



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY



## RESHAPING CONRAIL IN NORTHERN NEW JERSEY

*TOM JUDGE, ENGINEERING EDITOR, RAILWAY AGE MAGAZINE*



The Lehigh Line has been double-tracked.

Railroad operations have been thriving in northern New Jersey for well over 150 years. Fallen flags like Lehigh Valley, Reading, and the Pennsylvania Railroad all built lines into the area, all for different purposes in a different era. Now, a series of six engineering projects worth more than \$70 million is melding those lines and increasing capacity to handle double-digit traffic increases since the Conrail split. CSX and Norfolk Southern have been working with the Port Authority of New York and New Jersey to reconfigure and upgrade the Conrail Shared Assets northern New Jersey terminal areas.

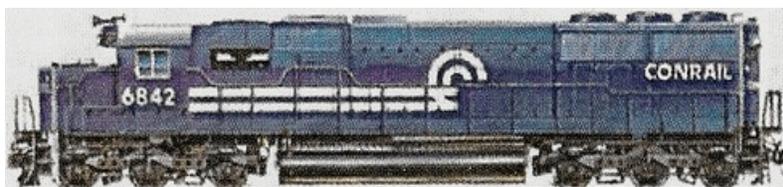
The first project was the upgrading and separation of Conrail's main from Port Authority's marine terminal facilities. This included track rehabilitation, construction of interlockings, and signalization of Conrail's Chemical Coast Secondary track. When completed, Conrail's Chemical Coast main will not be encumbered with the makeup or breakup of intermodal trains associated with the marine facilities and will provide increased capacity to support the large customer base that is dependent on this corridor.

The second project, in conjunction with the Port Authority's Corbin Street Support Yard, was reconfiguration of PN Interlocking, allowing access to multiple 10,000-foot support tracks and providing a footprint that would allow for simultaneous train operation to and from the north and the west.

The third project created a signaled, dispatcher-controlled, double-track route from the port area to the Lehigh Line main, avoiding a slow, congested route through Oak Island Yard. This improved the efficiency of train operations and allows for overview and planning of train movements by the dispatcher's office while separating main track operations from the yard operations at Oak Island. Included with this was the construction of added capacity at Bayline Yard, which supports the majority of the freight franchise in and around the port area.

The fourth and fifth projects eliminated a single-track bottleneck connection between the Lehigh Line and the P&H main tracks. This involved building a second connecting track and signaling the P&H route between the Lehigh Line in Newark and Kearny, New Jersey. The elimination of this bottleneck created additional operating flexibility for the many overhead trains that operate through the North Jersey terminal area and for traffic to or from CSX's Kearny and NS's Croxton facilities.

The sixth and final project was restoration of double-track on the Lehigh Line between CP Potter near Edison and CP Bound Brook in Bound Brook, New Jersey. This 10.5 mile project eliminated yet another bottleneck where trains often would wait to move over the single-track portion of the heavily traveled Lehigh Line.





# The Power Director

By  
Ed Mayover



## **Lancaster Train Station Renovation Begins** *\$12 Million Project to Improve Service for Keystone Corridor Passengers*

LANCASTER, PA. - Keystone Corridor passengers who use the Lancaster train station will find it much improved and more accessible and comfortable as a result of a major \$12 million renovation project now getting underway.

On June 29<sup>th</sup>, representatives from the City of Lancaster, Lancaster County, the Pennsylvania Department of Transportation (PennDOT) and Amtrak celebrated the start of the 18-month state and county-led project which has been in development for the past 10 years. The Lancaster station is served by Amtrak's state-supported *Keystone* (Harrisburg - Philadelphia - New York) and *Pennsylvanian* (Pittsburgh - Harrisburg - Philadelphia - New York) routes.

The project includes a complete rehabilitation of the station's interior and exterior; a new heating, ventilation and air conditioning system; new restrooms; improved landscaping; and increased parking capacity (from 175 parking spaces to 237). A new taxi loading and unloading area will be provided as will a new waiting and ticketing area for the Trailways Bus Company. The station also will have retail space and meeting rooms.

"We've been working the past several years to improve the gateways into the City of Lancaster — with the Fruitville Pike bridge and in a few years with the Lititz Pike bridge. This renovated train station will be the gem of our efforts to improve the transportation gateways and augment the redevelopment happening both within and surrounding the city," said Toby Fauver, deputy secretary of local and area transportation for PennDOT.

Chairman of the Lancaster County Board of Commissioners Dennis P. Stuckey said, "The renovation and improvement of this important building and its grounds will provide a modern, intermodal transportation facility to serve the needs of travelers as well as restoring a Lancaster landmark to its original beauty and glory."

"Pennsylvania continues to be a leader in recognizing the benefits of rail and in providing its citizens with the stations and services that allow rail to be a viable transportation option," said Joe McHugh, Amtrak's vice president of government affairs and corporate communications, noting that last fiscal year over 484,000 passengers arrived or departed from the Lancaster station ranking it 22nd busiest out of the 525 stations served by Amtrak.

Funding for the renovation of the station, built by the Pennsylvania Railroad in 1929, was secured from county, state and federal sources — \$9.6 million in federal funds, \$2 million

in state funds, and \$400,000 in county funds.

During the 18-month construction period, the station will remain open and the impact on Amtrak and Trailways bus passengers who use the station daily should be minimal. The number of available parking spaces during construction will not change; however, part of the renovation calls for the creation of a taxi lane in front of the station which will eliminate parking there. To ensure they are not delayed as a result of the construction, passengers should allow extra time to reach the station. For more information on the Lancaster Station Improvement Project, log onto [www.lancasteramtrakstation.com](http://www.lancasteramtrakstation.com). [Amtrak]

### **Amtrak Adjusts Northeast Schedules For Track Work**

As Amtrak continues a number of track work projects to improve service in the Northeast, Acela Express and Northeast Regional (Washington – New York – Boston) passengers saw additional, temporary schedule changes beginning July 13. In addition, Amtrak added two new Acela Express departures to its regular Sunday schedule between New York and Boston, starting July 19.

The track work projects will improve the reliability of train service in the Northeast and will provide passengers with a more comfortable ride. To perform the necessary work, the number of available tracks will be reduced and trains will be single tracking — sharing tracks — as crews work to replace concrete railroad ties on the track that is not in service.

The track work is located between New York City and New Brunswick, N.J., where only three tracks instead of four will be available at any one time. In addition, there will be track work east of New Haven, Conn., with single tracking between Guilford and Old Saybrook as only one of two tracks will be available through this area. As a result, some southbound Acela Express and Northeast Regional trains will depart Boston earlier than previously scheduled and will depart early from stops between Boston and New Haven. These trains will depart New Haven en route to New York and Washington on their current schedules. Northbound Acela Express and Northeast Regional trains will depart New York on their current schedules but may arrive in Boston later than scheduled. Some Acela Express trains may wait near the work area for traffic to clear.

In addition, the ongoing renovation of the 100-year old Wilmington, Del., station will affect weekend southbound Acela Express and Northeast Regional service. During the 18-month project, trains will arrive at all stations between Aberdeen, Md., and Washington, D.C., including Baltimore, four minutes later than currently scheduled on Saturdays and Sundays only. Northbound service will not be affected. [Railway Track and Structures]



### Hotel Planned Atop Amtrak's Penn Station-Baltimore

Traveling to Baltimore on business, or to see the Birds play at Oriole Park at Camden Yards? Bethesda, Md.-based developer Hospitality Partners has signed a contract with Amtrak to construct and manage a hotel on the upper three levels at the city's Pennsylvania Station, located on Amtrak's Northeast Corridor. The 77-room, \$9 million hotel, to be called The Inn at Penn Station, reportedly would be the first such hotel at a rail station in the Northeast that also continues to serve rail passengers. Hotel rooms will line the station's perimeter and will be reached from corridors overlooking the main concourse below. Construction is expected to begin this year and be completed by late 2010.

Amtrak currently commands roughly 61% of the combined air/rail travel market between New York and Washington, making the hotel's location potentially lucrative for the national rail passenger carrier. Amtrak spokesman Cliff Black says that, in addition, the city is pinning much of its redevelopment efforts for the neighborhood, dubbed the Charles North renewal area, using Penn Station as a central focus.

The station is also served by Baltimore's light rail system, operated by the Maryland Transit Administration, bolstering intracity access. *[Railway Age Rail Group News]*



### Revenue And Earnings On Downside, But Expenses And Operating Ratio Show Upside

On July 14th, CSX Corp. held a Webcast/teleconference to review second-quarter financial results, which mirrored those of the first quarter. Earnings and revenue fell sharply because of a double-digit traffic decline — which is affecting all freight railroads — while expenses dropped and the operating ratio improved due to lower fuel prices, increased productivity and the Class I's ongoing cost-cutting efforts.

Earnings per share from continuing operations of 72 cents declined 24 percent as traffic volume fell 21 percent compared with second-quarter 2008 figures. Coal, intermodal, merchandise and automotive carloads decreased 21 percent, 14 percent, 22 percent and 41 percent, respectively.

Revenue tumbled 25 percent year over year to \$2.19 billion. Coal revenue fell 20 percent to \$662 million, intermodal revenue dropped 24 percent to \$291 million, merchandise revenue tumbled 26 percent to \$1.1 billion and automotive revenue plunged 45 percent to \$113 million. Analysts had projected revenue of \$2.27 billion and earnings of 62 cents per share, according to Thomson Reuters.

"We saw what our customers saw: more tough times," said CSX Chairman, President and Chief Executive Officer Michael Ward during the teleconference. "While the economy continues to significantly impact our business, there are some signs that we may be seeing the bottom in many markets."

The Class I continued to show positive signs in the quarter of reducing operating expenses and lowering the operating ratio. Expenses of \$1.6 billion fell 27 percent compared with second-

quarter 2008's total primarily because fuel costs plummeted 66 percent to \$185 million, materials, supplies and other costs dropped 28 percent to \$368 million, and labor/fringe costs fell 11 percent to \$654 million as the railroad's headcount totaled 29,878 at quarter's end vs. 33,082 a year earlier. CSX's operating ratio improved 1.9 points to 73.4. "Even in this difficult business environment, we are still strengthening our operations, optimizing our resources and making the right investments to prepare our network for the future," said Ward.

*[Progressive Railroading]*

### CSX Transportation and PSEG Power Bring Ultra-Low Emission Locomotives to New Jersey

Trenton, NJ - June 9, 2009 - CSX Transportation (CSXT) and PSEG Power met this afternoon with state and local officials at the Trenton Transit Center to unveil new ultra-low emission GenSet locomotives to be operated in New Jersey. The GenSet locomotives, manufactured by National Railway Equipment Company, reduce nitrous oxide and particulate matter emissions by 80 percent and can create carbon dioxide emissions savings of approximately 50 percent by monitoring engine idling and switching to "sleep" mode after a period of inactivity.

"Clean air is good for New Jersey, it's good for our company and employees, and it's good for America," said Skip Elliott, vice president of public safety and environment, CSXT. "We are proud to operate this GenSet switching locomotive, the first of its kind to be based permanently in New Jersey."

A total of three GenSet locomotives will be purchased in partnership by PSEG Power and CSXT. Instead of a large, single diesel engine and generator, the units have two smaller, EPA certified, ultra-clean diesel generators which automatically power up to produce only the force needed to pull the required load.

"PSEG Power is always seeking opportunities to bring environmentally responsible, cost-effective technologies to New Jersey," said Eric Svenson, Jr., the company's vice president for environment, health and safety. "Through our partnership with CSXT, we will be able to tangibly improve New Jersey's air quality for years to come."

The GenSet locomotives will be used to switch cars within CSXT's yards in New Jersey and can also be utilized for road switching service. GenSet locomotives are significantly quieter than existing locomotives; they achieve the most stringent noise level requirements for off-road capital equipment. CSXT has invested more than \$1 billion to upgrade its locomotive fleet with technology that reduces fuel consumption and air pollutant emissions. Through these efforts, the company has improved its fuel efficiency by approximately 80 percent since 1980.

CSXT is a member of the EPA's Climate Leaders program. As a member, the company has committed to reducing its emissions and leveraging other means for environmental benefits. CSXT is also an award-winning and charter member of the EPA SmartWay Transport Partnership. This partnership was designed to promote voluntary reductions in fuel consumption and emissions. CSXT's fuel conservation measures and improved management of its waste stream have already contributed to that goal. *[CSX Transportation]*



**Norfolk Southern Earns Automotive  
Logistics Excellence Award**

NORFOLK, VA – UPS Autogistics, in conjunction with Ford Motor Company, has presented Norfolk Southern the 2008 Carrier of the Year Award for overall logistics excellence among all North American rail carriers for the transportation of Ford vehicles.

The award recognizes superior performance in on-time delivery, quality and damage-free handling, and total customer service. Norfolk Southern transported more than 1.4 million Ford vehicles in 2008.

Walter Lowe, Ford's manager for North America vehicle logistics, said, "Ford and Norfolk Southern have had a long, mutually beneficial relationship, and this award is a testament to their commitment to excellence and customer service."

"Ford Motor Company and Norfolk Southern have been very close supply chain partners for several decades, and over the years, we have remained strongly committed to providing Ford with industry leading rail transportation service and customer support," said David Julian, NS president, automotive and supply chain services. "We are honored to have earned this recognition for our overall performance during 2008." [Norfolk Southern Corp.]

**Norfolk Southern and Union Pacific Offer Refrigerated Trailer  
Shippers the Rail Industry's Fastest Intermodal Delivery from  
Los Angeles to Atlanta with New Expedited Service**

Norfolk Southern Railway and Union Pacific Railroad announced July 13<sup>th</sup> they have launched a new expedited intermodal service specifically designed for refrigerated trailer shippers between Los Angeles and Atlanta. This new service gives customers the option to have their refrigeration units serviced during the stop in El Paso, Texas, significantly reducing the risk of protective service failure during transit. New rail customers will find this premier service a seamless shift from over-the-road transportation by providing truck-like speed (more than 500 miles per day) and reliability.

This is the industry's fastest intermodal service between Los Angeles and Atlanta. [Norfolk Southern Corp.]



**NJ Transit Exercises Option With  
Bombardier For Additional  
Locomotives**



On June 10, New Jersey Transit's board approved purchasing nine additional electric locomotives and spare parts from Bombardier Transportation for \$72 million.

In December 2007, the agency awarded a \$245 million contract to Bombardier for 27 ALP-46A electric locomotives. The total order of 36 locomotives will enable NJ Transit to replace a large portion of its aging ALP-44 locomotive fleet. NJ Transit currently operates a fleet of 32 ALP-44 and 29 ALP-46 electric

locomotives. The new locomotives will offer better acceleration than the older power and be able to pull 10 multi-level cars vs. the six cars the current locomotives can pull, NJ Transit said. The first locomotives are scheduled to arrive early next year, with delivery expected to conclude in mid-2011. [Progressive Railroading]



**PRR, PRSL & LIRR EVENTS IN AUGUST**

**Aug. 1878** - PRR completes new iron bridge over Monongahela River at Port Perry, Pa.

**Aug. 1900** - Cardington Branch of Philadelphia & Delaware County Railroad opens between Fernwood and Millbourne Mills near Upper Darby, Pa.

**Aug. 20, 1905** - New four-story divisional office building opens at Wilmington, Del., adjoining new station site.

**Aug. 30, 1910** - First two official LIRR inspection trains operate into new Penn Station-New York; first train runs to Bergen Hill Portal of Hudson River tunnels in New Jersey, then back to Far Rockaway via Jamaica and returns via Woodhaven; a PRR special brings officers who wish to join LIRR tour at Penn Station; trains to run at rate of two per day through Sep. 2 for employees, officers and guests.

**Aug. 1, 1914** - Northern Central consolidated with Erie Grand Division to form Central Grand Division; Central Division renamed Media Division; Shamokin Division abolished and merged into Sunbury Division; Susquehanna Division abolished and merged into Williamsport Division.

**Aug. 1920** - Juniata Shops turns out Class K4s No. 3774; no further locomotives produced for two and a half years because of depression.

**Aug. 2, 1925** - PRR announces campaign of prizes for best suggestions from employees on saving coal; PRR locomotives consumed 15 million tons in 1924.

**Aug. 1930** - Cab signals placed in service between Frankford Jct. and West Haddonfield, N.J. on Delair Bridge line.

**Aug. 31, 1935** - Last run of weekend-only, summer-only *Pocono Limited* between Philadelphia and East Stroudsburg, Pa.

**Aug. 20, 1937** - Modernized Trenton, N.J., station opens; new interior designed by J. Gordon Carr of Raymond Loewy's office.

**Aug. 1940** - Last of fifth lot of 20 GG1's, No. 4908, built at Juniata.

**Aug. 3, 1945** - PRR executes largest troop movement of the war; 20,000 returnees carried to Camp Kilmer in 31 trains, between 8:00 PM on Aug. 3 and 4:39 AM on Aug. 4.

**Aug. 14, 1948** - Last run of passenger service between York, Pa., and Frederick, Md.; last run of Lancaster & Frederick RPO.

**Aug. 27, 1950** - Army takes control of all railroads by order of Pres. Truman at 4:00 PM to end threat of nationwide strike by conductors and trainmen over 40-hour week in yard service for 48 hours pay.

**Aug. 1955** - Samuel Rea Car Shop at Hollidaysburg opens; work

transferred from 12th Street Shops, Altoona Car Shops and South Altoona Foundries.

**Aug. 15, 1960** - Last run of *Red Arrow* between Toledo and Crestline and of New York-Toledo sleeper; ends all passenger service between Bucyrus and Toledo via Carrothers, Ohio.

**Aug. 11, 1962** - *New York Times* runs editorial "Saving Fine Architecture" protesting demolition of Penn Station-New York.

**Aug. 11, 1965** - PRR establishes Centrex direct-dialing internal telephone system.

**Aug. 1, 1967** - PRR assumes operation of all on-line sleeping car services from Pullman.

[Christopher T. Baer, Hagley Museum and Library via Philadelphia Chapter, PRRT&HS - Used with permission]



## Timetable 08-09

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

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AT THE RAILROAD MUSEUM OF PENNSYLVANIA

ROUTE 741, STRASBURG, PA -

WWW.RRMUSEUMPA.ORG

717-687-8628

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**Tuesday, Feb. 3 through Thursday, December 31, 2009**

**Energy, Innovation & Impact** - View video clips from contemporary railroad companies about their drive for sustainable and clean energy sources, as well as a Museum archival display illustrating the impact that railroads historically made on the American environment.

**Saturday, May 16 through Thursday, December 31, 2009**

**Trains in Motion Pictures** - Exhibit reveals the starring role that trains and railroads have often played in the magic of motion pictures through video clips, historic photos and amazing artifacts.

**Thursday, July 8 through Monday, August 3, 2009**

**Oil & The Pennsylvania Valley That Changed The World** - This traveling photo exhibit commemorates the 150th anniversary of the Drake Well oil strike near Titusville, Pennsylvania and the concurrent birth of the U.S. oil industry.

**Wednesday, August 12 through Saturday, August 15, 2009**

**Railroad Family Days.**

**Friday, August 14 and Saturday, August 15, 2009**

**Hogwarts Express Parties.**

**Saturday, September 26, 2009**

**Members Day**

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**Saturday, May 16 through Saturday, October 31, 2009**

**HARRIS Tower Interactive Exhibit** located at 7<sup>th</sup> & Walnut Streets, Harrisburg, Pa. The tower was used by the PRR, Penn Central and Amtrak until closing in 1991. Upon closing, the Harrisburg Chapter of the NRHS purchased the building and began the

process of restoration. The center piece of the exhibit is the tower's Interlocking Machine, the device that actually controlled the track switches and signals and Model Board, the lighted map of the area trackage that pinpointed the location of the trains and showed how the signals were set. Info: <http://nrhs-hbg.pennsyrr.com>.

**Saturday, August 1 and Sunday, August 2, 2009**

**Greenberg Train Show** at the Maryland State Fairgrounds, 2200 York Rd., Timonium, Md. Info: [www.GreenbergShows.com](http://www.GreenbergShows.com).

**Sunday, August 2, 2009**

**Annual Train Meet** at the NUR Temple on Route 13 near the Route13/40 split in Wilmington, Del. 8:00 am to 1:00 pm

**Monday, August 10 Through Sunday, August 16, 2009**

**Steam on the Range Annual N.R.H.S. Convention** in Duluth, Minnesota. Info: [www.steamontherange2009.com](http://www.steamontherange2009.com).

**Saturday, August 15 and Sunday, August 16, 2009**

**Greenberg Train Show** at the Greater Philadelphia Expo Center, 100 Station Ave., Oaks, Pa. Info: [www.GreenbergShows.com](http://www.GreenbergShows.com).

**Saturday, August 29, 2009**

**1<sup>st</sup> Annual Train and Toy Show** sponsored by Harrington Parks and Recreation, 114 E. Liberty Street, Harrington, Del. 9:00 am to 4:00 pm. Adm: \$2.00. Info: Bill Falasco, 302-398-7975 or email: [bfalasco@cityofharrington.us](mailto:bfalasco@cityofharrington.us).

**Sunday, August 30 through Monday, September 7, 2009**

**51<sup>st</sup> Annual Fall Steam Show** sponsored by the Williams Grove Historical Steam Engine Association at Steam Engine Hill. Info: <http://wghsea.org> or 717-766-4001.

**Saturday, September 5 and Sunday, September 6, 2009**

**Lackawanna Railfest 2009** at Steamtown National Historic Site in Scranton, Pa. This year's event theme is "The 1940's!" featuring excursions, programs, exhibits and activities. Info: [www.nps.gov/steam](http://www.nps.gov/steam).

**Sunday, September 6, 2009**

**Greater Pittston (Duryea) Charity Steam Ride** to Jim Thorpe using Reading & Northern No. 425 Baldwin light Pacific-type steam locomotive. Fare \$75 per ticket Info: [www.rbmrr.com](http://www.rbmrr.com).

**Saturday, September 12 through Sunday, September 20, 2009**

**Day Out With Thomas** on the Strasburg Rail Road. Ride a train pulled by Thomas and meet Sir Topham Hatt. Info: [www.strasburgrailroad.com](http://www.strasburgrailroad.com).

**Sunday, September 20, 2009**

**I've Been Working On the Trolley** excursion on SEPTA's streetcar routes by the Wilmington Chapter, N.R.H.S. featuring work PCC No. 2174. Info: [www.daylightimages.com/streetcar](http://www.daylightimages.com/streetcar).

**Wednesday, September 30, 2009**

**Disney's "A Christmas Carol" Train Tour** at the B&O Railroad Museum, 901 West Pratt Street, Baltimore, Md. 9am to 7pm. Info: <http://disney.go.com>.

**Friday, October 2 through Sunday, October 4, 2009**

**Disney's "A Christmas Carol" Train Tour** at Union Station, Washington, DC. 9am to 4pm. Info: <http://disney.go.com>.

**Saturday, October 3 and Sunday, October 4, 2009**

**Behind the Scenes with the Iron Horse** - A "nuts and bolts" tour of the Strasburg Rail Road for the serious rail fan ... Go in the shop, in the pits and in the enginehouse to see what it takes to keep this authentic steam railroad working 365 days a year! \$250.00 per person. Registration deadline September 24, 2009. Info: [www.strasburgrailroad.com](http://www.strasburgrailroad.com).

**Saturday, October 10 and Sunday, October 11, 2009**

**Great Scale Model Train Show** at the Maryland State Fairgrounds, 2200 York Road, Timonium, Md. Info: [www.gsmts.com](http://www.gsmts.com).

**Thursday, October 15 through Saturday, October 17, 2009**

**Eastern Division Train Collectors Association Train Meet** at the York Expo Center, 334 Carlisle Ave., York, Pa. Info: [www.easterntca.org](http://www.easterntca.org).

**Friday, October 16 through Sunday, October 18, 2009**

**Conrail Historical Society Convention** at the Ramada Philadelphia Airport, 76 Industrial Highway, Essington, Pa. Info: [www.thecrhs.org](http://www.thecrhs.org).

**Friday, October 23 through Sunday, October 25, 2009**

**Fall NRHS Board of Director's Meeting** in Saint Peters, Missouri hosted by the St. Louis Chapter.

**Tuesday, October 27, 2009**

**Disney's "A Christmas Carol" Train Tour** at Amtrak's 30<sup>th</sup> Street Station, Phila., Pa. 9am to 7pm. Info: <http://disney.go.com>.

**Friday, October 30 through Sunday, November 1, 2009**

**Disney's "A Christmas Carol" Train Tour** ends at Grand Central Terminal, 42<sup>nd</sup> Street & Park Avenue, New York City. 9am to 4pm. Info: <http://disney.go.com>.



## ***Riding the Reading...***

*Reading Company events in the month of August*

**Aug. 14, 1844** - Locomotive *Richmond* placed into service.

**Aug. 20, 1858** - Philadelphia & Reading Board of Managers authorizes construction of a turntable at Harrisburg, Pa..

**Aug. 1, 1884** - New passenger station established at Marshall Street, Norristown.

**Aug. 4, 1934** - Date of contract for McClintic-Marshall Corp. to provide 3 deck beam spans for Sillyman Street bridge,

### **JULY, 2009**

#### **CHAPTER MEETING MINUTES**

**CALLED TO ORDER:** The Sunday "Away" Membership Meeting of the Lancaster Chapter, National Railway Historical Society, was held at the Lebanon County Historical Society, 924 Cumberland Street, Lebanon, Pa. on Sunday, July 19, 2009. In the absence of President Glenn Kendig, the meeting was called to order at 2:00 P.M. by Second Vice President Tom Shenk with 40 members present and 2 guests. Second Vice President Tom Shenk led those assembled in the Pledge of Allegiance.

**MINUTES:** Tom Shenk made a motion to approve the June

minutes. Dennis Allen approved the motion and Ron Irwin seconded the motion. The June membership minutes were approved as printed in the *Lancaster Dispatcher*.

**CHAPLAIN:** In Chaplain Doris Geesey's absence, Tom Shenk announced that Doris's husband, Marlyn, is having surgery on July 22<sup>nd</sup> to remove a section of his colon. He will be in the hospital for at least 5 days. Toady Kennel received an e-mail from Doris regarding the following chapter members: Larry and Helen Snyder celebrated their 58<sup>th</sup> anniversary in June - Helen also will be 76 years old on July 21<sup>st</sup>. Lou and Debra Hauck celebrated their 38<sup>th</sup> anniversary on June 19<sup>th</sup>. Arthur Lubitz celebrated his birthday on June 21<sup>st</sup>. Tom reminded everyone to contact Doris with information on chapter members.

**MEMBERSHIP:** In First Vice-President Fred Kurtz absence, Tom Shenk reported that Fred sent the newsletter electronically to email addresses in our chapter directory. Chapter members are encouraged to view this email and decide for themselves if this is a suitable replacement for the paper version. Contact Fred if you would like the electronic version. Some chapter members reported that they could not open the e-mailed newsletter Fred sent.

**TREASURER:** Treasurer Toady Kennel gave the Treasurer's Report for June.

**TRIPS:** Ron Irwin announced a chapter fundraiser trip set for Sunday, October 4<sup>th</sup>. We would leave Lancaster by motor coach and travel to Wellsboro to ride the Tioga Central Railroad which is approximately 52 miles long. There also will be a rest stop on the way to Wellsboro and also a meal at Country Cupboard Restaurant in Lewisburg. The trip will be open to chapter members and guests. Check this month's *Dispatcher* for further details on the trip.

**ANNOUNCEMENTS:** Tom Shenk announced that Glenn still needs three volunteers to serve on the Nominating Committee for the fall elections. If interested contact Glenn. Tom Shenk also reported that Steve Himpel scheduled a work date for Saturday August 1, to work on the chapter's caboose.

**ADJOURNMENT:** The chapter meeting was adjourned at 2:15P.M. for the program. The program was presented by Jim Schucker on the Union Canal Tunnel. The tunnel is a National Historical Landmark and the oldest transportation tunnel in the United States. After the program, chapter members were invited to go to the Union Canal Park for boat rides on the canal. Tom Shenk gave a donation to Jim Schucker for hosting the Lancaster Chapter.

*Respectfully Submitted: Donetta M. Eberly - Secretary*



### **LESS THAN CARLOAD SHIPMENTS**

*LOCAL AND NATIONAL NEWS*



### **Lancaster, Pa., Seeks Grant For Streetcar Study**

Lancaster, Pa.'s City Council has agreed to seek \$20,000 from its namesake county to fund a study of a proposed \$14.1 million, 2-6

mile streetcar line.

The proposal, which first gained traction in 2007, is supported by the non-profit Lancaster Alliance, which includes 15 of the city's businesses, and by Mayor Richard Grey, who believes the city's population density can support such a system. Both the Alliance and the Mayor's office are also representatives of the non-profit Lancaster Streetcar Co., which seeks to advance the project.

Hedging its position, however, the City Council stressed that the request for study funds was not in itself an endorsement of the streetcar project. Similarly, Randy Patterson, city Economic Development & Neighborhood Revitalization director, said the city is seeking the funds from the county's Urban Enhancement Grant program to look at the economic and engineering feasibility of the proposal. "Neither of them has been adequately addressed," Patterson said.

The county grant program requires a dollar-for-dollar match, Patterson said. The streetcar study application is one of three city officials will submit.

A survey released last month by the Pennsylvania Dutch Convention and Visitors Bureau, conducted for the Lancaster Streetcar Co., found that nearly 80% of respondents chose an electric streetcar on rail, traveling a set loop, as their attendees' preferred mode of downtown transportation versus walking, city bus, taxi, or rental car. [Railway Age Rail Group News]

### **GE Transportation Unveils New Evolution® Series Locomotive**



GE Transportation announced May 18th the introduction of its newest line of fuel-efficient and low-emissions Evolution® Series locomotives, the Model ES44C4, part of the company's e c o m a g i n a t i o n ( S M ) environmental program. The company says the new line will

deliver a cleaner, faster, safer, and more reliable alternative to the aging North American fleet of DC-powered locomotives.

GE Transportation, part of Fairfield, Conn.-based General Electric Co., will produce the new line at its Pennsylvania manufacturing plants in Erie and Grove City, Pa.

Three key performance improvements are touted by the company: advanced technology, greater reliability, and better environmental performance.

GE says the advanced technology in the Model ES44C4 "delivers sophisticated traction control technology with its patented Dynamic Weight Management System that continuously monitors traction at the axles and automatically adapts to maximize performance on heavy trains." This system automatically transfers some of the weight from the two idler axles to the four AC-powered axles whenever additional traction is required.

In terms of reliability, the company says, "GE's new AC motors have fewer parts to maintain and eliminate the electrical problems that hamper DC motors. As a result, they are easier to maintain and provide a higher level of reliability, which will

allow the new ES44C4 to spend more time on the rails instead of in the shop for maintenance and repairs. Ultimately, this new platform could replace the older generation of DC-powered locomotives in hauling our nation's freight."

GE's environmental emphasis asserts, "Compared to older DC locomotives, Model ES44C4 uses up to 17% less fuel and reduces emissions by approximately 70%. Six hundred of GE's latest locomotives can displace up to 800 older locomotives, translating to an annual reduction of more than 70 million gallons of fuel the equivalent of taking 115,000 cars off the road for a year. The overall annual emissions reduction from this displacement is estimated to be 48,000 tons of nitrous oxide; 1,500 tons of particulate matter; and 1.0 million tons of carbon dioxide, a major greenhouse gas."



GE says BNSF is the "launch customer" for the new locomotive, recently taking delivery of 25 units. "We are putting these locomotives through rigorous testing to determine the benefits of this new AC alternative, and the

early results have been positive," said BNSF Vice President of Mechanical and Value Engineering Chris Roberts. In the photo, four units (two at each end of the train) are seen during recent tests conducted by BNSF along the Columbia River by Wallula Gap near Yellepit, Wash.

In a statement, Lorenzo Simonelli, president and CEO of GE Transportation, said, "Railroads helped build this country, and this locomotive is proof that manufacturing and heavy industry can deliver the innovation that will drive economic growth." He added, "It also provides a direct replacement option for the current six -axle, 4,400-hp locomotives being delivered today."

[Railway Age Rail Group News]



GE  
Transportation

### **General Electric Transportation Systems May Rejoin Passenger Locomotive Business**

ERIE, Pa. - The president of General Electric Transportation Systems told his local newspaper the company is considering getting back into the passenger locomotive business. Lorenzo Simonelli told the *Erie Times-News* he hopes President Obama's proposal to grow the reach of fast passenger trains could lead to a new market for passenger units.

"GE has the know-how and the manufacturing base to develop the next generation of high-speed passenger locomotives," Simonelli said. "We are ready to partner with the federal government and Amtrak to make high speed rail a reality."

GE produced more than 300 Genesis locomotives for Amtrak and commuter agencies in the 1990s, but doesn't market a line of passenger locomotives. MotivePower Industries of Boise, Idaho, has largely cornered that market in recent years. Simonelli's remarks are the first hints that at least one of the big two freight locomotive builders sees a future on the passenger side of the

business.

Particularly in demand will be electric passenger locomotives. Amtrak President Joseph Boardman has requested funds for 60 of them to replace 30-year-old AEM7 locomotives. However, no builder currently offers a line of electric passenger locomotives.

*[TRAINS News Wire]*



### **FRA Receives 278 Pre-Applications For High-Speed Rail Grants**

On July 16th, the U.S. Department of Transportation (USDOT) announced that the Federal Railroad Administration (FRA) has received 278 pre-applications for high-speed rail (HSR) grants totaling \$102 billion. The funds would come from the American Recovery and Reinvestment Act's High-Speed Intercity Passenger Rail competitive grant program, which has been appropriated \$8 billion by the Obama Administration.

The FRA has received 108 pre-applications from interested parties in the West totaling \$38 billion and 79 pre-applications from interested parties in the Northeast totaling \$35 billion. The administration also has received 44 forms from South/Southeast constituents totaling \$16 billion and 47 forms from Midwest constituents totaling \$13 billion.

Interested parties from 40 states and the District of Columbia have filed pre-applications. For example, the state of Virginia recently submitted pre-applications for more than \$2 billion in HSR grants for projects focusing on heavily congested areas, including the Interstate 95 corridor from Washington, D.C., to Petersburg and the Hampton Roads area. In addition, the Pennsylvania DOT has submitted a pre-application seeking grants for several projects, including the Keystone East Corridor from Harrisburg to Philadelphia; Scranton-to-New York passenger-rail service program's first phase; Pittsburgh high-speed magnetic levitation project's first phase; and Keystone West Harrisburg-to-Pittsburgh HSR feasibility study.

The FRA plans to work with states and regions to identify priorities — especially since the funding sought by pre-applicants far exceeds the federal appropriation — and prepare for ongoing HSR development.

Final applications are due to the FRA by Aug. 24 for individual project and planning funds, and Oct. 2 for corridor program funds. The administration expects to announce the first round of merit-based grants in the fall. *[Progressive Railroading]*



### **Regional Planning Board Endorses Purple Line LRT**

Maryland's proposed \$1.68 billion, 16-mile light rail transit Purple Line has been endorsed unanimously by the National Capital Region Transportation Planning Board, bolstering the line's advance ahead of two area highway projects also under consideration. The line would connect New Carrollton with Bethesda, serving as both a suburban connector and a circumferential feeder to Washington, D.C.'s Metro subway system.

The board also approved adding rail right-of-way west of Bethesda to Silver Spring, Md., to the long-range plan for the line, which would add \$480 million to the project but which is

anticipated to bolster chances for federal funding support.

Officials in Maryland's Prince George's and Montgomery counties already have approved the plan, which is expected to carry 62,500 riders per weekday. The line would include four transfer points with the Metro system, as well as transfer points for MARC and Amtrak rail services.

The project has yet to be officially approved as light rail by the state. The governor's office is expected to weigh in later this summer. Besides LRT, a Bus Rapid Transit (BRT) option had been considered. The project also has faced environmental opposition in Montgomery County. *[Railway Age Rail Group News]*

### **Disney's "A Christmas Carol" Train Tour**

Walt Disney Studios took to the rails for a once-in-a-lifetime experience where guests can get a behind-the-scenes look at the magic, the spectacle and the cutting edge technology of Disney's "A Christmas Carol" starring Jim Carrey and directed by Robert Zemeckis - and it's all free!

The train kicked off in Los Angeles at Union Station on Memorial Day weekend, and will stop at train stations throughout the US, and ends November, 2009, at Grand Central Terminal, New York. Each stop will be a fantastic - and totally free - family event for guests of all ages. The train consists of several exhibit cars that give guests an inside look at the making of "A Christmas Carol" in a fun and interactive way. Plus a 3-D theatre tent where guests can get a sneak peak of some selected scenes from the film. *[Disney.com]* *[See Timetable 08-09 in this issue of the Dispatcher for the train's schedule in our area. - Ed.]*

### **Pennsylvania Rail Authority Opens Bulk Terminal**

The Pennsylvania Northeast Regional Railroad Authority (PNRRA) and Linde Corp. recently established a bulk rail distribution terminal in Carbondale, Pa., at the site of the former Delaware & Hudson Carbondale Yards.

The facility will be served by PNRRA's contract rail operator, the Delaware-Lackawanna Railroad, which interchanges with Canadian Pacific and Norfolk Southern Railway.

"This facility will be available to many industries in northeastern Pennsylvania that are not directly served by rail," said PNRRA President Larry Malski in a prepared statement.

In addition, the authority plans to launch a tie replacement project on the Delaware-Lackawanna's Carbondale mainline within the next four months. PNRRA obtained a Rail Freight Assistance Grant from the Pennsylvania Department of Transportation's Bureau of Rail Freight to help fund the project, which calls for installing about 7,000 ties. *[Progressive Railroading]*

### **THIS MONTH'S BANNER PHOTO**

The line-up at Ivy City Engine Terminal for the Centennial Celebration of Washington Union Station on October 4, 2008. Pictured left to right are: C&O F7A #8016; PRR (Juniata Terminal) E8A #5711; PRR GG-1 #4935 (from the Railroad Museum of Pennsylvania); ACL E6A #501; and SOU E8A #6900.

### **OPERATION LIFESAVER REMINDS YOU...**

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

## Lancaster Chapter N.R.H.S Fall Excursion

### Sunday, October 4<sup>th</sup> 2009

Plan to join us for a trip to Wellsboro Pa. to ride the Tioga Central Railroad. We will travel by comfortable motor coach to the enchanting town of Wellsboro with quaint gaslights and charming shops and homes. The Tioga Central predecessors developed the line to haul coal from the lower regions of Tioga County to the canals of New York. The railroad became part of the New York Central System and extended through the Pennsylvania's Grand Canyon to Jersey Shore, Pa. Conrail abandoned the line in 1992. We will travel 24 miles round trip to Hammond Lake through the scenic countryside. Autumn is a great time to ride the railroad as nature shows off her gorgeous colors.

We will **leave Lancaster at 6:30a.m** and travel along the scenic Susquehanna River. We will make a rest stop at Lewisburg where you will have an opportunity to purchase Coffee and snacks. After our arrival at the railroad you will have a chance for photos or visit the gift shop. There will be food service and restrooms on the train. On the trip home we will again stop at Lewisburg and enjoy a delicious Buffet meal at the Country Cupboard Restaurant Then sit back and relax as we travel home.

The ticket price includes: transportation, train ticket, and dinner. (Bus Driver tip, dinner tax, gratuity, and free parking also included) Adult price \$79. Children (ages 4-12) \$ 62. Space is limited and tickets are reserved when payment is received.

**This trip is open to anyone so invite family and friends.**

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Please send check payable to Lancaster Chapter NRHS  
 Include a SASE ( Self-Addressed Stamped Envelope )  
 Mail to: Ron Irwin 15 Highland Drive Lancaster, Pa. 17602  
 Phone (717) 299-6405 (call between 9 am – 9pm)

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

Number of Tickets -	Adult tickets _____ x \$79.00	
	Child tickets _____ x \$67.00	Total _____

## Important Information on Monday, August 17 Meeting

Directions taken from the York County Parks web site:

[www.yorkcountyparks.org](http://www.yorkcountyparks.org)

Traveling south on I-83 off of US30 – Follow I-83 to exit 10 (Loganville) – Follow signs to route 214 west – Follow 214 west approximately 5 miles to route 616 south – Take route 616 south to Hanover Junction Station – Parking lot is on your left

GPS use → 2433 Seven Valleys Road, Seven Valleys, PA 17360

We will have access to the York Hanover Junction Station starting at 7:00 PM.

The meeting will start at 7:30 PM followed by a presentation on the Hanover Junction Station.

### Hanover Junction Train Station



Located just 10.5 miles north of the Maryland border, the Hanover Junction Train Station is part of York's 21-mile Heritage Rail Trail County Park and a tangible link to several Civil War events. While the station was built in 1849, the museum at Hanover Junction Train Station depicts the year 1863, when Abraham Lincoln's train stopped on his way to deliver his famous Gettysburg Address. Two years later, Lincoln's funeral train passed by the station on its way to Illinois. The train station also was used as a telegraph station and twice was attacked by Confederate troops prior to the Battle of Gettysburg, just 12 miles away.

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## Chapter Fall Foliage Bus Trip Scheduled

### Tioga Central Railroad

Sunday, October 04

*Trip flyer on previous page - Order your tickets today*

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**“INSIDE THE BACK PAGE”***UPCOMING LANCASTER CHAPTER ACTIVITIES*

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**August 01, Saturday – Caboose/Freight Station Work Day – 8:00 AM – Christiana Freight Station**  
There will be work on the caboose, as well as general Freight Station maintenance.

August 02, Sunday – Board Meeting – 2:00 PM – At the home of Tom and Anna McMaster, Cornwall

**Monday’s Chapter Meeting is an Away Meeting – York County**

August 17, Monday – Chapter Meeting – 7:30 PM – Hanover Junction Station – Seven Valleys, PA  
Learn the historic contributions of the Hanover Junction Station  
*See previous page for more meeting information.*

Sponsored by the York County members – York County Parks  
Hanover Junction is on the Heritage Rail Trail

August 21-22, Saturday-Sunday – Lancaster Community Days Air Show – Lancaster Airport  
Lancaster NRHS Sales Table  
Saturday 10:00 AM to 6:00 PM  
Sunday 10:00 AM to 4:00 PM

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September 14, Monday – No Board Meeting in September

September 20, Sunday – Annual Chapter Picnic at the Christiana Freight Station  
3:00 PM Doors open – Fellowship  
4:00 PM Barbecued chicken

Chapter will provide – Barbecued chicken  
Drinks

**You will need to bring** – Covered dish to share  
Place settings

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**October 04, Sunday – Tioga Central Railroad, Wellsboro Fall Foliage Bus Trip – 7:00 AM**  
*See order form included in this newsletter.*

October 12, Monday – Board Meeting – 7:30 PM – Christiana Freight Station

October 19, Monday – Chapter Meeting – 7:30 PM – Watch the upcoming newsletters

**Chaplain Contact Information**     Doris Geesey  
Phone (717) 347-7637  
Email – [rscooter2@comcast.net](mailto:rscooter2@comcast.net)  
Please keep our chaplain informed!

**LANCASTER CHAPTER BOARD of DIRECTORS**

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**MEMBERSHIP MEETING NOTICE**



The "Monday Night Away" Membership Meeting of the Lancaster Chapter, NRHS will be held at the Hanover Junction Station, 2433 Seven Valleys Road, Seven Valleys, Pa. 17360 on Monday, August 17, 2009, starting at 7:30 P.M.

**LANCASTER CHAPTER**



**NATIONAL RAILWAY HISTORICAL SOCIETY**

**10 Railroad Avenue  
Christiana, PA 17509-1416  
610-593-4968**

The **LANCASTER DISPATCHER** is published monthly as the newsletter of the Lancaster Chapter, NRHS and is mailed to each member of the Chapter as one of the benefits of membership. Annual membership dues are \$51 (includes both Lancaster Chapter and National). Opinions and points of view expressed herein are those of the editor, staff or contributors and not necessarily those of the membership, officers, or the NRHS. The deadline for all items submitted is the fourth Monday of the preceding month. Address changes or corrections should be sent to: Fred Kurtz, 668 Snyder Hill Rd., Lititz, PA 17543-8945 or email: [fkurtz@fredbkurtz.com](mailto:fkurtz@fredbkurtz.com)

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