-year low, and is less than half of that of similar-sized peer transit agencies nationwide. These funding constraints leave SEPTA without funds for a number of vital projects, such as repairs to 1930s-era electrical substations or upgrades to aging bridges. [SEPTA]



PRR, PRSL & LIRR EVENTS IN SEPTEMBER

Sep. 16, 1901 - Pres. McKinley's six-car funeral train travels over PRR from Buffalo to Washington for a lying-in-state at the White House; Pullman 8 section observation lounge Pacific fitted with a bier.

Sep. 15, 1911 - New Baltimore Union Station opens; designed by Kenneth M. Murchison; exterior of pink Milford granite similar to Penn Station in New York; Bush train shed covers seven tracks; renamed Pennsylvania Station

in 1928.

Sep. 15, 1921 - PRR drops \$7.78 surcharge on *Broadway Limited*, including war tax, between Washington and Chicago to meet B&O competition.

Sep. 27, 1931 - "MANTUA" Tower closed at 12:01 AM and functions assumed by "ZOO" Tower, giving "ZOO" control of entire junction complex.

Sep. 27, 1941 - Last run of CNJ *Blue Comet* after years of operating losses; CNJ exits New York-Atlantic City passenger market, leaving only PRR service.

Sep. 1951 - PRR places "automat coach" No. 1709 with 5 vending machines in New York-Washington service for 30-day trial.

Sep. 4, 1961 - *Northern Arrow*, summer-only weekend train between Cincinnati and Mackinaw City, makes last run; last PRR train on this route; last run of sleeping cars between Mackinaw City and Cincinnati, St. Louis and Chicago.

Sep. 30, 1969 - Last runs of passenger service between Philadelphia and Lindenwold, N.J. via Delair Bridge; effective Oct. 1, all PRSL trains originate and terminate at the PATCO line station at Lindenwold.

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



TIMETABLE 09-13

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

Various Days thru Nov. 24, 2013

Steam Into History operates a steam train to chronicle the role York County, Pa., played in Civil War history and to promote the area as a tourist destination. Trains depart from New Freedom station. Info: www.steamintohistory.com.

Sunday, Sept. 1, 2013

Railfest 2013 at Steamtown National Historic Site. Info: www.nps.gov/stea.

Sunday & Monday, Sept. 1-2, 2013

55th Annual Show at Steam Engine Hill by the Williams Grove Historical Steam Engine Assn. Info: www.wghsea.org.

Saturday, Sept. 14, 2013

The Great Lehigh Valley Train Meet at the Merchants Square Mall, 1901 South 12th Street, Allentown PA 18103. Info: <http://www.lehighvalleytrainmeet.com/train.html>

Saturday, Sept. 14, 2013 - POSTPONED TO SPRING 2014

"Vosburg Flyer" photo freight operating over the Reading & Northern Scranton and Susquehanna Branches, former DL&W Keyser Valley and Bloomsburg lines as well as the LV Main Line. Sponsored by the Lackawanna & Wyoming Valley Chapter, N.R.H.S. Info: www.laurelinespecials.org

Sunday, Sept. 15, 2013

Gilbertsville Toy Train Show at the Fire Hall, 1454 East Philadelphia Ave., Gilbertsville, Pa. 19525. 8:30 am -1:30 pm, \$3.00 admission. 1 mile east of Rt. 100 on Rt. 73 in Gilbertsville, Pa. Info: Mark Lehmann, (215) 657-2477 or markvleh@cavtel.net.

Wednesday thru Sunday, Sept. 18-22, 2013

NRHS Convention at the Hilton Anchorage in Anchorage, Alaska. Info: www.nrhs.com.

Saturday & Sunday, Sept. 21-22, 2013

25th anniversary celebration the Western Maryland Railroad Station in Cumberland, Md. Info: at www.wmsr.com.

Saturday, Sept. 28, 2013

25th Annual Schuylkill Haven Borough Day with train excursions on the

Reading, Blue Mountain & Northern. Info: www.shboroughday.com.

Sunday, Sept. 29, 2013

Dieruff Train Show at Dieruff High School, 815 North Irving St., Allentown, Pa. by the Lehigh Valley Chapter, NRHS. Adm. \$5.00. Info: Jim Rowland at 610-737-3431.

Sunday, Oct. 6, 2013

Leesport Farmers Market Train Meet by the Reading Company Technical & Historical Society, 9:00 am to 2:00 pm. Admission \$4.00.

Thursday - Saturday, Oct. 17-19, 2013

Eastern Division Train Collectors Association Train Meet at the York Expo Center, 334 Carlisle Ave., York, Pa. 17404. Info: www.easterntca.org.

Saturday & Sunday, Oct. 26-27, 2013

The Great Scale Model Train Show at the Maryland State Fairgrounds, 2200 York Rd, Timonium MD 21093. Info: www.gsmts.com.

Sunday, Nov. 3, 2013

36th Gaithersburg Train and Artifacts Show at the Montgomery County Fairgrounds, 16 Chestnut St., Gaithersburg, Md., Info: www.gserr.com/shows.htm

Friday - Sunday, Nov. 8-10, 2013

NRHS Fall Conference, Advisory Council and Board of Directors' Meetings at The Crowne Plaza Hotel in Claymont, Del.

Saturday & Sunday, Nov. 9-10, 2013

First Frost Train Show at the Allentown Fairgrounds Agricultural Hall (Agri-Plex), 302 North 17th St., Allentown, PA 18104. Info: www.allentowntrainmeet.com



STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

Wednesday & Friday Mornings thru Oct. 30, 2013 - Mixed Train

Various Saturdays thru Nov. 9, 2013 - Dinner Train & Murder Mystery

Saturday thru Nov. 9, 2013 - Wine and Cheese Train

Saturday thru Sunday, Sept. 14-22, 2013 - Day Out With Thomas

Sunday, Oct. 13, 2013 - Vintage Base Ball Day

Sunday, Oct. 20, 2013 - Great Train Robbery



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WWW.RRMUSEUMPA.ORG

717-687-8628

Thru Monday, Dec. 30, 2013 - From Your Lens: Images of Contemporary Railroading

Saturday, Sept. 28, 2013 - Members Day

Sunday, Oct. 6, 2013 - Garden Railways Tour



PENN CENTRAL NEWS IN THE MONTH OF SEPTEMBER

Sep. 25, 1968 - Penn Central officially dedicates \$29 million A. E. Perlman Yard at Selkirk, New York.

Sep. 12, 1969 - Penn Central pays last dividend ending run begun in 1848.

Sep. 22, 1970 - ICC permits Penn Central to discontinue *The Manhattan Limited* immediately but must continue *The Broadway Limited* and *The Pennsylvania*

Limited for six months.

Sep. 2, 1971 - Penn Central offers 335-acre former West Shore terminal at Weehawken, New Jersey for sale.

Sep. 25, 1972 - Penn Central begins customer relations training for passenger train crews on New Jersey lines. (*Editor's Note: This training was called "Charm School" by the passenger train crews.*)

Sep. 24, 1973 - Judge Fullam sets Oct. 12 as hearing date on possible Penn Central liquidation.

Sep. 1, 1974 - Penn Central abandons 13.4 miles of old NYC main line through downtown Schenectady, New York.

Sep. 3, 1975 - Penn Central Trustees and security holders settle claims against former officials for mismanagement and misleading statements; are to pay company \$12.6 million.



AUGUST, 2013

CHAPTER MEETING MINUTES

CALLED TO ORDER: The "Away" Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Strasburg Rail Road in Strasburg, Pa. on Monday, August 19, 2013. The meeting was called to order at 7:55 p.m. by President Tom Shenk with 59 members present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the July Membership Meeting Minutes. Steve Himpsl approved the motion and Evan Russell seconded the motion. The July Membership Minutes were approved as printed in the Lancaster Dispatcher.

MEMBERSHIP: In the absence of First Vice-President Ron Irwin, Tom Shenk announced the due notices will be sent out shortly.

CHAPLAIN: Chaplain Doris Geesey read "Home is Where the Heart Is." On behalf of the Chapter, Doris sent flowers and a card to Lois Stambaugh, who had a fall. Lois broke her wrist and has had surgery on her wrist to insert pins. She also has had surgery on her eye due to the fall. Lawrence Snyder had a staph infection and is recovering at home. Chapter Member Robert McKinstry passed away on Thursday, August 8. He was 84 years old. Peggy Swiegart fell and broke her wrist. Evan Russell sent a thank you card to the Chapter for all the support he received after his stroke and was in attendance at tonight's meeting.

TREASURER: Treasurer Richard Rutledge gave the Treasurer's Report for the month of July. Richard reported the Chapter's taxes are completed for this year. Richard also had to complete a report of all the funds the Chapter generated throughout the year. To file this report, there was a \$15.00 charge. Since the Chapter changed tax accountants, Richard had more paperwork to prepare for this year's taxes. Richard reported next year's filings should go smoother since all the paperwork is in place now. Dennis Allen reported the Chapter sold 134 Strasburg tickets at tonight's Chapter Meeting for \$670.00 in sales.

TRIPS: Dennis Allen announced the final details are almost completed for the Chapter trip to Yellowstone National Park for September, 2014. The trip flyers should be ready to send out after Labor Day.

NOMINATING COMMITTEE: Tom Shenk announced he needs three volunteers for the Nominating Committee. Tom also reported Chaplain Doris Geesey will not be returning as Chapter Chaplain in the October elections. If anyone is interested in the position of Chaplain, contact Doris or Tom.

ANNOUNCEMENTS: Chapter Editor Ed Mayover announced the newsletter for September is completed and the October issue is started. Tom Shenk announced Fred Kurtz and himself will be working on changes needed to the Chapter By-laws. Fred is having knee surgery next week so the changes will be worked on after Fred's recovery. Fred also would like to see changes to the National By-laws to make the Advisory Council a more meaningful and useful organization. Fred will not be attending the conference in Alaska in September. The next Advisory Council meeting will be held in November in Claymont, Delaware. Steve Himpsl announced Jim Lyle rented the Chapter radios for "Paradise Days." If anyone knows of anyone who would be

interested in renting the Chapter radios (\$50.00 charge) contact Steve. Tom Shenk announced the upcoming Chapter meetings and events. Chapter picnic: Sunday, September 22. Barbeque chicken and drinks will be provided by the chapter. Chapter members bring your own place settings and a covered dish to share. The October 21 Chapter Membership Meeting: Program on the Reading Company given by Paul Kutta. Chapter Annual Banquet: Friday, November 22 held at Shady Maple Smorgasbord. Program will be by Steve Barry. Chapter Holiday Open House: Saturday, December 14 and Sunday, December 15. The Chapter membership meeting is at 5:00p.m. on Sunday and the Christmas Party will be at 5:30p.m. Tom Shenk thanked the Strasburg Rail Road for allowing the Lancaster Chapter to ride the Strasburg train and hold our Chapter Membership Meeting aboard the train.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:20 p.m. Next month's Chapter Meeting will be the Annual Chapter Picnic.

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS

CAR STRUCK BY TOURIST TRAIN IN GLEN ROCK



GLEN ROCK, Pa. - July 25, 2013 - A woman was injured when she pulled into the path of a tourist train Thursday morning in southern York County.

The collision occurred along a private drive off the first block of Baltimore Street in Glen Rock shortly after 11 a.m. Officials said the driver was taken to a hospital as a precaution.

The train is a vintage diesel-electric operated by *Steam into History* of New Freedom. A company spokeswoman said the train was traveling very slowly. Both the train and the car had only minor damage. [WHTM ABC27- Harrisburg. Courtesy of Chapter Member Greg Overmeyer]

LIGHTNING STRIKES STRASBURG RAIL CAR; HOLIDAY PRESENTS STORED INSIDE DESTROYED



STRASBURG, PA. - Aug. 13, 2013 - A vintage rail car belonging to Strasburg Rail Road was damaged by a lightning strike early Tuesday, and materials stored inside it — including Christmas gifts for children — were destroyed.

The car, a wooden Bangor and Aroostook passenger car, was parked on track behind the

Choo Choo Barn, near Gap Road and Historic Drive in Strasburg Township. Firefighters were called at 5:24 a.m. as heavy storms moved through the area. A neighbor alerted the fire department to the blaze. The blaze was under control at 6:37 a.m., a county radio dispatcher said.

Railroad spokeswoman Hope Banner Graby said handmade holiday decorations and Christmas gifts inside the car were destroyed by the lightning strike and the resulting fire, smoke and water damage.

"It's an unfortunate loss for the railroad," said Graby, who added that the gifts for an annual Christmas giveaway to children had been purchased early this year.

"We'll have to start from scratch" to buy new presents and materials for the decorations, such as wreaths and ribbons that adorn railroad lampposts. The decorations are used for the Santa's Paradise Express and the Night-Before-Christmas [trains].

Fortunately, Graby said, no one was hurt, and no other property was damaged. The damage estimate for the contents was \$12,000, Graby said.

She said she doesn't think the car was a total loss, although "they had to cut holes" in it to fight the fire.

The railroad had purchased the car and planned to restore it on the site, according to Graby. "Thankfully, we know a good repair shop right down the road." [Jon Rutter - *Intelligencer Journal / Lancaster New Era*. Courtesy of Chapter Member Greg Overmeyer]

THIS MONTH'S BANNER PHOTO

Seventy years ago, on September 12, 1943, a second fire at the Pennsylvania Railroad's Broad Street Station in Philadelphia destroyed the track, catenary, umbrella sheds built after the 1923 fire, and equipment. The tall building left-center in the photo is the Philadelphia YMCA.



OPERATION LIFESAVER REMINDS YOU...

Maybe you can beat the train. Maybe you're dead wrong.

LAST RUNS



The Lancaster Chapter Board of Directors and Membership extends sincerest sympathy to the family of Chapter Member G. Marx Fritchey, 90, on his passing on Saturday, May 11, 2013 at Heart of Lancaster Regional Medical Center.

The Lancaster Chapter Board of Directors and Membership also extends sincerest sympathy to Chapter Member B. Elaine McKinstry and family on the passing of her husband, Chapter Member Robert E. McKinstry, 83, on Thursday, August 8, 2013 at Manor Care Kingston Court.

Exhibition

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PENNSYLVANIA RAILROAD

BUY U. S. WAR BONDS AND STAMPS

PENNSYLVANIA RAILROAD EXHIBITION FLYER FROM 1943



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

SUNDAY AFTERNOON, SEPTEMBER 22, 2013

CHRISTIANA FREIGHT STATION

DOORS OPEN WITH CHAPTER BOARD 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 leisure, fun-filled afternoon with great food, drinks, snacks and desserts while watching Amtrak trains pass the historic Christiana Freight Station and our Chapter's beautiful Conrail caboose.

SYNOPSIS OF THE SUMMER 2013 BOARD OF DIRECTORS' MEETING

The NRHS Board of Directors met in Bloomington, Minnesota, Saturday and Sunday, June 29 - 30, 2013.

The revised NRHS Bylaws are in effect. The membership will vote on the changes at the Annual Members' Meeting in Anchorage, AK on September 18, 2013, at 7:15 p.m. Alaska Daylight Time.

The Board elected three new members to fill vacancies. Tony White replaces William Wood who resigned; Patrick Molloy replaces Don Maxwell who resigned, and Skip Waters fills the vacant District 7 seat.

As of May 31, 2013, 92% of the membership has renewed; at the same time last year, the renewal rate was 91%.

President Molloy appointed the Electoral Committee for 2014. Chair will be Bob Ernst. Other members are Bob Murray, Tony White, and Larry Dyer.

Nathaniel Guest announced the recipients of the 2013 NRHS Railway Heritage Grants. The list of recipients is posted at: <http://www.nrhs.com/news/2013-heritage-grants-announced>

Work continues on resuming two RailCamp programs in 2014. Policy guidelines are being revised, and various insurance concerns have been addressed.

In convention business, the Board received reports of recent and planned conventions:

- 2011 Convention - The Executive Committee approved the final report of the convention.
- 2013 Convention Chair, Greg Molloy, advised that tickets sales continue to sell well and hotels are either filled or nearly so. If the convention were to run today, it would be financially in the black.
- 2014 - The Board approved the proposal for the 2014 convention to be held in June 2014 in Springdale, Arkansas. The convention committee will provide more details at the Fall 2014 Board meeting as contracts are negotiated with rail venues and hotels. Promotion and sales will begin after the 2013 convention.
- President Molloy reported that the NRHS is investigating options for 2015 and beyond, and the Society wants to know about all ideas and suggestions now before firm proposals are developed. Because venues are becoming harder to find, the Board will be studying the future of the NRHS convention program.

Strategic Plan - The Board received reports from the Development Committee, Relations Committee, Transactional Business Committee and the Preservation Committee, as well as the Management Committee.

FY 2012 Audit - The auditors issued their report three days before this meeting, and NRHS Management needs to review and respond to several minor points raised by the auditors. The IRS 990 for 2012 is being reviewed by the Board and will be filed by the August 15 deadline. Once it is filed, the 990 will be available to the membership.

FY 2013 Budget - The Board approved a revised budget for FY 2013. The approved budget will be posted on the NRHS web site. The 2013 NRHS Discount List has been posted on the NRHS web site, and will be published in the June issue of the NRHS News.

NRHS Legacy Initiative - Nathaniel Guest presented the Legacy Initiative, which will enhance NRHS existing brand and services, establishing NRHS as an entity that appeals to each tier in the market, consisting of preservationists, historians, railfans and casual rail enthusiasts alike.

The Board revoked the charter of the North Alabama Chapter.

NRHS Conferences:

- The Board approved the Winter 2014 Conference in Saint Louis, MO.
- Bob Bitzer advised that he has received several proposals for future conferences. He continues to look for sponsors for the Winter 2015 Board of Directors' meeting, and the Fall 2015 conference and beyond. Please contact Bob at gopullman@prodigy.net to volunteer to host a NRHS conference.
- The experiment to conduct a Board of Directors' meeting via remote teleconferencing will be deferred until the Winter 2014 meeting due to problems involving the hotel in Claymont, DE, and FY 2013 budget constraints.

Advisory Council - Scott Andes reported on the joint session with the Board and the separate Advisory Council (AC) meeting later on June 29, 2013. The AC continued previous discussions about fundraising, finances and how the Board and AC need to work better together.

Dues processing for 2014 is underway. Spreadsheets for 2014 dues processing were sent to chapters in April 2013. Changes must be returned to NRHS by mid-June 2013. Dues bills will be sent to the membership the first week of September 2013.

The Fall 2013 NRHS Conference will be held in Claymont, DE, November 8 - 10, 2013.

Joseph C. Maloney, Jr., Secretary

“INSIDE THE BACK PAGE”
UPCOMING LANCASTER CHAPTER ACTIVITIES

SEPTEMBER

SEPTEMBER 22, 2013 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC

Doors open and Chapter Board 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. Picnic is free for chapter members and \$5.00 for guests. Join your Chapter friends for a leisure, fun-filled afternoon with great food, drinks, snacks and desserts while watching Amtrak trains pass the historic Christiana Freight Station and our Chapter's Conrail caboose.

OCTOBER

OCTOBER 21, 2013 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

Paul Kutta returns with a wonderful slide program for our Reading fans, entitled *Some Reading Memories*. Many slides of the Lancaster area are included. If you're a Reading Company fan, you won't want to miss this program - bring a friend!

NOVEMBER

NOVEMBER 22, 2013 - FRIDAY, 6:00 PM - SHADY MAPLE SMORGASBORD - ANNUAL CHAPTER BANQUET

Look for details and order form in the October *Lancaster Dispatcher* - you won't want to miss this year's multi-media program by Steve Barry, Editor of *Railfan & Railroad* magazine. And don't forget the terrific door prizes!

DECEMBER

DECEMBER 5, 2013 - THURSDAY EVENING, 7:00 PM - CHRISTIANA FREIGHT STATION CHRISTMAS DECORATING

Decorate the Freight Station and Christmas Tree for the Holiday Open House and Christmas. Bring your favorite Train Ornament to hang on the tree. This is a fun-filled activity to usher in the Holiday Season. Input from the Chapter Membership for the design and set-up of the train display would be greatly appreciated - see Glenn Kendig for further information.

DECEMBER 14, 2013 - SATURDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - HOLIDAY OPEN HOUSE

The Christiana Lions Club will have Santa for the area children and families. Everyone is invited. Saturday night Hay Rides to see the Christiana Christmas displays - a fun-filled evening for the entire family!

DECEMBER 15, 2013 - SUNDAY, 1:00 PM - CHRISTIANA FREIGHT STATION - CHRISTMAS PARTY

OPEN HOUSE FROM 1:00 PM TO 5:00 PM, MEMBERSHIP MEETING AT 5:00 PM & CHRISTMAS PARTY AT 5:30 PM

Doors open at 1:00 PM. Regular Chapter Membership Meeting at 5:00 PM, with our Annual Chapter Christmas Party at 5:30 PM. Please bring cookies, snacks or a covered dish to share. There's no better way to get into the festive holiday spirit!

CHAPLAIN CONTACT INFORMATION:

DORIS GEESEY EMAIL: RSCOOTER2@GMAIL.COM PHONE: 717-347-7637

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



LANCASTER CHAPTER BOARD of DIRECTORS

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NATIONAL REP:	FRED KURTZ	717-200-1551	FKURTZ@NRHS1.ORG

MEMBERSHIP MEETING NOTICE

THE ANNUAL PICNIC OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON **SUNDAY AFTERNOON, SEPTEMBER 22, 2013. BOARD MEETING AT 3:00 PM - PICNIC AT 4:00 PM.**

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



CHAPTER WEBSITE: WWW.NRHS1.ORG

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