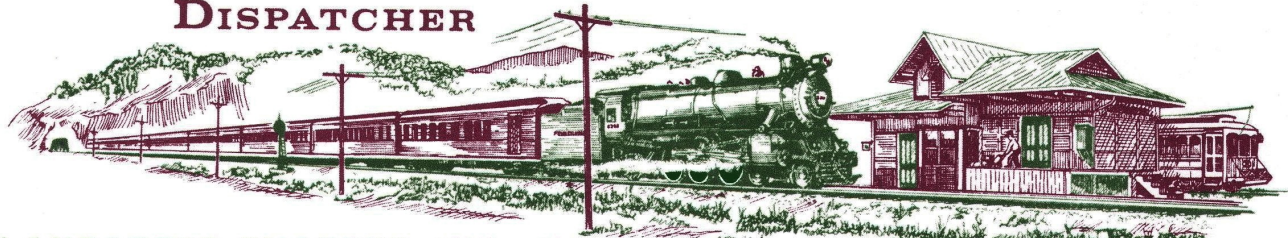


# LANCASTER DISPATCHER

75<sup>TH</sup> ANNIVERSARY 1935-2010



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 41 NUMBER 7

JULY 2010

## RINGING OUT LIBERTY



*July 8, 1776, PHILADELPHIA*  
HOME CITY of the PENNSYLVANIA RAILROAD

THE LANCASTER CHAPTER BOARD OF DIRECTORS WISHES ALL CHAPTER MEMBERS AND FRIENDS A VERY HAPPY AND SAFE INDEPENDENCE DAY HOLIDAY. "RINGING OUT LIBERTY" IS A TRAVEL POSTER BY NEWELL CONVERS WYETH, COMMISSIONED BY THE PENNSYLVANIA RAILROAD IN 1930.



## THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



### Amtrak To Invest \$1 Billion In Capital Program

Amtrak is launching a \$1 billion construction program to fund capital projects designed to rebuild, upgrade and modernize its tracks, bridges, stations and other infrastructure along the Northeast Corridor and across the country.

Amtrak plans to spend \$420 million from its fiscal-year 2010 capital program and \$590 million from the American Recovery and Reinvestment Act to fund the infrastructure projects, which are slated to begin this year.

Along the Northeast Corridor, Amtrak will perform work on a number of bridge projects, including the start of a multi-year project to replace the movable Niantic River Bridge in East Lyme, Conn., which has been in operation since 1907. The railroad also plans to complete a multi-year project in New York along the Hell Gate Line (New York Penn Station to New Rochelle, N.Y.) to replace and modernize overhead catenary wires and other electrical equipment.

Also in the Northeast, Amtrak plans to continue renovating its Wilmington, Del. station, replace about 198,000 ties and extend the northbound platform at the Baltimore-Washington International Airport station to accommodate more cars. In addition, Amtrak plans to move forward with upgrading and expanding its use of positive train control on track it owns along the Northeast Corridor and in Michigan.

In other parts of the country, the railroad plans to upgrade its equipment inspection and maintenance facilities in Los Angeles, Seattle and Hialeah, Fla., near Miami. Tracks will be repaired at Chicago and New Orleans terminals and in Chicago, electric heaters will be installed at track switches to ensure reliability of winter operations. In Sanford, Fla., Amtrak plans to continue expanding the southern terminus of the Auto Train.

Meanwhile, the nation's intercity passenger railroad has reached tentative agreements with the International Brotherhood of Electrical Workers, International Association of Machinists and Aerospace Workers, the Joint Council of Carmen, Coach Cleaner and Helpers, and the Transportation Communications Union. The contracts would expire on Jan. 1, 2015. [Progressive Railroading]

### Amtrak Visits Florida East Coast Railway

JACKSONVILLE, Fla. — Amtrak operated an inspection trip over the Florida East Coast Railway April 29 as it explores starting intercity train service over the line, the *St. Augustine Record (Fla.)* has reported. The three-car train made eight stops on its southward trip to show the train off to public officials.



An Amtrak inspection train crosses the St. Johns River bridge in Jacksonville, Fla. The line hasn't had regular passenger service since 1963. Photo by Leo King.

The Florida East Coast Railway ceased passenger service in 1968, but local leaders are pushing for its return. Amtrak President Joseph Boardman said he supports return of the train.

"As the nation's third most populous state, and with continued growth expected in the coming years, we believe that the development of an integrated system of high speed, corridor, and long-distance passenger trains serving Floridians offers one of the best ways to address highway and aviation congestion, protect the environment, and enhance economic development," Boardman said.

Amtrak currently serves Florida via its New York-Miami Silver Star and Silver Meteor, plus its Lorton, Va.-Sanford, Fla., Auto Train. The trains currently use CSX rails through the state. FEC rails offer the most direct route between Miami and Jacksonville, however, and serve key population centers on the Atlantic Coast. [TRAINS News Wire]

### Amtrak Pilot Program Tests Beef-Based Biofuel

Amtrak has launched a biofuel pilot program on its *Heartland Flyer*, linking Fort Worth, Tex., and Oklahoma City, adding beef-based components to diesel fuel. Amtrak is conducting a 12-month test, supported by a \$274,000 grant from the Federal Railroad Administration, in its efforts to evaluate alternative fuel mixes.

The *Heartland Flyer*, financially supported by the states of Texas and Oklahoma, will use Genesis P42 locomotives from GE Transportation, modified to handle a 20% biodiesel fuel mix. The Genesis locomotives will be monitored and evaluated for wear and tear on movable engine parts, emissions, and horsepower ratings.

Amtrak says the *Heartland Flyer* offers good testing conditions. "It's a self-contained route that doesn't require exchanging engines," said Amtrak's spokesman Marc Magliari. "We chose beef simply because it is available in the market where we're running the test."

Magliari acknowledged that biodiesel fuel is more costly than traditional diesel fuel, but noted the price differential is less than before, narrowing in the past two years to within 5 cents a gallon. [Railway Age Rail Group News]

### TCU-Represented Carmen, Clerks Ratify Amtrak Agreement

Carmen and clerical members of the Amtrak Service Workers Council (ASWC) recently ratified a new five-year agreement with Amtrak. Carmen voted 493-431 and clerks voted 983-407 in favor of the contract. The agreement calls for a 15 percent general wage increase, beginning with a 1.5 percent raise on July 1. The contract also caps future health-care contributions, freezes co-pays and deductibles, and includes no work rule concessions. ASWC represents all Amtrak onboard service workers. [Progressive Railroading]



### Amtrak Virginia's Lynchburg Route Exceeds Rider Projections

Amtrak Virginia's new Lynchburg route has exceeded its annual ridership and revenue performance targets within the first six months of operation, according to Amtrak.

Ridership data compiled in March shows that the route, which provides daily service from Lynchburg, Va., as far north as Boston, reached 55,025 passengers during the first six months of operation. The original ridership goal was 51,000 passengers annually.

In addition, the service exceeded its \$2.58 million annual revenue goal



by generating revenue of \$2.84 million, Amtrak officials said.

When the service began in October, monthly ridership was 8,585. By March, it had risen to 11,365, the highest monthly ridership to date. Monthly ridership over the six-month period averaged 9,171.

The surplus in operating funds will be used to help fund operating shortfalls over the next three years of demonstration service, said Virginia Department of Rail and Public Transportation (DRPT) Director Thelma Drake in a prepared statement.

DRPT has contracted Amtrak to bring additional passenger-rail service to the area over a three-year demonstration period. The deal includes the Lynchburg train and a route between Richmond and the Northeast Corridor scheduled to be launched in summer. If the service is successful and additional funding becomes available, the Lynchburg train could be extended to Roanoke and the Richmond train might be extended to Norfolk. *[Progressive Railroadings]*



### **Surface Transportation Board: Conrail Line Sale May Have Been Illegal**

WASHINGTON — The Surface Transportation Board has asked Conrail to justify selling a rail line to New Jersey Transit in 1996 without board approval, the *Jersey Journal* has reported. NJ Transit has converted it to light rail use, and the board is questioning whether it may have been an unlawful abandonment of a freight line.

The line in question is a stretch of ex-Jersey Central main track in Jersey City, N.J., that follows the New Jersey Turnpike Extension and Communipaw Avenue. NJ Transit now uses it as part of its Hudson-Bergen light rail route.

But in 2008, Conrail, now jointly owned by Norfolk Southern and CSX, applied to abandon freight service over the line. A third-party would-be freight operator applied to buy the line in lieu of abandonment, and that's when Conrail admitted it had already sold part of the route to NJ Transit.

"Conrail should explain when, under what authority, and under what circumstances it purported to discontinue service over the line," the board wrote. "Also, Conrail is ordered to disclose to the board all of its line or partial line sales and all of its discontinuance of services since Jan. 1, 1996." *[TRAINS News Wire]*



### **CSXT Hikes Positive Train Control Cost Estimate To \$1.2 Billion**

CSX Transportation now expects to spend \$1.2 billion or more developing and installing the crash avoidance technology known as positive train control, which has been mandated by a 2008 federal law, the *Journal of Commerce* reports. That is up from roughly \$750 million that CSXT previously estimated to put in PTC across its network as required by the end of 2015. Company officials gave the new estimate in an April 14 conference call with Wall Street analysts.

"Because of the ongoing work to assure compliance and the timely completion of PTC, our current estimate of this multi-year investment has increased and is at least \$1.2 billion," said Oscar Munoz, CSX's chief financial officer.

He said the higher cost estimate was driven by the final PTC regulation from the Federal Railroad Administration and by an implementation plan CSX has been drafting to send the FRA.

For 2010, CSX is spending \$1.7 billion on all capital needs, and \$170 million just on early PTC costs.

PTC requires connecting trackside locomotive tracking equipment to onboard controls that can either shut down an engine automatically to prevent a potential crash or allow distant dispatchers to remotely take

control of the train should train crews not respond in time.

One analyst asked if CSXT and other railroads might want to see the implementation delayed, given the costs and that much of the technology has yet to be developed.

Michael Ward, the carrier's chairman, president and CEO, said "the intention of the freight rails is that we will live with the law, which is to have it in place by 2015." He indicated, though, that some commuter carriers appear to have issues with the schedule.

To develop PTC, "clearly there are some potential technological challenges," Ward said. "We think we can overcome them at this point. Should that prove to not be the case, then obviously we would work with Congress to implement as quickly as possible." *[Railway Track and Structures]*

### **Massachusetts Closes On Rail Line Sale From CSX**

WORCESTER, Mass. - Massachusetts has closed on a \$100 million deal with CSX that will see dramatically expanded commuter rail services in the state, the *Worcester Telegram & Gazette* has reported. State elected officials announced the closing June 17, saying it'll improve mobility in the greater Boston region.

In the deal, the state gets more than 30 miles of track from Taunton to the Fall River and New Bedford area, critical to adding Massachusetts Bay Transportation Authority trains to the area. It'll also gain the 8-mile Grand Junction track, which could be used to connect commuter trains from Worcester to Cambridge and Boston's North Station. However, the track needs \$5 million to \$10 million in upgrades first.

With the purchase, additional trains will be able to move between Boston and Worcester; the line's totals should reach 20 each way daily in 2012. First, though, CSX must complete relocation of its freight operations from Allston to Westboro and Worcester. The state is to formally purchase the track from Worcester to Framingham in September 2012.

"It's a very important boost to our economy," said Sen. John Kerry, D-Mass. "It's extraordinarily helpful to the New Bedford-Taunton-Fall River triangle which, for years, has been trying to make up the economic lag it has faced." *[TRAINS News Wire]*

### **CSXI To Merge With CSXT**

CSX Intermodal (CSXI) will merge with CSX Transportation. The companies, both of which are headquartered in Jacksonville, Fla., will combine on or about June 26.

"CSXI will no longer be a separate entity," said CSX Corp. spokesman Gary Sease in an email. "We are combining the sales force and related support activities of CSXI into CSXT."

Founded in 1988 and a wholly owned CSX subsidiary, CSXI employs more than 1,000 and operates more than 30 intermodal terminals in the United States. The company also manages its own truck operations and a dedicated fleet of domestic containers. *[Progressive Railroadings]*

### **Hyundai Intermodal Chooses CSX Over Norfolk Southern**

Hyundai Intermodal, a unit of Hyundai Merchant Marine, switched from Norfolk Southern to CSX Transportation as its eastern-U.S. railroad partner on June 1.

Hyundai said it is making the change partly because a new intermodal terminal CSX is building in Northwest Ohio will cut 24 to 48 hours off transit times for international box shipments. The facility is set to open in the first quarter of 2011.

That terminal in North Baltimore, Ohio, south of Toledo will be a key hub in CSX's National Gateway corridor project. The corridor plan is to raise clearances to allow double-stacking of containers on intermodal trains moving north-south near the Interstate 95 corridor in the mid-Atlantic region, and then west to Ohio.

The new terminal “will allow interchange trains to bypass Chicago, and the congestion in and around Chicago, and move through for processing to final destination without delay,” the shipping company said.

Hyundai also cited CSX’s competitive intermodal service to all major East Coast ports and to key intermodal markets, in its decision to move to that rail line.

Hyundai Merchant Marine operates at least 110 ships on dozens of sea lanes to over 100 ports. Its intermodal subsidiary serves major ramps in North America through exclusive agreements with rail carriers. [*Journal of Commerce*]



***Norfolk Southern Wins 21st Consecutive Gold E.H. Harriman Award For Employee Safety***



ASSOCIATION  
OF AMERICAN  
RAILROADS

WASHINGTON, D.C., May 18, 2010 –

America’s railroads today honored the industry’s safety achievements and celebrated railroads with the best employee safety records at the annual E.H. Harriman Awards. According to the Association of American Railroads (AAR), 2009 was the safest year ever for railroads, with significant milestones achieved across the board in reduced train accidents, employee casualties and grade crossing collisions.

Compared with 2008, train accidents and accident rates were down 25 percent and 12 percent respectively in 2009. Employee casualties and casualty rates were down 12 and 2 percent respectively last year compared with 2008, while grade crossing collisions and collision rates were down 21 percent and 9 percent respectively.

“It is the tremendous dedication and hard work of our employees that makes rail the safest mode of transportation today,” said AAR President and CEO Edward R. Hamberger. “Our industry continuously invests, innovates, improves and implements systems and technology that make our business ever safer.”

The 2009 E.H. Harriman Awards winners are as follows:

- In Group A, comprising line-haul railroads whose employees worked 15 million employee-hours or more, Norfolk Southern received the gold award for the 21st year in a row. CSX Transportation won the silver award and Union Pacific Railroad the bronze award.
- In Group B, line-haul railroads whose employees worked 4 to 15 million employee-hours, the gold award went to Kansas City Southern Railway for the fourth year in a row. The silver award went to Metra, the Chicago commuter railroad, while the bronze went to Canadian National (U.S. Operations).
- Group C includes railroads whose employees worked between 250,000 and 4 million employee-hours. The gold award went to the Buffalo and Pittsburgh Railroad, while the BNSF Suburban Operations took the silver and the Paducah and Louisville Railway the bronze.
- In Group S&T, for switching and terminal companies with more than 250,000 employee hours, the Indiana Harbor Belt Railroad took the gold, while the silver award went to Gary Railway and the Birmingham Southern Railroad received the bronze award.

Certificates of Commendation also were awarded to four railroads with continuous gains in employee safety improvements over a three-year period and showing the most improvement between 2008 and 2009. Certificates went to Union Pacific Railroad (Group A), Metra (Group B), BNSF Suburban Operations (Group C) and the New Orleans Public Belt Railroad (S&T).

The Harriman Awards were established by the late Mrs. Mary W.

Harriman in memory of her husband, Edward H. Harriman, an American legend in railroading. Today, the awards are administered by the E.H. Harriman Memorial Awards Institute, with support from the Mary W. Harriman Foundation. Harriman winners are selected by a committee of representatives from the transportation field and are granted on the basis of the lowest casualty rates per 200,000 employee-hours worked. All data is documented by the Federal Railroad Administration. [*Norfolk Southern Corp.*]

***NS: Positive Train Control Mandate Accelerates Track Spending***

Meeting the federal government’s mandate for installing positive train control by the end of 2015 requires spending that goes far beyond implementation of the technology itself.

In a form 10K filed with the Securities and Exchange Commission, Norfolk Southern identifies PTC and related costs and puts them into the context of total capital spending requirements.

“NS expects total capital expenditures for 2010 to be approximately \$1.44 billion,” the filing said. “Furthermore, the railroad expects the implementation of positive train control to result in additional capital expenditures of \$700 million in the years 2011 through 2015. In addition, \$400 million of upgrades to systems and track structure, required for the implementation of PTC, will be accelerated from future years’ spending.”

Earlier this year NS CEO Wick Moorman said that while PTC is a “great technology,” the unfunded federal mandate “could ultimately mean that we will not be able to invest in other areas, some of which conceivably have as much or more of an impact on safety operations as PTC.”

Railroads also warn that without help on PTC, they may have to divert money from vital capacity projects. NS updated two of these in its 10K report.

One is the federally backed CREATE initiative to ease congestion and add rail capacity in metropolitan Chicago, now in its early stages. A total of \$321 million in federal funding and \$100 million from the railroads has been pledged; much more is needed.

The other is the NS’s Crescent Corridor Project to create a truck-competitive, high-capacity rail intermodal corridor along Interstate highways in 11 states. NS is working through a series of public-private partnerships. State and federal commitments already total \$150 million, with NS currently funding up to \$133 million, including \$42 million in this year’s capital budget. [*Railway Age Rail Group News*]



***NJ Transit Expands DepartureVision To New York And Hoboken***

NEWARK, NJ — NJ TRANSIT Executive Director James Weinstein today announced the expansion of the agency’s online service DepartureVision™ to New York Penn Station and Hoboken Terminal, making access to real-time train departures available at all of its rail stations.

DepartureVision, which launched last year as part of the new, improved njtransit.com, enables customers to view train departure screens—including departure time, train status and track assignment—on their desktop computer or web-enabled mobile device. In addition, users can click on an individual train to see a list of stations it serves.

“The expansion of DepartureVision is part of NJ TRANSIT’s ongoing effort to put technology to work for our customers,” said Weinstein. “Now customers can view real-time travel information for the entire NJ TRANSIT rail system while on the go or from the convenience of their home or office.”

In August 2009, NJ TRANSIT began a public beta test of DepartureVision that took place over a period of about eight weeks,

using train departure boards at Frank R. Lautenberg Station at Secaucus Junction. After collecting feedback from customers during the pilot period, DepartureVision was expanded to include 163 of 165 NJ TRANSIT rail stations in October 2009, with the launch of the new njtransit.com.

DepartureVision complements NJ TRANSIT's powerful My Transit Alert system, which delivers critical travel information to customers via cell phone, handheld wireless device or email inbox. Through My Transit, customers are advised of delays, service disruptions, schedule changes and more.

To view DepartureVision from the standard version of njtransit.com, click on the DepartureVision link on any rail station information page. To view DepartureVision using a mobile device, simply click on the DepartureVision link on the mobile version of njtransit.com. (To access the mobile website, go to njtransit.com using your mobile device.)

[NJ Transit News Release]



### **SEPTA Approves Fare Hikes To Help Balance Budget**

The Southeastern Pennsylvania Transportation Authority's (SEPTA) board approved a \$1.2 billion operating budget and \$300 million capital budget for fiscal-year 2011, which begins July 1.

The board also approved a fare increase to help fund operating expenses, SEPTA officials said in a prepared statement. Fare hikes, which average between 6 percent and 8 percent system-wide, are expected to generate about \$20.7 million in additional revenue for the operating budget, they said.

The operating budget factors in several costs that are expected to increase at a rate greater than inflation, including health care, prescription drugs, claims, and materials and services. The capital budget reflects \$110 million in cuts due to the rejection of Pennsylvania's proposal to turn Interstate 80 into a toll road.

[Progressive Railroadng]

### **Pennsylvania Rail Yard Solar Project Gets Boost**

Pennsylvania has allotted \$1 million for a solar-power field on part of a Superfund site at the Paoli, Pa. rail yard, as part of a plan for a new transportation facility, state officials said June 21. The solar facility will cover three acres. Construction is to begin in the fall and be complete by the end of the year.

The energy generated by the panels will feed into a substation in the yard that provides electricity for SEPTA and Amtrak on Amtrak's Philadelphia-to-Harrisburg line. The panels are expected to contribute 2% of the energy used daily by Amtrak and SEPTA.

The project is part of a larger \$50 million plan to build a new Paoli train station and parking garage several blocks west of the current facility. The substation would also be replaced. The rail yard also has benefitted from \$20 million in environmental remediation. [Railway Age]



### **PRR, PRSL & LIRR EVENTS IN JULY**

**July 25, 1866** - Tornado blows down all but one span of PW&B's Susquehanna River Bridge at Perryville while under construction.

**July 10, 1875** - Solid train of 29 cars of tea passes over PRR, having run through from San Francisco in less than 10 days.

**July 12, 1880** - West Chester Railroad opens new depot at northeast corner of Gay and Matlack Streets in West Chester and abandons 1836

depot on Gay Street between High and Walnut; old track remains in place to serve coal yard.

**July 17, 1885** - West Jersey Railroad extends double track seven miles from Franklinville to Iona, NJ - 25.4 miles from Camden.

**July 8, 1901** - Largest PRR guided tour to date leaves New York for one-month circuit to San Francisco-Los Angeles-Vancouver and return via Canadian Pacific; 4 sections, 400 people.

**July 9, 1904** - Ground broken for new Pennsylvania Station yard at 31st Street and 9th Avenue in New York.

**July 1907** - Branch of PB&W opens at Perryville, connecting with Columbia & Port Deposit Railway at Frenchtown, Md.

**July 4, 1910** - PRR announces it is constructing a new car yard at turntable between 20th & 23rd Streets west of Broad Street Station and increasing number of running tracks between "B" Interlocking at 23rd Street and West Philadelphia from two to four and adding an inbound engine and empty car track; to be completed by Dec. 1.

**July 26, 1913** - New Rahway, NJ freight station and passenger station with high level platforms opens on new six-track elevated line through city.

**July 10, 1918** - New Brighton, Pa., ordinance calls for relocation of PRR main line.

**July 27, 1921** - PRR contracts with City of Philadelphia for construction of 60th Street Branch in Southwest Philadelphia.

**July 2, 1924** - PRR announces tests of first diesel tugboat No. 16 at New York; is first diesel tug in New York harbor; built by Staten Island Shipbuilding Company, with engine installed at PRR's Hoboken Marine Shops.

**July 28, 1927** - Pres. Atterbury presides over formal groundbreaking for Philadelphia Improvements at 20th & Cuthbert Streets, north of Chinese Wall; Mayor Kendrick turns first shovel for Suburban Station approach with a silver spade.

**July 1, 1930** - PRR leases West Jersey & Seashore Railroad under agreement of June 30, 1930 at fixed charges plus 6% dividend; Camden Terminal Division abolished and merged into Atlantic Division; Atlantic Division becomes part of Philadelphia Terminal General Division



**July 1930** - PRR issues second Newell Convers Wyeth poster; "In Old Kentucky" showing Daniel Boone-type frontiersmen.

**July 8, 1933** - PRR establishes round-trip bargain fares in New York commuter zone and on NY&LB to stimulate ridership.

**July 12, 1936** - PRR operates first "Off the Beaten Track" railroad fan trip for Philadelphia Chapter of NRHS; runs Philadelphia-Whitemarsh-Columbia-Enola-Harrisburg-Lancaster-New Holland-Philadelphia; success prompts PRR to operate the excursions for railfan groups and on its own account until World War II.

**July 16, 1939** - PRR discontinues use of green and white classification lights to designate extras and multiple sections of trains.

**July 15, 1944** - Service Women's Lounge opens at Broad Street Station.

**July 27, 1947** - LIRR announces order of five diesels to combat smoke nuisance.



**July 6, 1950** - Boy Scout National Jamboree at Valley Forge closes; PRR handles exodus.

**July 31, 1953** - "WAWA" Tower removed from service.

**July 16, 1956** - Budd unveils prototype "Pioneer III" lightweight car with display on side track under Waldorf-Astoria Hotel in New York; Pres. Symes and Edward G. Budd in attendance; cost cut to \$600 per seat or 40% less than "Aerotrain"; stainless steel body with molded all-plastic interior.

**July 14, 1959** - Last run of a PRR steam locomotive in revenue service, B6sb switcher No. 5244 leased to Union Transportation Company at Fort Dix and serviced at Camden, N.J.; locomotive is returned to PRR at Lewistown, N.J. (on the PRR's Kinkora Branch - Ed.), and runs via Delair Bridge to 46th Street engine house in Philadelphia, where fires dropped; replaced on Union Transportation Company by 44-tonner diesel.

**July 13, 1962** - GE delivers PRR Class E44 with silicon diode rectifiers; first electric locomotive with solid-state electronics.

**July 1965** - Last Class P5a electric locomotives retired; last 5 Class FF2 electric locomotives sold for scrap.

**July 19, 1967** - Budd Company displays first of 40 *Metroliner* cars.

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



## **TIMETABLE 07-10**

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

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**Through March 26, 2011**

**"ALMOST as fast as birds can fly: the railroad in Delaware history"** includes documents, photos, artifacts and stories representing Delaware's railroad past and present. At the Delaware History Museum, 504 Market Street, Wilmington, De. Info: [www.dehistory.org](http://www.dehistory.org)

**Sunday, July 4, 2010**

**Fireworks Express** on the Wilmington & Western Railroad. Info: [www.wwtr.com](http://www.wwtr.com)

**Sunday and Monday, July 4-5, 2010**

**Lehigh Gorge Scenic Railway Steam Excursions** using Reading & Northern 4-6-2 No. 425. Departs from Jim Thorpe, Pa. Info: [www.lgsry.com](http://www.lgsry.com).

**Sunday thru Friday, July 11-16, 2010**

**Rail Camp** at Steamtown National Historic Site, Scranton, Pa. Info: [www.railcamp.com](http://www.railcamp.com).

**Sunday thru Sunday, July 11-18, 2010**

**National Model Railroad Association 75<sup>th</sup> Anniversary Convention** at the Midwest Airline Center in downtown Milwaukee, Wisc. Info: [www.nmra75.org](http://www.nmra75.org).

**Wednesday thru Sunday, July 21-25, 2010**

**National Association of S Gaugers National Convention** at the Duluth Entertainment & Convention Center, Duluth, Minn. Info: [www.nasg2010.com](http://www.nasg2010.com).

**Saturday and Sunday, July 31-August 1, 2010**

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

**Sunday thru Sunday, August 1-8, 2010**

**26<sup>th</sup> Annual National Garden Railway Convention** at the Greater Tacoma

Convention & Trade Center, Tacoma, Wash. Info: [www.2010ngrc.com](http://www.2010ngrc.com).

**Saturday and Sunday, August 14-15, 2010**

**Greenberg Train Show** at the New Jersey Expo Center, 97 Sunfield Ave., Edison, NJ. Info: [www.GreenbergShows.com](http://www.GreenbergShows.com).

**Saturday, August 28, 2010**

**Annual Train and Toy Show** by the Harrington Parks and Recreation Department, 114 E. Liberty Street, Harrington, Del. Info: Bill Falasco, 302-398-7975 or [bfasco@cityofharrington.com](mailto:bfasco@cityofharrington.com).

**Wednesday thru Saturday, September 1-4, 2010**

**30<sup>th</sup> National Narrow Gauge Convention** in St. Louis, Mo. Info: [www.30ngconvention.org](http://www.30ngconvention.org).

**Saturday and Sunday, September 4-5, 2010**

**Railfest 2010** at Steamtown National Historic Site in Scranton, Pa. Info: [www.nps.gov/stea](http://www.nps.gov/stea).

**Saturday and Sunday, September 11-12, 2010**

**The Great Lehigh Valley Train Meet** at the Merchants Square Mall, 1901 South 12<sup>th</sup> Street, Allentown, Pa. Info: [www.valleygoto.com/train.html](http://www.valleygoto.com/train.html).

**Friday thru Sunday, September 24-26, 2010**

**Ntrak National Show** at The Crossing at the Dan, Danville, Va. Info: [www.trainweb.org/nrmrc/2010show/](http://www.trainweb.org/nrmrc/2010show/).

**Thursday thru Saturday, October 14-16, 2010**

**Eastern Division Train Collectors Association Train Meet** at the York Expo Center, 334 Carlisle Ave., York, Pa. 17404. Info: [www.easterntca.org](http://www.easterntca.org).

**Sunday, October 24, 2010**

**Farewell to the Budd Silverliner II's** - tour on SEPTA's Regional Rail System by the Friends of Philadelphia Trolleys. Departs 30<sup>th</sup> Street Station 10:00 am, returns at 3:00 pm. Fare: \$70.00. Info: [FPT2799@comcast.net](mailto:FPT2799@comcast.net).

**Saturday and Sunday, October 30-31, 2010**

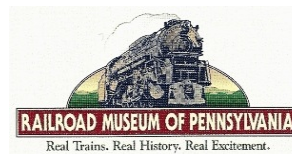
**The Great Scale Model Train Show** at the Maryland State Fairgrounds, 2200 York Road, Timonium, Md. Info: [www.gsmts.com](http://www.gsmts.com).

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**ROUTE 741 EAST, STRASBURG, PA**

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

**717-687-8628**



**Thru Friday, December 31, 2010**

**Trains In Motion Pictures Exhibit**

**Wednesday thru Monday, June 30 - July 5, 2010**

**Reading Railroad Days**

**Monday through Friday, July 12-16, 2010**

**Barons & Builders Day Camp** for ages 9 and 10.

**Monday thru Friday, July 26-30, 2010**

**Barons & Builders Day Camp** for ages 11 and 12.

**Wednesday thru Saturday, August 11-14, 2010**

**Railroad Family Days**

**Friday and Saturday, August 13-14, 2010**

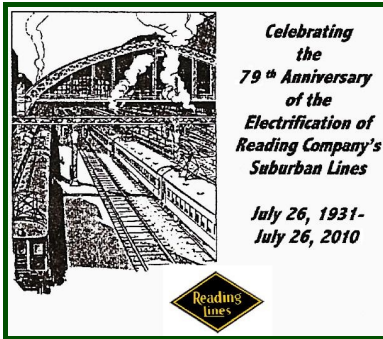
**Hogwarts Express Parties**

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## RIDING THE READING... READING COMPANY EVENTS IN JULY



**July 10, 1885** - Agreement on J. P. Morgan's yacht ends South Penn Railroad plan.

**July 4, 1900** - Atlantic City Railroad Class P-3a 4-4-2 sets new Camden-Atlantic City speed record of average 75.2 MPH.

**July 7, 1927** - Reading and PRR announce 30% reduction in fare from Philadelphia to shore points

until Sep. 30 to meet bus competition.

**July 15, 1933** - Atlantic City Railroad Co. (Reading subsidiary) renamed Pennsylvania-Reading Seashore Lines (PRSL); PRR receives 66% interest and lease of West Jersey & Seashore is transferred to PRSL; PRSL becomes a separate operating unit with its own general manager; is removed from Atlantic Division which is reduced to Camden-Bay Head Jct. and branches, but Atlantic Division and PRSL retain common staff at divisional level; Pres. and VP are alternately from Reading or PRR each year.

**July 28, 1960** - A burned off journal causes a 17 car derailment at Rossmoyne, Pa.

### JUNE, 2010

#### CHAPTER MEETING MINUTES

**CALLED TO ORDER:** The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society, was held at the New Freedom Station, York County, Pa. on Monday, June 21, 2010. The meeting was called to order at 7:30 pm by President Tom Shenk with 42 members present.

**MINUTES:** President Tom Shenk asked for a motion to approve the May Membership Meeting minutes. Marlyn Geesey approved the motion and Bill Richard seconded the motion. The May Membership Minutes were approved as printed in the *Lancaster Dispatcher*.

**MEMBERSHIP:** In the absence of First Vice-President Fred Kurtz, Tom Shenk announced that the chapter has one new member.

**CHAPLAIN:** Chaplain Doris Geesey read a devotion to the chapter membership titled "Blessings." Doris announced that chapter member Richard Brenner had hip replacement surgery on May 10. Richard spent three days in the hospital and is now recovering and having therapy at home. Doris sent him a planter and he plans on attending July's Chapter membership meeting. If anyone has any information on our chapter members (illnesses, birthdays, anniversaries), please pass it along to our Chaplain.

**TREASURER:** In Treasurer Toady Kennel's absence, Tom Shenk gave the Treasurer's Report for the month of May. The report will be accepted for future audit.

**BOARD OF DIRECTOR'S REPORT:** There was no Chapter Board Meeting for the month of June. Therefore, there is no report. President Tom Shenk announced that there will be a Chapter Board Meeting during Intermission at the chapter's July membership meeting.

**FALL BOARD MEETING:** Tom Shenk reported that the Chapter Banquet this year will be held on Saturday, November 6 at the Eden Resort Inn in Lancaster. If chapter members would like to do any tours for the 75th Anniversary - Fall 2010 Board of Directors' Meeting, they

must fill out and send in the Registration Form. *If you are planning on only attending the Banquet on Saturday, November 6, you do NOT have to send in the Registration Form.* Tom Shenk went over some of the highlights of the tours planned: Strasburg Rail Road (LO&S) motorized car rides and shop tours, J Tower tour, Wilmington & Western Railroad (rides and shop tours), lunch at the Christiana Freight Station, slide presentations, visit the Manheim Historical Society, and ride the Birney Trolley car (#236). Regional Vice President John Sweigart will have an evening meeting.

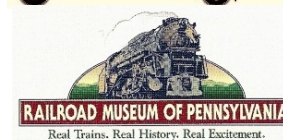
**ANNOUNCEMENTS:** Tom Shenk gave donation checks on behalf of the Chapter to the Friends of the Stewartstown Railroad and to Chuck Neal of the York County Park Services for hosting the chapter membership meeting at New Freedom Station.

Glenn Kendig announced that there will be more clean-up days planned for the Christiana Freight Station in preparation for the 75th Anniversary - Fall 2010 Board of Directors' Meeting hosted by the Lancaster Chapter, N.R.H.S. Tom Shenk announced that our Kitchen Coordinators, Joan Shearer and Eileen Stoll, need help in the chapter kitchen for the months of July and November. If any chapter members would like to help in the kitchen, please see Joan or Eileen. Glenn Kendig reported that Steve Himpls has been busy doing metal work on the caboose. The caboose is scheduled to be painted Conrail colors by September. The oil stove was removed from the caboose and will be replaced with an original coal stove.

Cindy Kendig announced that for two years, the chapter has had an autistic boy do small jobs around the Freight Station. His name is Vangeli Smith and he is the first graduate of C.H.A.M.P., a part of the I-13 unit in Downingtown. Cindy was invited to attend his Graduation and the Chapter gave him four Strasburg Rail Road tickets for his graduation gift. Vangeli sent a thank you card, that he made himself, to thank Cindy and the Chapter. The C.H.A.M.P. program also bought an afghan from the Chapter to give to Vangeli. Tom Shenk announced upcoming Chapter Membership Meeting dates: Monday, July 19 meeting will be held at the Christiana Freight Station with Paul Kutta presenting a slide program. The Monday, August 16 Meeting will be held at Tom Grassel's House in Conestoga. The Chapter Picnic will be on Sunday, September 12 at the Christiana Freight Station. The Monday, October 18 Meeting will be held at Christiana Freight Station with Reed Anderson. The Monday, November 15 Meeting will be held at the Christiana Freight Station with Frank Tatnall. Saturday, December 18 and Sunday, December 19 will be the Christiana Freight Station's Christmas Open House. Sunday, December 19 will be a Holiday Membership Meeting held at the Christiana Freight Station at 3:00 p.m.

**ADJOURNMENT:** The chapter meeting was adjourned at 7:50 pm. July's program will be a slide presentation by Paul Kutta on Local Railroads.

*Respectfully Submitted: Donetta M. Eberly - Secretary*



### LESS THAN CARLOAD SHIPMENTS

#### LOCAL AND NATIONAL NEWS

### Governor Rendell Announces Release of \$5 Million For Railroad Museum of Pennsylvania Exhibits and Roundhouse

Governor Edward G. Rendell announced June 4 that \$5 million in state capital funds have been released to the Pennsylvania Historical & Museum Commission and the Department of General Services for new

exhibits and the design of a roundhouse at the Railroad Museum of Pennsylvania.

"The improvements planned for this facility are critical to the preservation and the interpretation of the Railroad Museum of Pennsylvania's world-class collection of more than 100 historic locomotives and railroad cars," says Museum director Charles Fox.

The Governor's Office of the Budget has designated \$500,000 for the design of a 16,000-square-foot roundhouse in the outdoor yard, to be located at the Museum's existing turntable. A significant number of the Museum's collection of historic locomotives and rolling stock, many of which are listed on the National Register of Historic Places and are the last of their kind in the world, currently reside outdoors and are deteriorating from exposure to the elements.

The addition of a roundhouse at the Railroad Museum of Pennsylvania will provide permanent, climate-controlled storage for these historic artifacts. Bid proposals have been released by the Department of General Services for the architectural design of the roundhouse. The Governor's Office of the Budget anticipates releasing an additional \$6.1 million for the actual construction of the roundhouse in the next fiscal year.

The Governor's Office of the Budget also has released \$4.5 million for the design, fabrication and installation of new permanent exhibits to be located throughout the Railroad Museum of Pennsylvania. The Hilferty Design firm of Athens, Ohio has been selected to work with Museum and Pennsylvania Historical & Museum Commission staff on the exhibit design. Planning is already underway.

"The new exhibits will allow us to examine Pennsylvania's railroading history from its earliest beginnings to the present day in a thorough and comprehensive manner. The exhibits will explore the social, economic and technological history of Pennsylvania railroading, using the Museum's outstanding collection of artifacts and rolling stock to illustrate the story," says Fox.

"Both of these projects represent major steps forward for the Railroad Museum of Pennsylvania," Fox points out, "allowing us to raise the standards of our already world-class institution even higher. Once they are in place, and in conjunction with the completion of a new geothermal HVAC system in the Museum, the entire interpretive experience we offer to visitors will have been reshaped and improved, and we will have become much more effective caretakers of this unequalled collection of American railroading artifacts." [*Railroad Museum of Pennsylvania, Strasburg, Pa.*]



#### **Northeast States, Amtrak Seek Improved Rail Service**

Eleven Northeast states from Maine to Maryland, with close support from Amtrak and the Coalition of Northeastern Governors (CONEG), said they submitted a multi-state proposal requesting that the Federal Railroad Administration lead a planning effort to further define the role that intercity and high-speed passenger rail can play in helping improve the region's transportation network, expand capacity, relieve highway and aviation congestion, and stimulate sustainable economic growth along the Northeast Corridor.

The joint proposal is being submitted to the FRA with support from the following states: Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, and Maryland.

The proposed study will build off the successful three-year collaboration among 12 states - including the Northeast states mentioned above and Virginia - Amtrak and commuter and freight railroads to produce the Northeast Corridor Infrastructure Master Plan, which also is being released May 21 as the foundational document for the proposed multi-state planning effort.

The proposed study will document capacity constraints across the entire transportation system in the Northeast from Maine to Maryland through 2050, including highways and airports. The scope of the study is designed to: identify projects contained in the Master Plan that are ready to move forward in the short to medium term; perform a multi-modal systems analysis; develop a preferred rail configuration plan; and lead to a revised Programmatic Environmental Impact Statement for the NEC Main Line from Washington to Boston. The last PEIS was done in the late 1970s.

"The proposed study represents the collective efforts of the states that clearly recognize the need for a coordinated and systematic approach to the overall rail network in the east. Regional collaboration is what will keep our high-speed rail initiative moving forward. It's what we have agreed to do together, and the best way to achieve long-term success," said Joseph Marie, Commissioner of the Connecticut Department of Transportation, representing CONEG's Transportation Chairman.

"Amtrak greatly appreciates its close working relationship with all the states and other railroads and stakeholders who participated in developing the NEC Master Plan," said Amtrak President and CEO Joseph Boardman. "We look forward to continuing our region-wide partnership as we move forward with the goal of developing the next-generation Northeast Corridor, including expansion of high-speed rail services."

The NEC Master Plan is designed to accommodate growth needs for all users of the NEC through 2030, expand service, particularly to outlying areas of the region, and improve the high-speed Acela Express travel times by 20 to 30 minutes from Boston to New York and New York to Washington, respectively. The plan is intended to support future economic growth, environmental and energy goals for the Northeast region.

Specifically, the Master Plan identifies an initial baseline of infrastructure improvements needed to maintain the current NEC system in a state of good repair; integrate intercity, commuter and freight service plans; and move the NEC forward to meet expanded service, reliability, frequency, and trip time improvement goals.

Amtrak will be coordinating work they are doing on the potential for next-generation high-speed rail with the Northeast states from Maine to Maryland, as part of the multi-state planning study. [*Railway Track and Structures*]

#### **Work On Kinzua Viaduct Progresses**

MOUNT JEWETT, Pa. — The first stage of work to open part of the Kinzua Viaduct to visitors is nearing completion, the *Bradford Era* (Pa.) has reported. Plans for the bridge call for an observation platform at the end of the portion that remains standing.

A tornado toppled the bridge's center spans in 2003. Knox & Kane had operated a tourist train over the former Erie Railroad viaduct, and tourists could walk across it. The bridge and the area around it are part of Kinzua Bridge State Park.



In 2009, work began on rehabilitating the remaining towers and constructing a new viewing area. It's slated to be complete by fall. Work so far has focused on constructing concrete jackets around the piers and stabilizing the structure. Workers have been drilling for the pier anchors as well. [*TRAINS News Wire*]





### **Pennsylvania DOT To Help Fund 11 Freight-Rail Projects**

The Pennsylvania Department of Transportation (PennDOT) recently announced the state transportation commission approved grants totaling \$12.9 million for 11 freight-rail infrastructure projects, including several short-line projects. Funding will be provided through the Rail Freight Capital Budget/Transportation Assistance Program and be administered by PennDOT's Bureau of Rail Freight.

The grants include:

- \$4.3 million to Kiski Junction Railroad Inc. to extend a spur nine miles along the Allegheny River to serve an expanding coal mine;
- \$1.6 million to United States Gypsum to build 10 industrial tracks totaling 26,000 feet of track and install 11 switches;
- \$1.4 million to Allegheny Valley Railroad Co. to reconstruct and replace track, replace a mainline turnout and install ties;
- \$1.3 million to Pittsburgh and Ohio Central Railroad to restore out-of-service tracks in Scully Yard, increase yard capacity and rehabilitate a west yard;
- \$900,000 to Allegheny & Eastern Railroad to construct a new siding, replace culverts, and install new turnouts, switch ties and ties;
- \$793,100 to D&H Railway Co. to construct bulk commodity receiving, handling and transfer facilities at Boyd Station;
- \$713,580 to the SEDA-COG Joint Rail Authority to reconstruct 1,114 feet of street-running track in Lewistown;
- \$595,000 to the Westmoreland County Industrial Development Corp. to replace an aging wooden-pile trestle with a steel-pile trestle bridge;
- \$526,653 to Wheeling & Lake Erie Railway Co. to replace track structure in the Greentree and Hickory tunnels, replace ballast, install tunnel drains, and improve surface and line track;
- \$525,000 to River Hill Coal Co. Inc. to install a new scale, purchase loading equipment and rehabilitate 2,000 feet of track; and
- \$202,300 to Locust Valley Coal Co. to rehabilitate track and repair misaligned rails and three bridges. [Progressive Railroading]



### **Progress Rail to Acquire EMD**

On June 1, Progress Rail Services Corp. announced it signed an agreement to purchase Electro-Motive Diesel Inc. (EMD) for \$820 million from Berkshire Partners L.L.C. and Greenbriar Equity Group L.L.C.

The acquisition is expected to close by year's end pending final regulatory approval. EMD would become a wholly owned subsidiary of Progress Rail, which is owned by Caterpillar Inc. EMD would maintain its LaGrange, Ill., headquarters and John Hamilton would continue to serve as the company's president and chief executive officer, Progress Rail officials said in a prepared statement.

Progress Rail provides various rail and transit products in North America, including locomotive upgrades and repairs, rail-car remanufacturing, trackwork, rail welding and repair, and signal design and installation.

"The acquisition of EMD will enable us to provide rail and transit customers an industry-leading range of locomotive, engine and emissions solutions, as well as unmatched aftermarket product and parts support and a full line of rail-related services and solutions," said Progress Rail CEO Billy Ainsworth. [Progressive Railroading]



### **NY/NJ Port To Build Barge-To-Rail Facility At Century-Old Yard**

The Port Authority of New York and New Jersey's (PANYNJ) board authorized the purchase and redevelopment of Conrail's Greenville Yards in Jersey City, N.J.

The century-old rail yard will "serve as the lynchpin" for removing up to 360,000 trash trucks annually from trans-Hudson crossings and New Jersey highways beginning in 2013 by moving New York City's waste in sealed containers via barge and rail, PANYNJ officials said in a prepared statement. New Jersey Gov. Chris Christie recently called on the port authority to build a barge-to-rail facility at Greenville Yards.

The yard serves as the western terminus for New York New Jersey Rail L.L.C., which is owned by PANYNJ and operates the last cross-harbor car float system on the Hudson River. The authority's board authorized \$118.1 million to purchase land for the project and support the existing rail-car float system operating between Greenville Yards and Brooklyn.

PANYNJ plans to build a barge-to-rail facility at the yard and upgrade track to enable municipal solid waste and other commodities to be barged from New York to New Jersey in watertight sealed containers, and moved out of New Jersey by rail via CSX Transportation and Norfolk Southern Railway. Currently, the majority of New York City's waste is trucked. New York City plans to ship an estimated 120,000 to 180,000 containers of solid waste annually through two barge-to-rail transfer points on the western side of the port complex.

"This facility gives us a once-in-a-lifetime chance to maximize our waterways and rail systems and take up to 360,000 trash trucks off New Jersey's major highways each year," said PANYNJ Deputy Executive Director Bill Baroni in a prepared statement. [Progressive Railroading]

### **Key Contracts Awarded For World Trade Center Transport Hub**

The Port Authority of New York & New Jersey's Board of Commissioners on June 22 approved the first major construction contracts, exceeding \$100 million, for the Santiago Calatrava-designed Transit Hall and Oculus portions of the World Trade Center Transportation Hub.

The board approved an \$86.6 million contract with Sorbara Construction Corp. to furnish and install all concrete for floor slabs, beams and walls to bring the transit hub to street level and a \$19.2 million contract with EIC Associates Inc. to build the foundations.

"With today's Board actions, we've awarded more than \$1 billion in contracts for the Transportation Hub," said Port Authority Chairman Anthony R. Coscia. "Once completed, this landmark facility will serve more than 200,000 daily commuters, anchoring the World Trade Center site and a revitalized Lower Manhattan."

To date, workers have installed 54 Calatrava-designed arches to form the Hub Connector, which links the Hub and the World Financial Center via an underground passageway. The Hub work also has included the installation of four massive Calatrava columns weighing about 55 tons that will provide structural support for the PATH Hall roof. [Railway Age Rail Group News & Progressive Railroading]

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

Canadian Pacific No. 2822 on a commuter run at Montreal, Quebec in June 1959. These 4-6-4 type locomotives, semi-streamlined with a recessed headlight and trimmed in black, silver and deep red, received the name "Royal Hudson" after one of them (No. 2850) pulled the train of Britain's monarchs George VI and Elizabeth during their 1939 visit to the Dominion of Canada. (Notice the embossed gold crown on the side of the running board skirt, over the cylinder.)

Delivered in several groups by Montreal Locomotive Works, the Royal Hudsons had 75-inch drivers, 22x30-inch cylinders, a boiler pressure of 275 pounds per square inch, and a locomotive weight of 366,000 pounds. They exerted 45,300 pounds of tractive effort (57,330 with booster engine operating). No. 2822 belonged to class H1c, the first group of Royal Hudsons, and was delivered in 1937. According to information provided by Don's Rail Photos, she was retired at the end of 1959.

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## A FAREWELL TO THE BUDD SILVERLINER II's

Join the Friends of Philadelphia Trolleys and enjoy a Fall Tour of SEPTA's Regional Rail Lines using two of the soon to be retired 1963 Budd Built Silverliner II's, on the former commuter lines of both the Pennsylvania and Reading Railroads.



*Photo Courtesy of Bob Vogel*

**When:** Sunday, October 24, 2010 **Where:** SEPTA/AMTRAK 30<sup>th</sup> Street Station, Philadelphia

**Departure:** 10.00AM Sharp, returning at 3.00PM **Fare:** \$70.00

There will be no formal lunch stop; please bring your own. Snacks and drinks will be available on board the train.

To reserve your seat (there will be no standees), send a check made out to **FPT, Inc** to:

**HARRY DONAHUE, 103 MULBERRY COURT, MORGANTOWN, PA 19543**

Please include a Self Addressed Stamped Envelope (SASE) for your tickets and other important trip information!!!

Name(s) \_\_\_\_\_

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ALL PROCEEDS FROM THIS CHARTER WILL GO TOWARDS FPT'S LATEST PROJECT, THE REPAINTING OF PHILADELPHIA PCC 2743 INTO ITS 1959 PTC GREEN AND CREAM COLORS. *Need more info? Contact: had2709@aol.com*



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

**JULY**

**JULY 12, 2010 - Chapter Board Meeting has been cancelled.** There will be a short Board Meeting at the Regular Chapter Membership Meeting on Monday, July 19, 2010.

**JULY 19, 2010** - Monday, 7:30 pm - Christiana Freight Station. Regular Chapter Membership Meeting and short Board Meeting. Philadelphia Chapter, N.R.H.S. member Paul Kutta will present a slide program entitled “Local Railroads”.

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**AUGUST**

**AUGUST 09, 2010** - No Board Meeting

**AUGUST 16, 2010** - Monday - Summer “Away” Chapter Membership Meeting at the home of Tom Grassel, 91 Hilltop Drive, Conestoga, PA. Train rides start at 6:30 pm; Membership Meeting starts at 7:30 pm. You should bring lawn chairs.

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**SEPTEMBER**

**SEPTEMBER 12, 2010** - Sunday afternoon - Christiana Freight Station. Annual Chapter Picnic featuring the Chapter’s famous Chicken Barbeque. Please bring a covered dish to share.

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**OCTOBER**

**OCTOBER 18, 2010** - Monday, 7:30 pm - Christiana Freight Station. Regular Chapter Membership Meeting. We hope to have Reed Anderson with the York County Hanover Junction Steam Rail Project.

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**NOVEMBER**

**NOVEMBER 04-07, 2010** - Thursday through Sunday - Lancaster Chapter is hosting the 75<sup>th</sup> Anniversary Fall National Board of Directors’ Meeting at the Eden Resort Inn in Lancaster. Contact Tom Shenk if you can help.

**NOVEMBER 06, 2010** - Saturday - Eden Resort Inn. Annual Lancaster Chapter Banquet.

**NOVEMBER 15, 2010** - Monday, 7:30 pm - Christiana Freight Station. Regular Chapter Membership Meeting. Philadelphia Chapter, N.R.H.S. President Frank Tatnall is tentatively scheduled to present his slide program entitled “The Pennsylvania Railroad in the Harrisburg, Pennsylvania area” (with a sprinkling of the Reading Company).

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**DECEMBER**

**DECEMBER 18, 2010** - Saturday, 3:00 pm - Christiana Freight Station. The Christiana Lions Club will have Santa for the area families. Everyone is invited. Saturday night Hay Rides to see the Christiana Christmas displays.

**DECEMBER 19, 2010** - Sunday, 3:00 pm - Christiana Freight Station. Regular Chapter Membership Meeting and Annual Chapter Christmas party.

**Chaplain Contact Information:**

Doris Geesey

Phone - 717-347-7637

Email - rscooter2@comcast.net

***Please keep our Chaplain informed!***

**LANCASTER CHAPTER BOARD of DIRECTORS**

<b>President:</b>	Tom Shenk	717-560-1186
<b>1st Vice President:</b>	Fred Kurtz	717-625-1204
<b>2nd Vice President:</b>	Glenn Kendig	610-593-6313
<b>Secretary:</b>	Donetta Eberly	717-866-5514
<b>Treasurer:</b>	Leora Kennel	610-593-6592
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<b>1st Director:</b>	Cindy Kendig	610-593-6313
<b>2nd Director:</b>	Tom McMaster	717-274-5325
<b>National Director:</b>	Harold Shaak	717-484-4020

**MEMBERSHIP MEETING NOTICE**

THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, NRHS WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA. ON MONDAY, JULY 19, 2010, 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 \$56 (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@nrhs1.org](mailto:fkurtz@nrhs1.org)

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