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The Daunting Logistics Behind FDR's Simple Funeral

BY CHRISTOPHER T. BAER - ASSISTANT CURATOR OF MANUSCRIPTS & ARCHIVES, HAGLEY MUSEUM AND LIBRARY, WILMINGTON, DELAWARE



PRESIDENT ROOSEVELT'S HONOR GUARD

On April 12, 1945, President Franklin D. Roosevelt suffered a fatal stroke at his retreat in Warm Springs, Georgia, where he had gone to recuperate from his grueling trip to the Big Three conference at Yalta.

FDR had left instructions for a relatively simple funeral with interment in the garden of his home in Hyde Park, New York. Nevertheless, the railroad companies had to work closely with the White House to organize, on short notice, the final journey home of a revered president.



Documents in the Hagley Museum and Library's Pennsylvania Railroad archive show the extraordinary planning and precautions needed to move Roosevelt in a somber, yet efficient, way.

The Pennsylvania Railroad took particular care with its portion of the trip from Washington to Hyde Park following the White House funeral service. It was a testament to America's sense of security at the time that almost its entire top level of government was brought together in the confined space of 30 moving railroad cars organized into two trains, something unimaginable today.

One train included the armored presidential car "Ferdinand Magellan," for the Roosevelt family; the "Conneaut," which contained the bier and honor guard; the "Roald Amundsen" for President Harry S. Truman and his suite; sleeping cars for the entire Cabinet and Supreme Court; two dining cars; and the president's radio-communications car.

A second train carried members of Congress and two baggage cars to hold the floral tributes. The congressional train was set to run ahead to Hyde Park station, so that the mourners could be graveside as the cortege climbed the hill from the funeral train, which would park on the riverside directly below the estate.

The two trains left Washington Union Station at 10:15 p.m. and 11:03 p.m. on April 14 on their overnight journey up what is now the Amtrak main line between Washington and



OFFLOADING PRESIDENT ROOSEVELT'S CASKET IN WASHINGTON, DC



PRESIDENT ROOSEVELT'S BELOVED SCOTTISH TERRIER, FALA, WALKS BESIDE FDR'S FUNERAL TRAIN.

Boston. All along the line, the railroad placed every station agent on duty, posted extra locomotives at strategic points in case of breakdown, detoured or slowed passenger trains, and halted all freight trains. They also closely coordinated with the military and police to place security details and honor guards at stations and bridges.

Although the funeral train departed Washington more than half an hour late, both trains got into New York's Penn Station ahead of schedule at about 4:30 a.m. At Mott Haven Yard in the Bronx, the electric locomotives were exchanged for steam and the trains headed for Hyde Park. The simple Episcopal service was over before 11 a.m., and the two trains, with their remaining occupants, had returned to Washington by 8:30 p.m.

The Roosevelt funeral train proved to be the last such overland mourning ritual for a sitting president, ending a tradition begun for William Henry Harrison and Zachary Taylor a century earlier.

When Senator Robert F. Kennedy was assassinated while seeking the 1968 presidential nomination, his New York-Washington funeral train drew the same emotional crowds, but was a much different affair. Non-stop television coverage revealed the growing decrepitude of the now-bankrupt Penn Central Railroad on a sad day made

longer and sadder by sticking brakes, failed air conditioning and spectator fatalities. It seemed of a piece with a year marked by assassinations, animosities, protests and riots.

In contrast, the old Pennsylvania Railroad conveyed FDR to his last resting place with the same efficiency and sense of purpose that animated the entire national war effort.

MURRAY THE OUTLAW OF FALAHIL (FALA)

In the minutes after President Roosevelt died at Warm Springs, Georgia, Fala behaved very strangely. An FDR biographer wrote about the death scene: "...a snapping, snarling series of barks was heard. No one had paid any attention to Fala. He had been dozing in a corner of the room. For a reason beyond understanding, he ran directly for the front screen door and bashed his black head against it. The screen broke and he crawled through and ran snapping and barking up into the hills. There, Secret Service men could see him, standing alone, unmoving, on an eminence. This led to the quiet question: 'Do dogs really know?'" [wikipedia]



FDR'S FUNERAL TRAIN ARRIVING AT TERMINAL STATION - ATLANTA, GEORGIA
ON APRIL 13, 1945 - PULLEN LIBRARY, GEORGIA STATE UNIVERSITY



FDR'S FUNERAL TRAIN ON THE NEW YORK CENTRAL ALONG THE
HUDSON RIVER ENROUTE TO HYDE PARK, NY - APRIL 15, 1945



THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



AMTRAK OPERATES COLORADO SKI SPECIALS

WINTER PARK, Colo. – Amtrak and the Winter Park Resort operated two "Winter Park Express" excursion trains, taking passengers and their ski gear by Amtrak train from Denver Union Station directly to the resort that morning -- then back to

Denver that evening -- in celebration of the resort's 75th anniversary. The single round trip is reminiscent of the famous "Ski Train" begun by the Rio Grande. Due to overwhelming demand, Amtrak and Winter Park Resort operated a second Winter Park Express excursion train on March 15. The March 14 ski excursion train sold out in ten hours.

The train departed Denver at 7 a.m. and arrived at the resort at 9 a.m., leaving Winter Park at 4:15 p.m. to return to Denver at 6:15 p.m.

"Winter Park Resort's very creation was predicated on the railroad, so it's only fitting that we celebrate our 75th anniversary with this one-day return of passenger rail service from downtown Denver to the resort's doorstep," says resort President and Chief Operating Officer Gary DeFrang. "We are excited the Winter Park Express not only provides our guests an alternative to the traffic quagmire on I-70, but also for the potential it represents for rail service in the future."

Round trip fares were \$75 for adults and included a \$15 voucher for use at the resort. [Edited from Trains News Wire and Amtrak]

AMTRAK 'CAROLINIAN' STRIKES TRUCK, DERAILS IN NORTH CAROLINA

HALIFAX, N.C. - Mar. 9, 2015 - Amtrak's northbound Carolinian has derailed in Halifax after striking a tractor trailer at a grade crossing, NBC News reports. The community is about 15 miles south of the Virginia border.



AUTHORITIES RESPOND TO A COLLISION BETWEEN AN AMTRAK TRAIN AND A TRUCK MONDAY IN HALIFAX COUNTY, N.C.
AP Photo/WTVD-11

Photos from the scene indicate that the locomotive, P42 No. 185, derailed and turned 90 degrees from the impact. A number of cars have also derailed, although reports indicate that all remained upright.

of minor injuries, but no fatalities are reported.

"When the impact occurred, the piece of machinery went well above the tree line and the entire of the train was airborne and landed on its side," witness Jamie Carter tells NBC.

The National Transportation Safety Board indicates through its Twitter feed that the agency is aware of the incident and is "gathering additional information."

The route is CSX Transportation's former Atlantic Coast Line main between Rocky Mount and Richmond, Va.

The accident happened about 12:15 p.m. at the intersection of U.S. Route 301 and State Route 903, WRAL-TV reports.

"It wasn't so much they got stuck (on the tracks)," a witness says. "They could not make the turn. They were too long." The truck had been trying to negotiate the turn for about 15 minutes when the train showed up. A state trooper was on the scene to assist the truck prior to the collision.

WTVR-TV reports that 25 people were taken to a nearby hospital by bus and 15 more were taken by ambulance. All injuries are believed to be minor.

"NCDOT is continuing to assist Amtrak with the train accident in Halifax County. I've briefed Gov. McCrory and we remain in constant communication as we work to address this situation," North Carolina Transportation Secretary Tony Tata says. "We are relieved that there are no fatalities reported at this time, and our thoughts and prayers are with those who were injured. Safety is always our top priority, and we continue to urge everyone to use extreme caution and stay alert when crossing our railroad tracks."

The *Carolinian* is a state-supported train operating daily between Charlotte and New York City. Amtrak's *Silver Meteor*, *Silver Star*, and *Palmetto* also use the route. [Trains News Wire]

HOUSE PASSES \$8 BILLION AMTRAK FUNDING BILL

WASHINGTON - Mar. 5, 2015 -The U.S. House yesterday passed a bill that authorizes nearly \$8 billion to fund Amtrak over the next four years.

The Passenger Rail Reform and Investment Act of 2015 (PRRIA) would keep Amtrak funded at nearly current levels, about \$1.4 billion per year, for the next four years. The bill also includes measures aimed at improving the national intercity passenger railroad's financial performance.

"This bill will result in cutting waste, strengthening our infrastructure, and providing better, more cost-effective passenger-rail service for our nation's transportation system," said House Transportation and Infrastructure Committee Chairman Bill Shuster (R-Pa.), who introduced the bill along with T&I Ranking Committee Member Peter DeFazio (D-Ore.); Railroads, Pipelines, and Hazardous Materials Subcommittee Chairman Jeff Denham (R-Calif.); and Subcommittee Ranking Member Michael Capuano (D-Mass.).

The bill isn't perfect, but serves as a bipartisan effort that ultimately provides critical investments and system-wide improvements to increase capacity and make railroads safer, said DeFazio in a press release.

Yesterday's vote followed attempts earlier in the week to cut or eliminate funding for Amtrak, but those attempts were rejected.

The bill passed in by a 3016-101 vote, an "overwhelming" margin that demonstrated "that the nation's largest transportation challenges can be met with bipartisan cooperation and problem solving," said Edward Wytkind, president of the Transportation Trades Department, AFL-CIO.

The bill does include an amendment from U.S. Rep. John Mica (R-Fla.) that calls for the Northeast Corridor Rail Commission to provide Congress a plan to create an "express rail service" in the corridor.

Mica, the former chair of the House T&I Committee, wants the commission to develop a plan to initiate for rail service from Washington, D.C., to New York City in less than two hours, and service from New York to Boston in less than two-and-a-half hours.

A longtime critic of Amtrak, Mica said in a press release that passenger-rail service in the Northeast Corridor "remains a monopoly" ... with Amtrak Acela's 68 mph Acela average speed between Boston and New York City and 83 mph Acela average speed from New York City to Washington.

"We need to take Amtrak and this country from a Soviet-style operation into the 21st Century," Mica said. "My amendment helps move us in that direction."

The Amtrak funding bill approved by the House on Wednesday also includes a provision that would allow passengers to bring pets on Amtrak trains.

The measure in the Passenger Rail Reform and Investment Act (PRRIA) would allow passengers to bring their dog or cat in a pet carrier. Under a pilot program, Amtrak would designate at least one car per train for pets.

The provision was included by U.S. Rep. Jeff Denham (R-Calif.), who, for the past several years, has been encouraging Amtrak to establish a policy on pets. Denham became interested in the issue when he was prevented from bringing his pet French bulldog Lily on an Amtrak train. *[Progressive Railroading]*

AMTRAK HONORS FORMER FEDERAL RAIL ADMINISTRATOR, CURRENT CMAP SENIOR FELLOW



CHICAGO - Mar. 10, 2015 - Amtrak today dedicated its Chicago railroad operations center as the Joseph C. Szabo Chicago Control Center, in recognition of Szabo's contributions to the advancement of intercity passenger rail travel and railroad safety in the United States.

Operating nearly four million switches and signals every year, the Szabo Chicago Control Center keeps Amtrak intercity and Metra commuter trains moving through Chicago's busiest rail station, along with Amtrak lines in Michigan, Indiana and Louisiana. The control center dispatches 580 trains and 120,000 passengers daily. *[Edited from Amtrak]*

INDIANA'S HOOSIER STATE SERVICE GETS 30-DAY EXTENSION

The Amtrak Hoosier State service between Indianapolis and Chicago will get a 30-day extension through April 30, 2015, keeping alive the possibility that the service won't be ended after all.

Earlier this month, Indiana Department of Transportation (INDOT) announced the service would end April 1. But the extension announcement follows a Federal Railroad Administration phone call with INDOT Commissioner Karl Browning, during which FRA Acting Administrator Sarah Feinberg committed to reconsider the position that INDOT officials say would cause the Hoosier State service to end.

"It is not clear that the FRA will change its mind," Browning said in a press release. "Because Ms. Feinberg committed to reviewing this, we want to give the FRA another opportunity to consider the problems Indiana has been airing."

INDOT officials earlier had been in the process of negotiating long-term agreements with Amtrak and Iowa Pacific Holdings to provide service on the line. Under the proposed service, Amtrak would serve as the primary operator, working with host railroads, providing train and engine crews, and managing reservation and ticketing. Iowa Pacific would provide the train equipment, train maintenance, on-board services and marketing.

[Progressive Railroading - March 15, 2015]



BNSF OIL TRAIN WRECK FORCES EVACUATION IN ILLINOIS, SHUTS DOWN CRITICAL ROUTE

GALENA, Ill. - Mar. 6, 2015 - BNSF Railway and its contractors are working to contain an oil train derailment and fire on Friday morning in far northwest Illinois that has forced the evacuation of local residents and shut down the railroad's line between Chicago and the Twin Cities.

The train, U-ELUCXP0-25, was heading east on BNSF's Aurora Subdivision

when it derailed near Galena at 1:20 p.m. Thursday, not far from where the Galena River and the Mississippi River meet. The *Dubuque Telegraph Herald* reports that at least eight of the 103 tank cars on the train derailed and caught fire. No one was injured in the derailment.



**SMOKE AND FLAMES ERUPT FROM THE SCENE
OF A BNSF CRUDE OIL TRAIN DERAILMENT
NEAR GALENA, IL.**

The derailment is the third crude oil train wreck and fire in just as many weeks. A Canadian National oil train derailed on Feb. 14 in northern Ontario, and a CSX oil train derailed two days later in West Virginia.

The latest derailment occurred in a rural area away from people's homes. Firefighters were able to access the blaze via a bike trail and tried to fight the flames for at least an hour before they had to back away and let the growing fire burn itself out. As of 10 p.m. Thursday, the fire was still burning. As the fire grew Thursday afternoon, the local sheriff's office began to evacuate residents within a mile of the wreckage, according to the *Telegraph Herald*.

BNSF says it is too early to know the cause of the wreck. The Federal Railroad Administration had an investigation team en route late Thursday. "Once the scene is contained and secured, we will be conducting a thorough investigation to determine the probable cause of the derailment," a spokesperson said late Thursday.

The railroad was informing customers to expect delays of 24 to 48 hours for shipments going between Chicago and St. Paul. The Aurora Subdivision is a critical link in the railroad's Northern Transcon route and on Friday it is still unclear how long the route will be closed. The derailment was already starting to have ripple effects on the railroad even as far as Montana, where some high-priority intermodal trains were being detoured via Montana Rail Link to take another route to Chicago.

Thursday's derailment was at least the eighth large train derailment involving crude oil since the 2013 Lac-Mégantic, Quebec, wreck where 47 people died and 30 buildings were leveled. It is the second large oil train derailment on BNSF following the Dec. 30, 2013 wreck in Casselton, N.D.

[Trains News Wire]



SECOND CN OIL TRAIN DERAILS, CATCHES FIRE IN NORTHERN ONTARIO

GOGAMA, Ontario - Mar. 9, 2015 - A Canadian National crude oil train derailed and exploded early



**AN OVERHEAD VIEW OF THE MARCH 7 DERAILMENT IN
ONTARIO -TRANSPORTATION SAFETY BOARD OF CANADA**

Saturday morning March 7, in northern Ontario, just 22 miles from where a similar wreck occurred in February. Monday morning, officials are trying to determine the cause of the derailment, which sent 38 cars of crude oil went off the rails, five of which ended up in a nearby river. No one was injured in the incident.

"CN crews have commenced making necessary repairs in the area; however, track passable date and time remain undetermined," the railroad is advising its customers

on Monday morning.

The derailment is the fourth major oil train fire in just three weeks in North America and came just two days after a BNSF Railway oil train derailed in northern Illinois. On Sunday, Ontario transportation officials expressed concern and frustration over wrecks in that area and said the railroad would face "the full force of the law" if investigators found any safety violations, CBC News reports. Transport Canada quickly mobilized a team of investigators but a cause had yet to be determined on Monday.

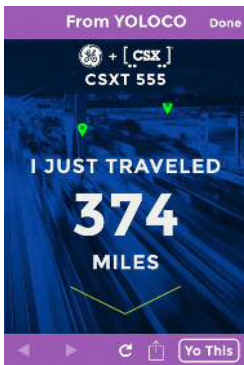
According to CN, the incident, involving train U70451-02, occurred just 2 miles northwest of Gogama on its Ruel Subdivision shortly before 3 a.m. on Saturday. Images of the wreck show that a bridge was destroyed and multiple tank cars had gone into the river, spilling oil into the waterway. The railroad deployed boom lines to prevent the oil from running down stream but local residents were still concerned about the quality of their drinking water. The railroad also set up air quality monitoring stations. On Saturday, workers began to build track around the wreck in an effort to aid firefighters and quickly restore rail service through the area.

The derailment was the third in that area in just three weeks and the second to involve crude oil. On Sunday, Ontario Transportation Minister Steven Del Duca says that he will be meeting with officials from CN, Canadian Pacific, and the federal government to express their concerns over safety. Member of Parliament Glenn Thibeault tweeted Sunday that "the federal government, responsible for rail safety, must do more to protect our communities and the environment." [Trains News Wire]



GE AND CSX TEAM UP ON NEW SOCIAL MEDIA CAMPAIGN

ERIE, Pa. - Feb. 10, 2015 - General Electric and CSX Transportation have partnered on a social media campaign designed to increase curiosity about, and connect its locomotives to subscribers via the popular Yo app. The app was created in April 2014 as a single-tap, zero character communication tool that's proven to be quite popular, especially with millennials.



A SAMPLE 'YO' FROM CSX LOCOMOTIVE No. 555

Select information from General Electric's Trip Optimizer that's installed on hundreds of CSX's GE locomotives, are sent out to subscribers providing facts such as how far a locomotive has recently traveled or how much fuel it has saved. Two forms of communication are possible when users subscribe to YOLOCO on the Yo app. The first are updates that are manually sent out by General Electric to its subscribers. CSX would select information gathered from GE's Trip Optimizer software installed on locomotives operating in different service types and forward it to GE. After receiving the data from CSX, GE would manually create and send the 'Yo'. Following the programs launch, updates were sent out

daily over a six-week period in October and November.

Trip Optimizer, an onboard train control system allows a train to operate across a territory in the most efficient manner. The system uses automatically transmitted information about a train's makeup (load, empties, tons, length) and incorporates that with detailed information about the topography of the territory to be traveled that's been previously downloaded into the software. Trip Optimizer is able to efficiently operate the train across the railroad with supervision from the engineer. CSX locomotives equipped with Trip Optimizer include ES40DCs, ES44AHs, AC4400CWs, and AC6000CWs.

The second form of communication is generated by the subscriber, who can send a 'Yo' and get an immediate response from the app. Responses sent back have facts about GE Evolution Series locomotives such as the weight of a locomotive or how many miles of wiring are installed in a typical

locomotive. During the six-week period in late 2014, subscribers sent more than 17,000 'Yos' back to the app to receive facts about GE locomotives.

Manual updates sent from GE resumed at the end of January and will continue to be sent weekly instead of daily for the foreseeable future.

Interested users can subscribe to Yo and the YOLOCO app at address www.justyo.co/YOLOCO.

GE is interested in hearing from subscribers about what they want to "hear" from a locomotive in future Yos. Users can contact GE at GETransportationInquiries@ge.com [Chris Guss - Trains News Wire]

CSX CFO REVIEWS MARKET ENVIRONMENT AND EARNINGS GROWTH EXPECTATIONS FOR 2015

JACKSONVILLE, Fla., March 4, 2015 -- CSX Chief Financial Officer Fredrik Eliasson today discussed the drivers of a decade of strong financial performance for the company, updated its first-quarter market outlook and discussed earnings expectations for 2015 at the JP Morgan Aviation, Transportation and Industrials Conference in New York City.

At the conference, Eliasson highlighted the company's sustained record of superior shareholder value creation over the past decade, which leveraged its network reach and balanced portfolio of business to overcome the global recession and transition in the energy markets. This performance provides a strong foundation for 2015 as CSX expects its merchandise and intermodal markets to continue to grow faster than the overall economy.

At the same time, Eliasson indicated that CSX's domestic coal volume is now expected to decline at least 5 percent, reflecting the relatively mild winter weather and low natural gas prices. He also noted that as oil prices remain low, the company expects growth in crude oil shipments to be more moderate than originally expected.

"We continue to expect strong earnings growth in the first quarter as merchandise and intermodal customers see growth opportunities and recognize the value and efficiency of freight rail service," Eliasson said. "By leveraging price and efficiency gains combined with expected volume increases, we continue to target double-digit earnings growth for the full-year 2015, though achieving that goal will be more challenging with the expected decline in coal movements."

Eliasson also reinforced the foundation of the company's strategy for creating superior shareholder value is delivering service excellence for its customers. That allows CSX to maximize its three key value levers: growing its merchandise and intermodal business faster than the economy, pricing above inflation and driving efficiency in operations. [CSX Corp.]



RUNAWAY RAIL CAR ROLLS THROUGH SCRANTON

SCRANTON - Feb. 26, 2015 - Investigators are looking into what led to a runaway train car that finally stopped in Scranton late Thursday afternoon.

Officials with the Delaware-Lackawanna Railroad Company said the train car was in Archbald, loaded with lumber, when it rolled away, likely from a faulty handbrake.

Train workers said they alerted the 911 center and police were immediately dispatched to all railroad crossings, to keep people from being injured.

Officers in Scranton blocked more than half a dozen railroad crossings.

When the car got to the area of Olive Street in the city, it was switched to a track that went up a hill, to slow it down. A railroad employee jumped on it, first trying the handbrake and when that did not work, threw wood and wedges under the wheels to stop it.

Police said no one was injured by the rail car. Railroad officials said they will continue their investigation into exactly what happened and take the car to be repaired. [Edited from WNEP 16 News - Moosic, Pa.]



NORFOLK SOUTHERN SERVICE UPDATE

As a result of recent resource additions, Norfolk Southern service levels have improved since late November, although severe winter weather continues to have an impact on our network. With further capacity additions planned throughout the year, we anticipate continued gradual improvement and expect that service will return to 2012 and 2013 levels as we enter the second half of 2015.

We recently announced \$2.4 billion capital improvement budget for 2015, designed to add capacity and further improve service levels. Highlights of the plan include over \$640 million in spending for freight cars and locomotives, as well as significant investments in terminals and infrastructure.

Norfolk Southern remains committed to improving service as quickly as possible and we thank you for your continued business.

IMPROVEMENT ACTIVITIES

> NS has increased the number of active Train & Engine employees by approximately 320 employees over the last three months.

> NS projects to increase the number of active Train & Engine employees by approximately 900 employees in 2015, with almost two-thirds of the increase projected to occur in the first half of 2015.

> Significant capacity additions scheduled for completion early in the second quarter include a connection track outside of our Chicago 47th St intermodal facility and a connection track outside of our yard at Elkhart. Both of these projects will improve capacity between Chicago and Elkhart.

> NS service continues to benefit from the \$160 million expansion of the Bellevue classification yard, which was put into production in late November. Phase I of the expansion has been implemented and Phase II will be put in place once winter weather moderates. This strategic investment will provide additional capacity to our Northern Region and improve the fluidity of our network by reducing car handling, car miles, and transit times.

> NS will take delivery of 66 additional locomotives by the end of July.

[Norfolk Southern Corp. - Feb. 23, 2015]

NORFOLK SOUTHERN NAMES JIM SQUIRES CHIEF EXECUTIVE OFFICER



JAMES A. SQUIRES

NORFOLK, Va., March 2, 2015 -- Norfolk Southern Corporation today announced that James A. Squires will succeed Charles W. "Wick" Moorman as chief executive officer. The action by the company's board of directors is part of its planned succession process and will be effective June 1, 2015.

Squires will continue in his current capacity as president and with all major divisions reporting to him, while Moorman will continue as executive chairman of the board of directors. Moorman and

Squires will work closely together to ensure a seamless transition of leadership responsibilities.

"Building on our record results in 2014, we are entering a great new time of performance and possibilities," Moorman said. "Thanks to the dedication of Norfolk Southern people, the support of our customers and business partners, and the outstanding leadership team in place at Norfolk Southern -- led by Jim Squires -- I am confident that the company is poised for continued growth, success, and shareholder value creation."

"Leading NS is an incredible honor," Squires said. "I join our 30,000 employees in pledging that we will do everything possible to exceed the expectations of our shareholders and the people and businesses who depend on us. We welcome that opportunity, and we will meet that challenge."

Squires, 53, joined Norfolk Southern in 1992 and served in several law positions before being named vice president law in 2003, senior vice president law in 2004, senior vice president financial planning in 2006, executive vice president finance in 2007, executive vice president administration in 2012, and president in 2013.

A native of Hollis, N.H., Squires is a graduate of Amherst College, where he received a bachelor of arts in Ancient Greek in 1983. After graduation, he spent a year as Amherst-Doshisha Fellow at Doshisha University in Kyoto, Japan. He then served in the U.S. Army from 1985 to 1989. In 1992, he received a Juris Doctor degree from the University of Chicago Law School, where he has served as a member of the Visiting Committee. [Edited from Norfolk Southern Corp.]

NS UNVEILS SOUTHERN HERITAGE SD40



NS SD40 3170 RESTS OUTSIDE THE NS PAINT SHOP AT SUNSET IN CHATTANOOGA, TENNESSEE - FEB. 27, 2015

CHATTANOOGA, Tenn. - Feb. 27, 2015 - Norfolk Southern has unveiled a new addition to its vaunted heritage fleet: Southern Railway SD40 No. 3170. The locomotive was recently saved from the back lot; rebuilt into operating condition at NS's Juniata Shop in Altoona, Pa.; and repainted into its original Southern colors at the

railroad's paint shop at Debutts Yard in Chattanooga.

No. 3170 will go back into revenue service, primarily assigned to yard and local service along the Piedmont Division.

Electro-Motive Division built the 3,000 hp No. 3170 in 1971, and the locomotive was used throughout the Southern Railway's 10,000-mile system. The locomotive carries the Southern Railway's trademark high short hood.

EMD built the SD40 from 1966 to 1972 with a total production of 1,298 units for American, Canadian, and export. [Edited from Trains News Wire]



RAILWAY AGE NAMES 2015 REGIONAL RAILROAD OF THE YEAR

Railway Age magazine has named Reading & Northern Railroad its 2015 Regional Railroad of the Year. The award was presented at the American Short Line and Regional Railroad Association's (ASLRRA) annual meeting in Orlando, Fla., on Sunday, March 29, 2015.

For Port Clinton, Pa.-based Reading & Northern Railroad, it's the third Railway Age Regional Railroad Award bestowed, being so honored in 2002 and 2011. A diverse customer base, and a diverse environmental ("green") approach in pursuing profitable business, are two key ingredients in what's become a perennial regional rail success story.

"Adaptability and flexibility have served Reading & Northern well through three decades, as 'The Road of Anthracite' not only adjusts to new markets and traffic flows but anticipates them, indeed seeking out those shifts and changes," says Railway Age Editor-in-Chief William C. Vantuono.

Railway Age is the transportation industry's oldest trade magazine, and celebrated its 150th anniversary in 2006. The monthly magazine is circulated at the management levels of North American freight and passenger railroads. Emphasis is placed on technology, operations, strategic planning, marketing, and other issues such as legislative and labor/management developments of interest to railway management, railway suppliers, and consultants. [Edited from Railway Age]



FRA BEGINS CAMPAIGN TO ENHANCE GRADE-CROSSING SAFETY

As part of its ongoing effort to improve safety at railroad grade crossings, the Federal Railroad Administration (FRA) has begun a new, multi-faceted campaign aimed at strengthening enforcement and safety awareness at grade crossings.

The first phase of this effort calls upon local law enforcement agencies to show a greater presence at grade crossings, issue citations to drivers that violate rules of the road at crossings and consider rapid implementation of best practices for grade crossing safety.

The next phase of FRA's efforts to improve safety at grade crossings will aim to employ smarter uses of technology, increase public awareness of grade crossing safety, including distracted driving, improve signage, work closer in partnership with states and local safety agencies and call for new funding for greater safety at grade crossings.

"Recent accidents in New York and California are important reminders of our shared challenge to both educate the public about grade-crossing safety and to enforce appropriate behavior around railroad operations," said U.S. Transportation Secretary Anthony Foxx. "Grade crossing and trespassing accidents are serious challenges to maintaining public safety. Every three hours of every day, someone is hit by a train in the United States and we must do all we can to heighten public awareness, strengthen enforcement efforts and pioneer new technologies to better secure public safety."

There are 250,711 grade crossings in the United States; about 51 percent of those are public-at-grade crossings. Only half of all public grade crossings have automatic-warning systems and only a third have flashing lights and gates. Approximately 15 percent of all grade crossings are grade separated – the safest of all crossings.

States and localities have traditionally played the most significant role in determining the type of warning system present at grade crossings, with most system decisions determined by traffic levels. Upgrades to existing grade crossings are also the responsibility of states and local communities. Under federal law and regulations, railroads are responsible for inspecting, testing and maintaining highway-rail grade crossings. The FRA issues and enforces regulations on crossing safety, issues guidance on best practices and conducts research on ways to improve crossings safety.

Additionally, the federal government provides more than \$287.9 million annually to states to help improve and enhance safety at public grade crossings.

"The reality is that while the overall number of deaths and injuries from grade-crossing incidents has come down significantly over the last two decades, this remains a serious problem. We can and should be doing everything we possibly can to keep drivers, pedestrians and train crews and passengers safe at grade crossings," said Sarah Feinberg, acting administrator at the FRA. "In addition to this renewed outreach to law enforcement, FRA will take a fresh look at our grade crossing programs and activities." [Railway Age]



NTSB: 12 PIECES OF RAIL ENTERED PASSENGER CAR IN METRO-NORTH ACCIDENT

WASHINGTON - Feb. 24, 2015 - The National Transportation Safety Board has issued an Executive Summary of the event surrounding the collision between a Metro-North commuter train and a vehicle that killed the driver and five passengers earlier this month in Valhalla, N.Y. The report found that some 12 sections of third rail entered the lead passenger car before the car caught fire.

The report recounts the events as follows: On Feb. 3, 2015, at 6:26 p.m., northbound Metro-North train no. 659 struck a 2011 Mercedes Benz ML350 sports utility vehicle at the Commerce Street grade crossing at milepost 26.6 on the Harlem line in Valhalla. An estimated 650 passengers were on

board the train of which an estimated 20 passengers were in the lead car. Witnesses reported the driver of the SUV as being stopped in the crossing prior to the gates lowering. When the gate lowered it struck the rear portion of the SUV after which the driver exited the SUV, looked at the back of the vehicle, then got back in the SUV, drove forward (east), and was struck by the train.

The track speed in the area of the accident was 60 mph. Based on the NTSB's preliminary review of event recorder data, the train was traveling at 58 mph prior to emergency braking and the horn was operated in accordance with operating rules on the approach to the crossing. The recorder indicated that the engineer activated the emergency brakes about 300 feet before the collision after observing what he characterized as, "a vehicle partially fouling the crossing." Event recorder data indicated that in the four seconds after initiation of emergency braking the train slowed to 49 mph at which time it impacted the vehicle.

The train and the SUV continued northbound resulting in damage to the third rail on the west side of the track. The third rail detached, pierced the SUV, and then entered the railcar in two locations from the underside at the aft end of the left side passenger doorway. The train and SUV came to rest about 650 feet from the point of collision. An estimated 480 feet of third rail was damaged. Twelve sections of the third rail, each 39 feet long, were found inside the first passenger car.

The NTSB says it will conduct a metallurgical examination of some of the third rail. The agency says samples from the interior of the lead car would be examined to see if they were in compliance with fire protection standards. Metro-North Railroad estimates damage at \$3.7 million. [Trains News Wire]



TRUCK DRIVER IN METROLINK COLLISION ARRESTED

LOS ANGELES - Feb. 25, 2015 - Police have arrested a 54-year-old man who apparently drove a truck on the tracks ahead of a Metrolink commuter train Tuesday morning, causing a collision and subsequent derailment, the *Los Angeles Times* reports.



METROLINK COMMUTER TRAIN AFTER IT CRASHED INTO A TRUCK AND DERAILED EARLY ON TUESDAY, FEB. 24, 2015 IN OXNARD, CALIF.
AP PHOTO KABC-TV



METROLINK CAB CAR No. 645 ON LOS ANGELES BOUND TRAIN DERAILED IN OXNARD, CALIF. ON FEB. 24, 2015
AFP PHOTO-FREDERIC J. BROWN

are now focusing on the driver and his truck. "It was not stuck, it was not bottomed out on the track or something like that," National Transportation Safety Board member Robert Sumwalt tells reporters. The collision occurred about 80 feet west of the Rice Avenue grade crossing, suggesting to investigators the driver had driven the vehicle along the tracks. "We're very concerned about that; we're very interested in it," Sumwalt adds.

The impact pushed the truck about 300 feet down the right-of-way.

The train was traveling at 79 mph through the darkened fields when the engineer saw a pickup truck on the tracks at 5th Street and Rice Avenue, authorities said. Seconds before colliding with the truck, he pulled the emergency

brake.

The collision, which involved train No. 102, happened at 5:46 a.m. in the Ventura County suburb, about 60 miles northwest of downtown Los Angeles. The train originated in East Ventura, with a scheduled departure time of 5:25 a.m., and had a Los Angeles Union Station arrival time of 7:24 a.m. The four-car train was operating in push mode. The consist included three Rotem commuter cars, one Bombardier car, and an F59PH locomotive.

Oxnard police had previously said the truck driver, Jose Alejandro Sanchez-Ramirez, 54, of Yuma, Ariz., was attempting to turn his 2005 Ford F-450 onto 5th Street when he instead pulled onto the railroad tracks and became stuck. The truck was pulling a trailer carrying equipment, including welding tools.

Officials say 28 of the 50 people involved were injured, four critically, including the engineer.

LOS ANGELES - Mar. 3, 2015 - The engineer involved in a grade crossing collision and derailment in suburban Oxnard last week has died from injuries resulting from the incident, the *Los Angeles Times* reports. Glenn Steele, 62, died early Tuesday, according to the report.

An employee of Amtrak, Steele worked in the rail industry for more than 40 years and was the longest tenured engineer among Metrolink operators. [Trains News Wire, the *Los Angeles Times* and *Progressive Railroad*ing]



INTRODUCING THE FUTURE OF FARE PAYMENT AT SEPTA

After months of speculation and a few well-placed hints on our part, we are pleased to officially announce the name of our new fare

payment and collection program -- SEPTA Key. The full transition of the SEPTA Key program is scheduled to take place in two stages - Transit (Bus, Trolley, Trackless Trolley, and High Speed Lines) in 2015 and Regional Rail and our CCT Connect Paratransit services in 2016.

Starting with Transit, we will be introducing new turnstiles and Fare Kiosks at Transit stations; red framed card Validators will be installed on all Bus, Trolley, Trackless Trolley, and Norristown High Speed Line fareboxes; and we are creating new fare payment options including reloadable SEPTA Key fare cards and single ride fares.

You may have already started to notice new turnstiles, accessible gates, and Fare Kiosks at some Transit stations and Validators on vehicle fareboxes. The first of this equipment was installed last year as part of an advanced equipment test, and now we're preparing for the pilot testing.

Our transition to a new fare program will be different from any other large transit operation in North America because when we complete the roll out, all of our service modes will be part of SEPTA Key. [SEPTA]



PRR, PRSL & LIRR EVENTS IN APRIL

Apr. 13, 1846 - Pennsylvania Railroad Company (PRR) incorporated in Penna.; charter includes a 5 mills per ton-mile "tonnage tax" on freight during canal season (Mar.-Dec.) to protect state investment in Main Line; charter and supplement are signed on same day.

Apr. 19, 1865 - PRR offices closed and all non-essential employees given a day off to mark President Lincoln's funeral, which is held in the White House; all business in Philadelphia is suspended for two hours during funeral.

Apr. 25, 1880 - Camden & Atlantic Railroad begins running seasonal Sunday express train between Camden and Atlantic City.

Apr. 14, 1901 - New drawbridge opens across Chesapeake & Delaware Canal on the Delaware Division.

Apr. 26, 1906 - Demolition of houses begins along south side of 32nd Street in New York City on site of the new Penn Station.

Apr. 29, 1911 - Excursion train carrying 169 school teachers from Utica, N.Y., to Washington derails and burns south of Martins Creek, N.J., on Belvidere-Delaware line; 11 killed and 40 injured; caused by defective track under repair and failure of track crew to post warning flags; wooden DL&W cars were lighted by Pintsch gas.

Apr. 26, 1916 - PRR begins operating workers' passenger trains into Baldwin Locomotive Works from North Eddystone station to serve munitions plants on Baldwin's Eddystone site.

Apr. 13, 1921 - At noon, all PRR locomotive and shop whistles system-wide are blown for 30 seconds to mark company's 75th anniversary; American flags are flown on all company stations, shops and other large buildings.

Apr. 8, 1926 - Second section of southbound *Nellie Bly* derails on split rail while taking curve at Delair, N.J. at excessive speed; engineer, fireman and one passenger killed; 40 injured.

Apr. 12, 1931 - "B" Tower at approach to Broad Street Station in Philadelphia abandoned and functions assumed by "A" Tower; all tracks on upper level of West Philadelphia Station abandoned.

Apr. 1936 - PRR considers operating an overnight train of MP54 MU cars each way between New York and Washington at a substantial reduction below regular coach fare.

Apr. 23, 1941 - PRR Board authorizes \$375,000 for experimental steam-turbine locomotive, originally Class R2 4-8-4 (later War Production Board restrictions mandate use of heavier carbon steel resulting in Class S2 6-8-6).

Apr. 28, 1946 - PRR restores operation of through trains and parlor cars between Philadelphia and Atlantic City via Delair Bridge; also restores through Washington-Atlantic City summer-only parlor car, but without through trains as in prewar years.

Apr. 29, 1951 - *The Statesman* restored eastbound between Pittsburgh and Harrisburg; *The Duquesne* and *The New Englander* restored between New York and Philadelphia.

Apr. 27, 1956 - PRR leases 12 Santa Fe 2-10-4's to ease motive power shortage caused by upturn in traffic and delay in receiving new diesels; cost is cheaper than making heavy repairs to restore own J1's to service.

Apr. 29, 1961 - *Nellie Bly*, last New York-Atlantic City passenger train, makes final run.

Apr. 27, 1966 - Full ICC announces approval of Penn Central merger at 12:00 noon; adds two new conditions: to include the New Haven and its passenger service.

Apr. 1967 - PRR announces it has acquired 255 large-volume 40-foot highway trailers.

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



TIMETABLE 04-15

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

Through October, 2015

Exhibit: Building the Reading at the Reading Railroad Heritage Museum, 500 S. Third Street, Hamburg, PA. Contributions of ethnic groups are highlighted as well as the tools and materials used to build the railroad. Info: www.readingrailroad.org

Saturday, April 11, 2015

Annual Banquet of the Harrisburg Chapter, NRHS at the Colonial Golf and Tennis Club, 4901 Linglestown Rd., Harrisburg, Pa. Tickets \$25 per person to Dick Crow, 412 Ricky Rd., Mechanicsburg, Pa. 17055.

Saturday, April 11, 2015

Delaware Train Show at the Nur Shrine Center, Rt. 13, 198 S. Dupont Hwy., New Castle, Del. 19720. Info: www.toysshows.org

Saturday and Sunday, April 11-12, 2015

Brass Expo at the Maryland State Fairgrounds, 2200 York Rd, Timonium Md. Features more than 100 tables of nothing but brass models in every scale. Brass clinics, meet brass importers and much more. Website: <http://brassexpo.com>. Admission also gets you access to The Great Scale Model Train Show and The Hi Rail and Collectors show. Info: Howard Zane at 410-730-1036 or hazane1@verizon.net

Saturday and Sunday, April 11-12, 2015

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

Sunday, April 12, 2015

RCT&HS Scale Model and Toy Train Show at the Leesport Farmers Market banquet hall, 312 Gernant's Church Rd., Leesport, Pa. 9:00 am to 1:00 pm. Adm: \$4.00. Info: Tom Brown, 717-279-6783 or mjtsbrown@comcast.net

Wednesday - Sunday, April 15-19, 2015

NRHS Spring Conference, Advisory Council and Board of Directors' Meetings & Association of Tourist Railroads and Railway Museums (ATRRM) Joint Conference at the Maryland & Pennsylvania Railroad Preservation Society, York, Pa. Info: www.ATRRM.org

Saturday and Sunday, April 18-19, 2015

Lincoln Funeral Train Commemoration at the B&O Museum, 901 W. Pratt St. Baltimore, MD 21223. Info: <http://www.borail.org/Civil-War.aspx>

Monday - Friday, April 20-24, 2015

Toy Train / Collectible Show, Train Show and Sale at the Reliance Fire Hall, 1341 West Market St., York, Pa. Antique and modern trains of all gauges, all makes, parts dealers, Plasticville. Info: Barry King at kingkodak@hotmail.com or 717-424-1308.

Thursday - Saturday, April 23-25, 2015

Eastern Division TCA Train Meet at the York Fairgrounds, 334 Carlisle St., York, Pa. 17403. Info: Debbie_Geiser@verizon.net or 302-674-5797.

Saturday, May 9, 2015

National Train Day

Saturday, May 9, 2015

The Great Lehigh Valley Train Meet at Merchants Square Mall, 1901 South 12th Street, Allentown PA 18103. Adm: \$5.00. Info: www.lehighvalleytrainmeet.com

Friday - Sunday, May 15-17, 2015

22nd National Trolley Meet by the East Penn Traction Club at the Philadelphia Convention Center's Exhibit Hall "G" at Broad and Race Streets in Philadelphia, Pa. Info: www.trolleymeet.org

Saturday & Sunday, May 16-17, 2015

Walkersville Southern Railroad Steam Trains - Lehigh Valley Coal Co. 0-6-0 #126 pulls regular excursions, plus railfan special with runbys. Info: www.wsrr.org

Sunday, May 17, 2015

Friends of Philadelphia Trolleys will sponsor a PCC-II trolley charter covering all six city trolley lines. Departs SEPTA's Elmwood Depot at 11:00 am, returns about 3:00 pm. Fare is \$45.00 per seat. Info: Harry Donahue at

had2709@aol.com or Bill Monaghan at FPT2799@comcast.net

Saturday - Monday, May 23-25, 2015

Walkersville Southern Railroad Steam Trains - Lehigh Valley Coal Co. 0-6-0 #126 pulls regular excursions. Info: www.wsrr.org

Saturday & Sunday, May 30-31, 2015

Walkersville Southern Railroad Steam Trains - Lehigh Valley Coal Co. 0-6-0 #126 pulls regular excursions, plus railfan special with runbys. Info: www.wsrr.org

Sunday, May 31, 2015

Spring Hamburg Dutch Train Meet at the Hamburg Field House, 123 South 4th Street, Hamburg PA 19526. Adm. \$5.00. Info: www.pa-vendors.com/events/berks-county

Sunday to Sunday, June 14-21, 2015

NRHS 2015 Convention at Rutland, Vt. Info: www.nrhs.com



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Saturday, April 25 thru Thursday, Dec. 31, 2015 - Riveted Jacket of Many Colors: A Photo History of GG1 No. 4800 - This exhibit surveys the career of the Railroad Museum of Pennsylvania's own GG1 No. 4800, a locomotive worthy of preservation..

Saturday, May 9, 2015 - National Train Day

Sunday, June 28 - Sunday, July 5, 2015 - Reading Railroad Days



STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

Friday - Sunday, April 3-5, 2015 - Easter Bunny Train

Saturday, April 18, 2015 - The Great Train Robbery

Saturday - Sunday, June 20-28, 2015 - Day Out with Thomas

Saturday, July 18, 2015 - The Rolling Antique Auto Event



MARCH, 2015

CHAPTER MEETING MINUTES

CALLED TO ORDER: The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, March 16, 2015. In the absence of President Tom Shenk, the meeting was called to order at 7:35 p.m. by First Vice President Ron Irwin with 40 members and one guest present. First Vice President Ron Irwin led those assembled in the Pledge of Allegiance and welcomed guest Arlin Huber to the meeting.

MINUTES: First Vice President Ron Irwin asked for a motion to approve the February Membership Meeting Minutes. Steve Himpel approved the motion and David Stambaugh seconded the motion. The February Membership Meeting Minutes were approved as printed in *The Lancaster Dispatcher*.

CHAPLAIN: Chaplain David Stambaugh reported Fred Kurtz's wife, Rosalee, who was recently in the hospital, was in attendance at tonight's Chapter Meeting. Ed Mayover did not attend tonight's Chapter Meeting - he is home taking care of his wife Linda, who has pneumonia. Chapter member Charles Crawford's mother Alenor was recently hospitalized. If anyone knows of

Chapter Members who are ill, or have lost a loved one, please contact David.

TREASURER: Treasurer Richard Rutledge gave the Treasurer's Report for the month of February. Richard announced it was time to renew the Chapter Certificate of Deposit. Richard was able to get the CD renewed at a good interest rate for 18 months. The income taxes for the Chapter have been filed. Ron announced the tax report will be kept for future audit. Richard will send \$10.00 to the State for the Chapter taxes.

MEMBERSHIP: First Vice President Ron Irwin announced 121 chapter members, 63 spouses and students for a total of 184 renewals. The Chapter has also received \$418.00 in donations. Ron welcomed new Chapter Member Bill Shaner, of New London Township, to the Chapter. Fred Kurtz reported National has a 52% renewal rate. There are 77 primary memberships and 38 family memberships for a total of 115. Fred asked for the Chapter's support to renew your National memberships. Fred reported membership cards will be mailed out as funds to National come in. Fred also announced the Association of Tourist Railroad and Railway Museums is having a program in April. For more information on the programs available go to their website at www.ATRRM.org. Fred announced the NRHS 2015 Convention is being held in Rutland, Vermont on June 14-21.

TRIPS: Dennis Allen announced the Chapter Cruise to the "Southern Caribbean." The cruise dates are November 2 to November 13, 2015. If anyone is interested in this cruise, contact Dennis or Ron. This trip is selling fast.

CABOOSE: Steve Himpel announced the Chapter has six radios that can be loaned out. There is only a 70 mile radius for use of the radios. Steve reported the old Parkesburg Station clock is repaired and working. Glenn and Steve are discussing what to do with the clock. Steve announced a new DVD titled "Heritage Combo" is in the Chapter Library. Chapter members can sign out books and DVD's. Steve is still working on stripping the interior furniture before being put back in the caboose. He has a blue print to copy from what the caboose looked like when it was first built. If anyone is interested in helping with the caboose project, contact Steve.

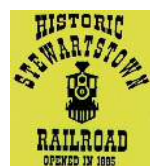
ANNOUNCEMENTS: Ron Irwin announced Joan and Eileen need help for the months of May, June and October in the kitchen. If you are interested in helping, contact Joan or Eileen. Ron announced the next Board Meeting will be held Monday, April 13 at the Christiana Freight Station. Steve announced a Rail train headed to Lancaster to drop off some rails - no one saw where they put the rails. Glenn reported there have been some major problems over the winter months at the Station. The sump pump broke and there was also a broken pipe. Salt will be put in the trap so it doesn't freeze and cause problems with the toilets at the Station. Glenn announced as soon as the weather breaks, staining the outside deck of the Freight Station is a must. Chapter member Dick Lundgren asked if there are any new developments on the Amtrak lease. Glenn reported he is still working on the lease. Glenn has made some contacts that may be able to help secure the lease. Ron announced that today is Nelson Strubel's 70th birthday. The Chapter Membership sang "Happy Birthday" to him. Nelson donated two framed pictures of train events from 1979 to the Freight Station.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:05 p.m. for the program - a DVD presented by Chapter Member Nelson Strubel.

Respectfully submitted by Donetta M. Eberly, Secretary



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



STEWARTSTOWN READY TO OFFER 'FULL SIZE' PASSENGER TRIPS THIS SPRING

STEWARTSTOWN, Pa. - Mar. 11, 2015 - Having narrowly avoided an adverse abandonment, the 7.4-mile Stewartstown Railroad in south central Pennsylvania will

offer passenger excursions with a locomotive and a coach beginning Mother's Day Weekend. It will be the first non-motor car trips over the line since 2004.

Following lengthy and sometimes difficult negotiations with the estate of the late George M. Hart, along with extensive fund-raising, the Stewartstown was able to reach a settlement that allowed it to continue operations. The railroad dates back to 1884.

In the past five years, company directors and volunteers have been working to rebuild the railroad. About a mile of track is ready for excursion trains.

In addition to Mother's Day Weekend, trips are planned for holidays and special events, including the Independence Day, fall foliage, Halloween, and Christmas.

Initially the locomotive may just pull a caboose for passengers, but the railroad is working to ready a 1920s-era Reading coach for the trips.

Members of the affiliated Friends of the Stewartstown Railroad have been replacing ties and cutting brush, and will continue to work on repairing the track hoping to expand the length of the ride later this year.

For more information, go to www.stewartstownrailroadcompany.com
[Trains News Wire]



WMSR C&O 2-6-6-2 No. 1309 REHABILITATION NEARS MIDPOINT

CUMBERLAND, Md. - March 6, 2015 -The Western Maryland Scenic Railroad continues making great strides toward the restoration of Chesapeake & Ohio H6 Class 2-6-6-2 No. 1309. In February, crews completed major disassembly of the locomotive, lifting the cab from the boiler to conduct a detailed inspection and additional engineering work. One of the most significant milestones to-date includes the removal of the superheaters, 241 tubes, and 36 flues from the inside of the boiler. Shop crews and volunteers have been busy cleaning all surfaces of the boiler shell in anticipation of ultrasonic testing this spring. Once tests are completed, new tubes and flues will be installed, returning the boiler to essentially "as-new" condition.

The process of reassembly will begin in the spring, in addition to the next major task of inspecting all several hundred staybolts and the rest of the locomotive's firebox. This extensive task is expected to be the focus of the railroad's restoration efforts into the summer. Machinists are also working on manufacturing running gear parts and rehabilitating valves.

The railroad's 2-8-0, No. 734, is in the main shop building for work ahead of the 2015-operating season. No. 734 is receiving attention to its boiler, rod bearings, and valve gear rebuild, along with other maintenance efforts. Crews will move No. 1309 back into the shop for major running gear overhaul and the launch of major boiler work, after No. 734 is ready for the 2015 season.

"I am very pleased with the progress so far. We haven't found anything significant, just ordinary wear and tear," General Superintendent Mike Gresham says. "The 1309 is in excellent overall condition, and we expect to have it back in action for the 2016 season."

For more information, go to www.movingfullsteamahead.com [Chase Gunnoe - Trains News Wire]

THIS MONTH'S BANNER PHOTO

Conrail - the early days! To celebrate Conrail's 39th anniversary on April 1, we have Conrail No. 7612, an Alco model RS-11 from the former Lehigh Valley and No. 3623, a former Reading Company GP-35, at the Bethlehem, Pennsylvania Engine Terminal in March, 1978.



OPERATION LIFESAVER REMINDS YOU...

If your vehicle ever stalls on a track with a train coming, get out immediately and move quickly away from the tracks in the direction from which the train is coming.

"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

APRIL 13, 2015 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER BOARD MEETING

APRIL 20, 2015 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR CHAPTER MEETING

Our friend Paul Kutta returns with an interesting program entitled "Rails Then and Now, In and Near Lancaster County" about the changing railroad scene in our local area! Another one of Paul's fantastic programs, please consider bringing a friend.

MAY 18, 2015 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR CHAPTER MEETING

Rick Musser, Vice President Assistant Chief Mechanical Officer of the Strasburg Rail Road, will present a program about our favorite home town railroad. We'll learn some behind-the-scenes facts that few are aware of.

JUNE 15, 2015 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR CHAPTER MEETING

CHAPLAIN CONTACT INFORMATION:

DAVID STAMBAUGH EMAIL: CHAPLAIN@NRHS1.ORG PHONE: 717-292-1726

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

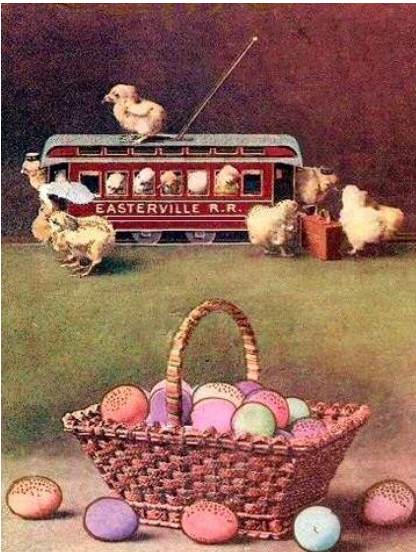
115 YEARS AGO THIS MONTH

Jonathan Luther "John" "Casey" Jones from Jackson, Tennessee was born on March 14, 1863. He worked for the Illinois Central Railroad (IC). As a boy, he lived near Cayce, Kentucky, where he acquired the nickname of "Cayce," which he chose to spell as "Casey."

On the foggy, rainy night of April 30, 1900, famed engineer Casey Jones died when his passenger train, the *Cannonball Express*, collided with a stalled freight train at Vaughn, Mississippi. Only Jones was killed in the wreck. Because he stayed on board to slow the train, he was hailed as a hero. His dramatic death was immortalized in a popular ballad sung by his friend Wallace Saunders, an African-American engine wiper for the Illinois Central Railroad. There is no sign or marker at Vaughn to mark the location, only the rails themselves. [wikipedia]



JONATHAN LUTHER "CASEY" JONES



The Lancaster Chapter, Inc. Board of Directors
wishes all Chapter Members, Friends and E-mail
Readers a Very Safe and Happy Easter



LANCASTER CHAPTER BOARD of DIRECTORS

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MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, APRIL 20, 2015, STARTING AT 7:30 P.M.

**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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